



# The No-Name Newsletter

Quarterly publication of the Carolinas Chapter of the National Corvette Restorers Society

Winter 2006 (December)

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[www.carolinaschapterncrs.org](http://www.carolinaschapterncrs.org)

## CHAIRPERSON'S COMMENTS

BY JIM GREGG

### **DUES ARE DUE FOR 2007. On the address label you can tell when your dues are due.**

Jack Reeves who ran '53 – 62 Corvette Place passed away on November 18, 2006. Jack was a great guy and a good friend. I and many other people will miss him tremendously. Jack and I shared many parts-hunting memories at the Charlotte Auto Fair and many rounds of golf together. The CCNCRS Board has elected to make a donation to the American Cancer Society in Jack's name to honor him.

I want to thank Jim and Shirley Hornaday for their hospitality in hosting and feeding the NE and Mid Atlantic Road Tour this past summer. I finally got some photographs and they will be included in the mailed copy of the newsletter but not the electronic version as they take up too much space and are hard to download on a dial-up connection. Thanks also to Chris Piscatella for hosting the entire road tour at his magnificent shop near Dallas, TX.

I am including some photos from the last several events and sending the newsletter electronically two ways, one with photos and again without the photos. For those of you with dial-up connection, the no-photo newsletter should be easy to download. Even Bob Young has cable service now.

On a personal note, most of you know that my wife Libby was treated for a melanoma and went through chemo therapy every day for a month. The treatment is over and she is doing well. So if you tried to get me from mid-September to mid-October, you may have had difficulty.

The judging school in Raleigh went very well. The shop of Bob and Sharon Harper is bigger and nicer than my first house in Alabama. In addition to the Corvettes, Bob has a train collection that is unbelievable. Thanks to them for hosting the event.

This is also the newsletter that goes to every NCRS member in NC and SC (at least those above 25000 NCRS membership number). Hopefully we will get a few new members from that distribution. The next newsletter will contain the chapter membership list.

Wayne Jackson has done a terrific job with the permanent name badges. These name badges will

have the chapter name, your name, and NCRS number on them. There are two ways to get a free name badge for you and / or your spouse:

- Register, attend, and participate in a Chapter Judging Event as a chapter member
- Pay your dues for a three-year period in advance

Credit will be given 2006 events. If you have any questions, let me know.

The last item I am going to talk about is NCRS Spirit. I received a copy of the following letter from the Southeast Chapter following their meet in Knoxville this fall. Sometimes we as judges get some bad press but certainly not in this couples mind. Here is the letter:

*Gentlemen:*

*We want to thank you for the fellowship and hospitality we were privileged to enjoy on our visit to the Knoxville NCRS event. We had a wonderful and very educational time attending and being a part of the NCRS experience. Above all we enjoyed the comradery and professionalism of this experience. The judging school was very informative. We felt very special and privileged to be allowed to participate in the judging of the fine cars we saw thanks to Keith Biggers and Freddie Grimm. The experience and education were invaluable. John Pirkle and Jimmy Gregg took the time to show and explain to us the finer points of judging these wonderful cars. If we did not understand or recognize something, they stopped and showed us what they meant. (Even if it meant looking at a different car.) This was above and beyond anything we were expecting. Thank you so much!*

*Everyone we met was warm, friendly and willing to share the experience and for that we want to extend a very special thank you to each of you.*

*Clearly, the Southeast Chapter is an exceptional group.*

*Sincerely,*

*Steve and Ann Torp from Florida*

## VICE-CHAIRPERSON'S COMMENTS

### **ANOTHER ULTIMATE GARAGE, and more.....**

by Bob Young

Every now and then during my many ventures in the car world I come upon a something, many times a someone that really impresses me. Maybe it is because I am simple-minded and impress easily, also most likely true in some instances, but the most recent venture to Raleigh to attend the Carolinas' Chapter NCRS *Nuts and Bolts Meet* takes the cake. I am going to elaborate a bit on this function, and touch base with several related topics, just for those that were unable to attend.

First and foremost – a huge thank you to our NCRS hosts, Bob and Sharon Harper, for sharing their dreams with us! Talk about dream garages, this has to be at the top of the heap, along with a half-dozen others that our NCRS Chapter members have graciously entertained and wowed us in previously (and hosted nuts and bolts meets there also). For those that missed it, I must say that you really did miss it...read on. They have a beautiful home nestled on a huge wooded lot, and oh yes, did I mention that garage?...How can we forget that! Then we (four of us in the Jimmy-Hemi-mobile) drove up the drive, it was easy to mistake this shop/garage for a house – yes, that big, that impressive. It also has a noticeable second level, also totally impressive....and more on that later. Webster defines a garage as *an enclosed structure for housing or parking motor vehicles, especially automobiles*. Well, in my opinion, Bob and Sharon's facility would rewrite the real meaning of "garage," starting with "elaborate, completely furnished".....some might refer to it as a "shop" – sorry, not even close to accurate.

How 'bout if I give you sort of a virtual tour? Picture what it is like...Bob's shop is divided into two visible sections: the right side is the work area, while the left side is the showroom. A series of large windows separates the two areas with access from one side to the other by a windowed door. Need I say more? Of course! They have five Corvettes displayed (believe it was FIVE!) that were either restored to factory new condition or so original that with the low miles showing, they appeared to be NEW, and all the décor throughout the room that one can imagine, on the left side.

While on the work side of the shop, one could not help but notice the very well thought out array of benches and equipment, AND a four-post lift, AND the '67 coupe that sported 3 x 2s, side pipes, and a hint of work in progress (father-son project!). What a combo, eh? Of course, I would expect the shop to be immaculate with this planned gathering, and it was...how come I can't work that clean??

Bob's shop also sports a full bath (my wife would love that for ME)! Not sure I could deal with the large screen TV though, especially with an easy chair nearby...my projects would never get done. His shop appeared to have every convenience that one would need for any restoration, so you get the gist of it...a dream garage NCRS folks do just that about, dream!

Now to the upstairs...at the second level, you are standing on a huge deck that overlooks their back yard – pretty high up when looking down over the bank, still their property. Comfortable deck chairs/table were available to sit and chat, all very homey! Inside was something I could only have imagined existed with a Corvette fan – the largest, bar none, HO gauge train layout I have ever laid eyes on. Totally realistic, with scenery, buildings, train yards full of multiple cars waiting to be switched elsewhere, and scaled cars, trucks, you name it. I spotted a '56 Corvette pulled over on the side of a very believable road with a police car, obviously completing pursuit, parked behind it...quite neat on that one! A feature that makes this so unique (other than having well over an estimated 100 train engines and cars...perhaps much more than that) is that Bob designed this massive working display such that it is totally removable. The entire and massive village can be dismantled in 4 x 8 ft sections, individually, for transport to schools, fairs, and the like. He also told me that the playground is capable of accommodating 10 (like in TEN) full trains running via remote control, all at once! A young lad was operating one of these trains, and the realistic appearing diesel engine ensemble had 15 log-loaded cars behind it. For a minute I thought I was in my hometown of Waxhaw, observing the several-times-daily traffic stops occurred by the trains passing through the middle of town. This just blew me away....I also viewed some very rare engines in a glass showcase, plus some larger trains typical of my youthful Lionel era on top of cabinets. This elaborate U-shaped display, certainly of my childhood dreams, took up almost the entire second floor! A well-stocked fridge, semi-kitchen, and lounge area took up the rest. Now I know the restorations would stop if I had that! I could go on and on about the Harper's Dream Garage, but unfortunately space and my write-time is limited (darn!). Now on to more serious stuff.....

Our agenda for the meet was, as usual, tastefully done by Jimmy Gregg, with assistance from Wes Schrom and Dick Whittington. I never tire of sitting in on various judging sessions, and Jimmy always has the goods to make it happen. I had chatted with him previously about the NCRS judging format, sort of borrowed from Bloomington Gold that highlights the FDICC rule of thumb on determining point deductions of items during the judging process. I really try to use it during judging, but do not always unfortunately. I asked him to highlight FDICC and incorporate it into his session. It is my opinion that MOST judges are too harsh when it comes to deducting points and do not take into consideration how many point-segments really make up that judged item, PLUS they do not take into consideration the

FDICC rule of thumb that sometimes sub-divides it even more.

For starters, we had four carburetors to judge independently, with results discussed afterward. During the judging review, there were some topics that we debated, and there were opinions from various members that differed. This was the result I had hoped for, and I believe we were able to work through most of the issues with satisfaction. It is sessions like this that hopefully provide an imprint in our judging process by offering another view for our chapter judges during their critique. I also believe that, when excessive points are deducted, this education process we experienced will help car owners entered in Flight Judging to use this judging guideline process as a method of disagreement, challenging the point deducts as excessive. I have personally done so, but as we all know, your input must be substantiated. Next time you review your sheets, take the time to think when you spot **excessive deducts, and question!**

The turnout in Raleigh was excellent – also nice to see our northern friends, and an array of beautiful Corvettes; there were a few new rides that were sighted, along with a couple of oldies that I had not seen before. All in all, this was a great gathering, a totally full experience, and my hat is off to the Harpers for their generous hospitality. If you would like to host an upcoming event (you do not need an elaborate shop to do this for sure) and possibly get that elusive restoration task completed by our many experts, please feel free to contact Jimmy or myself.

What else has been going on at this end? Lots, for sure – cannot help but mention that I have been honing up on my welding skills for one. After working on Corvettes for 40 plus years, and having turned in my welding tanks in favor of a bucket of fiberglass, I have graduated into the higher tech world of metal fabrication, complete with MIG welder and plasma torch/cutter! This learning experience has taken place over the past few years, and master of it I am not – consider my metal skills just adequate to get by with. To sum it up, I recently completed a major milestone on the Thunderbolt wanna-be project, with extensive modifications made to the front shock towers and engine mounts to permit installation of a BB Ford engine (yup, will have 2-4's). Remember, these cars were originally built with the small block Ford 289's. I had purchased a kit, complete with instructions and poor photos, believing that it would be fairly forthcoming. NOT...I was able to work my way through the cutting/fitting and welding process, but no thanks to the information provided. All in all, it DOES look good – in primer as of now, with engine bay painting coming soon. Do stop in if in the Waxhaw area.... guaranteed not to be show quality anywhere, but that grimy looking guy you might catch working will really be me. Be nice to see ya!

Guess that will have to suffice for this edition – thanks for your interest (if you have gotten this far!), and by all means, DO save the wave. The entire Young family on this end wishes you and your family the very best the Christmas Holidays have to offer, and may you all be blessed with a prosperous, healthy New Year,

Bob

**NCRS CHAPTER FINANCIAL STATEMENT**  
**(Presented At the Carolinas Chapter Meet In Banner Elk, NC October 1, 2006)**

Chapter: <u>Carolinas</u>	For the Year <u>2006</u>
Opening Balance, January 1 <sup>st</sup> of reporting year:	<u>\$10,213.09</u>
<b><u>INCOME</u></b>	
Membership Dues	<u>\$1,325.00</u>
Events (chapter meets, schools etc.)	<u>\$2,134.00</u>
Other	<u>\$ 0</u>
<b><u>Total Income</u></b>	<b><u>\$3,459.00</u></b>
<b><u>EXPENSES</u></b>	
Events	<u>\$1,775.98</u>
Dues Related	<u>\$ 0</u>
Newsletter	<u>\$1,217.95</u>
Other	<u>\$2,614.53 *See breakdown following</u>
<b><u>Total Expenses</u></b>	<b><u>\$5,608.46</u></b>
Closing Account Balance	
September 27th of reporting year	<u>\$8,063.63</u>
<b><u>*Other Expense Breakdown</u></b>	
Donation – Chip Miller Foundation =	<b>\$500.00</b>
Website Design =	<b>\$125.00</b>
Chapter Shirts & Hats =	<b>\$1,754.53</b>

2006 Convention Road Tour / Jimmy Gregg / Dinner =  
**\$235.00**

# Another Successful Fall Judging Meet Takes Place in Banner Elk

Reba Whittington

Banner Elk, N. C. was the setting for the Carolinas Chapter annual fall judging meet. There were eight cars to judge; three of them coming from outside either Carolina. We had the unusual situation of one 1963, one 1964, one 1965, one 1966, and one 1967. To round out this perfect C2 field, there were a 1957 and a very original 1984.

The weather was great although cool on Friday and Saturday, but rain arrived overnight on Saturday. However, by the time the breakfast, awards, and business meeting were concluded, the sun had once again shined down on us.

## November Judging School

A judging school was held November 18 at Robert and Sharon Harper's garage in Raleigh. Jimmy Gregg guided eighteen people through a practice judging of four carburetors using the NCRS matrix and a discussion of the process. Dick Whittington conducted a session on the differences in frames in the years 1963-67. The Harpers even had a 1967 on the lift that was used for illustration. For the Harpers, all

Corvettes are blue: they have a nice collection of blue ones ranging from 1967 to 2001.

## Looking Ahead to February

The chapter will have an information table and car display at the February auto fair at the State Fairgrounds in Raleigh

## 2007 Speedway Regional

As we travel around the country to Corvette events, the question asked most often is when are we going to have another event at the Charlotte Motor Speedway. Well, the time is rapidly approaching. The chapter will once again host a regional meet at the Charlotte Motor Speedway in April 2007. We need lots of workers, so plan your schedule now and contact Jimmy Gregg to volunteer for something. He has plenty of tasks.

## Happy Holidays

The busy holiday season is upon us. Have a great month, and then get ready for the 2007 season.

Below are the results of Banner Elk Flight Judging:

1957 convertible	Matthew Mullet	Richmond VA	Second Flight
1963 coupe	Don Setliff	High Point NC	Top Flight
1964 convertible	James Patrick	Hendersonville NC	Top Flight
1965 coupe	James O'Donnell	Daleville VA	Top Flight
1966 convertible	George Spangler	Jamestown NC	Second Flight
1967 convertible	Julius Wright	Atlanta GA	Second Flight
1984 coupe	Greg Lipscomb	Apex NC	Top Flight

The following Sportsman cars were displayed:

Wesley Schrom	1962	David Barrett	2003
Alan Beaver	1969	Ward Marsh	2003
Fred Baritell	1995	Frank Everitt	2004
Chip Drennan	2000	Harold Kennedy	2005



## Regional Representative's Comments

### **Region IV Director's Report**

Here it is late fall already. Where has the summer gone? NCRS has had a very busy and successful summer and fall with plenty of events for everyone. Many of you attended one or more of these I am sure. The Knoxville Chapter Meet was very successful, as was the Louisiana Regional. Plenty of good cars, food, world class mosquitoes, food, friends, and did I say food.

There have been quite a few questions about the NCRS Foundation. Some have asked why we are competing with the National Corvette Museum. It is not the intention of NCRS to compete with the NCM. The Foundation was set up to distribute NCRS charitable contributions. The long-term goal is to be able to fund college scholarships. The Foundation will accept cash donations, stock and bonds, cars, parts, literature, basically anything of value. The donor can receive a tax deduction for his donation, per the IRS tax code 501 (c) 3. The funds will be invested in low risk bonds. The interest from this, plus the NCRS, Inc. annual charity donations, will be used for scholarships and/or matching donations to charities. We encourage all of you to consider contributions and/or remember the Foundation in your estate planning. If any one has any questions about this, please contact me.

2007 promises to be a very busy Corvette year. In less than 90 days we

will start the year at Oldtown, Florida. The next event in this region will be the Lowe's Motor Speedway Regional in April. The Convention will be in the middle of the summer, plus all the chapter events in between. Make your plans now.

The SouthEast and Carolinas Chapters are in the planning stages of a proposal for a National Convention in 2010. If this is approved, there will be plenty of work to go around for everyone. Stay tuned for the next chapter on this.

I want to thank everyone for allowing me to serve as your Regional Director for the last two years. I could not ask for any more support than you have given me. Plus all the good times with old friends and meeting new friends. I look forward to the new year and seeing y'all somewhere.

Again if you have any concerns or suggestions about NCRS, please let me know.

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# **NCRS Carolinas Chapter**

## **Minutes of the 2006 Annual Meeting**

**Date: October 1, 2006**

**Location: Best Western, Banner Elk, NC**

**Jimmy Gregg, Chapter Chairperson, called the meeting to order.**

### **Awards Presentation– Reba Whittington, Judging Chair**

We had a good day, lots of cars, and lots of high-ranking judges.

### **Sportsman Awards**

Wes Schrom – 1962  
Alan Beaver – 1969  
Fred Baritell – 1995  
Chip Drennan – 2000

David Barrett - 2003  
Ward Marsh - 2003  
Frank Everett - 2004  
Harold Kennedy – 2005

Sportsman Awards earn 2 points for a chapter meet, 3 points for a regional meet and 5 points for a National Convention. Owners who accumulate 20 points within 3 years earn a very nice plaque.

### **Flight Awards**

Mathew Mullet, 1957 – Second Flight  
Don Setliff, 1963 – Top Flight  
James Patrick, 1964 – Top Flight  
Frank O'Donnall 1965 – Top Flight  
George Spangler, 1966 – Second Flight  
Julius Wright, 1967, Second Flight  
Greg Lipscomb, 1984, Top Flight

### **Old Business**

**Last Year's Minutes** - A motion was made, seconded, and approved to adopt the minutes of last year's meeting as published in the newsletter. Motion carried.

**Donation** - We made a \$500 donation to the Chip Miller Foundation. It was presented at Carlisle this year. Hopefully NCRS will match those funds, and the donation may also be eligible for matching funds from ProTeam and their Last 67Corvette project.

**Speedway Regional 2007** – The chapter will host a Speedway Regional meet April 26–28, 2007, at Lowe's Motor Speedway in Concord. At this point, everything is locked in and set to pretty much duplicate what we did in 2004, but we need to raise the bar a little. We have some grand plans, but we don't know if we are going to be able to pull them off. One project involves an auction for a 10-lap ride with Richard Petty driving and the proceeds going to his charity, the Victory Junction Gang. We are also working on additional shop tours and getting old NASCAR car body parts, autographed helmets, car models, etc. to auction off for charities. We will hold the judging in the Busch garage, which will get us away from the staging area for the Richard Petty Driving Experience. The new victory lane will be available for photographs. We will have track laps again, but this time only for Corvettes.

**Treasurer's Report** - The treasurer's report was distributed to the members and will be also published in the December newsletter. There is a balance of \$8,063.63.

**Shirts, Jackets and Caps** - Alan Beaver has shirts, jackets, and caps for sale. Alan does mail orders, and he is working on a line of woman's shirts.

### **New Business**

#### **1. New Officer Position**

We are going to work on a new position of membership chair. The membership roster, dues, newsletter and mailing list need to be coordinated first so we need to work on making sure that all aspects of membership files are addressed.

## **2. Fall In The Mountains 2007**

We will investigate moving next year's Fall In The Mountains event to another venue. If anyone knows of a place that can provide 40 rooms and a secure place for car parking and judging, let Jim Gregg know about it. One area under consideration is Wilkesboro where we could move into October dates.

## **3. Southeast Chapter Meet at Knoxville Expo**

Members were reminded about the Southeast Chapter's meet at Knoxville Expo, Oct. 20-21. They have eight 1967 cars that want to be judged, so they need help in judging.

## **4. Carolinas Chapter Nuts & Bolts**

We will have a Nuts & Bolts / Judging School at Robert & Sharon Harper's place in Raleigh, NC, on Saturday, Nov 18, 2006.

## **5. Raleigh Fairgrounds Event**

Because we are doing the regional next year, there will not be a judging event in the spring. We will plan a space at the Raleigh Fair Grounds Auto Show in Feb. 2007.

## **6. 2010 National Convention**

We are in the very early stages of putting together a proposal to bid for the 2010 National Convention at the Charlotte Motor Speedway. One issue is the warm temperatures in July, so we are talking to the Speedway about renting air conditioners for the garages. At this point, the Speedway has been noncommittal as they are involved with the upcoming NASCAR race, but we expect to hear from them by November. Our preliminary estimates are that the project would be financially workable, but we don't know if the Speedway is willing to give us a contract three years in advance. Less than a mile from the Speedway, a new Embassy Suites Hotel has been built, which includes a 30,000 sq. ft. convention center. This would be the host hotel, and the University Hilton would be backup. It would be a joint project with the Southeast Chapter, and we will need the help of members of both chapters to pull this off. The National Board likes to see a regional meet at the site of the National the year before to debug the logistics of the site, so we would do that either in the spring or fall of 2009. We will need to work around the dates of the Auto Fairs and the NASCAR races to schedule that.

## **7. Chapter Web Site**

We now have a Chapter web site, courtesy of John Waggoner, who did the NCRS site. At this point we are at the page limit, so we are going to step up to the next size level. From the NCRS home page, click on the Contacts button and scroll down to the Carolinas Chapter listing or go direct at <http://www.ncrscarolinaschapter.org/>. Dick Whittington is maintaining the site and if anyone has suggestions or additions, click on the webmaster's link and let him know.

## **8. National Corvette Museum Report by John Pirkle**

"We had a very successful Labor Day celebration and Hall of Fame induction. In a year where the country is recovering from Katrina and other disasters and gasoline has gone up over \$3.00 a gallon, the museum has continued to meet its expectations and that's been very reassuring.

"We still owe \$2.9 million on the original debt, but 6 years ago, we owed \$10.5 million and the city of Bowling Green was looking at how they could convert the museum into a skating rink. The museum is healthy. We inducted Gary Mortimer into the Hall of Fame and that was a very nice weekend. If you haven't been to the museum, please go. The staff there will be your best friend. If you aren't greeted or don't see people who are happy to be there, call me and let me know.

"The museum always needs money. We are in the process of developing a plan for the next 50 years that will double the size. At the meeting we had over the Labor Day weekend, the architects unveiled a plan that included a virtual tour of the addition. Watching it was just like going into the new addition, you could see the cars, the people, the expanded areas for archives, storage and display spaces, the museum store, a café and a lot more parking spaces. And the best part is that it all looks like it was part of the original design.

"In 2003, when we had the 50<sup>th</sup> anniversary of the Corvette, we decided we needed a vision for the next 50 years. We envisioned doubling the size and at that time we thought we could do it for \$6.5 million. In three years, the cost of construction has doubled that to \$12 million, but then the museum is always going

to owe money. We presently have \$2.5 million in cash toward the new addition. They are going to developed the addition in three phases so they can get started and overcome the escalating construction costs.

"It's your museum, please go and see it. If you have comments, let me know. It's a pleasure to serve on the board and to work with the people who are dedicated to making it a fun place to go and enjoy the Corvettes and to properly preserve the history of this great automobile."

#### **9. Donation to the National Corvette Museum**

A motion was made, seconded, and approved to donate \$1,000 to the National Corvette Museum New Building Fund. John Pirkle asked that the check be sent to him so he can forward it to the museum with a cover letter to assure that the donation is applied to the New Building Fund.

#### **10. Regional Director's Report – Dick Whittington**

"A synopsis of the last National board meeting was published in the newsletter. The NCRS Foundation, which will be the charitable arm of NCRS is up and running. We don't have a whole lot of money yet, but all the donations we make will be run through this foundation. We have plans that this could become a very large charitable foundation in the future with the soliciting of donations, whether they are financial or archived materials.

"For those who don't know, the NCRS archives are presently stored by the Antique Automobile Club of America Library in Hershey, Pa. The archive index is now available on-line on the NCRS web site, and it is possible to get copies of the material for a charge. Also if there is a subject you would like to research, they have a very reasonable hourly rate to research all the material they have. At some point our material will probably go the Corvette Museum in Bowling Green when they can be properly stored.

"We will be voting on the 2009 regional meets at our meeting in March in St. Louis. We will also vote on the 2010 National convention, and we will elect a new president. We hope to have a least one new Technical Judging Manual out before the end of the year and another by mid next year. The tentative plan is to start judging 1992 & 1993 cars starting in January at the Old Town, Florida meet.

"Other than the executive session where personnel matters are discussed, the board meetings are open to any NCRS members who wish to attend. If you want to come, get with me and I will give you all the particulars. I am your representative to the National Board, if you have any questions, comments, things you would like to see done, things you don't like the way they are being done, I'll pass the them along."

#### **11. Election of Officers**

There were no volunteers to serve as officers and the nominating committee reported that no names had been submitted for any offices.

The following officers were reelected:

- Chairperson – Jim Gregg
- Vice-Chairperson – Bob Young
- Secretary – Ken Schurr
- Treasurer – Mike Cranford
- Judging Chairperson – Reba Whittington
- Assistant Judging Chairperson – Alan Beaver

No further business was conducted, and the meeting was adjourned.

Ken Schurr  
Secretary – NCRS Carolinas Chapter

# Technical Corner

*(I recently had a problem with the gas gage on my 1960 Corvette. I solicited help from the NCRS Membership by using the NCRS Technical Discussion Board. This is a response I received from John Hinkley. Jimmy Gregg)*

## TECH BENCH

John Hinkley

**Reader's Question:** I've been dealing with some wiring issues on my '61, correcting some "Bubba" work by previous owners, and I'm down to my last problem, the fuel gauge. The gauge needle fluctuates wildly when I step on the brakes or use the turn signals, and it doesn't accurately reflect the amount of fuel in the tank. Can you share some possible diagnostic techniques and cures for these two problems?

**Response:** These are classic (and chronic) C1 symptoms that have been experienced and dealt with by many C1 owners. The basic flaw in the circuit design on C1's is that the ground for the fuel tank sending unit is shared with all the rear lamps, at the single harness ground at the left rear of the trunk; if this ground isn't perfectly clean and making good contact, every time the rear lamps are in use (especially the bright filaments for the brake lights/turn signals), it back-feeds the fuel sending unit ground wire and causes the fuel gauge needle to fluctuate in sync with the bright filaments. This can be cured by removing the fuel tank compartment cover and adding a dedicated ground wire from the sending unit to the frame; run the wire across the tank and down through the hole where the fuel feed pipe exits, crimp a ring terminal on the end, and secure it to a hole drilled in the frame with a zinc-plated self-tapping screw and star washer. This will permanently cure the "dancing needle" syndrome. Leave the tank compartment cover off for the next step so you have access to the sending unit terminals.

For the gauge accuracy issue, check the gauge first, before digging into the sending unit (which must be removed from the tank to check it). The gauge circuit is fairly simple; the gauge is fed 12 volts to its "I" (ignition) terminal, and a brown or tan wire runs from the gauge "S" (sending unit) terminal to the sending unit in the tank. The sending unit is simply a variable resistor between the wire from the gauge and ground; with the tank full, the sender resistor produces about 30 ohms resistance and a "Full" gauge reading. An empty tank produces zero ohms resistance, and an "Empty" gauge reading. (Note: C3 sender circuits work the same way, except their range is 0-90 ohms; C2's use a unique 3-wire system we'll examine in a future column).

For a gross check of gauge function, disconnect the brown wire from the "S" terminal at the gauge; with the key on, the gauge should read "Full". Then connect a jumper wire from the "S" terminal on the gauge to ground; with the key on, the gauge should fall to "Empty". To check gauge accuracy, we'll make a \$5.00 calibration tool that simulates the tank sending unit from a linear 0-100 ohm variable potentiometer (volume control), available at Radio Shack. Solder a jumper from the center tap to either end tap, solder an insulated wire with an alligator clip to each end tap, and you're in business.

Connect the leads from a multimeter (set on ohms) to each alligator clip, turn the shaft, and mark the case at the positions where the multimeter reads zero, 15 ohms, and 30 ohms. Now connect the tool's clips to the gauge "S" terminal and to a known good ground; with the key on, the gauge should read "Empty" with the pot set at zero ohms, 1/2-Full with the pot set at 15 ohms, and "Full" with the pot set at 30 ohms. If this checks out, we'll move to the sending unit end of the circuit; if the gauge doesn't respond as noted, it needs work.

Re-connect the brown wire to the gauge "S" terminal. At the tank sending unit, disconnect the brown wire from its terminal; with the key on, the gauge should read "Full". Ground the end of the brown wire; with the key on, the gauge should read "Empty". This verifies the body wiring between the gauge and the sending unit. Connect our tool between the end of the brown wire and ground and repeat the test we did on the gauge; if the needle indication results are different, it indicates a high-resistance connection in the brown wire between the sending unit and the gauge.

If these tests check out correctly, the gauge indication problem is in the tank sending unit, which needs to be replaced; use a new gasket on the flange, and a new fuel strainer "sock" on the pickup tube, and check the 0-30 ohm resistance range of the new sending unit with your multimeter by moving the float arm up and down before you install it.



## **FUTURE EVENTS: REMEMBER THAT IF YOU ATTEND ANY NCRS EVENT , YOU MUST REGISTER FOR THAT EVENT PER NCRS GUIDELINES**

### **Chapter and Local Events**

January 6, 2007  
Every Sat. Night

Carolinas Chapter Board Meeting – Place TBD  
Cruise-In – Good Old Days Café – Highway 51 Charlotte, NC

### **2007 Regionals**

Jan. 18 – 21  
April 12 – 14  
April 26 – 28  
May 17 – 19  
June 7 – 9  
Sep. 13 – 15  
Oct. 25 – 27

Florida Regional  
Las Vegas Regional  
Speedway Regional  
Garden State Regional  
N. Central Regional  
Northwest Regional  
Texas Regional

Kissimmee, FL  
Las Vegas, NV  
Charlotte, NC  
Edison NJ  
Rochester, MN  
Leavenworth, WA  
Waco, TX

### **CONVENTIONS**

2007  
2008  
2009

July 22 – 26  
TBA  
July 12 – 16

Boston, MA  
St. Charles, MO  
San Jose, CA

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### **Carolina Chapter Board Members**

Chairperson	Jim Gregg	704-847-5408	tio2jim@aol.com
Vice – Chairperson	Bob Young	704-843-7156	rlyoung63@aol.com
Treasurer	Mike Cranford	704-849-2981	Mike427cranford@aol.com
Secretary	Ken Schurr	336-643-4054	kenschurr@bellsouth.net
Judging Chairperson	Reba Whittington	336-667-4226	rebals5@aol.com
Asst Judging Chairperson	Alan Beaver	704-855-1348	beaverwa@hotmail.com
Regional Rep.	Dick Whittington	336-957-6106	rrangus@aol.com

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## **Classified Section**

**Alan Beaver has a new source for hats, shirts, jackets and other items for the Chapter. Contact him for info.**

FOR SALE

1. 1962 Corvette – Original Big Brake Car (Complete) RPO 687, Originally FI (FI Unit and Distributor Included)  
Red / Red - Both Tops - Wonderbar Radio  
  
1968 Camaro Z28, Maroon / Black – 3,900 original miles – What else need to be said??  
  
NOS 1965 – 1967 Powerglide Neutral Safety and Backup Light Switch - \$300  
  
I have many back issues of the *Restorer* and *Driveline* magazines donated by a fellow NCRS member. These are to be given away to a needy home. Call me if you are interested in filling out your collection. Help me get rid of these before Libby makes me.  
  
Used copper radiator for a midyear also. Reasonable  
JIM GREGG 704-577-9812 [tio2jim@aol.com](mailto:tio2jim@aol.com)
2. 63-65 Carter AFB part# 3851761 \$275.00.  
(1) B.F. Goodrich Silvertown 7.75x15 W.W. \$100.00. NEW  
(1) Firestone Deluxe Champion 7.75x15 B.W. \$90.00. NEW  
Call JT 540-554-2309. Cell 540-467-0866.
3. Wanted – a 1959 or 1960 Corvette in excellent condition and is a real car – Nick Ciompi  
[ciompi001@mc.duke.edu](mailto:ciompi001@mc.duke.edu) (919) 489-6704
4. Wanted: Chevrolet Technical Service Bulletins, *Chevrolet Service News*, General Motors Paint Standards, Kent-Moore tools. DICK WHITTINGTON 336.957.6106 email: [dickwhittington4@aol.com](mailto:dickwhittington4@aol.com)

## CAROLINAS CHAPTER, NCRS APPLICATION

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

OCCUPATION \_\_\_\_\_ HOME PHONE \_\_\_\_\_

FAX \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

NCRS NUMBER (REQUIRED) \_\_\_\_\_

CORVETTES OWNED \_\_\_\_\_  
(THIS INFO WILL NOT BE  
RELEASED YOUR  
PERMISSION) \_\_\_\_\_  
\_\_\_\_\_

OTHER HOBBIES OR INTERESTS THAT MIGHT HELP THE CLUB

WHAT DO YOU EXPECT FROM THE CHAPTER?

DO YOU OBJECT TO YOUR NAME BEING LISTED IN OUR DIRECTORY? \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

ANNUAL DUES ARE \$15 - PAYABLE TO CAROLINAS CHAPTER, NCRS

MAIL TO: JIMMY GREGG, P O BOX 2692, MATTHEWS, NC 28106 (704-847-5408) [Tio2jim@aol.com](mailto:Tio2jim@aol.com)