



BRITISH COLUMBIA CHAPTER NATIONAL CORVETTE RESTORERS SOCIETY NEWSLETTER

February 2024

Message From the NCRS BC Chapter President

Hello Everyone.

I remember when I first became a member of the NCRS, I assumed there would be a natural association between the club and General Motors, especially when it came to sponsorship. Over the years I have become aware that this kind of relationship is actually quite rare between the two groups. Our executive is always looking for ways to promote our Chapter, so looking at all the options it would be only natural to try to create a local relationship with GM. What I have noticed in speaking with GM Canada senior management, is the company's marketing structure could affect a potential relationship by the way its corporate marketing budget is distributed. As I understand this process, marketing dollars are only shared between a dealership and corporate GM for events that are physically within the assigned geographical area of that particular dealership. Therefore, it is very difficult to procure GM marketing funds for NCRS Regional or National events, because of large areas they cover, plus they move locations annually. That said, we may have found an opportunity at the Chapter level since it can be contained in one GM dealership's allocated area.

We are now in discussions with the Dueck Auto Group for our June 8, 2024 judging event, (with judging school). They have a state-of-the-art facility on Marine Drive in Vancouver, BC. They can provide accommodations such as shared floor space with the latest GM vehicles, judging school presentation and tabulation rooms, luncheon cafeteria, event videos, social media access, advertising, portable lifts for chassis judging and some sponsorship dollars. We will be meeting with their staff in March to determine how we can move forward together.

During this investigative process with Dueck, we have kept Al Tuningley fully informed. Al has been extremely generous with his beautiful facility for our previous judging events. The BC Chapter may now be in the position to have two judging events in 2024, and it is our intention to have the second event back at Al's warehouse. The tentative date would be Saturday, September 14, 2024. The number of judges is always our major concern, so before making this major Chapter decision we have had discussions with the NW Chapter, Inter-mountain Chapter and the Regional Director to solicit their help. They all, have been very supportive in our request for judging assistance. If our Chapter can demonstrate its ability to support two judging events per year, maybe we could start moving one event to other parts of the Province such as Vancouver Island or up country.

Please do not hesitate to call me (mobile 604-807-7242) for more information or clarification. Your comments and ideas would be most appreciated.

Best regards,
Brent E Connors (#9643)
BC Chapter Chairman

NCRS BC Chapter- Judging Chairman's message

Hello BCCNCRS members

Well, what can I say, except be ready for a great chapter meet which is scheduled in June 8, 2024 I will schedule our chapter meet on the NCRS bulletin board this week. Not only the great food that will entice you to come out but many big opportunities for our chapter and with a friendly introduction to Moray Keith from our member Keith Bramhill when he had his 2024 bad ass Z06 at Dueck Show and Shine, Brent has set up meetings with Dueck on Marine and I coming out in figuring what we all need for a successful event.

We will be judging two C2 cars it will be a 64 fuelie coupe and either a 67 390 HP coupe or a 67 435Hp convertible so study your judging manual if you have one.

I am trying to line up a company that promotes polishing compounds for older and newer cars like C4 to C8 for our judging school

If this is a time for you to come out as a sportsman class to the chapter event, I would strongly you polish your car for a nice car display in front of Dueck on Marine. We need all the judges we can muster up and I appreciate your support. It has been a long process since BCCNCRS started in 2007 and what we have accomplished so far with the help of all board members and members of BCCNCRS. My hats off for Brent in finding Al's facility for the past many years and we continue to do so. But also Brent and I in discussion with Mr. Moray Keith proprietor of Dueck on Marine in hosting 2024 BCCNCRS Chapter meet...and he owns a few other dealerships too.

I would like to also say to all BCCNCRS members I am very to be proud of our chapter's accomplishments. From my humble next door neighbor hosting for a while and if you remember it rained so hard one day and all the cars got wet!!! To another great facility that you will see. I hope we all look forward to another great page in the BCCNCRS Chapter and if any of the members has any questions or ideas going forward, please do not hesitate to give me a call (cell) 604-618-0828
Sincerely
Grant Wong
BC Chapter
Judging Chairman

Judging Paint

One of the more challenging aspects of judging corvettes – especially C1, C2 and C3 – is the paint. The following description of the process and criteria was provided by **NCRS Oklahoma Chapter Judging Chairman Gene Holtz (NCRS #10606)** in the December 2023 issue of the Oklahoma chapter newsletter. Thank you to Gene for permission to reproduce his article in our newsletter.

When I was deciding what to write in the judging chairman's comments this month, I thought I would go over the Body Color and Body Paint guidelines that are in the Standard Deduction Section of the 9th Edition of the Corvette Judging Reference Manual. Over the years the paint guidelines have evolved, and we are on our 2nd Paint Flowchart that started after the 2016 Warwick National Convention. The flowchart helps with consistency on judging points between meets. The color and paint are judged on separate lines with Body Color having 85 points originality and no condition points and Body Paint having 45 points originality and 40 points condition.

BODY COLOR (85 points - Use Standard Deduct Guidelines) - (Not CDCIF.)

- Matches Trim Tag / Parts Label (-0%)
- Shade Not Consistent (-20%) or (17 point deduction)
- 1967 Big Block Hood Stinger & Pin Stripe Size and Position
- Metallic Content / Size. -- If you see Flake, it is too large (-50%) or (43 point deduction)
- Side Cove, Hood Stinger, Hardtop Non-Factory Color or Year (-100%) or (85 point deduction).
1967 stinger – 25 point deduction for NTP placement or pinstripe width. If extremely different from factory – 100% deduction
- Inconsistent w/Trim Tag, Non-Factory Color, Factory Color Inappropriate Year (-100%) or (85 point deduction)

Standard Deduction Guideline #10 Judging Color

Matches Trim Tag / Parts Label (-0%)

Shade Not Consistent (-20%)

1967 Big Block Hood Stinger & Pin Stripe Size and Position (-40%)

Metallic Content / Size (-50%) **

Side Cove, Hood Stinger, Hardtop Non Factory Color or Year (-100%)

Inconsistent w/ Trim Tag, Non-Factory Color, Factory Color Inappropriate Year (-100%)

Original Paint Chips are OLD!
Original Paint is OLD!
Paint Supplier
Paint Batch
Humidity
Temperature
Technique
Coverage
Time Between Steps

Shade

*Lacquer: 1953-1981
BC/CC: 1981-Present

Light Source

Daylight - Judge in Sunlight
Color Temperature of Lamps
Continuous vs Emission Lamps

Metallics

- Flake Size & Shape **
- Quantity
- Depth (Reducer)
- Humidity
- Air Pressure
- Technique
- Paint Type
Lacquer, SS, BC/CC, Tri Coat)

**50s/60s Metal Flakes MUCH Smaller than today's metallic colors. "Dust" sized.
(ex: Sebring Silver w/ Round Particles)

** If you see Flake, it is too large

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BODY PAINT (45 point originality and 40 point condition- Use Standard Deduction Guidelines) - (Not CDCIF.)

Lacquer for 1953-1981 cars -- BC/CC for 1981- Present cars

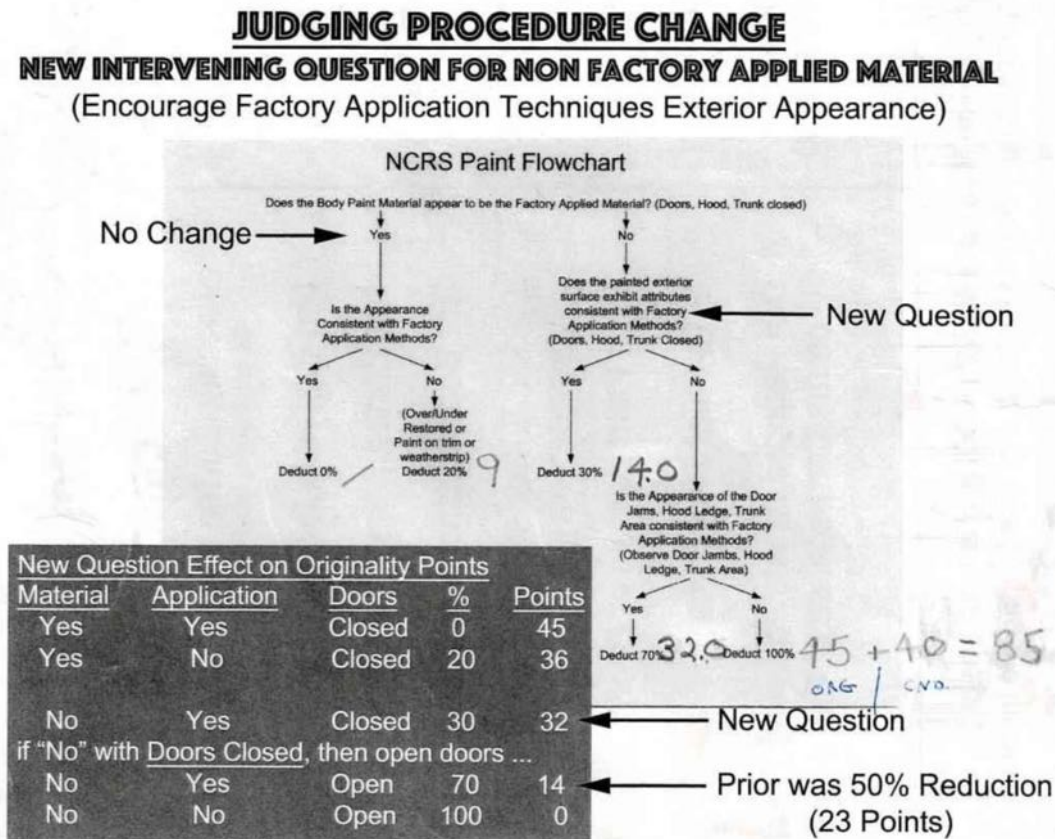
FIRST QUESTION. Dose the Body Paint Material appear to be the Factory Applied Material ?
(Doors, Hood, Trunk closed)

If YES.Is the Appearance Consistent with Factory Application Methods? (-0%) then go to Condition

If No. Over / Under Restoration (-20%) or (9 point deduction) then go to Condition

If NO to the FIRST QUESTION. Then ask dose the painted exterior surface exhibit attributes constant with Factory Application Methods ? If YES (-30%) or 14 points then go to Condition. If NO then ask is the Appearance of the Door Jams, Hood Ledge, Trunk Area consistent with Factory Application Methods? If YES (-70%) or 32 points then go to Condition. If NO (-100% originality and condition) or 85 points.

I have a Flowchart attached that may help to clarify the deductions. The only deductions you can make on Paint Originality are No deduction, 20% or 9 points, 30% or 14 points, 70% or 32 points or total deduction of 45 points originality and then you must take 40 points condition for 85 point total deduction.



Factory Paint Attributes

Lacquer: 1953-1981
BC/CC: 1981-Present

Material

Distinctness of Image - DOI
Small Tight-Pattern Orange Peel
Striping/Mottling of Metallics
50s/60s Metal Flakes MUCH Smaller than today's metallic colors.
"Dust" sized. (exception Sebring Silver)
Lacquer does NOT build-up edges valleys and corners
(High Solvent/Low Solids)
(Fast Dry Materials don't Build-Up)
Enamels/Urethane Appear "Dipped"
(Slow Dry Materials build up on edges)
Paint "Depth" with Clear Coat

Application Method

Lacquer Buffed w/coarse compound
(levels finish & improves gloss)
Not Buffed below Belt-Line
Not Buffed Edges
Not Buffed Difficult to Polish Areas
Darker Buffed More than Lighter
(shows more orange peel)
Less Paint Bottom of Doors
Less Paint Door Jams
DOI Reduced as you go Lower Down on the Car because of thin coverage

New Intervening Question: "YES" - Requires you MUST see Moderate DOI and at least one of the following: a reasonable amount of orange peel, thin coverage low on car, or less buffing the lower you go.

LACK OF MODERATE DOI IS THE DEAL-BREAKER - CONCOURS FINISHES WILL GET A "NO" ANSWER.

NCRS Lingo Defined:

- **CDCIF** = Configuration, Date, Completeness, Installation, Finish: each area judged is 20% of total originality points.
- **BC/CC** = Base coat/clear coat paint *

(Note: Terms with an * are taken from an official GM Abbreviations/Acronyms Manual.)

<https://www.ncrs.org/services/ncrs-lingo-defined.php>

UPGRADING A C2 CORVETTE AM/FM RADIO/MUSIC SYSTEM Arne Chaddock NCRS 16541

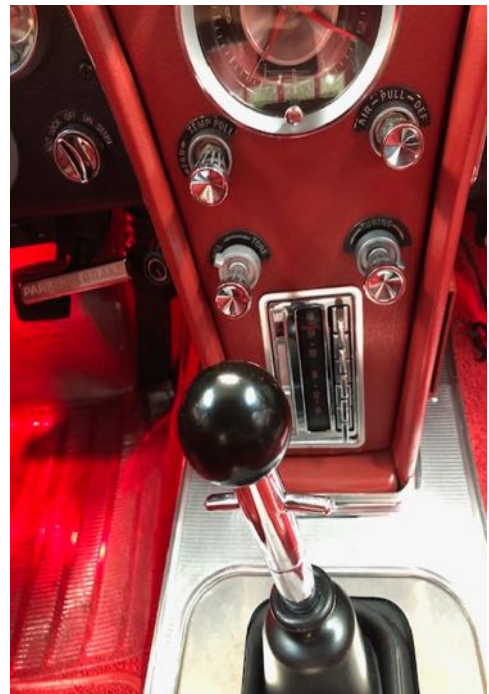
This article deals with how I chose to bring great music into my 1963 Hard Top Corvette Convertible and it will likely not interest most hard core restorers. I certainly agree that there is nothing more “cool” and rewarding, than the touch, operation and sound of an original vintage GM-Delco factory radio and dash speaker. In fact, my other numbers matching Corvette still has its original '63 AM/FM Mono radio in place and I'd never ever change it. However, if you decide that you want to go to the dark side.....take a look what I ending up doing to my non-matching numbers 1963 Corvette;

First: The Must Have's (*Yours will likely be different*)

- Maintain a Factory Appearance (*when possible*)
- Good Power (*amplifiers*)
- Deep Strong Base (*optional, especially for Coupes*)
- Great Features (*customizing sound, accessibility, function*)
- Simple to operate (*night & day*)
- Stealthy
- Be compatible with todays technology (*smart phone playlists, bluetooth, Hands free etc*)



The AM/FM Radio **Head Unit** is this '63/'64 AM/FM Radio by Antique Automobile Radio Inc., Palm Harbor, Florida. It looks fantastic, very correct in appearance and functions just like the original. It has what I would call “solid medium power” having a published rating of 45W X 4 speakers. After a year or so, I found the single Tone setting not so great, and the Fader and Balance was ultra finicky. Overall a nice looking piece of equipment and this alone would suffice for many. However, keep in mind, if you still have your original dash speaker, it is recommended you also upgrade the speaker. Of significance is, this unit will provide Bluetooth (no cables), Hands Fee phone and a Sub output allowing you to “build” onto this radio later with a subwoofer/amplifier. Regarding installation, it nearly “falls” into place as it is less than half the size of the original GM Radio. Nevertheless, the hunt was on to do better.



Changes in **AMPLIFICATION** and **FEATURES**;

First, the main power was changed over from Radio to Audison 9-bit 4 channel 260W amplifier. I placed this main amp behind the driver in the jack compartment. And yes, there was room for the jack. It is wired in conjunction with the AM/FM radio which is explained later in this article;



The second amplifier is a dedicated Pioneer Sub-woofer amp which nestled nicely into the rear passenger side compartment. Note “raised bottom mounting plates” added for both amps.



FRONT SPEAKERS

I ordered through Ecklers, black plastic kick-panel speakers which would provide sufficient room for quality two-way coaxial speakers. I removed the cheap Eckler speakers and replaced them with a pair of JBL 4" two-way units. Prior to final install, I painted the kick-panels red....then tried red carpeting...but in the end, the black plastic seemed to look the best



REAR SPEAKERS

Rear speakers are a pair of two-way coax JBL 5 1/4" mounted in custom made MDF enclosures permanently mounted with under carpet brackets. Tweeters are directional.





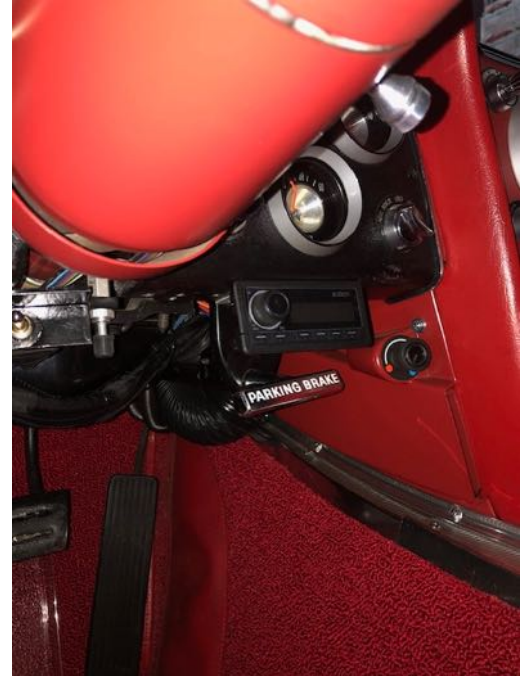
SUBWOOFERS

Two 10" Pioneer, Low Profile Sealed Enclosures are in back. I call them "*the twins*." These came totally assembled. All I did was bolt two of them together as one and install with under carpet brackets. Aftermarket grills (so luggage wouldn't damage the woofer cones), and of course a "Corvette Script Emblem" also added. Hard to believe that the Height and Width of these fit perfectly. I also retained the rear Courtesy Lamp wiring which I upgraded to red taped LED's along the underside of the convertible lid. The woofers only take up 6" of rear cargo space. While they tuck away nicely in the convertible and soft top, I would not have done this on a Coupe. Instead, a single subwoofer in one of the rear storage compartment would be my suggestion. Obviously a custom made rear enclose would solve many of the associated issues, but I didn't want to go down that road.



Master Controller

The Audison Remote Controller is hard wired to the rear Audison Amplifier and controls the entire system, including Sub Woofer Volume, Frequency and overall System Volume. It has dimmable colour range options which is nice, especially for night driving. Of course, its location was limited, but it did fit nicely just above the C2 emergency handle. This controller allowed me to bypass the touchy AM/FM radio dial controls settings which I found less than satisfactory.



How it all works;

The System components are fairly straight forward, the wiring was more unique and involved. Basically, you wire the AM/FM radio into the Audison Amplifier. The Master Controller allows the driver to choose from the Analog AM/FM Radio which lights the Radio and the controller display in Red. And, with a push of one button, the system changes over to the Digital Audison Bluetooth Amp Module, allowing access to the operators smartphone music playlist. (in my case, I Phone & Spotify). Under Bluetooth, the controller displays changes to Blue.



FINAL TUNE

This is a critical option. In the end, after all the work and cost involved, its important to have a technician check and tweak the system to match your car and your musical taste. Corvettes are known to be terrible in obtaining good sound and the many reasons for this are obvious. So you should take all available steps you can to compensate for the Corvette's design and space limitations. My local Stereo Shop was able to diagnose the system. Using their computer software program

placed
were
then



including strategically placed microphones, they were able to improve the sound and save all parameter changes.



Corvette C2 Loose Mirror Syndrome Repair Rick Nordin (#2023)

A common problem with the outside rear view mirror on 63-67 Corvettes is that the ball and socket that allows mirror alignment can become loose and the mirror will not hold in its desired position.

The usual problem is that inside the mirror there is a flat spring that provides the tension on the adjusting ball and it is held in place by peened over pot metal post that, over time, loosens or breaks.

To repair this, it is first necessary to remove the mirror glass from the mirror body. This is sometimes a challenge. The mirror glass is held in the mirror head by a thin flat metal retaining ring. There is only a small gap in the retaining ring and to pry it out, a jeweller's screwdriver (1mm) can be used or a dental pick with a short hook on the end (my preference).



With the mirror glass removed, you can see the flat spring that provides pressure on the rotating ball head that allows that mirror angle to be adjusted. The spring is usually easily removed – usually one of the ends has come loose from the post that it is mounted on. The spring was

originally held in place by peening over the end of the casting – but is almost always inadequate and fails.

With the spring removed, drill the post that the flat spring is mounted on with an appropriate bit. In my case I used a 9/64 inch drill bit as I was going to tap the hole with a 8-32 tap and fit a 8-32 machine screw. Once the posts are tapped, I replaced flat spring and generously covered the screw heads with JB Weld to make sure nothing would come loose ever again. Because there is very little clearance between the back of the mirror glass and top of the posts that retain the flat spring, you will need to grind off the heads of the machine screws retaining the flat spring.



Install the mirror glass and the retaining ring and put the now easily adjustable rear view mirror back on your car!



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More information and previous newsletters can be found on the BCC NCRS website

<https://bcc-ncrs.ca/>