

VETTECETERA



Northern California Chapter's Newsletter for the Corvette Enthusiast

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June 2021

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

The Scoop

By Sharyl Ingham

Live the life you love; love the life you live. This was so accurate for those of us attending the Arizona Regional. The members were happy to be together once again after 15 months of dormancy for NCRS. Can't believe almost half of 2021 is already behind us.

Congratulations to the Arizona Chapter for hosting! It seems everyone that attended really enjoyed themselves. We-Ko-Pa has been upgraded and it wouldn't surprise any of us if there was more to come if the Arizona Chapter were to once again offer to host a Regional there.

The Northern California Chapter was well represented, especially in the Awards that were presented, starting with Dan and Lisa Johnson tying with Bob and Valerie Johansen for the Longest Trailered award, over 1500 miles from Washington. Dave Brigham presented a Master Judge Hat to Dana Richard (and we Master Judges all know how many \$ that involves). In the mini-PV event, Gary Bennett passed the PV with his '63 and Pete Bergmann passed his PV with his '02. Top-Flight Award Ribbons were presented to: Joe Pennacchio for his '56, Gary Bennett for his '63, Jeff Blakeslee and Bill Cash for their '63, Dan and Lisa Johnson for their '63, Mike Day for his '64, and John LeGate for his '02.

Speaking of Judging Meets, I want to again thank those that attended NCC's Spring Meet in Suisun City. NCC might have been a bit rusty, but thanks to Mike, John and Bob with their guidance reminding the Judges to introduce themselves, let the owners know which area they will be judging, and not to touch the car without first asking the owner's permission especially impressed the two new first time being judged owners.

We will be on the road again next week to Iowa for the Heartland Regional in Cedar Rapids. There are 13 cars signed up for the mini-PV event, with 48 flight judging entries and 3 more PVs at the Regional itself. Let's hope many of those cars will be going to Palm Springs to pursue their Mark of Excellence Awards.

Speaking of Regionals or National locations, if anyone has concerns about the location of Regionals or the National, please contact your Regional Representative. Make them earn their pay. The calendar is three years out and if it needs to be amended, the sooner the better.

I am sure many of you have some milestone events in your family, whether it be birthdays, anniversaries, graduations, marriages; congratulations one and all! Our membership birthdays and anniversary start with Cathy Bergmann, June 2nd; Ian Gaston, June 3rd; Doug Wathor, June 5th; Wayne Yurtin, June 11th; Beth Bartow and John Tidwell's birthdays, as well as NCC's 43rd Anniversary, June 12th; Mike Day, June 20th; Jerry Palmer, June 21st; Mike Hachigian, June 23rd; John Kirkpatrick, June 25th; Dave Houlihan, June 26th; and Melissa Bornstein, June 27th. If I have not listed your birthday, it is because I don't have your information.

Other noteworthy days in June: D-Day, June 6th; Flag Day, June 14th; honor thy fathers on Father's Day, and celebrate the first day of summer, both sharing June 20th.

Please don't let your guard down yet, continue to practice the 3W's as appropriate. Wear those masks around vulnerable individuals you care about, still practice social distancing, and of course wash your hands or use the hand sanitizer often.

See you at the Zoom meeting on June 8th.

NCRS RULES & REGULATIONS for Events in the COVID-19 Era

EFFECTIVE IMMEDIATELY, the National Corvette Restorers Society, Inc. (NCRS) will follow the mandates that are currently in place on that given day and at that given event location for all NCRS events as set forth by the United State Centers for Disease Control (CDC) or another branch of the US federal government, Public Health Agency of Canada, European Centre for Disease Prevention and Control, any host state and/or local government, and/or a private host facility.

The above-mentioned rules will be followed at all NCRS events until such time that it is determined that they are no longer needed.

Burma-Shave

Pa acted so tickled
Ma thought he was pickled
He'd just tried
Burma Shave

BURMA-SHAVE 1942

This 'n That

By Glorie McNay

FINALLY!!! Federal Judge Rules the Cracked Wheels Lawsuit Against General Motors Can Proceed. If this had happened two years ago, we would own a C-8. The bad taste will not go away until we get our money back. Shame on GM.

Stay safe, be patient, see you next month in Palm Springs. Thank you to those who helped to sponsor the National.

1953-55 Hoods & Hood Releases

By Gary Hiltunen

During the 1953 to 1955 production run there were three hood designs and two hood release setups.

Briefly, let's review the dash mounted hood release system. The first design (Fig. 1), used on all '53s thru early '54 had two separate hood release pulls, one on either end of the dash. This setup, as you can imagine, was not particularly user friendly. It required either two people to each pull a release cable, or the driver had to get out of the car to go to the passenger side in order to pull the release knob. Then in early '54 they replaced the separate pulls with a single dual pull, eliminating the passenger side pull.



Figure 1.

Now that we have the hood open, let's examine the evolution of these early C-1 Corvettes hoods. The first thing that should be discussed is the inefficacy of the poorly designed hood hinges and how this drove the hood design. These hinges had a serious design flaw; when you opened the hood they would allow the nose to dive into the body. Not something you want. So, what was the fix? Redesign the hinges so they would allow the hood to open and have the nose clear the body? Heavens no, instead they came up with a spring setup (Fig. 2) that preloaded the nose of the hood so when you pulled the hood release the nose would pop-up giving enough clearance for the hood to open without hitting the body.



Figure 2.

That's clever, however that caused another issue. The capped spring had no flat contact surface on the hood. Enter the pad, aka "hockey puck" (Fig. 3) and the first design hood. The pad was simply epoxied and screwed to the hood support frame, giving the

spring mechanism a flat contact surface. The hockey puck design was used through all of '53 into early '54.



Figure 3.

At that time in '54 they incorporated the pad into the support frame (Fig. 4) and eliminated the added separate pad. That second design was then used for the remainder of '54 and all of '55.



Figure 4.

That takes care of two hood designs, but I mentioned there were three different hoods. The third design was the difference between a 6-cylinder and a V-8 hood. The '53, '54 and a few '55 6-cylinder cars had an "X" support hood (Fig. 5).



Figure 5.

However, when the V8 was introduced on the '55 model there was an issue with the "X" hood. The center of the "X" landed squarely where the V-8's air cleaner assembly was located, which wouldn't allow the hood to fully close. The solution was to eliminate the "X" support altogether and replace it with a single bar support (Fig. 6) that was forward of the center and missed all the motor components, allowing the hood to close.



Figure 6.

So, in review the three hoods are:
 #1 '53 thru early '54, "hockey puck", "X" frame support,
 #2 Later '54 to '55, integrated pad, "X" frame support,
 #3 '55 V-8, integrated pad, single bar support.

Gary Hiltunen (#3642)
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Mass Mailing Clarification

To make the Editor's job easier, we are 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 the Editor, 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. 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 Sharyl Ingham by email: sharylingham@gmail.com 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 needed, a membership form may be found on the last page of the Vettecetera. When you have changes (e.g., e-mail address, Corvettes owned) please send those changes to me via e-mail at: sharylingham@gmail.com Thanks.

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.

Rivet Tools Available for Loan

I have two rivet tools available to loan out. This first tool is primarily intended for installing the rebound straps on C1's.



The second tool comes with a variety of heads for installing rivets of various configurations. If you would like to borrow either of these rivet tools, please contact Mike Ingham at 1-510-420-0968 or michael.ingham248@gmail.com



Corvette for Sale

1962 360 hp fuelie, Roman red, red interior, two top car w/white soft top, T-10 4-speed, 3.70 posi, Wonderbar AM radio, RPO 242 PCV system. This car was restored by Mike Ingham and received its Duntov Award at the 2017 NCRS Convention in San Antonio, scoring 98.7. The car comes with the correct set of wheels, hubcaps, and bias-ply whitewalls, as well as the set of radials mounted on beautiful wheels shown in the picture. If interested, contact Bob White at bwvette@gmail.com or 858-997-8749.



Parts for Sale – Mostly C1

2 4-barrel carburetors on intake manifold 3739553 w/nearly new air cleaner, plus hoses and gas lines.
1 15"x5" riveted wheel with Firestone Champion Deluxe 6.70x15 white-wall tire.
Dual-point distributor, P/N 1110891, 9F27.
Bell housing #403
2 fan clutches.
Steel valve covers.
22 T-3 headlamps.
Water pump #3771.
Stainless steel moldings for 58-61, some NOS.
61 side emblems.
56-62 CA license plates PDZ 593.
Trunk weatherstrip.
Misc. parts, hoses, pulleys.
63 and 64 hubcaps.
Shop manuals: 1963, 1957-61.
Assembly manuals: 56-57, 59, 61, 62, 64.
Parts catalog 1953-81.
Hilton manuals: 1963-82, 1963-72, 1980.
Holley carb shop manual.

If interested, contact Don Maich (#6331) at 925-672-4998.

Parts Wanted

Want to buy a reproduction jack for a '62 and one undamaged top front fender molding. Also looking for a nice damage free inner heater box for a non-AC '67. If you have any of these items, contact Rick Gower at 925-798-7877 or gowerr@aol.com

Free Parts – C2/C3

First photo is of two upper A-arms for 63-82. No pitting, only light surface rust. One A-arm has the original pivot shaft and bushings (not useable). The other has the original, riveted ball joint (not usable). The A-arms can be restored to like new condition with bead blasting or sanding and a new paint job or used as cores in an exchange.



The second photo is of a 64-77 lower A-arm, that will also service 78-82. It has the original, pivot shaft, the original (not useable) bushings and the original (not useable) riveted ball joint. There is no pitting on the A-arm, just light surface rust. A-arm can be restored to like new condition with bead blasting or sanding and a new paint job or used as a core in an exchange.



If interested, contact Gary Beaupre at gsb1966@comcast.net

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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2021 – 2022 Event Calendar

2021

June 8 th	NCC Meeting	via Zoom
June 10 th –12 th	NCRS Heartland Regional	Cedar Rapids, IA
June 13 th	Second Sunday at the Shipyard 9–11: 707 W. Hornet Ave	Alameda, CA
June 27 th	4 th Sunday on Solano Avenue 8–10: 1825 Solano Avenue	Albany, CA
July 11 th	Second Sunday at the Shipyard 9–11: 707 W. Hornet Ave	Alameda, CA
July 18 th –23 rd	NCRS National Convention	Palm Springs, CA
July 25 th	4 th Sunday on Solano Avenue 8–10: 1825 Solano Avenue	Albany, CA
August 8 th	Second Sunday at the Shipyard 9–11: 707 W. Hornet Ave	Alameda, CA
August 10 th	NCC Meeting	via Zoom
August 22 nd	4 th Sunday on Solano Avenue 8–10: 1825 Solano Avenue	Albany, CA
September 12 th	Second Sunday at the Shipyard 9–11: 707 W. Hornet Ave	Alameda, CA
September 14 th	NCC Meeting	via Zoom
September 26 th	4 th Sunday on Solano Avenue 8–10: 1825 Solano Avenue	Albany, CA
October 10 th	Second Sunday at the Shipyard 9–11: 707 W. Hornet Ave	Alameda, CA
October 12 th	NCC Meeting: Nominations for Officers	via Zoom
October 21 st –23 rd	NCRS Texas Regional	Frisco, TX
October 24 th	4 th Sunday on Solano Avenue 8–10: 1825 Solano Avenue	Albany, CA
November 9 th	NCC Meeting: Elections for Officers	via Zoom
November 14 th	Second Sunday at the Shipyard 9–11: 707 W. Hornet Ave	Alameda, CA
November 28 th	4 th Sunday on Solano Avenue 8–10: 1825 Solano Avenue	Albany, CA
December 12 th	Second Sunday at the Shipyard 9–11: 707 W. Hornet Ave	Alameda, CA
December 14 th	NCC Meeting	via Zoom
December 26 th	4 th Sunday on Solano Avenue 8–10: 1825 Solano Avenue	Albany, CA



SHARYL INGHAM at 6047 Lawton Avenue, Oakland, CA 94618

ANNUAL DUES: January 1st through December 31st, **\$30; now payable through the NCC/NCRS website at:** <https://www.ncc.ncrs.org/>

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

Please send a jpeg of your business card to: sharylingham@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

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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

_____ Zip

_____ Phone

_____ NCRS#

_____ E-mail



2021 NCRS CONVENTION SPONSOR COMMITMENT:

The National Convention in Palm Springs will be very costly. We don't often ask our own membership to make a donation, but this year is different. We are hoping that each member of the California Chapters becomes an individual sponsor with a minimum donation of \$25. We always seem to rely only on the major Sponsors but we, the members, should take some ownership as well. This is your club!

Just to give you an idea of the costs per day for the Judge's and Tabulator's meals, breakfasts and lunches are about \$2500. When Glorie solicits sponsors, she is usually asking for a \$500 donation to help defray these costs. To her credit she does a smash up job by at least getting three sponsors per day.

What is your pleasure?

Name: _____
Address: _____
Telephone: _____
E-Mail: _____

If you have a business card, please include it with your check so that we can include it in the Program booklet. Thank you.

Please make out your checks payable to NCRS and mail to:
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