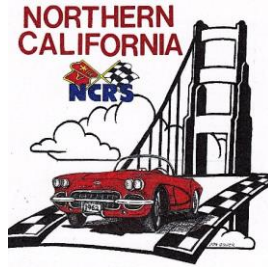


VETTECETERA



Northern California Chapter's Newsletter for the Corvette Enthusiast

Vol. 42, Issue No.1

January, 2020

2020 NCC Officers

Chair	Sharyl Ingham	510 420-0968	sharylingham@gmail.com
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	John Tidwell	530 432-2503	sampanjohn@earthlink.net
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NCRS President & Region IX Director	Mike Ingham	510 420-0968	michael.ingham248@gmail.com
Librarian	Gary Beaupre	408 733-2845	garybeaupre@comcast.net
Road Tour Coordinator	Ken Albers	707 448-4499	1kenalbers@gmail.com
Sponsorship/Raffle Coord.	Glorie McNay	530-662-7951	amcnay@pacbell.net
Resident Photographer	Don Mullenhoff	925-443-4832	dpm.shop@comcast.net
Refreshments Coordinator	Rick Gower	925-798-7877	gowerr@aol.com

NCC/NCRS Website <http://www.ncrs.org/ncc/>

**January Chapter Meeting Refreshments
will be provided by
Benton Russell (Cookies)**

The Scoop **By Sharyl Ingham**

Happy New Year!

I felt as though I was cheated by less shopping days because Thanksgiving was later than usual. Of course, it just meant I had to cut to the chase when making gift selections. All-in-all it was a magical time for all in our household; lots of surprises and just a great time full of laughter and memories being together. Mike and I hope

you all had an equally wonderful time being with your family and friends. It seems we have a tendency to take everything for granted so remember to embrace those times when you are together because life is too short.

I thought I would do a quick reflection on our years being part of the NCRS family. We joined in 1999 and just realized it has been twenty years being part of this organization. Whatever Mike and I have done or been a part of, you might say that we have jumped in with both feet rather than testing the waters. The years have gone by in a flash and we have enjoyed participating and being NCRS ambassadors. Again, it is unbelievable that this is an end to our second decade being involved with NCRS, and of course we look forward as we hope

you have similar feelings and will join us in welcoming 2020 with a bang! You are the backbone that makes NCC/NCRS thrive!

I am filling out the Chapter Annual Report and there is this question that really makes no sense to me so I am asking you to think about it as well and we can discuss it at the meeting in January: "What does your Chapter see as the priorities of the NCRS organization for the coming year?"

I know this might not be as important for you, but I like recognizing and extending Best Wishes to our NCC/NCRS family members celebrating January birthdays and anniversaries, starting with Art McNay, January 8th; Jane Cafferata, January 9th; Margie Swezey, January 12th; David Solomon, January 14th; Donald Day, January 19th; Art and Glorie McNay's anniversary, January 24th; Trish Cook, January 25th; Jean Anicetti, January 26th; and Janice Hamilton, January 28th.

Chinese New Year, the Year of the Rat, comes earlier this year, January 25th. It is going to be a strong, prosperous, and lucky year for all.

In this Vettecetera you will find two Technical Articles. Now, this is what I consider a great start to the new year towards achieving the CTFA. If you are working on a project please write it up so we can share it with other members, not only our Chapter but throughout the NCRS population.

Look forward to seeing you at the January meeting.

NCC Meeting Minutes - December 10, 2019

Chairman Sharyl Ingham called the meeting to order at 7:00 pm and welcomed everyone at St. Peter's Episcopal Church in Oakland. As usual, she asked the attendees to introduce themselves; stating their name, the city where they live, and the year(s) of their Corvette(s). The question of the evening was: How many NCRS Chapter newsletters do you receive and do you read them? Most all said that they read NCC's Vettecetera, but John Tidwell topped us all by saying that he not only receives ~40 newsletters but reads them all. As always there was a calculated reason for Sharyl's question. She mentioned that many people have remarked how much they enjoy our monthly newsletter and she wanted to share that with the members especially since we are one of very few Chapters that publishes a newsletter monthly.

The minutes of the November meeting were approved by the NCC Board via e-mail as submitted by Sandy Houck.

Treasurer's Report: John Tidwell

John reported there was no significant activity during the last month.

Membership: Sharyl Ingham

Sharyl reminded that it is now time to renew memberships. She thanked those that have renewed their memberships thus far and especially gave a shout out to those silent contributors giving back to the Chapter.

Editor: Marci Albers

Marci reported that the November Vettecetera was completed and distributed on the first day of the month.

Webmaster: Chris Moore

Chris reported that NCRS is updating Word Press for the website.

NCRS President and Region IX Director: Mike Ingham

Mike reported NCRS will have booths at the Leake Auction and the Barrett Jackson Auction, both in Scottsdale next month.

Chapter Top Flight Award (CTFA): Jeff Blakeslee

Although Jeff was absent Sharyl was pleased to announce that the Chapter is on a roll for Technical Articles. She is setting a goal for the Chapter to have all six published by June.

Refreshments: Rick Gower

Rick continued to get sign-ups for 2020.

Old Business:

There was no old business.

New Business:

Ideas for a Fall Meet were discussed. Sharyl asked IF we should even have a Fall Meet and Mike as others agreed that we should push forward to find a venue and plan one. This topic is tabled until the January meeting. This will give Mike time to review possible venues.

Sharyl asked for ideas for a Road Tour. Ken will work on it and come to the January meeting with potential dates to consider.

Sharyl acted on a suggestion from Wayne saying that she contacted Joe Lucia who lives in Fremont, asking if he would consider attending one of our meetings. According to Joe he might be available to attend the February meeting. Stay tuned.

Break/Refreshments:

Thank you to Chris Moore for providing refreshments. Mike and Sharyl supplied name badge drawing prizes, won by Marci Albers and Gary Miranda. Disclaimer here is that Glorie usually provides the giveaways and

because she and Art were not going to be present Mike and Sharyl had already decided to provide the giveaways. That said, Glorie wrapped giveaways and sent them with John. FYI Glorie: Sharyl still has them and those will be given out at the January meeting. Thank you Glorie for sending them.

Gary Beaupre brought some Corvette books that he no longer needed. Several of the books found new homes, several were saved for Glorie's raffle, thank you Gary for sharing.

Show and Tell:

Gary Beaupre showed a large copper-plated nut and challenged us to tell what it was used for. It was a used on '67 to '82 rear suspension; on the differential tongue mount. So here's the question Gary: why do you have this when you own a '66?

Benton Russell is changing the carpeting in his '61 and asked how to punch the screw holes without damaging the carpeting. Response was to use an ice pick from the bottom of the car, and to view videos on the Rare Corvettes (Joe Calcagno) website.

Rick Gower showed a fuel pump for '59 to '62 cars that he had restored by Arthur Gould. He noted the part numbers, fittings, and finish.

Sandy Houck asked about used Race Ramp blocks instead of jack stands. Response was "not recommended."

Chris Moore talked about his experience attending the Muscle Cars and Corvette National (MCACN) in Chicago. He received a triple diamond award for his '63 Z06. The award is presented after the required two prerequisites are met: the car must Top Flight at an NCRS event and receive a Bloomington Gold.

Mike and Sharyl also attended MCACN, along with **Wayne Yurtin**, and it did not disappoint with its huge and diverse array of '60s & '70s muscle cars from every manufacturer, plus beautifully restored old race cars, barn finds, and a special collection of '30s & '40s Willys coupes.

Adjournment:

Sandy brought and gave sparkling wine to the members wishing everyone a Merry Christmas.

Sharyl wished us Happy Holidays and emphasized how much she appreciates all the members' Chapter support. We, members, surprised her with how much we appreciate what she and Mike do for us. The meeting adjourned at 8:10 pm.

Respectfully submitted,
Sandy Houck, NCC Secretary

New NCC Members:

Please join with me in welcoming NCC's new members:

Romulo Rimando, San Jose, CA
Scott Raskin, Ross, CA

Verse by the Side of the Road

**YOU CAN BEAT
A MILE A MINUTE
BUT THERE AIN'T
NO FUTURE
IN IT**

Burma-Shave

This 'n That By Glorie McNay

HAPPY NEW YEAR

WOW2020!

With a new year there are often resolutions.

Weight loss, exercise, eating more healthy and many more.

I would like to suggest a few more.

Turn on headlights with wipers so you can be seen from behind.

Share your good fortune and hobby by buying a business card ad in Regional Meet booklets.

Attend a chapter meeting.

When performing a Corvette repair or project take photos and write a brief article for your chapter newsletter.

Look in the mirror each day and smile at yourself.

Smile at those you encounter.

Thank God for everything daily, sometimes we overlook the small joys.

Have a happy, healthy and joyful 2020.

Restoring a C2 Jack Hold-Down Spring

By Gary Beaupre'

Here's one way to restore a C2 jack hold-down spring. I wanted to preserve the original spring from my '66 since I didn't trust that repro springs had the correct coil count or the correct configuration of the spring end loops. The original spring from my '66 still retained some of its original black paint, but most of the spring had surface rust. The spring can be prepped for repainting using some combination of paint stripper, Evapo-Rust (my favorite de-rusting solution), and/or bead blasting. After cleaning, I was faced with how to repaint it. In the resting position, adjacent spring coils touch one another, so it would be impossible to get paint to cover each entire coil, and not to bond adjacent coils together with excess paint. I stretched the spring so that the coil section increased from its unstretched length of

3.5 inches to 5 inches. That amount of stretching produced a gap between adjacent coils that was almost equal to the coil wire diameter. I then used a nail thru each end loop of the spring to maintain the stretched spring within a U-shaped channel. I then dipped the entire U-channel and spring into gloss black paint that was thinned to reduce its viscosity. I had previously glued a short length of rod to the U-channel, and I mounted the rod in my corded, variable-speed electric drill motor. I made a paint splatter shield out of a cardboard box and I set the drill motor on a moderate speed (and set the trigger lock to maintain that speed) while the drill motor was clamped in a vise. This rotation threw off any paint that would otherwise have been trapped between adjacent coils. I kept the drill motor turning for several hours to prevent drips and webs from forming. I stored the spring, still stretched in the U-channel, for a week to ensure the paint was fully dried. After removing the stretched spring from the U-channel, I dipped the two end loops of the spring in paint, to cover the small section of each end loop that had been in contact with the two nails I used to stretch the spring. Voilà, a beautifully restored, original, jack hold-down spring.



Temp Gauge Inaccuracy Explained

By Jim Lockwood

Stories of inaccurate temperature readings when using aftermarket senders are common. I've run into the problem also, but with a significant twist. What I have observed is the indicated temperature continuing to rise *after* the engine temperature has stabilized. After studying the problem and collecting data, the only conclusion I can reach is the sending unit is experiencing self-heating, also known as thermal runaway.



Illustration 1 – Extreme temperature indication but engine is at normal temperature.

By “self-heating”, I mean that once the sending unit begins to warm and its resistance starts to decrease, the extra current which passes through the sender warms it more. This causes the resistance to decrease more, which causes more current to flow.... and so on, until my temperature gauge pegs. See Illustration 1, above.

You can watch the needle climb. From start to finish, this process takes about 5 seconds. If you are curious (or bored) read on while I explain what I've observed. Of course, I've verified that the engine isn't actually overheating:

1. Thermostat is still closed, upper hose is cool.
2. Thermocouple measurement indicates a temperature of about 140 F.

3. IR gun finds nothing unduly hot.

Before I installed the aftermarket sender, a NAPA TS6469, I characterized its resistance vs. temperature curve using heated water. The results are as follows:

Temp	Resistance
160	155
175	129
190	109
203	88

I live at an elevation of almost 4000' so 203 was the maximum temperature achievable even with the water boiling.

The next few Illustrations show how the gauge responds to resistances like I recorded when I was characterizing the sending unit.



Illustration 2 - Gauge indication with fixed resistor of 147 Ohms.



Illustration 3 - Gauge indication with fixed resistor of 128 Ohms.



Illustration 4 - Gauge indication with fixed resistor of 104 Ohms.

These are all good results. They indicated the sending unit was an acceptable match to my car's gauge. They were also stable results. For example, the resistance of the sending unit never dropped below 88 Ohms when left in boiling water and the gauge reading never varied, no matter how long I left the fixed resistors in place.

And yet, when installed on my '60s engine, once the engine temperature reached about 140 degrees, the temperature gauge started moving on its own until the gauge pegged.

As a quick check on the sender, once the gauge pegged, I rapidly disconnected the sender from the gauge wire and connected my DVM to read its resistance. It read an innocent 196 Ohms, totally consistent with an actual engine temperature of about 145 degrees.



Illustration 5 - Completely normal sender resistance for an engine at ~145 degrees.

If you accept my premise that the sender is experiencing self-heating due to the gauge current passing through it, this normal resistance reading makes complete sense. Why? Because as soon as I disconnected the sender from the gauge, the current through it went to zero which allowed the thermistor inside the sender to rapidly cool to engine temperature.

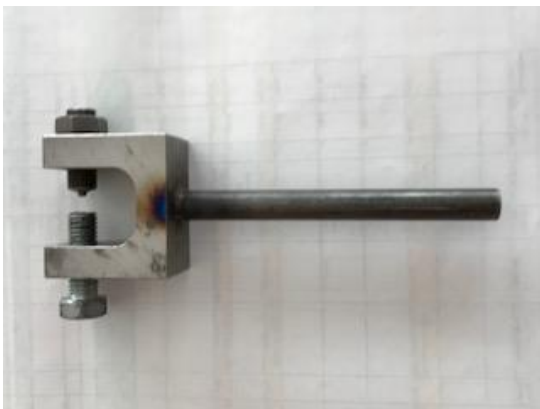
My working theory is that original GM/Delco sending units contained a substance, an oil perhaps, which ensured the internal thermistor was in good thermal contact with the sending unit case and that modern replacements do not have any such material inside. That means the thermistors are not bound to register a resistance which is strictly related to the temperature of the sender case.

I have corresponded with others who have recently reported excessive temperature indications on their C1 temp gauges. Every owner to whom I've given a procedure to test for self-heating has reported positive results.... yes, the high indication is being caused by self-heating.

It's one thing to identify a problem. It's something else entirely to solve it. In the next installment I'll describe a solution I've developed to allow virtually any replacement temperature sender to yield accurate temperature gauge readings. And, no, this doesn't involve the common "fix" of inserting a series resistor to "calibrate" the gauge at one and only one temperature. Stay tuned...

Rivet Tool Available for Loan

This tool is primarily intended for installing the rebound straps on C1's. If you are interested, contact Mike Ingham at: 510-420-0968 or michael.ingham248@gmail.com



Mass Mailing Clarification

To make the Editor's job easier, I have asked Marci to start utilizing NCRS's Mass Mailing feature to distribute the Vettecetera as well as other NCRS related e-mails from other people. Please do NOT respond to her, respond to the person who authors the e-mail.

Technical Articles Wanted

If you have been thinking about writing up some restoration project you have completed, please do so and submit it for publication. We can all benefit from one another's learning's. If possible, submit your article as a Word document, and any accompanying pictures as .jpg files.

Copyrights

Articles appearing in the Vettecetera are the sole property of their author(s) and may not be reproduced without the express written permission of the author.

Pertinent Information

Send newsletter articles to Marci Albers either by email: marcialbers@gmail.com or snail mail: 3949 Estate Drive, Vacaville, CA 95688. Either way, it needs to be received **by the 25th** of the previous month to make publication.

NCC Dues

NCC dues are \$30 per year. Please start paying via PayPal. If you choose to fill out a membership form it can be found on the last page of the Vettecetera. When and if you have changes (e.g., e-mail address, Corvettes owned) please send those changes to me via e-mail at: sharylingham@gmail.com. Thank you.

Chapter Meeting Location

The location for Chapter meetings is at St. Peter's Episcopal Church located at 6013 Lawton Avenue, Oakland, CA 94618.

Note from the Editor

In order to make things easier, all ads will be printed in the Vettecetera for 3 months. If you would like to run it longer just notify me, and I will run it for another 3 months. Also please notify me if you have sold your items, so I can delete your ad.

Business Card Ads

Annual rates for business card ads are as follows: \$15 for NCC members; \$25 for non-NCC members. Please send your business card along with a check made out to NCC/NCRS to Marci Albers, 3949 Estate Drive, Vacaville, CA 95688.



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The National Corvette Restorers Society
Has created a new website
NCRS Classified ADS
The site is open to everyone, not just
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to locate the
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SPRING Flight Judged Meet Registration Form

FRIDAY & SATURDAY MAY 1ST & 2ND, 2020

Event & Judging Questions Beverly & John LeGate Co-Judging Chairs 408-981-1200
Host Hotel: Golden Sails Hotel, 6285 E. Pacific Coast Hwy., Long Beach, CA 90803
Telephone 562-594-0210 (REQUEST TOWER ROOM/PCH VIEW TO SEE THE CARS)

MENTION NCRS BLOCK HELD UNTIL April 2, 2020 \$119.00 + TAX

THIS IS A FIVE-POINT TWO-DAY JUDGED EVENT!

REGISTRATION OPENS JANUARY 15, 2020.

Cars must be in place by **8:00 AM Saturday**, with a Judges' Meeting at 8:15 AM followed by an owners meeting.

We do request that you register **ON-LINE** or mail in the registration form on or before April 25th 2020.

OPERATIONS CHECK FRIDAY May 1st, 3 PM BY APPOINTMENT. FLIGHT & CONCOURS OWNERS WILL BE CONTACTED.

Fees: Meet Registration Members **\$20.00**(spouse & children under 23 yrs.) **\$25.00 Postmarked after April 25, 2020** \$ _____

Meet registration Guests 1/2 of members' registration: **\$10.00, Postmarked after April 25, 2020, \$12.50** \$ _____

Flight Judging **\$ 95** \$ _____

Sportsman Award **\$13.00 or (No Ribbon \$3)** \$ _____

Concours Judging \$ 50 { } Stock { } Modified \$ _____

Join SCC/NCRS (Must be a NCRS National member) **\$28.00** Link: <http://www.ncrs.org/scc/app.html> \$ _____

Or make checks payable to SCC/NCRS and Mail registration form and fees to: Beverly LeGate

PO Box 2739 Ramona, CA 92065 408.981.1200 beverlylegate@yahoo.com

Total \$ _____

The following information will be used on your judging summary sheet if you are having a car judged.

Please enter the following car for [] Flight Judging 53-2002, [] Sportsman Award, [] Concours { } Previous Award display/Special interest Display (no fee). Please print legibly.

Year _____ Complete VIN # _____

PRIORITY GIVEN TO FIRST TIME FLIGHT JUDGED OWNERS!!

Notice: First come first serve. No cars accepted after April 2, 2020 postmark. Ten Cars Max depending on Judges Availability.

Horsepower _____ Exterior Color _____ Interior Color & Fabric _____

Horsepower, Exterior Color, Trim Color and Fabric entries are mandatory for all vehicles. In addition, 1963 through 2002 vehicles must include all numbers and characters from the Trim Tag or Service Parts Identification Label with respect to Build Date, Paint Code, and Trim Code plus Body Number for 1963 through 1967 vehicles.

Build Date _____ Paint Code _____ Trim Code _____ Body No. _____

[] Convertible, [] Coupe, [] Corvette Driven, [] Corvette Trailered, [] Need trailer parking Miles Driven _____

I would like to help with:

[] Flight Judge, [] Observer Judge, [] Tabulate **JUDGING CERTIFICATE YES OR NO!** [] Flight Judge, [] Observer Judge, [] Tabulate

Name _____ Name _____

Judging 1st Choice _____ 2nd Choice _____ Judging 1st Choice _____ 2nd Choice _____

Ops Interior Exterior Mech or Chassis (circle two) Ops Interior Exterior Mech or Chassis (circle two)

Member, _____ Spouse _____ Guest _____

Address _____

City _____ State _____ Zip _____

E-mail: _____ Chapter Affiliation (if any): _____

Phone (Home): _____ Work: _____ Cell: _____

NCRS National Membership Number (see mailing label on your Driveline or Restorer): _____

REGISTRATION OPENS FRIDAY AT 1PM. ALL ACTIVITIES WILL BE HELD AT THE GOLDEN SAILS HOTEL.

JUDGING SCHOOL TBA FRIDAY 5-6PM # ATTENDING

FRIDAY NO HOST DINNER TBA 6:30PM # ATTENDING

NOTE: ONLINE REGISTRATION FOR THIS EVENT IS ON THE NATIONAL NCRS WEBPAGE!

I **AGREE** to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration...

I **AGREE** to assume risk of any and all damages or injury and to indemnify and hold harmless NCRS, it's officers, directors, agents, employees, chapters and meet workers for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or others occurring during, or as a consequence of this event, wherever located.

I **AGREE** to abide by the NCRS Policy on Drugs and Alcohol (revised 2006). The use of drugs or alcohol by anyone attending an NCRS event including NCRS members, family members, guests, and vendors is prohibited while participating in any judging meet, driving tests and/or road tours.

Please fill in the required information below. You must also provide/bring proof of in-force liability insurance and current registration for the Corvette to be judged. PLEASE INCLUDE COPIES OF YOUR CURRENT INSURANCE AND REGISTRATION CARD IF MAILING FORMS.

Company _____ Policy # _____ Expiration Date _____

Signature _____ Date _____

Northern California Chapter Membership Form



SHARYL INGHAM at 6047 Lawton Avenue, Oakland, CA 94618

ANNUAL DUES: January 1st through December 31st, **\$30; now payable via PayPal through the NCRS website.**

Business Card Ad: \$15 for NCC member, \$25 non-NCC member

Please send a jpeg of your business card to: marcialbers@gmail.com

NCRS Membership Number: _____ **Expiration Date:** _____

(From *Driveline* or *Restorer* Address Label)

You must be an NCRS Member to be a Chapter member

Check as Applicable:

_____ New Member

_____ Renewal

_____ Change of Address

Please Print or Type

Name _____ Birthdate: Month _____ Day _____

Spouse _____ Birthdate: Month _____ Day _____

Street _____ Apt. _____

City _____ State _____ ZIP _____

Home Phone _____

Cell Phone _____

Work Phone _____

E-mail _____

Please list the Year(s) and Model(s) of your Corvette(s) _____

This information will be published in the Chapter's roster.

Please check your exclusions.

_____ Name

_____ Birthdate

_____ Street Address

_____ City _____

_____ Phone

_____ NCRS#

_____ E-mail