

CNJ NCRS Newsletter

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Official Publication of the Central New Jersey Chapter of the NCRS

Editor – Lou Romero

Message from the Chairman

As we look ahead to the holiday season, we take this opportunity to review another successful year for CNJNCRS. The chapter has added several new members in 2023 and many have attended various events and activities during the year. Thank you for your support.

March and May featured a pair of interesting technical sessions. Joe Tripoli discussed C1 – C3 distributor caps, brake calipers and wheel cylinders, and soft top installation at BGT Automotive on March 26th. Al Ruozi of DB Collection, Allentown, PA gave a presentation on auto repair, restoration, and preservation at the May 15th chapter meeting at the Elks in Hightstown.

Our Corvettes & Coffee moved to August with another great turnout of Corvettes from local clubs and local owners. Held at the Woodbridge Community Center, it gave the chapter an opportunity to promote the NCRS while providing a time and place for Corvette owners to gather sharing their cars and conversations without judging and trophies.

We held our annual Chapter Picnic in September at the Cimillucas' home with a morning C5 judging session followed by a delicious cookout for the 46-chapter members and guests in attendance. Pappy and Rich Vaughan had their C5's pre-judged by several chapter members in anticipation of entering our November chapter judging meet.

October and November meetings included our annual Board elections along with another interesting judging presentation on the evolution of Transistorized Ignitions by Marvin Burock.

Our annual Chapter Judging Meet was held on November 5th at BGT Automotive. Chapter Judging Chair Vito Cimilluca and several judging teams from CNJ and surrounding chapters flight judged Corvettes ranging from C1 to C5. Many thanks to BGT owner and chapter member Butchie Mazza for hosting and providing lunches for the owners and judges again this year.

Owner Phil Cancilla of Custom Rebuilt Carburetors hosted 16-chapter members for a tour of his shop and an outstanding presentation on carbs, fuels, troubleshooting and restoration on November 18th.

Our last event of 2023 was our annual Holiday Brunch at KC Prime on December 3rd. Our chapter was joined by the DelVal Chapter and our group totaled 68, making the brunch more fun and successful. Our chapter members were very generous in supporting our Toys for Tots program again this holiday season.

Many thanks to the Chapter Board and to the membership for another successful year in 2023. As always, we are now looking for thoughts and ideas for new activities, speakers, vendor visits, and judging/technical sessions for 2024.

Best holiday wishes to everyone as we look forward to a healthy and prosperous New Year for all.

Joe

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We like to welcome the new members and new friends to the CNJ NCRS Chapter. We hope they find the chapter fun, interesting and educational.

<i>• Greg Migliore</i>	<i>• Robert Wallick</i>	<i>• Derek Platt</i>
<i>• Howard Topal</i>	<i>• Joe Ronzo, SR.</i>	<i>• George Moser</i>
<i>• Richard Payne</i>	<i>• Bob Tuder</i>	<i>• Jerry Filloon</i>
<i>• Edward Barron</i>	<i>• Aaron Krenzer</i>	<i>• Joseph Marchesani</i>
<i>• Robert Wallick, SR.</i>	<i>• Robert Didyk</i>	

Corvettes & Coffee

For the last several years, the CNJ NCRS Chapter has been hosting a Corvettes & Coffee event at the Woodbridge Community Center in Woodbridge, NJ. Over the last several years, it has grown in popularity where Corvette owners and enthusiast come together to celebrate the love and passion of America's only sport's car.



The Woodbridge Car Show

Every year the Woodbridge Corvette Club sponsors a car show at the Woodbridge Community Center that is open to all cars.

This is a fun full day of cars, music and various vendors, and of course *Corvettes*. Many members of the Woodbridge Corvette Club are also members of the CNJ NCRS Chapter.







We like to thank Vito and Natalie Cimilluca for hosting the annual CNJ NCRS picnic and judging seminar in September.

46-chapter members and guests attended the event and an educational C5 judging session took place in Vito's driveway in the morning with judging teams performing a pre-judging of Pappy's and Rich Vaughan's C5's in preparation for entering both in our November Judging Meet.

Needless to say, everyone had a great time !!



Food, Fun, Friends & Corvettes – Life is good !!



NCRS Chapter Judging Meet

The chapter held its annual Chapter Judging Meet at BGT Automotive in Rahway on November 5th. Vito directed the various judging teams as they thoroughly judged 8 Corvettes ranging from C1 to C5. The 33 attendees included judges from the Central New Jersey and surrounding chapters. This event is always a highlight of our chapter's activities each year.

We like to thank BGT owner and chapter member Butchie Mazza for hosting and providing lunches for the owners and judges again this year.

Sportsman Awards

Arthur Green 1960 Sportsman
Peter Loscalzo 1963 Sportsman
Derek Platt 1984 Sportsman

Flight Judging Awards

Joseph Tripoli 1956. 2nd Flight
Lou Romero 1963 Top Flight
John Griffith 1967 Top Flight
Lou Notaro 1969 Top Flight
Doug Craner 1973 Top Flight
Arnold Papenfuhs 2003 Top Flight
Dennis Siciliano 2003 Top Flight
Richard Vaughan 2003 Top Flight

Display Hill Award

Greg Petrusko 1995 coupe





Is lunch here yet ???



Our dedicated number crunchers,
aka - tabulators



Our host telling us about the
fish that got away - maybe it
was a Corvette ???



Our fearless Judging Chairman



Arthur Green – 1960 Sportsman



Derek Platt – 1984 Sportsman



Joe Tripoli – 1956 2nd Flight



Lou Romero – 1963 Top Flight



Doug Cramer – 1973 Top Flight



Richard Vaughan – 2003 Top Flight



Arnold Papenfuhs – 2003 Top Flight



Dennis Siciliano – 2003 Top Flight



Lou Notaro – 1969 Top Flight



Dennis Siciliano – 2003 Top Flight



Doug Cramer – 1973 Top Flight



John Griffith – 1967 Top Flight



Lou Romero – 1963 SWC Top Flight



Richard Vaughan – 2003 Top Flight



Arnold Papenfuhs – 2003 Top Flight

Congratulations to all the participants and those that made this event a success.

Brilliant, Bravo !!





Holiday Brunch

This year the DelVal Chapter joined us on December 3d to celebrate the coming of the holiday season at KC Prime. We had 68-chapter members and guests join for a great meal and conversation. Our chapter continued its tradition of a generous donation of toys, games and books for Toys for Tots by our membership.





Tech Session Field Trip



This year Phil Cancilla, owner of Custom Rebuilt Carburetors in Middlesex, NJ (<https://carburetorrepairs.com/>) was generous enough to open his shop on a Saturday and give 16-chapter members a technical discussion on carburetors.

The session was extremely informative with plenty of Q&A as he went through the restoration, testing and calibration process of a carburetor.

I think that we can all agree that the key takeaway from the session was gasoline, additives, and preparation of our Corvettes for winter.

Moral of the story – ethanol is a carburetor's worst enemy and ensure you use the correct stabilizer. Untreated ethanol gas can go bad in as little as 5 weeks.





Tech Session



Is it Number 1 or Number 2? By Pat Fullam NCRS #4489

The information set forth in this article was obtained by an interview of John Heinricy on 8/27/2021, Mrs. Maureen Waller and John Hutchison. Also, information was obtained from a magazine interview of John Heinricy.

Tom Barr, the National Judging Team Leader for the C4's was conducting research on the placement of MOBIL ONE OIL decal under the hood of 1996 C4's. The current NCRS 1994-96 Judging manual calls for all 1996 Corvettes to have this decal. However, thru the judging process over a number of years we began to document all 1996 Corvettes to ascertain if they had this decal. Initial research determined that only very early 1996 Corvette's had this decal.



It was decided that I would go to 2021 Corvettes at Carlisle and see what information I could obtain pertaining to the placement of this decal. 2021 was the 25th anniversary of the 1996 Corvette and it was advertised that there would be a registry of Grand Sports (GS) present, including VIN 0001.

This VIN 0001 was reported to be owned by John Heinrich, the former Assistant Chief Engineer, the de facto head of the C4 Program since 1992. Additionally, he was a road racer with an impressive resume of wins and championships in Corvettes.

When I arrived at the GS Registry area, I noticed that the ownership sign for GS #1 was shown as Waller. What had happened to the ownership by Heinrich?

I spoke to John Hutchison, the team leader for the GS registry and he advised that Heinrich had just sold GS #1 to Rich and Maureen Waller, that transaction in and of itself is another long story. Hutchison stated that Heinrich would return to the GS registry area in about an hour as he was giving a seminar and signing autographs. I said to myself who is this guy Heinrich, see how much I know about famous Corvette people. Heinrich returned shortly and continued to sign autographs and then finally I was introduced to him.

What transpired over the next half hour was truly a remarkable interview. He was as down to earth as could be and he answered every question fully when asked. He stated that he had obtained GS #1 after a long-drawn-out process with GM, with him dealing with the President of GM in an effort to obtain GS #1. He could not purchase it directly from GM, so in December 1995 it was sent to a dealership near Detroit, where he purchased it.

GS #1 was a Z51 Coupe with red-black interior, was built on April 3, 1995 in a run of about a dozen production pilot Corvettes. They became part of the "Captured Test Fleet" (CTF) used for final valuation and quality control audits. Some pilot models were driven by press personal and used for marketing purposes.



One day in June of 1995 at Road American a reporter was test-driving GS #1 and mishandled it in a curve and had utilized the wrong gear and blew the original engine. The Corvette was trucked back to the Milford Proving Ground, where it received a new engine before returning to CTF Duty.

Since GS #1 was locked at the time of the interview of Heinrich and he was no longer the owner I could not examine the interior for the Service Parts Identification Label (SPIL) and inner driver side door area for the VIN Number.

The external VIN number shown it was GS #1 and it was part of a unique VIN sequence on all Grand Sports that Heinrich had convinced GM to deviate from normal VIN sequencing.

Heinrich initially stated that there only a few differences in the CTF group and the final production models. One was the white stripe down the center, initially it was painted but Chevrolet encountered too many problems keeping it aligned, so they went with a white decal. This occurred very early on in production.

Heinrich gave a detailed history of the GS, but that is not purpose of this article. He arranged for me to contact Maureen Waller, the new owner, to get photos of the interior so that I could examine the pertinent decals and labels.

Upon contacting Mrs. Waller, I learned that her husband Rick had just passed away and the purchase of GS #1 was a special favor by Heinrich before her husband's death.

She was kind enough to send me the photos of the SPIL and decals on driver side door jamb and that is when the big question became apparent.



TIRE INFLATION PRESSURE INFORMATION

For competitive driving or high speed driving (over 150 mph/240 km/h), increase tire pressure to 35 psi (240 kPa). Printed in U.S.A. PT. NO. 1024447

MFD BY GENERAL MOTORS CORP
 DATE GVWR GAWR FRT GAWR RR
 04/95 3850LB 1861LB 1989LB
 1746KG 844KG 902KG
 THIS VEHICLE CONFORMS TO ALL APPLI-
 CABLE U.S. FEDERAL MOTOR VEHICLE
 SAFETY, BUMPER, AND THEFT PREVENTION
 STANDARDS IN EFFECT ON THE DATE OF
 MANUFACTURE SHOWN ABOVE.
 1G1YY2259T5600002 PASS CAR
 10135543-A

TIRE-LOADING INFORMATION
 OCCUPANTS VEHICLE CAP. WT.
 FRT. CTR. RR. TOTAL LBS KG
 2 0 0 2 399 181
 MAX. LOADING & GVWR SAME AS VEHICLE
 CAPACITY WEIGHT. YAM. COLD TIRE
 MODEL 1YY07 PRESSURE
 FRT. TIRE SIZE SPEED PS1/KPA
 R4 P155/70R17 RTG 30/210
 R4 P155/70R17 2 30/210
 R4 P155/70R17 2 30/210
 SEE OWNER'S AND INST. AND 4PSI/28KPA
 MANUAL FOR ADDITIONAL INFORMATION

Service Parts Identification 18100221 **DO NOT REMOVE**

1G1YY2259T5600001 1YY07

AG1	AG2	AK5	AQ9	BGR	BX1	B74	CF7	C68	DL8	DS2	FE3	FE9
GM3	IL5	J55	KG9	LT4	HL9	MN6	NP2	NK4	QAZ	UX0	UIP	U52
U75	V73	WD1	KAU	YDE	Z16	Z51	28U	40A	41P	701	705	705
BC7CC					WA-			U128A	A9567			

NOTICE

To help avoid damage to the radio receiver installed under storage tray:

- securely restore jack in foam container after use;
- store any other objects under the storage tray carefully.
- Do not store such items as liquids or sharp objects which could puncture or cut the radio receiver or wiring.

To reduce the potential for radio receiver interference, do not install

The SPIL showed it as VIN #1, but the decal on the driver side door showed it was VIN #2. What had happened with the door label with VIN #1?

Also show on the SPIL was the RPO of WD1. This RPO was identified as a Pilot Model.

I discussed this with Tom Barr and we both agreed that this situation should be settled or discussed with the buyer and seller and that NCRS should not get involved in trying to authenticate this difference.

This year in reading an article in Corvette magazine that contained an interview of Heinrich, the mystery was solved. According to Heinrich this door label with VIN #2 was installed in December 1994 on GS #1 and that some of the pilot models had labels applied after they were produced. GS #2 decal was inadvertently applied to GS #1 door jamb. What happened to the door with decal #1?

Some of CTF models were destroyed by GM, but in 2006 a wrecking yard outside of Detroit sold GS 0002 as a rolling chassis.

Maybe somewhere a C4 is running around with a junkyard door displaying 0001 VIN on the door.

With all this said, how does NCRS judge GS #1?

It does not have the original motor but has GM documentation on the replacement motor and the VIN on the door does not match the VIN on the Dash and SPIL.

Corvette Brakes – by Ed DiNapoli NCRS # 18386



This is an episode that I went through and the decision-making process on a manual brake for leaky calipers on a 1972 Corvette that I am the original owner. This is not a recommendation to anyone, as your circumstances and decision making may be different, but from my story and experiences you can draw your own conclusions and may lead to do your own research. I need to thank Joe Tripoli, and Butchy Mazza for their informational help.

The Left Leaky caliper, needed replacement. The system had been replaced in 1985 with 4 stainless steel calipers and Dot 5 Brake fluid. Also, the proportioning valve had the brake light triggered and would not shut off, indicating the valve should be replaced.

I started off needing to make a decision whether to stay with Dot 5 brake fluid, which is silicon based and is not compatible with dot 3 or 4, which are glycol ether based. A lot has been written about the negatives of Dot 5, such as; poor rubber compatibility, hard to bleed, due to difficulty in removing air from system giving spongy pedal, water pooling, due to non-hydroscopic properties.

In 37 years, I did not experience any of these negative symptoms, driving my 72 corvette 30,000 miles which include many NCRS Road Tours and winning a Sam Flotz Award for driving almost 2000 miles to a National Convention. The benefits that I experienced, was 37 years of non caliper leakage, original master cylinder which has not been rebuilt, original brake lines with no rust, fluid, clean clear fluid in master cylinder. So, you can see why I wanted to stay with Dot 5.

The hard part of the decision was that I knew from my reading that the replacement calipers manufactures will not warranty their caliper if you use Dot 5. I also knew that the calipers I bought in 1985 were not the correct casting numbers for a 72 as almost no one cared about numbers matching calipers because they were almost impossible to judge. So, I wanted to buy the correct numbered calipers.

I started with a call to Lone Star in Texas as they are the major supplier of stainless-steel remanufactured aftermarket calipers. This call did not go well as I asked questions as to why dot 5 is not warrantied, which the responses were not clear to me. When I told them that every Government vehicle including all Mail Trucks use Dot 5, he gave me a very negative response. I ended the call not feeling warm and fussy about Lone Star.

I then decided to call Bairs Corvettes in Pa, for which I have had good experience in the past with replacement trailing arms for my 74 Corvette, and recommendation from other members. During our phone conversation, they told me that they sleeve and rebuild their calipers, and even though they don't warranty them if you use Dot 5, they don't think they will leak if you clean out the system from Dot 3 and use your breaks occasionally without letting them sit for long periods of time.

I ordered the calipers (\$100/wheel with cores) and a new proportioning valve (\$85) from Bairs. I also ordered a gallon (\$42) of DOT 5 fluid from Jasper Innovative Solutions, which is the Dot 5 brand the Government Vehicles use.

I started out by draining the brake fluid. I then removed the proportioning valve and replaced with the new valve. I then removed the left leaky caliper and brake hose. I made a decision that I would only change the leaky caliper and rubber hose at this point and the over the winter change the other 3 calipers. I measured the original rotors, and they were in spec, so I did not replace the rotor. I used the brake pads that were previously installed and will replace them when I am sure there are no leaks. I then filled the system with the new Dot 5. I gravity bleed the system. Once the system had DOT 5 throughout, I checked for leaks and found the proportion valve was leaking at the connection from the rear master cylinder to the valve. I tried tightening the fitting but could not stop the leak. Do not attempt to tighten or loosen these lines without using a flare nut wrench. If you do you will undoubtedly round off the nut making them useless.

After several attempt to fix this leak to no avail, I decided to reinstall the old valve and replace the sensor switch. This worked out with no leaks and the warning light now works properly. After filling the fluid and bleeding the brakes again, I noticed the caliper bleeder valve was leaking. I could not stop it from leaking by tightening it or replacing the bleeder. I had to use a non hardening thread repair. No leaks. Nice hard peddle and need to watch for seal leaks on the caliper.

Now on to the other 3 wheels

Ed DiNapoli

Judging Tires and Spares 1953-1974

By Howard Welch NCRS # 31454



During flight judging one of the confusing areas is the tires. There are guidelines in the Judging Reference Manual, Section 4 Standard Deduction Guidelines, Purpose & Use, to assist when judging is not always cut and dry, especially to the inexperienced judge.

For purposes of this discussion, I will use 1967 Judging Guide as my reference. Assume that all tires (4 on car and spare) are in new or like new condition. Any deduction of 90% or greater on originality will automatically result in a full deduction for condition. Since we judge all five tires each tire receives a 20% assignment of points.

Each area below can be found in the Judging Reference Manual.

Following each scenario is an example. Again, using the 1967 Judging Manual as the reference for characteristics.

Originality

Condition

A) Zero (0) Deduction for tires on the car and the spare that meet the correct configuration, Original Equipment Manufacturer (OEM) as appropriate for the year being judged. See Judging Manual for year being judged.

Deduction 0 0

Example: All tires including the spare are Firestone Super Sport Redline, 7:75X15, 4ply 3/8" red stripe.

Deduction: 0 0

Example: All tires except the spare are Firestone Super Sport Redline, 7:75X15, 4ply 3/8" red stripe. The spare is a Goodyear Power Cushion black wall 7:75X15 4ply. (Spare is a correct tire for the year)

Deduction: 0 0

B) 10% deduction for reproduction OEM brand and size which differ from originality only because of federally required Department of Transportation (DOT) marking

Deduction 3 0

Example: All tires including the spare are Firestone Super Sport Redline, 7:75X15, 4ply 3/8" red stripe with DOT marking on all tires. DOT was not on tires in 1967

Deduction 3 0

Example: All 4 tires on the car are Firestone Super Sport Redline, 7:75X15, 4ply 3/8" red stripe with DOT markings on all 4 tires. The spare is a Firestone Super Sport Redline, 7:75X15, 4ply 3/8" red stripe without the DOT marking Correct for the year).

Deduction 2 0

C) 20% deduction for OEM brand, type and size tires which differ slightly from original in design, construction, material, tread width, white or colored side wall, style of lettering and pattern.

Deduction 6 0

Example: Tires including spare are Firestone Super Sport Redline 7:75X15 4ply $\frac{1}{4}$ " stripe and are wider tread (7.5") than original . (incorrect stripe width and tire width)

Deduction 6 0

D) 30% deduction for OEM brand type and size which differ significantly from original design, construction, material, tread width, white or colored side wall, style of lettering and pattern.

Deduction 6 0

Example: Tires are Firestone Champion Blue Streak 7:75X15 4ply $\frac{3}{8}$ " blue stripe (tires never had blue stripe)

Deduction 6 0

E) 40% Non-OEM brand tires having correct size and sidewall specifications

Deduction 12 0

Example: Tires are Continental 7:75X15 4ply Red Stripe $\frac{3}{8}$ " (Continental tires were never OEM for 1967)

Deduction 12 0

F) 60% Tires are current day OEM brand, service replacement size, bias or radial ply or current equivalent sizing designation and correct white or color sidewall width.

Deduction 18 0

Example: Tires are Firestone Super Deluxe redlines 215/70/R15 for radial and F70/15 for bias ply construction. (Firestone was an accepted brand however Firestone Super Deluxe Radial was not, radials were not available for 1967 and F70/15 were also not available)

Deduction 18 0

Example: Tires are Firestone Super Deluxe redlines 215/70/R15 for radial and F70/15 for bias ply construction. However, the spare is correct as in (A) (Firestone was an accepted brand however Firestone Super Deluxe Radial was not, radials were not available for 1967 and F70/15 were also not available)

Deduction 15 0

G) 75% Tires are not current day OEM brand, service replacement size, bias or radial ply or current equivalent sizing designation and correct white or color sidewall width.

Deduction 23 0

Example: Tires are Continental radial 215/70/R15 or bias ply F70/15 red stripe 3/8” and all other characteristics as in (A) (Continental tires were never available for 1967)

Deduction 23 0

Example: Tires are Continental radial 215/70/R15 or bias ply F70/15 red stripe 3/8” and all other characteristics as in (A) except the spare is correct as described in (A). (Continental tires were never available for 1967)

Deduction 17 0

H) 100% deduction for Originality and Condition for tires not conforming to brand, size, and configuration and or tires mounted with white or colored sidewalls mounted inboard.

Deduction 30 30

Example: Tires and spare are Firestone Super Deluxe 225/60/R15 radial with whitewall mounted inboard on all wheels (Firestone was an accepted brand however Firestone Super Deluxe Radial was not, radials were not available for 1967)

Deduction 30 30

Oil Pan Restoration

By Lou Romero NCRS # 58190



So, some of you may have heard of the “ghost” as referred to my 63 SWC that has been under restoration for about 5 years.

Why “Ghost”, well many have heard about it, but few have really seen it, at least until the Chapter Judging Meet this year at BG Automotive.

This article will focus on the restoration of it’s original oil pan.

Like many old cars, the oil pan was a bit dinged, scratched, and bent in certain areas.

Step 1 – Remove and clean the pan thoroughly



Step 2 – I stripped the pan and took a ball pin hammer and a torch to heat the metal and painstakingly bang out the dents.

I used JB Weld metal epoxy to fill the minor imperfections then sanded them to their contour with wet sanding paper.



Step 3 – After the “body work” was complete, next came a clean wash and primer. I used automotive primer.



Step 4 – After the primer was completely dried, (over 24 hours) I gave it a quick wet sanding with 300 wet sandpaper then applied several coats of Chevy orange engine paint and let it dry for several days.



A Hot Wind Blows!

By Pete Loscalzo, NCRS # 48040



I have a 63, soft top convertible (with Vintage Air), 327/340 HP engine, which I did a 6-year body off complete restoration on and completed 7 years ago. From day one of putting it on the road, there was a “wind” blowing over the driver’s feet and calves. After 15 to 20 minutes of driving, the wind would become super-hot, during medium to high-speed drives (anything over 30 MPH), in almost any weather condition.

The A/C didn’t help, because for the first 5 years, the A/C would just slowly stop putting out cold air after about 5 to 10 minutes of turning it on. (Fixing that is a story for another time.) I usually store the car from Nov. 1, thru March 31, with little or no winter rides, but on the occasions when I did take it out for a ride on nice dry winter days, and the air temp was in the 40’s, the super-hot wind would still be there.

So last year, when I had the car in the shop for tire rotation, oil and filter change, and some other minor maintenance items, I complained about this hot wind to my mechanic, Glen Atamanchak, of Hillside Corvette, and he did a little looking around, and discovered the restorer I used for final body work, installation of windshield, dashboard, A/C, and just about everything except finishing the interior (seats, rugs, door panels, etc.), left a part off the car. There is a rectangular panel, that goes against the firewall over the steering column, and is supposed to seal off the oversized hole in the firewall.

There is supposed to be a thick (approx. ¼") foam seal between the panel and the firewall, that was missing because the body shop either didn't know about it or forgot it. Glen ordered and installed one, and I figured at last, no more hot wind!

I was wrong - Driving home that day, the hot wind was still there. I did some visual inspection of both the interior of the car and the firewall and could spot not obvious source of this wind. This year, I vowed to fix it. I did some research online, at both the Corvette Forum and the NCRS Tech Discussion board, and about the only thing I could find of interest was mention of a black putty (3M Strip Calk, P/N 08578), similar to plumbers' putty, used to seal seams where various panels were joined. People did mention experiencing the same hot wind on their feet but chalked it up to "that's just the way Corvette built them, and there was nothing you could do about it." I bought a package of the putty and started to look very critically at everything. First thing I inspected was the firewall in the engine compartment. I examined the panel that Glen installed the foam seal under, and I noticed that the area around the edge of the panel, did not seal against the firewall; but in fact, had a 3/16" gap between the edge of the panel and the firewall. To get at this gap, from the top of the car, I had to thread my hand/arm around and thru various obstacles (power brake booster, clutch linkage, etc.) and after about an hour of struggling, I managed to seal up both the gap on the outer edge of the panel, and the gap between the hole in the panel and the steering column. See photo 1, which shows a part of the panel, and the gap, stuffed with the body putty. I also noticed that the hood release cable that fed thru the firewall, also had about a 3/16" gap all around it, between the outer cable sheath and the firewall, so I also puttied that. See Photo 2.

A test drive indicated a slight decrease in the wind, but the wind was still there. So, I proceeded to get upside down, in the driver's seat, under the dash panel and critically examine everything I could see that could possibly be open to the engine compartment. There was a gap around the steering column and the floor panel, about ¼" around the column, to allow clearance for the column to go thru. But I couldn't figure out how it would matter, since I had already sealed the steering column to the firewall, under the hood. You could see a space between the floor panel and the firewall, so I figured what the heck, seal that too. So, I did. See Photo 3.

Wonder of wonders, I took it for a test drive, no more wind! Yes, after a while (even with the heat/noise insulation I installed under the rug during the restoration) there was some radiant heat from the engine compartment coming thru, but the A/C actually was able to mitigate that source and yield a comfortable ride. For anyone who owns a C2 (not sure if 64 thru 67 have same construction), and experiences this almost unbearable hot wind blowing on their feet during drives over 30 MPH, I urge you to check these sources of leaks. If you find the same gaps I did, I have a bunch of the putty left over I can share.



Photo 1



Photo 2



Photo 3

Making it look right

By Lou Romero NCRS # 58190



My 63 SWC was painted by the previous owner with Dupont's Chroma Base which is a base coat/clear coat automotive finish.

The painter did a terrific job except that the door jams, sills, and internal hood edges were also painted with clear coat. Though it's beautiful if judging at a concourse, not so correct for NCRS standards, especially when at the time lacquer was the industry standard.

I decided to take a chance to dull the paint in the door jams, sills and inner hood edges, however, I had to do some research first.

The first concern was finish compatibility.

I made a call to a Dupont distributor who was also very knowledgeable in today's paint chemistry. So here is what I learned, not just from the Dupont distributor, but from several automotive body shops in the area.

Today's clear coats are compatible with just about all the base coats on the market, there may be some exceptions, but for the most part they are all pretty compatible and they all use a 4:1 ratio. (clear/hardener)

Step 1 – I masked the areas I didn't want to paint.

Step 2 – I wet sanded all the gloss of the clear coat with 200 wet sandpaper.

Step 3 – Being that I had a quart of the car's Dupont Riverside Red paint, I repainted the areas to get a uniform color.

Step 4 - I went to my local NAPA store and purchased a quart of satin clear coat with it's hardener.

Some of you may say I may have been a little crazy or smelling too many paint fumes.

Step 5 – Go to town with an air brush.

The beauty of an air brush is that you can get the same results as a large paint gun only in miniature size and with minimal damage.

Even though the clear coat was satin, I was able to increase its luster by polishing it after being cured.

Here are some pictures of the process







*Happy Holidays
Everyone*

