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Chairman

**Bob Zimmerman, Newsletter**

Editor

**Pat Fullam, Editorial Assistant****BUSINESS MEETINGS &  
TECH SESSIONS**

Hightstown Elks Club  
110 Hickory Tavern Road  
Hightstown, N.J.

3rd Monday of the month at  
8:00 p.m.



## HAPPY HOLIDAYS!

**Chairman's Column**

By: Ed DiNapoli

I hope everyone and their families had a great holiday season and I want to wish you and all you love a very Happy and Healthy New Year. As you may know we had our 2014 Chapter Board of Directors elections at our November Business Meeting, your Board will remain the same as 2013. Howard, Rich, Dave, Pat and I want to thank you and appreciate your vote of confidence. We will be looking forward to driving the chapter in a positive and meaningful direction in 2014. In our meeting we also had our second discussion, regarding the potential Chapter Regional. The discussions were mostly positive, with some concerns voiced. We agreed to establish an Exploratory Committee to evaluate the desire, resources, and timing. I will be sending an e-mail to the membership, to establish the time and place for the meeting as well as

offering members a chance to join the committee.

If you could not join us for the Chapters Holiday Brunch due to the snowy and icy weather, you missed a good time with terrific chapter members and a delicious buffet at KC Prime. Despite the weather we still had 27 people attend. Our Chapter Treasurer Rich Vaughan will be returning money back in full to those that paid and could not attend. The Brunch allows me the opportunity to present the Chairman's Award, to a non board member, that showed the most support and dedication to the chapter during the year. This year, I believe for the first time since the award was started in 1998, the award was issued to two members. Dottie and Jim Loughlin. Dottie and Jim have been opening their beautiful home to chapter events for many years. This year they

hosted our Chapter Show, making all the arrangements that made this one of the nicest chapter shows that I have attended. So CONGRATULATIONS to Dottie and Jim and hope you will continue to support our chapter in your very special way. We also started and presented at the Brunch, a special award given by our Newsletter Editor, Bob Zimmerman, for the best written article for 2013. I will let Bob address the details in his column in this newsletter. I think Bob will also share with you some new ideas to motivate members to write articles for the Newsletter, so make sure you read Bobs column.

As we move to another year, we will be looking to develop a 2014 calendar. If you have any ideas on activities or presentations that you would like to see the chapter support, let

(continued on Page 2)

**1996 COLLECTOR EDITION PAINT**

By: Pat Fullam

I found this out by trying to resolve an issue in the 1994-96 NCRS Judging Manual concerning the paint code for the 1996 Collector Edition.

In the Interior Section of the

1994-96 Judging Manual under paint codes, it showed a paint code number of WA 9566 for Sebring Silver Metallic. Sebring Silver Metallic is the exclusive color for the 1996 Collector Edition.

There were 5,412 Collector

Editions manufactured and there were 5,412 Sebring Silver Paint applications on the 1996 Corvette. No other 1996 Corvette was suppose to have been painted Sebring Silver. Are there any out there? We all know anything is possible. (Continued on Page 2)

(Continued from Page 1)

me, Howard or Dave know.

We will continue to have Business Meetings on the odd number months and a Technical Presentation on the even numbered months. The calendar will be published on our web site, <http://www.cnjncrs.org/>, which Pat Addonizio will keep updated.

We have established a relationship with Princeton Chevrolet, formerly Superior Chevrolet, and they have agreed to give our members discounts on parts, service and car purchases. Give them a chance to give service beyond your expectations. They have agreed to host our Chapter Meet for 2014. They are advertised on our web site with a direct link to their site. If you know any business that would like to have their business advertised on our web site please let me know, as it is a good place to get exposure to the Corvette community. We get about 1000 hits per month.

Rich has just reported that we have broken our membership record, with 78 members in 2013. Just a reminder, that your 2014 Chapter dues are due in January. Please send your dues to;

Richard Vaughan  
3 Harter Rd  
Morristown, NJ 07960

I closing, I think you will find that we will have an exciting Corvette agenda in 2014, so come on out and get involved with your Chapter.

Ed

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**1996 Collector Edition Paint Code**

(Continued from Page 1)

But, for the purpose of discussion here, only the Collector Edition was painted in Sebring Silver.

The following are photos of documents that were the pre-production write-ups given to Chevrolet Dealers. (Photo 1&2)

There is also a photo of the window sticker of a 1996 Collector Edition. (Photo 3)

It is readily apparent from GM documentation that Sebring Silver is the only color available on the 1996 Collector Edition.



Photo 1

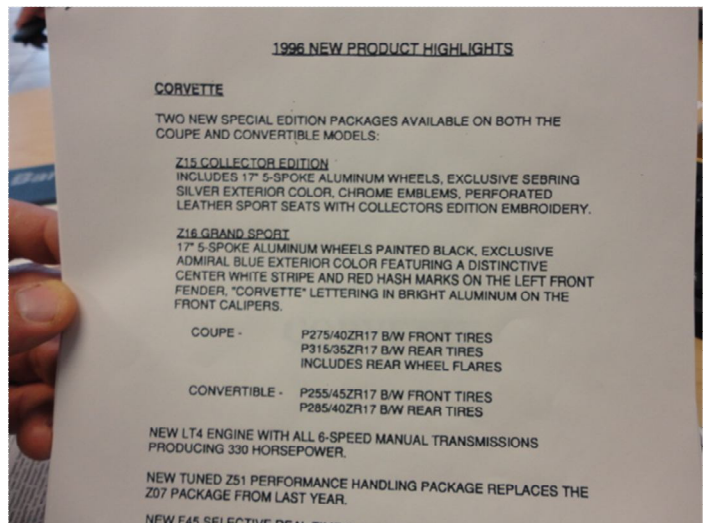
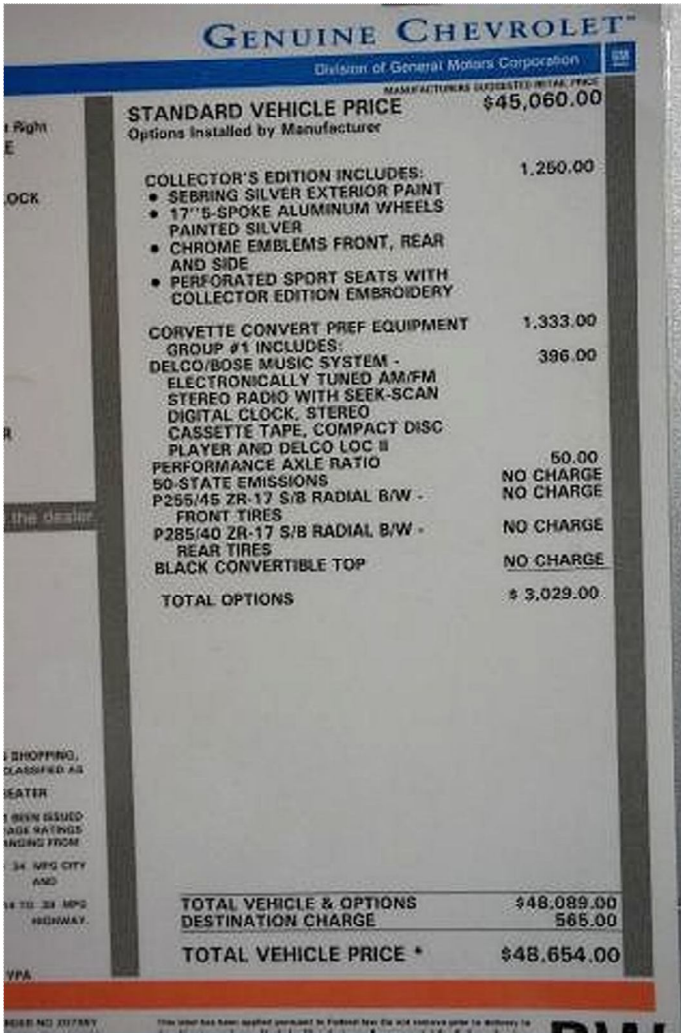


Photo 2



Below is one of the paint charts I located showing the 1996 Corvette Colors and their respective codes. (Photo 4)

As you can see for Sebring Silver Metallic the WA Code is 9566 and if you look at the DuPont Code it is D8590. The WA code was utilized for the Standard Production Paint Code.

Photo 3

Code	Color	Valspar Code	DeBeer Code	PPG Code	DuPont Code	RM Code	SW Code	Azko Code	WA Code
05	Dark Purple Metallic	R1152	36294	4992	B9501	25011	50251	GMA95:05	117B
10	White	W243	11005	4185	B8949	19005	40911	GMA89:10	9567
13	Sebring Silver Metallic	S086	35838	4330	D8590	21787	44118	GMA95:13	9566
28	Admiral Blue	L1578	2766	4798	B9415	24006	48412	GMA94:28	128A
41	Black	K090	11099	9700	99	13572	1738	GMA78:19	8555
43	Bright Aqua Metallic	L785	2127	4456	B9201	22253	45732	GMA92:43	9796
45	Polo Green Metallic	G211	33897	4301	B9012	20011	42596	GMA91:45	9539
53	Competition Yellow	Y187	11127	4266	B9058	20028	43691	GMA90:53	9804
70	Torch Red	R311	11161	4230	B9008	20002	42027	GMA91:70	9075

Photo 4

This paint chart (Photo 5) shows WA 9566 as the Standard Color for Sebring Silver which is the exclusive color of the Collector Edition. Again, this is the code number shown in the 94-96 Judging Manual.

On the paint chart below it shows D8590 as the same as 9021. On the previous chart, D8590 was the identifier for Sebring Silver and it was shown as a DuPont Color.

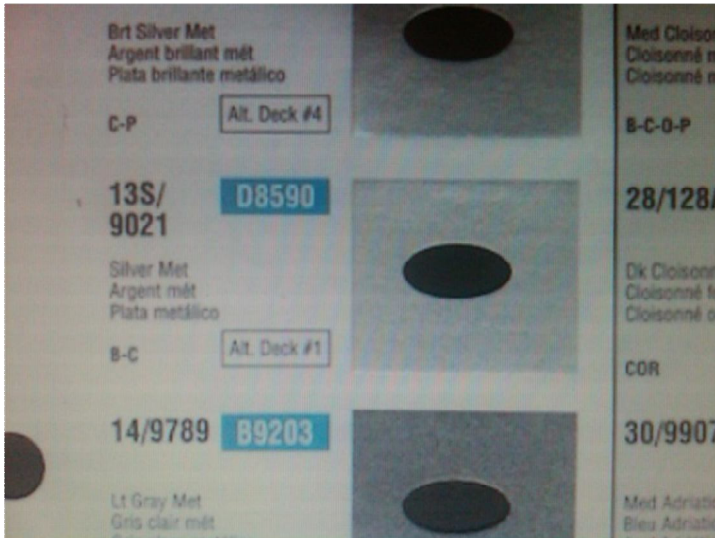


Photo 5

However, NCRS judging of the Collector Edition has identified a paint code of 9021 and WA 9021. No paint code of WA 9566 has been recorded to date.

The following are two examples of the Service Parts Identification Label that shows the RPO of Z15 for the Collector Edition and the paint code of WA U9021 and 9021. (Photos 6 & 7) Since we have established that Sebring Silver is the exclusive paint for the Collector Edition, the paint code of 9021 does not agree with the above paint chart and the 94-96 Judging Manual for Sebring Silver. The letter U stands for upper paint and since in this case only one color is utilized there is no need for a lower paint identifier. What you will also notice is the font is different on these two labels. Look at the zero in 9021 for example. I do not have an explanation for this difference. They are both from the 1996 Collector Edition Corvette. One could surmise that it was a change in the label printer made during the 1996 model year to better discern the letter "O" from the number zero.

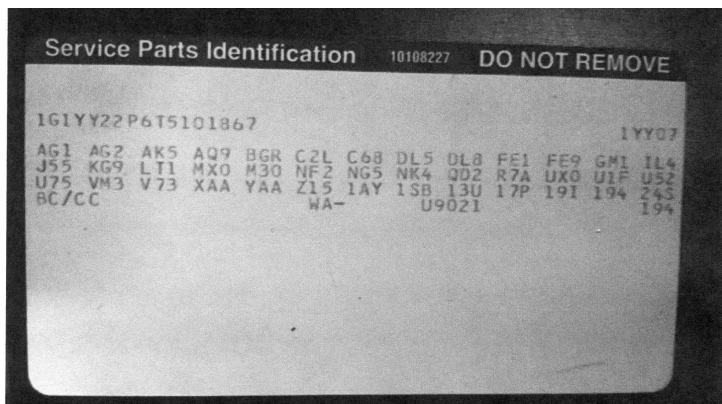


Photo 6

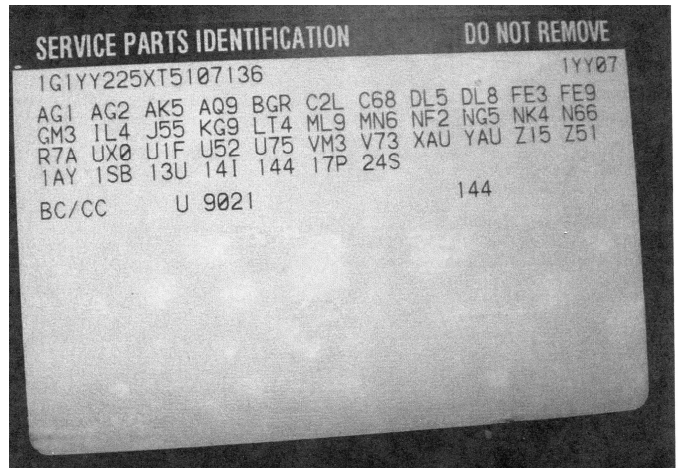


Photo 7

The next paint chart (photo 8) that I examined showed the paint code for Sebring Silver to be WA 9021.

Color	Ditzler PPG	Dupont	Sherwin Williams	
Dark Purple	05	WA117B	4992	B9501
Arctic White	10	WA9567	4185	B8949
Sebring Silver	13	WA9021	3822	D8590
Admiral Blue	28	WA128A	4798	B9415
Black	41	WA8555	9835	99S
Bright Aqua	43	WA9796	4456	B9201
Polo Green	45	WA9539	4301	B9012
Competition Yellow	53	WA9804	4266	B9058
Torch Red	70	WA9075	4230	B9008

Photo 8

It really became confusing trying to determine what the correct paint code is for the 1996 Collector Edition.

The above chart shows the WA code as 9021 and 8950 under Sherwin Williams. In a prior paint chart, 8950 was shown as a DuPont Color.

On this paint chart DuPont is shown with a code of 3822.

The WA code of 9021 appears on some Service Parts Identification Labels. However, on the remaining Service Parts Identification Labels there is no indication as to the Manufacturer of the Paint and only the number 9021 appears.

The only way so far to determine the correct paint code for the Sebring Silver paint for the Collector Edition has been to memorialize the paint codes shown on the Service Parts Identification Label by photographing the label itself and place the photograph in a retrievable data base for future reference.

When a similar difference is noted in the judging of any Corvette, on any issue, it should be sent to the National Team Leader for inclusion in any updated Manual. This communication of differences to the National Team Leader is one of the ways to update a new Judging Manual with information derived

from Flight Judging in the field. Judges should not just make an entry on the Judging Sheets that there is a difference from the Judging Manual and let it go at that. The revised 94-96 Judging Manual will show that WA 9021 is the correct color paint code for Sebring Silver.

Initially when the paint code for the Sebring Silver was established in the 94-96 Judging Manual as WA 9566, it was really not incorrect according to one paint chart.

The one constant identifier is the number 13 at the beginning of the charts. This 13 is the designator for the color silver. It does not identify what kind of silver, just silver.

So you thought it would be easy to just go to a paint chart and look up a color.

I would appreciate any comments or opinions to this article.



### CNJ Chapter Road Tour

By: Howard Welch

The Central New Jersey Chapter of NCRS held a Road Tour on Sunday October 27<sup>th</sup>.

The Road Tour started at 9:30 am with a breakfast at Mastoris' Diner on Routes 130 & 206 in Bordentown, NJ. After breakfast we left the diner at approximately 11:00 and head to East Coast Supercharging, 562 Route 539 in Cream Ridge, NJ.

East Coast Supercharging (ECS) is one of the nation's premier GM performance centers. ECS specializes in the manufacturer of the highest quality supercharging systems for late model Corvettes, Camaros and GM Trucks. They pride themselves on quality, workmanship, and proven powerful results. From ECS' state of the art tuning, to their premium parts selection, they can help you build a package that suits your driving style and power goals. We arrived at ECS around noon, Chris from ECS met us and provided an informational tour of their facility and capabilities.

Thanks to all that attended and brought their Corvettes out on a beautiful day for a ride in the country.



**Editor's Column**

By: Bob Zimmerman

This past November the Chapter's executive board approved a new annual award. The award is know as the **Newsletter Editor's Award**. The selection is based upon excellence of technical content , detail and instructional value. The 2013 recipient of the award is Erich Meyer for his outstanding article on the 1972 TCS system article. Congratulations Erich your achievement is well deserved!



**Erich Meyer**

Effective January 2014, the executive board also adopted the following incentive criteria to encourage submissions of meaningful content to our quarterly newsletter.

- .\* *Submit two articles during the year, one of which is technical and supplemented with photographs and one which is of Corvette/Human interest and supplemented with photographs.*
- .\* *Participate in a Chapter Road Tour during the year or volunteer to promote the NCRS at a non-NCRS Corvette Show during the year.*



Fulfillment of the above criteria earns the member **free annual chapter dues** ! All members of the Central New Jersey Chapter in good standing are eligible except members of the executive board and the Newsletter Editor.

### Corvette Trivia

By Jack Brown

1. In what year did Corvette shift its production from St Louis to Bowling Green ? Cars were produced at both plants temporarily. What was the most noticeable difference in the appearance of some of these cars ?
2. Mid year Corvettes offered knock off alloy wheels. What was the last year they were offered and why were they discontinued? Hint: It was not the earlier casting flaw.
3. The LT1 engine replaced the L98 engine in 1992. What were some of its advantages and disadvantages?
4. The '58 – '60 Corvettes were not able to best the performance of the legendary '57. The '61 changed that; what were these changes?
5. In what year did Corvette enter the modern audio age with the introduction of a new revolutionary radio?
6. The firing order of all Corvette V8 engines remained the same until when? Can you recite both firing orders?
7. In what year were roof vents first offered and when did they disappear?
8. Which of the C3 generation Corvettes is looked upon as a turning point in Corvette history and why?
9. Corvette management has in its early generations, almost without exception, not allowed its highest performance engines to be paired with air-conditioning. Most enthusiasts believe this position was to preserve the purity of the performance image of these high end packages. Can you think of the more practical purpose that this mutually exclusive position was taken?
10. In 1989 Corvette offered the FX3 RPO which was "Selective Ride and Handling". This option was only available with the Z51 Performance Handling Package, however the anti-sway bars and springs were from the tamer Z52 package offered in previous years. Which production cars were exempted from this requirement and got the heavy duty springs and heavy anti-sway bars of the Z51 RPO?

Answers on next page

### Long-Awaited Classified Ads Debut on NCRS.org

December 2013

By: John Waggoner, Web Administrator [www.ncrs.org](http://www.ncrs.org)

It is finally a reality! NCRS members can now buy and sell Corvette-related items online to other NCRS members or to the general public at <https://www.ncrs.org/classified>.

There is no waiting; your ad will be seen the minute it is posted online. Standard ads are \$2.50 and car ads are \$5.00. This is less than Ebay or just about any other classified ad site you will find. What can be done? If you are looking for that one needed part, you can create a filter that will send an email the minute anyone posts an ad meeting your filter criteria. Parts are not all that can be listed.

You can sell or buy cars or parts, memorabilia, or even a trailer and the tow vehicle to pull it. You can post a wanted ad for a particular item that you are seeking. Oh and don't forget tools. Got tools that you don't need any longer? Sell them to someone who needs them. If you own a business and wish to advertise that to NCRS members, here is the perfect place to find Corvette owners and lovers by placing a banner ad on the NCRS classified page. Contact Eric Mortimer at 513-385-8526 or 513-385-6367 or [info@ncrs.org](mailto:info@ncrs.org) for advertising rates.

Logging In. In order to log in you may need to reset your password at <https://www.ncrs.org/forums/register/initiate.php> to synchronize your password from the old functions of the site to the new classifieds section. Enter your member number and your postal code to authenticate yourself. You don't have to create a new password; just enter the current password twice and click on reset. Of course it wouldn't be bad practice to change your password if it has been around awhile. Changing it here will change it throughout the site.

Members who have used the site respond that it is easy to use and they are happy to have this new resource to buy and sell parts.

## Corvette Trivia Answers

## Holiday Brunch and Annual Toys for Tots Holiday Drive

By: Howard Welch, Vice Chairman

December 15, 2013 marked the date for the Central New Jersey Chapter Holiday Brunch at K.C. Prime in Lawrenceville.

Snow, sleet and freezing rain prevented many members in the northwestern part of the state from attending. Despite the weather there was a fair turnout of members from the more temperate parts of the state.

The food as usual was excellent and it gave those present a chance to mingle with their spouses or significant others. The chapter once again held its annual Toys for Tots drive in conjunction with the brunch providing the membership a chance to help children in need during the holiday season. Thank you for your generosity. See you in 2014 at the many chapter events planned for the year!



1. The production transition occurred in 1981. The most noticeable difference between the 2 plants in the production of these cars was the exterior paint. Between the 2 factories there were over 20 different paint color options. BG cars were shot with double stage base coat/clear coat. All two tone cars were BG cars.
2. Knock off alloy wheels were discontinued because federal highway safety regulators deemed them to be unsafe. The year was 1967.
3. The LT1 developed 300hp which was about a 20% increase over the 1991's L98. A more finely tuned fuel injection system, a much more precise ignition system and a reverse flow cooling system were the major improvements. Some disadvantages were a small decrease in torque from the L98, and the new Opti-Spark ignition system was more vulnerable to the elements and from water pump leakage, both of which were common problems not experienced with the L98.
4. Some of the improvements introduced were: 315hp fuel injected engine (up from 290hp), 4speed transmission case and clutch housing and a new higher volume cross flow radiator, all of aluminum reduced weight. Other weight saving measures that gave the '61 a further weight reduction included the elimination of a lot of the chrome (toothed grille) and lighter more streamlined rear fenders.
5. The year was 1956 and the radio was the "Wonder Bar". What made it revolutionary was that it used transistors for the first time.
6. The firing order for millions of Corvette engines was 1-8-4-3-6-5-7-2. With the 1997 MY it changed to 1-8-7-2-6-5-4-3 with the introduction of the LS1 engine.
7. Roof vents were first offered on the 1963 coupe. They were again offered in 1964, however in both years they were not functional, merely cosmetic. In 1965, they became functional but in 1966 they were eliminated as part of the effort to streamline the 1967.



8. The 1972 is considered by many to be the last in several categories and marks a turning point in Corvette history. The '72 Corvette was last to offer the LT1 engine, the last ZR1 RPO, the last with front and rear chrome bumpers, the last with a removable rear window and the last with egg crate side fender vents.
9. The more practical reason for not allowing the air-conditioning option to be combined with high revving, high torque engines was GM engineers' fear that the a/c belts would be torn off by these engines.
10. The cars exempted from this requirement were the 60 R7F RPO Challenge Cars built that year. All 60 cars went down the production line and received the heavier duty springs and anti-sway bars but only 29 of these cars were actually converted to race

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#### Business Meeting Minutes November 18, 2013

The business meeting scheduled for November 18, 2013 held at the Hightstown Elks Club was called to order at 8:05 pm. The number in attendance was 20.

The agenda was to address the following:

- Secretary's Report
- Treasurer's Report
- Chapter's old business
  - Board elections for 2014
- Vice Chairman's Report
  - Chapter Road Tour
  - Holiday Brunch
- Judging Chairman's Report
  - Technical sessions for 2014
  - CNJ hosting a Regional in 2016
  - Chapter meet
- Chapter's new business
  - Quarterly Newsletter
  - Princeton Chevrolet
  - What should we do differently in 2014
  - Participation in a non NCRS show

The meeting opened with Ed thanking those in attendance for coming. The secretary was called upon to read the minutes from the October meeting. They were accepted as read.

On Richard's behalf Ed read the treasure's report. The closing balance of the regional account was \$20,277.04 and the balance of operating account \$2,090.18 giving us a total balance of \$22,367.22. Richard will be presenting a more detailed report at our next business meeting in January. Treasurer's report was accepted as read. Ed opened the discussion regarding the chapter's old business. The first order of business was the nominations for the board for 2014. Ed requested a motion to open the nominations. Ed accepted the nomination for the position of Chairman unopposed. Howard accepted the nomination for the position of

Vice-Chairman unopposed. David accepted the nomination for the position of Judging Chairman unopposed. Richard accepted the nomination for the position of Treasurer unopposed. Pat accepted the nomination for Secretary unopposed. A motion was requested and accepted to close the nomination for board members in 2014. The motion was then requested to accept all board members as nominated and was accepted. The board will remain the same for 2014.

Howard was then called upon to give the Vice Chairman's report. He spoke of the chapter's road tour on October 27<sup>th</sup> with eight members attending. The tour began with breakfast at Matoris Diner in Bordentown and continued on to East Coast Supercharging with a tour of their facility. Chris from East Coast also took the time to discuss different modifications that could be done to the cars and explained the cost and how it relates to the results. Howard then mentioned that he will be reaching out to Callaway Performances Cars to try and reschedule last fall's road tour of their facility this coming spring. The Holiday Brunch will be held on December 15<sup>th</sup> from 10:00 to 12:30 at KC Prime Restaurant. The charge for a club member and the first guest would be \$22 per person. The third guest would be \$32. He advised members that a sign in sheet is still available for the brunch and reminded the members to bring donations for the toys for tots program.

Dave began with discussing the judging technical sessions for next year. He asked the members in attendance to please submit suggestions for topics they would like to see. Ed then moved the discussion over to our chapter hosting a regional meet. He discussed what hosting a regional meet would entail and putting together an exploratory committee if the members were interested. We then briefly discussed certain duties and what would be expected of the members. No specific date was discussed. We would advise the National of our intention and they would make the decision and advise us if and when the event would be held. A possible location for the meet would be to return to The Wildwood Convention Center because of our previous success at the site. Ed asked for volunteers to be on the show committee and the following members raised their hand: Pat Addonizio, Dave Mogroni, Ed DiNapoli, Pete Loscalzo, Guy Vander Vliet, Joe Ronzo and Joe Bardon. Ed will pick a date in January for the first meeting of the committee.

The first order of new business was the incentive program for our quarterly newsletter. The board had decided that the award for the program would be free dues for the following year. To achieve the award the member must first submit and have published two articles during the year, one topic will be technical and the second human interest both supplemented with photographs. Second, the member must participate in the chapter road tour or volunteer to promote the NCRS at a non-NCRS Corvette show during the same year. The second order of business was Ed discussing with the members in attendance the results of his meeting with the new general manager of Princeton Chevrolet. They agreed to offer a fifteen percent discount on all parts and services to club members and the best discount available on new cars purchased based on current GM incentives. He offered to host our chapter's meet and offered their facility for other chapter events. Dave spoke of scheduling our chapter's meet in September 2014 judging 12 to 14 cars. He will check the dates for other shows already scheduled and will make his suggestions. Ed advised the members that this will be his third session as the chapter's chairman. He has exhausted most of his ideas for the chapter and that he would be sending an email asking for suggestions on which direction they would like to see the chapter go. He asked the members to please respond and that all recommendations would be considered. The meeting ended with a discussion of the chapter participating in a shine and show event with a local Corvette club. This would give

us the opportunity to have non NCRS Corvette owners better understand what the NCRS is all about and fulfill the chapter's requirement to attend a non NCRS event for our Top Flight award. The meeting was adjourned at 9:05 pm.

**Installing Side Pipes on Mid-Years**

By: Howard Welch

The following is a power point presentation I put together concerning the correct installation of side pipes on mid year Corvettes

**Installation Mid Year RPO N14 Side Mount Exhaust**

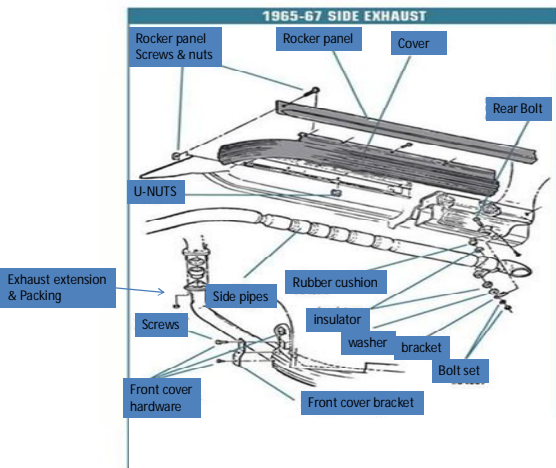
Non Original Side Pipe Car

For those of you who are considering adding side pipes to a non-side pipe mid year, the following may be helpful in this quest

Parts List:

- Side Exhaust Covers with insulators
- Side exhaust pipes, ,chambered with tips
- Side exhaust rocker panel
- Side exhaust rear valance
- Side exhaust mounting kit including: front & rear brackets, cover mounting screws and nuts, rocker molding screws and nuts, Rubber insulators and bolts
- Exhaust extensions and packing
- Rear valance screw kit

Slide 1



Slide 2

Mid Year Side Exhaust Rear Panel



Rear Exhaust Panel



Rear Panel Screw Kit



Exhaust pipe and cover mount kit

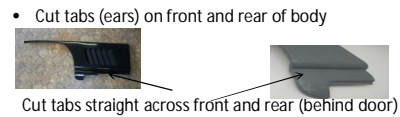
Slide 3

**Installation Mid Year RPO N14 Side Mount Exhaust**

Non Original Side Pipe Car

Preparation:

- Remove rocker panels
- Remove splash shields (triangular sheet metal)
- Remove rear valance, exhaust tips must be removed first
- Remove under car exhaust, mufflers, pipes, hangers, etc.



Save these as you may want to return to original some day

- Cut tabs (ears) on front and rear of body
- Remove or bend rocker panel brackets toward body to allow room for exhaust pipe



Slide 4

**Installation Mid Year RPO N14 Side Mount Exhaust**

Non Original Side Pipe Car

Installation of new side mount exhaust:

- Install new exhaust pipes using new extensions and packing
- Install rear bolts, cushions, and brackets
- Install splash shields with attaching nuts, if reusing original splash shield be sure to remove the rubber seals
- Install exhaust covers with front and rear brackets
- Install rocker panels using screws and nuts
- Install rear valance and attaching screws



START THE CAR AND ENJOY THEIR SOUND!!!!!!!!!!!!!!

Slide 5

64 clock. Unrestored, unworking, but complete.  
More stuff on the way. If interested make arrangements with me to see parts at monthly meeting. I will post photos as I get them.

John Wesley

[JWW1210@verizon.net](mailto:JWW1210@verizon.net) or 732-367-4523 .... Leave message.

## Parts For Sale/Wanted



WTB - original black grab bar insert for C2 dash. 6-hole.

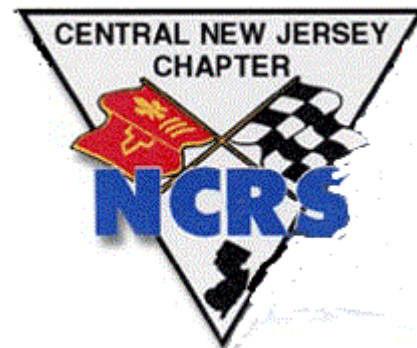


## Upcoming Events

January 22–25, 2014 Florida Chapter Winter Regional  
Old Town Theme Park Kissimmee, FL

February 17, 2014 CNJ NCRS Technical Meeting  
8:00 P.M. Elks Club Hightstown

March 17, 2014 CNJ NCRS Business Meeting  
8:00 P.M. Elks Club Hightstown



70-72 air cleaner assembly. Good condition

63 dash (black) w/original pads, grab bar insert, no speaker grill.  
Great driver piece. Few vinyl issues around hinge pillar.

63 original heater & radio dash name plates.

63 original hood alignment blocks w/bolts.

67-69 tri power intakes. 400 & 435. no carbs.

5) K-H knock offs. Matched set delivered with '66 ? Glass beaded  
and ready for paint & polish. 1 needs repair.

All original clear glass from 40K conv. 12/65 build date.

Turbo 400 from 20K mile 71 Corvette removed in '73. Comes with  
flywheel and torque converter.

Coolant & vacuum lines. Always stored indoors.