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## *Classic Corvette Newsletter*

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July, 2024

*"A Publication of the Kansas  
City Chapter of the NCRS"*

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The best thing about being a newsletter editor is that I get to put my car on the first page



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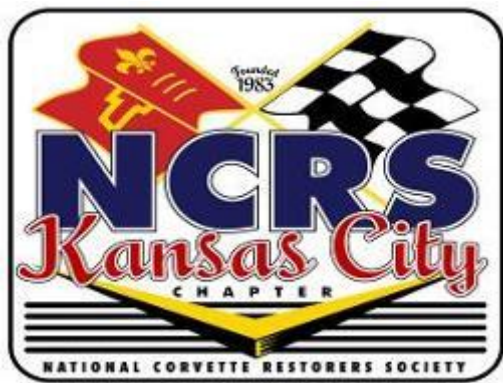
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### **Message from the Chairman**

KC NCRS Chapter Members,

WoW what a busy summer! Seems like we have something going on every weekend! As I'm typing this, Lisa and I are finishing up our travel plans for our National Convention in Hampton Roads, Virginia August 4-8<sup>th</sup>. Since we are expanding the trip into a vacation---we've decided to drive so we can see some sights along the way to and from. I encourage all of our members to do the same. You don't have to attend a National Convention for the judging---there are Advanced Judging Schools and other Social Activities including tours of the area's attractions. NCRS does a great job of moving the National Convention locations around so if you were to plan a vacation around it---you'll get to see many different areas of our great country! If you have questions on the Convention---there are plenty of "seasoned" folks in our Chapter who will be glad to steer you in the right direction.

2 weeks from today Sunday July 28<sup>th</sup> we will have our 4<sup>th</sup> Annual All GM and Corvette Show. This show started in 2017 from Harry Ledgerwood's idea of doing a larger charity type of event for the Chapter. The Charity we support is Children's Mercy Hospital which holds a very special place in my heart as son Jacob had multiple surgeries on his feet at a very young age. When COVID hit in 2020, we suspended the show that year and we also lost our location as the lot and building we used was sold. We have talked about restarting the show for the last 2 years, but continually hit a snag on finding a location that would work for us. Our sponsor, Cable-Dahmer, stepped up to the plate in a big way by coordinating for us to be able to utilize the Cable-Dahmer Arena location which is HUGE from both spaces and location. Since we had a late start on planning---there are some things that we are having to coordinate later than we'd like to. Adding the Swap Meet spaces to the venue will assist. We are planning on having upwards of 300 cars attend. We will have a successful event with assistance from all Chapter Members, Families and Friends to make this thing go and go well! Please plan to attend to help run the event---and also bring your car or cars/trucks to support the show that way as well! My thought is we will start planning next years event right after this one ends. We can make this into an even larger and better event next year and beyond! I'd like to Thanks Harry Ledgerwood, Mike Cook and Jim Curtis for doing the bulk of the planning and coordination---and of course Cable-Dahmer for their support and sponsorship. Also Thanks to every Chapter member for helping support this show



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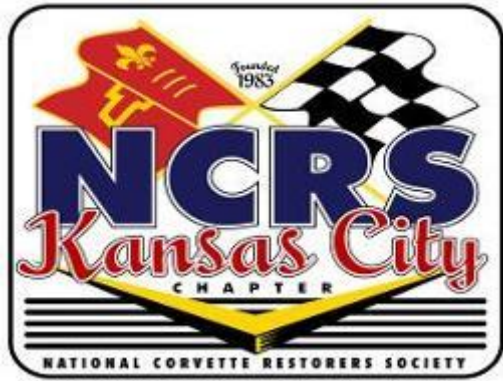
### **Message from the Chairman continued**

. Lastly, we continue to grow our numbers as a Chapter. Please welcome the following new members and families: Al Anderson, Brett Craven, Marco Hartner, Bill Greene, Steve Bell, Bill Ennis, Terry La Rotanda, Dave Field, John Harp, Jerome Lamp, Steve Short, Ray Williams and Wayne Wheeler. Welcome back to these previous members: Reggie George, Marc Portman and Greg Cianciolo. Please introduce yourselves to our new members and integrate them into the Chapter and Activities. New members please be sure to get my attention at a Chapter meeting or event so we can introduce you and have you tell a little about your background and Corvette(s). We LOVE to hear stories about "finding" your Corvette or how you came to join the Chapter.

Thanks all---we will see you July 28<sup>th</sup> at the Car Show!

Jon Shafer, KC NCRS Chapter President  
jon@corvspeckc.com 913-488-2592  
NCRS #57816





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### **Message from the Vice Chairman**

NCRS Vice Chairman notes by John Hecker

After our local judging event took place back in April at the Armacost Museum, there have been 2 Regional events and a Club Picnic. Several Members traveled to the first Regional events starting with Cedar Rapids Iowa. The first day in Cedar Rapids was on a Thursday but was a rain-out day. Friday was the first day we got to start as a double duty day. Operations started early in the morning followed by flight judging. Saturday was also Flight judging. There were several of the Kansas City Chapter members there to judge and see all the cars. We had a great time after the rain on Thursday.

In May several Kansas City Chapter members traveled to Marlborough, Mass. for the New England Regional. This event had over 90 cars, one of the largest events this year. We did have some rain as we did the operations on Thursday. After Thursday the weather was nice. It was great to see all the cars.

In June we had our annual club picnic at Shawnee Mission park. The weather was good, and several members attended.

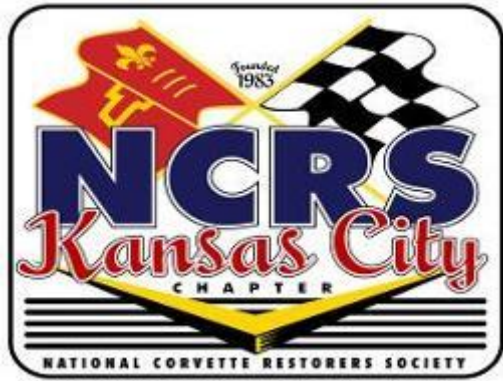
Our Club all GM show is coming up July 28. I would like to see all club members bring a car out or just come out to help with the show. Harry thinks we could get about 300 cars. Thanks in advance to all that already have put in the time to make this a great show.

In August is the National Convention in Hampton Roads Virginia. There will be a few of the Kansas City Chapter members there to judge and see all the cars. We all have a great time when we are there, join us if you can.

As a reminder check the NCRS web site for new upcoming events.

John





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### **Message from the Membership Manager**

#### Membership Update

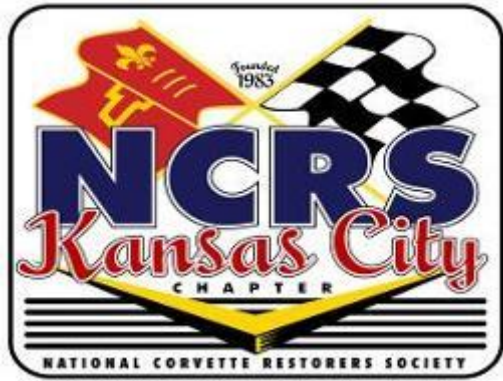
Jim Curtis, Membership Manager

I just wanted to share some information about the status of the Chapter membership. As of this writing, our membership stands at 88 paid members. There are still a few members with dues outstanding/accounting issues, but that number is being addressed with those members and I fully expect that number to be zero in the very near future. By resolving these issues, I estimate our membership to be over 90!!!

We have lost a few members this year but also have gained some great new members. But first, I wanted to explain that due to the subtleties of the national database, the date a member joins a chapter is not recorded (or at least I am not aware of this information). In order to best determine a list of new members, I compared our roster as of February 1, 2024 to our roster on July 9, 2024. According to this comparison, I would like to extend a big welcome and thank you to the following new or returning members:

Al Anderson	Steve Bell	Greg Cianciolo
Brett Craven	Bill Ennis	Dave Field
Reggie George	Bill Greene	John Harp
Marco Hartner	Terry La Rotonda	Jerome Lamp
Marc Portman	Steve Short	David Sindelar
Wayne Wheeler	Ray Williams	

I do realize that some of these members joined several months ago, and I do apologize for the tardy notice. I will certainly do a better job getting the new members the recognition they deserve in a timelier manner. I also am working to gather "New Member Profiles" from all future new members. In closing, if I have failed to include any new member in this update, please let me know at [jimcurtis52@gmail.com](mailto:jimcurtis52@gmail.com).



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### **Message from the Editor**

I am only a month late.

Since the last news letter I went to the Heartland Regional and did my first judging assignments, chassis on a C4's and interior on C5's. Had great judging partners and learned so much. So much more to learn. Looking forward to doing more judging.

We had the club picnic. It was a great event. Got to see and visit with members I don't see very often. Looking forward to more club events.

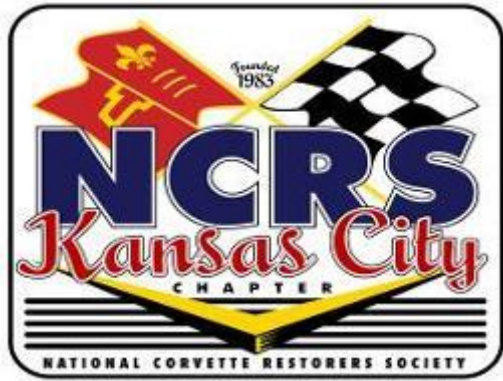
Speaking of club events, we have our club car show coming up July 28th at Cable Dahmer Arena. I have promised my husband I will be there to help out with parking cars. I know there is a lot to be done so please let John Shafer know if you can help. Also bring your cars and show them off.

After the our car show, I plan to go to the NCRS convention in Hampton Roads, Virginia. Went to French Lick convention last year and had a great time. Looking forward to this year's.

I end this with an apology. I couldn't resist putting the picture of our car on the first page. The picture was taken at the Heartland Regional where we displayed it for it's Cross Flag award.

Until next time,

Cindy



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### **2024 NCRS Monthly Meeting Places**

#### **AUG (NO AUGUST MEETING DUE TO NATIONAL CONVENTION)**

SEP 10th

Stone Canyon Pizza--15 Main St, Parkville, MO 64152 816-746-8686

Coordinator: Tony Stein Dinner 6 PM/Meeting 7-830

OCT 8th

The Other Place--22730 Midland Dr, Shawnee, KS 66226 913-441-0094

Coordinator: Jon Shafer Dinner 6 PM/Meeting 7-830

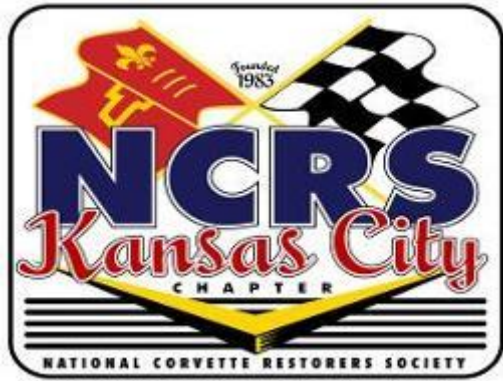
NOV 12th

Pizza Shoppe---1105 W Main St., Blue Springs, MO 64015 816-295-2925 Coordinator: Charlie Dryer Dinner 6PM/Meeting 7-8:30

DEC 10th

Tim's Pizza---17201 E US 40 Hiway, Independence, MO 64105 816-478-0777

Coordinator: Jim Cianciolo Dinner at 6PM/Meeting 7-8:30



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### Upcoming Events

KC NCRS Corvette Show - July 28h - Independence, Mo—Cable Dahmer Arena

Chapter Events Blvd Brewery Driving Tour - TBD - Kansas City, Mo

KC Chapter Judging Meet - TBD - 5point event - Location TBD

Nomination Dinner/Holiday Party - November 9th - Armacost Museum, Grandview, Mo

2025 Planning Meeting - November 7th - Independence at 6 pm

### Events of Interest

NCRS Gallery at Carlisle - August 22 thru the 24th - Carlisle, Pennsylvania

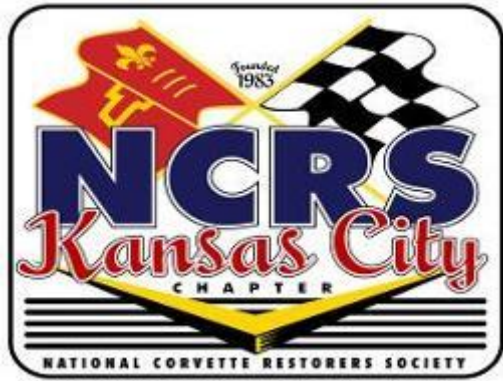
Rogers Corvette Show /Driving Tour - August 23 through August 24 - Rogers, Ark

Eureka Corvette Weekend/Driving Tour - October 4th though the 6th - Eureka Springs, Arkansas

MCACN (NCRS Display) - November 22nd through 23rd—Chicago , Illionis

There will be more info on all these events and possible changes so keep watching for information





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### Upcoming Events

#### NCRS EVENTS

NCRS National Convention - August 4th through the 8th - Hampton Roads, Virginia

St. Louis Chapter Judging Meet—September 28—Love Park , Manchester , Mo.

Heartland Chapter Judging Meet—September 27 through 28, Des Moines, Iowa

Nebraska Chapter Judging Meet—October 10th through 12th—Lincoln, Nebraska

Texas Regional—October 18th through 19th—Frisco, Texas

Watch for more information on these events on the NCRS website under events.

## A Corvette Headlight Bucket Article with GM Service, Corvette Central and Paragon Numbers Cross Referenced.

Tom Dingman, NCRS Member 4889, Cell & Text (810) 338 0307

ABOUT THIS ARTICLE: I recently sold a few 1963-67 Corvette headlight bucket parts. Having gathered a bunch of numbers and photos for the buyer, I decided to share some of the numbers. Things got out of hand, and my list expanded well beyond the parts I sold. Now you can select which area of the list to ignore or read...

I now want to make this available for those who want to rebuild the apparatus that allows for the 63-67 C2 Corvettes' hidden headlights. I think another reason I did this goes way back to my summer jobs at J.J. Nichting Company, a Farmall and International Harvester dealership in Pilot Grove, Iowa. At JJ's shop, I found "IH" service parts organized in numbered wooden bins. (The bins were still there in 2022.)

I also learned how to use the parts catalogs. I think this experience is the reason I enjoy keeping my Corvette parts organized, now with a computer spreadsheet.

CORVETTE CENTRAL: I want you to know of a cross-reference feature on the website <https://www.corvettecentral.com>. This is where you can (often) find Corvette Central (CC) parts, by searching with the GM or Paragon number. Don't throw away your Paragon catalogs!

Many parts I can reference are "new old stock", or NOS. Most of mine were purchased in the seventies at Hartway Chevrolet in Medina, NY. On the CC website, searching with GM numbers (or partial GM numbers) often finds the part offered by CC. They usually offer a reproduction with photos and a written description.

On each part page, CC also offers "SPECIFICATIONS". Simply click on that word to see possible other numbers for the part. I know Paragon cross referenced GM numbers in the past, so I believe CC gained additional (if not all) GM numbers from Paragon.

**Bottom line, CC now lists both the GM numbers and Paragon numbers, under specifications, for many of their parts.**

SEARCHING WITH PARAGON NUMBERS: The reason I said "Don't throw away your Paragon catalogs" is twofold. For one thing, you can use a Paragon number to find parts on CC's website. Second, you can also compare the price found in your old Paragon catalog. I rarely look at the Corvette Central (CC) paper catalog because the website is so helpful.

SEARCH WITH PART NAMES - WARNING: If you go to the CC website and search with words, you might be missing something. For example, searching for "bucket pivot" will only show you the two (right and left) headlight bucket ASSEMBLIES. You might get the wrong idea; That they don't sell the individual pivots. Don't give up. Try other words if you don't have the CC, GM or Paragon number. Thankfully, searching "headlight pivot" will find the individual pivots (for this example).

PACKAGE DEALS (CC) and PHOTOS: Corvette Central has a written description of the main assemblies mentioned above. "Buckets, Y-stops. Inner and outer bearing supports, pivots, bulbs, cups, trim rings, screws; Also, rubber seals, felt rings, washers, j clips, pivot screws, bezel screws, pod screws..."

Photo from Paragon catalog V 42 C2, page 106. Note: Paragon part numbers only.

Also, Paragon's V 42 C2 Page 107, showing inner pivot, and bulb related parts, is attached as the third photo below.

Let's Get Technical by Tony Dingman

(continued)

Please understand that my list of parts below probably contains an error or three. Also, the prices shown may have changed. You may call me about part number errors, as my cell number is at the top of this article.

Following the first photo is my "2023 cross reference list". GM 3825355 inner LH "ball cup" was sold at the 2024 silent auction in Cedar Rapids. For those who want an NOS paperweight, call me.

INSTALLATION: You will also find some installation tips at the bottom of this article. Members working on headlight buckets might be the only ones interested in reading beyond this...

**Headlamp**

1963-67 Headlamp Pivot Assembly

6539K 4818K 256 4717K 4720 1710K 4726K 6519K 1850K-8 5760 1967 3520K 1856K 1973 L.H. 1974 R.H. 1065-RBK 1607 L.H. 1606 R.H. 15069 1602 1603 255K-12 1604 1605 1065-RBK 1978 5714 1850K-8

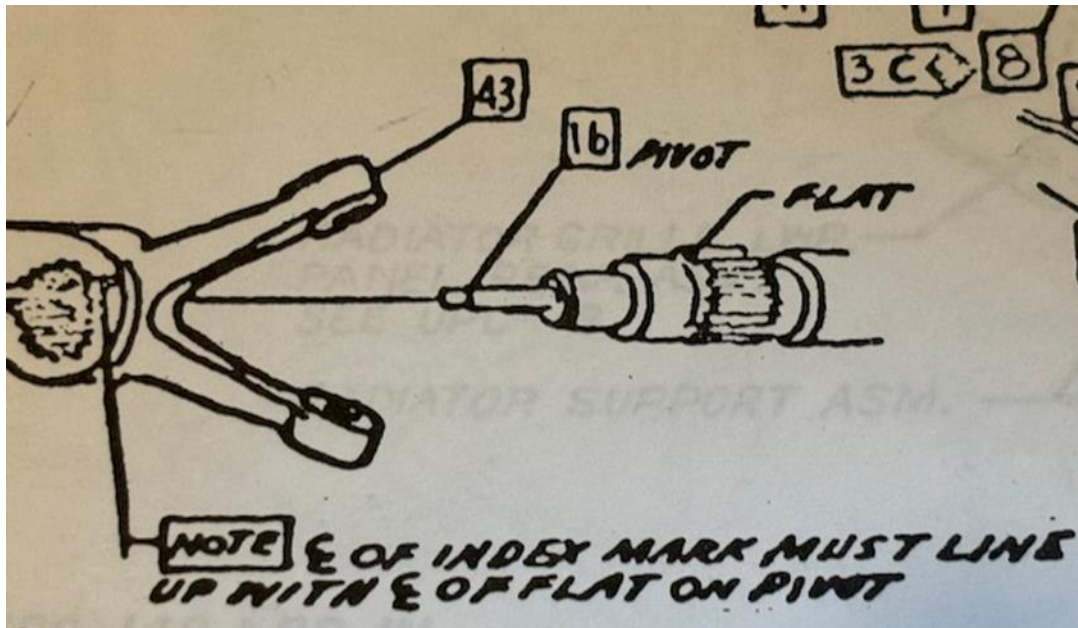
Header bar reinforcement  
See Fiberglass

GM 121706 was the number for CC 442017, the clamping bolt



The above sentence was revised on 6/6/2024.

SEE 1965 A.I.M., UPC 12A, PAGE 3:



CC SET = GM 3826148 FELTS, GM 3826150 SEALS & GM 6257691 WASHERS KIT, for one car.

CC Part # 442030      \$40.15      Paragon 1175-RBK

This Set includes felt seals, thin washers and rubber seals. They are also available separately today.

GM 6257691 headlight bucket thin washers. Total for one car = 4 washers.

CC Part # 442029      \$4.<sup>95</sup> (CC)      Paragon 1173K

GM 3826150 SEALS HEADLIGHT PIVOT BALL RUBBER SEALS. Total for one car = 4 seals.

CC Part # 442028      \$18.<sup>85</sup> (4 from CC)      Paragon 1175K

- **GM 3826148 FELT BALL SEALS, four in CC's Kit. Total for one car = 4 seals.**

CC Part # 442027    \$7.<sup>45</sup> (CC)                      Paragon 1176K

**GM 3825940 Bi-metal headlight bucket support balls. Total for one car = 4 balls.**

CC Part # 442026            \$41.50 (CC)            Paragon 1065K

CC does list the bi-metal balls (Sold by GM) under this GM number. See CC 442025 at \$13.65 each.

I recommend the Improved reproductions, nylon w/ Graphite impregnated.

A search for 1065K leads you to the nylon graphite version = CC 442026.

**GM 3845789 63-67 HEADLIGHT PIVOT SHAFT - OUTER LEFT**

CC Part # 442046L        \$80.35 (CC)            Paragon 1395

Set of screws to attach this part = CC 442023 at \$7.45 per full set

**GM 3845790 63-67 HEADLIGHT PIVOT SHAFT - OUTER RIGHT**

CC Part # 442046R        \$80.35 (CC)            Paragon 1396

Set of screws to attach this part... mentioned above.

**NOS GM3845791 63-67 HEADLIGHT PIVOT SHAFT, with "flat" for motor insert - inner Left**

CC Part # 442045L        \$82.45 (CC)            Paragon 3519

Set of screws to attach this part... mentioned above.

**GM 3845792 63-67 HEADLIGHT PIVOT SHAFT, with "flat" for motor insert - inner Right**

CC Part # 442045R        \$82.45 (CC)            Paragon 3518

Set of screws to attach this part... mentioned above.

**GM 3825355 inner LH "ball cup"**

CC Part # 442024L        \$58.95            Paragon 1973

**GM 3825356 inner RH "ball cup"**

## Let's Get Technical by Tony Dingman

(continued)

**CC Part # 442036      \$9.90   Paragon 5714**

NOS Note: Set Screws need to be added, if using the GM NOS part, 3825346.

The CC Part includes the set screw. Not sold as pair.

**GM 3821864 limit switches (attach to inner ball cups), 2 per car.**

**CC Part # 592027      \$12.40 Paragon 256**

The 4 screws to attach these two switches are available at CC for \$3.75. The CC number is 442019.

**GM #NA... 63-67 HEADLIGHT MOTOR MOUNT KIT (a Set of Parts from CC)**

**CC Part # 442042      \$36.50 Paragon "NA"**

Includes: 442010 1963-1982 Headlight or Wiper Motor Mount Grommets, see below.

442011 1963-1967 Headlight Motor Bracket

442013 1963-1967 Headlight Motor Grommet Mounting long screw, tapered under heads.

442014 1963-1967 Headlight Motor to Bracket short Screw with Washer.

See star washer comment under GM 9418857 / 442014 below.

442016 1963-1967 Headlight Motor Stud Retainer (tiny hairpins)

Note: GM 3825944 Stud is not listed in this kit but is available from CC as 442015 or P# 5760.

"Hairpins" which fit over the end of the studs (2), were GM 148149 and available from CC as 442016 or P# 6539K.

Others in this set, with GM numbers, are below:

**GM 4910180 Grommets (2) headlight motor bracket inserts**

**CC Part # 442010      \$13.00 (CC)   Paragon 4717K**

These cushions bolt to the header bar - rubber/metal insulator rings.

Insert into slot in motor bracket.

**GM 3794287 motor brackets = 2 per car, without grommets.**

**CC Part # 442011      \$7.80 (CC)   Paragon 4720**

These bolt to the header bar with special bolts and rubber/metal insulator rings.

**GM 3798256 = 63-67 HEADLIGHT MOTOR PLASTIC PIVOT BUSHINGS**

**CC Part # 442012.      \$5.50 (CC)   Paragon "NA"**

Let's Get Technical by Tony Dingman(  
continued)

**GM 3824124 headlight motor bracket long grommet screws = 2 per car**

**CC Part # 442013      \$4.35 (CC).      Paragon 4726K**

Into the header bar with rubber/metal insulator rings.

**GM 9418857 headlight motor bracket to motor short screws = 2 per car**

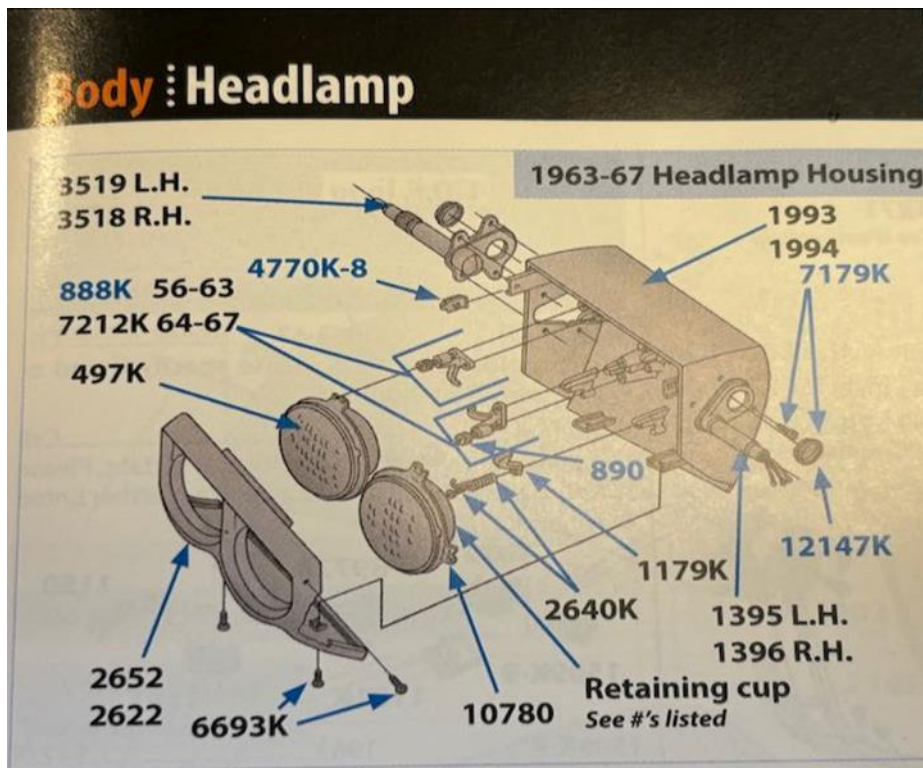
**CC Part # 442014      \$2.40 (CC)      Paragon 6519K**

Holds bracket to the two motors, CC package had wrong star washers, as of 2022...

**Photo from Paragon catalog V 42 C2, page 107.**

Showing inner pivot, and headlight bulb related parts.

Note Paragon numbers, searchable at CC



**CC Part # 442047 (a set of inside the bucket Parts) \$51.00 (CC) Paragon "NA"**

A headlight kit to mount bulb cups (capsule adjusters, springs, nylon spacers etc.).

Some parts in this kit are available separately. Note: THIS KIT IS LISTED FOR 1964-1967 ONLY

**CC Part # 442044 (a Set of Parts, including bulbs) \$252.15 (CC) Paragon "NA"**

A headlight bulb kit (T-3 bulbs, cups and SS mounting rings, plus screws).

Some parts in this kit are available separately. For example, SLOTTED bulb attaching screws are next here.

**441012** 1960-1967 T-3 Headlight Bulbs are also available separately.

**CC Part # 443016 (a Set of screws) \$5.30 (CC) Paragon 10804K**

SLOTTED bulb attaching screws, for the three tabs on each headlight bulb ring.

**GM 5947955** is probably not the exact same screw. (GM number here came from CC's SPECS.)

There are other headlight bucket parts included in a full "bucket assembly".

**442048R AND 442048L \$668.50 Each (CC).**

These two Corvette Central assemblies are not listed with a GM or a Paragon number

New headlight bucket motors, 442004R (CC) and 442004L (CC), are listed for \$409.75 each.

**They were GM 5045374 and GM 5045375** when listed in the 1965 A.I.M., UPC 12A.



Let's Get Technical by Tony Dingman(  
(continued)

NOTES: Prices are what I observed in December 2023.

See video links mentioned below. Search the internet for more.

For good assembly instructions, see Corvette Central's "tech blog". Note they have many other topics available for your restoration aid. <https://tech.corvettecentral.com/2013/05/c2-headlight-bucket-assembly/>

**BUCKET REMOVAL & INSTALLATION:** A search of the [www.NCRS.org](http://www.ncrs.org) Technical Discussion Board will find other details and at least one other multi-page slide presentation. I have copied a small part of one such NCRS presentation as "REMOVAL" below. The full BUCKET REMOVAL seminar is housed in Richard Mozzetta's catalog of restoration documents listed in the "sticky area" of the NCRS Discussion (forum). Mr. Mozzetta is NCRS member number 13499.

<https://www.forums.ncrs.org/showthread.php?117966-Database-of-Restoration-Documents>

**REMOVAL:** Steps 1 through 9 (listed below) are from the 24 page "Mid-Year Headlight Restoration Guide" found on [www.ncrs.org](http://www.ncrs.org). The 24-page seminar was authored by Dale Maris (48325) in 2011, with technical assistance from Steve Barrett (21558) and Joe Eyl (8722).

- 1) Recommend masking tape along edges of headlight buckets and valance to prevent damage to paint during disassembly.
- 2) Remove Y-Stop, loosen clamp screw, spread clamp (being very careful not to split too far or it will break). Carefully work it off the shaft.
- 3) Unplug headlight wiring harness (outboard side of headlight assembly)
- 4) Loosen outboard stop collar set screw with 1/8" Allen wrench.
- 5) Remove stop collar from outboard shaft (collar will not go over wiring connector at end of harness, see later)
- 6) Loosen Pivot Support screws, 3 inner, 3 outer. Must rotate bucket to align hole in bucket to access screw heads.
- 7) Slide inner pivot housing away from reinforcement support plate.
- 8) Slide outer pivot housing away from reinforcement support plate.
- 9) Headlight Housing Assembly will now come out, pushing to rear of car, then angling it to remove from front valance

Let's Get Technical by Tony Dingman(  
(continued)

OTHER VIDEOS: Here are just a couple of other interesting and related links.

[https://www.youtube.com/watch?v=\\_L6n082uRVc&t=60s](https://www.youtube.com/watch?v=_L6n082uRVc&t=60s) Video with “heck” and “darn”. Blue Car on YouTube (10 Mins.)

[https://www.youtube.com/watch?v=epq\\_7CVkdtM](https://www.youtube.com/watch?v=epq_7CVkdtM) Removal video. Different Blue Car; A different guy = Dick Shaw.

Thanks!

Tom Dingman, Phone: 810-338-0307, Email: [midvette@mac.com](mailto:midvette@mac.com), Member #4889

## C2 Engine Painting

By: Tony Stein

NCRS—Kansas City Chapter Judging Chairman

This is the third installment on the restoration of my 1966 Corvette L36. Recently the time came for me to repaint my engine block after the engine rebuild. There are a number of factors to consider when repainting a C2 engine if your goal is to achieve a factory appearance. We know that the paint used is commonly known as “Chevy Orange”, but there is more to the paint selection than simply getting the “right” color orange. The sheen level is also important. Some Chevy Orange paints available in spray cans are too glossy. I would describe a typical paint sheen as a satin finish (somewhere between dead flat and semi-gloss). Gloss and semi-gloss are too “shiny” and will likely receive a finish deduction.

The 1965 TIMJG gives the following guidelines for engine paint:

*The paint is even, but runs may occur. The cylinder case, cylinder heads, cast-iron intake manifolds, water pump, steel valve covers, oil pan and engine balancer were installed on the engine before painting; therefore, they are of consistent color and sheen. Paint coverage may not include the entire manifold and may be limited behind components such as the water pump, engine balancer, exhaust manifolds and oil pan. Aluminum intake manifolds are also installed on the engine before painting with aluminum paint being evident on the inboard edge of the heads on small block engines. Aluminum and orange over spray will be present on water pump by-pass hoses and clamps found on small block aluminum intake equipped engines. Orange overspray will appear on big block by-pass hoses and clamps. On **manual transmission** equipped cars the bell housing and attaching bolts, along with the clutch fork, will have overspray from the engine painting process. Coverage will vary. The clutch fork boot used on manual transmission cars and the **Powerglide transmission** were installed after engine paint, so they will be free of any overspray. All engine stamping pads should be free of paint.*

From 1963 through 1965, all exhaust manifolds were installed **BEFORE** engine painting. This includes both small block and big block cars. Beginning in 1966, small block manifolds were installed **AFTER** engine painting. 1966 and 1967 big block cars continued to install the exhaust manifold **BEFORE** engine painting. These distinctions are important when an original appearance is desired. There are also practical issues with painting exhaust manifolds that should be considered.

As they say, experience is the best teacher. About ten years ago, I installed the exhaust manifolds onto my 1965 L78 block (396/425) and faithfully painted my block (and exhaust manifolds) as I believed the factory would have painted it at Tonawanda. After all, I wanted a “factory appearance”. Unfortunately, after the car was put back together and I started the engine up for the first time, the engine naturally got hot and the beautiful orange paint began to bubble and hot embers of orange paint began

## Let's Get Technical by Tony Stein

(continued)

drifting down onto the top of the frame, lower A-arms and other places that I never intended to have orange paint appear. As I was grabbing the lacquer thinner and rag to remove these orange blobs, I noticed that after ten minutes of running the engine, very little orange paint remained on the exhaust manifolds. From that point on whenever I painted a C2 engine, I asked myself, "where will paint remain on the exhaust manifolds after the engine has run for ten or fifteen minutes"? When I answered my own question, I would limit the exhaust manifold painting to only those areas on the exhaust manifold where orange paint would probably remain. Here's now I painted my 1966 427 block:



Notice that I applied orange paint only to a small part of the upper exhaust manifolds since that is where the paint tends to remain after engine run. The factory certainly painted the exhaust manifolds more liberally, but as I mentioned before, why would I want hot orange paint embers to fall on my black frame? The issue of paint coverage is an important one. I have seen many engines painted with 100 percent paint coverage on the blocks, heads, valve covers (for non-aluminum valve covers), oil pans, water pumps and other engine components. Based on the study of original cars, it appears that the factory application of orange paint was not typically so uniform. Many regional and national C2 mechanical judges will give a

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(continued)

deduction if there is too much paint on the bottom of the oil pan and in between the back of the water pump and the block. If you want to avoid rust in those areas (from a lack of paint coverage), then apply a high temperature clear coating. That way, when you do not apply full paint coverage on the bottom of the oil pan and behind the water pump, you will still have a coating that will inhibit a rusty appearance as the engine ages.

The bellhousing on manual transmission cars is always a point of discussion. Were the bell housings always fully painted? No. Were bell housings never painted? Probably not. The answer tends to be that all bellhousing on manual transmission cars will have some evidence of orange paint. The amount of coverage will vary. I would expect to see some orange paint on at least the forward portion of the bellhousing which includes the bolts that attach the bellhousing to the back of the block. The clutch form arm should exhibit some orange paint too. Since the black rubber boot was installed after engine paint, there should be no orange paint on the rubber boot:



For cars equipped with an aluminum intake manifold, there are additional painting factors to consider. It is my understanding that some sort of cover or "tent" was placed over the aluminum intake manifold before the engine was painted orange. On 1965 L78 (396) cars, an orange mist should appear on the side edges of the aluminum



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(continued)

intake manifold without any effort to spray flat aluminum paint on the painted margins to remove the orange paint "mist" on the sides of the aluminum intake. Small block engines with an aluminum intake manifold were sprayed with a flat silver (aluminum) paint along the margins of the intake manifold. Aluminum paint coverage can vary greatly. The 1965 TIMJG describes this coverage as follows:

***L76-365 hp, L79-350 hp and L84-375 hp intake aluminum manifolds have some degree of aluminum paint on the sides including the intake gasket and inboard side of each head and orange overspray at the front or rear edges where they meet the block.***

Here is a fairly typical appearance of a small block aluminum intake manifold after engine painting and dressing:



Notice that aluminum paint appears on the water pump bypass hose. The inboard edges of the heads should also exhibit an aluminum painted surface. The sheen should be a flat finish. I typically use a high-temperature, flat aluminum paint.

I hope that this technical article is helpful the next time you consider painting your C2 engine.

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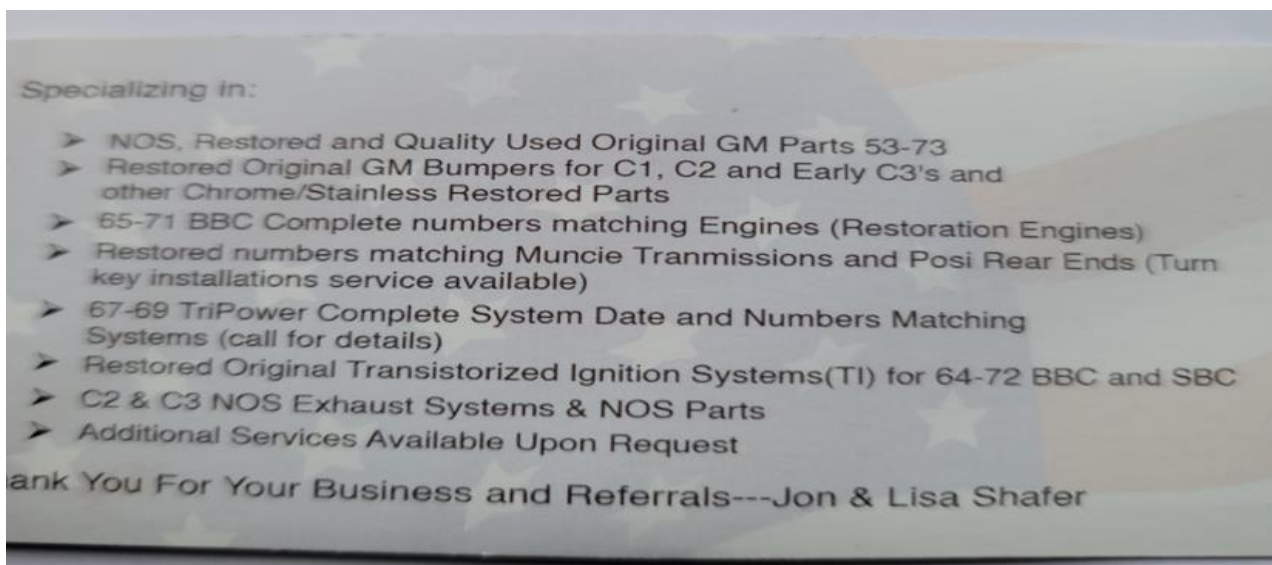
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