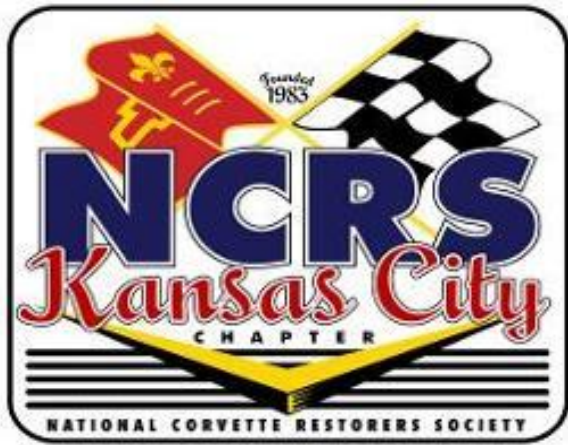




DRIVERS START YOU ENGINES



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## *Classic Corvette Newsletter*

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*June, 2023*

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

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### Chairman's Message

**KC Chapter NCRS Members, Greetings! We made it to summer! Time to get our beloved Corvettes out and driving if you haven't already done so! Our picnic is June 17<sup>th</sup>---and hope we can beat our number of 14 driven on the Driving Tour!**

**Some of us are busy heading to Bloomington or Altoona Regional this week. And the following week many are headed to the Rochester Regional. Our next Chapter meeting is Tuesday June 13<sup>th</sup> at Zarda BBQ in Lenexa followed by our Picnic Saturday June 17<sup>th</sup>. So to say June is BUSY is an understatement---and that is only the first ½ of the month!**

**We recently received our matching \$500 from NCRS Headquarters to go along with our \$1500 we raised from the silent auction last November. We are planning on doing a similar event this coming November as well. More info coming—Patti Norris says it is time to start collecting up your items for the Silent Auction!**

**Hope to see many of you at the Picnic---fingers crossed for good weather that day!**

**Jon Shafer, KC NCRS Chapter President**

*Jon F. Shafer*

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### **Vice Chairman's Message**

NCRS Vice Chairman notes by John Hecker

The last 2 months have been busy. We had our first 2 day judging event with 11 judged cars along with a few sportsman cars. Several club members help judge along with some of our out-of-town members. We also had members from other chapters help judge.

Some chapter members have been on the road traveling to other area chapters to help with chapter judging.

We had a great club event in April viewing the private car collection of Will Prout.

At our last meeting in Blue Springs, we got to see a near complete 58 restoration John Cianciolo has been working on that is his brother's car.

There are several events coming up In June. A few of us just got back from the Altoona Regional. This week we are preparing to go to Rochester, Minnesota.

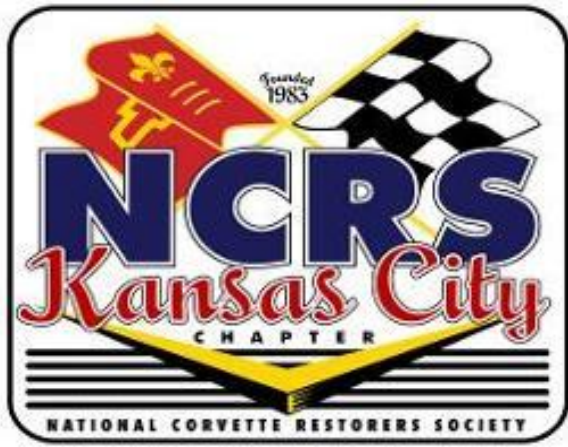
Hope to see you at our club picnic on June 17.

Next up in July will be at the National Convention in French Lick, Indiana.

Hope to see you at upcoming events.

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

John



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## *Classic Corvette Newsletter*

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### Editor's Message

Another two months have flown by and here we are again.

Lot's of events have happened (our club judging meet, Stuart, Iowa judging meet, the trip to see the Prout collection, etc.) and a lot more coming up (Minnesota Regional, our club picnic, French Lick, etc).

I would particularly like to emphasis the club picnic. Yes ,it rained last year but we had a great time. It's a great location at Shawnee Mission Park. Plenty of room to park. Lot's of shade. Beautiful view of the lake. Lot of good conversation and food. **Don't miss this.**

Thank you Tony Stein for another great tech article. Thank you John Hecker for part two on Judging.

I know it's summer and we are all busy but really would like your write up's on what you are doing with your Corvettes !!!!!!!

I will be trying to get the next edition out the end of July. Please send articles, photo, and ad's by July 23rd.

See you at the picnic,  
Cindy

## Kansas City NCRS Picnic

KC NCRS Chapter Members,

Our Chapter Picnic is Saturday June 17th at 3 P.M. until ?? Let's get those Corvettes out, cleaned up and ready to flood the park with Corvettes!!!  
Shawnee Mission Park Shelter #8---same as last year. 7900 Renner Rd.,  
Shawnee, KS

What to bring:

Last Name Starting with: A-M---Side Dish      N-Z---Desserts

Also Open to any dish you specialize in!

The Meat (after an anonymous vote!!) will be catered so important to have an accurate count of who is coming!

We have 31 members signed up for picnic from our initial pre-signup from the last chapter meeting. In case you are not sure if you signed up---here is a list:

Shafer--2, Curtis--2, Tydings--2, Cook--2, Ledgerwood--2, Stein--2, Howard--2, Martin--2, Schoenfish--1, Wallace--1, Norrid--2, McCale--2, Andrews--2, Evans--1, Hecker--2, Vohs--2, Ludwig--2.

I know there are more that didn't know ahead of time. PLEASE RSVP to Patti Norris at [r.norris@sbcglobal.net](mailto:r.norris@sbcglobal.net) and 816-304-9372 or Lisa Shafer at [jon@corvspeckc.com](mailto:jon@corvspeckc.com) or 913-488-2592. Or if something comes up late and you are not able to attend---PLEASE let us know as well

All Family Members are invited to share in the fun and mingle with our members---parents, children, etc.

Also--you might want to practice up your skills on Cornhole and Washers---we will have a competition with fabulous prizes! (Gift Baskets)

Jon Shafer, NCRS #57816  
KC NCRS Chapter President  
[jon@corvspeckc.com](mailto:jon@corvspeckc.com)  
913-488-2592

## 2023 Kansas City Chapter NCRS Meeting Places

### **2023 NCRS Monthly Meeting Place**

JUN 13th

Zarda Bar-B-Q —11931 W.87th, Lenexa, KS 913-492-2330

Coordinator: Jon Schafer    Dinner 6 PM/Meeting 7

JUL 11th

Old Shawnee Pizza--6000 Roger Road, Shawnee, KS 66203    913-631-5716

Coordinator: Gary Martin            Dinner 6 PM/Meeting 630-8

AUG 8th

Smokehouse BBQ--19000 E 39th St S, Independence, MO 64057    816-795-5555

Coordinator: Harry Ledgerwood            Dinner 6 PM/Meeting 7-830

SEP 12th

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

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

OCT 10th

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

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

NOV 14th

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

DEC--No Meeting Scheduled

## Important Upcoming Events

- 1) June 8-10 is North Central Regional in Rochester, Minnesota
- 2) June 17 is Kansas City Chapter Picnic
- 3) June 30-31 is 70th Anniversary NCM in Bowling Green, Kentucky
- 4) July 23 - 27 is NCRS National Convention in French Lick, Indiana
- 5) August 25-26 Summer's End Corvette Show in Rogers, Arkansas
- 6) September 9 - Heartland Chapter Flite Judging in Stuart, Iowa
- 7) September 14-16 Ontario Regional in Ontario, Canada
- 8) September 28 KC Chapter Driving Tour to Eureka Springs, Arkansas
- 9) October 19 - Texas Regional in Frisco Texas

As you can see there is a lot of events coming up. If I missed anything, let me know and I will add it to the list.



## Let 's Get Technical by Tony Stein

From 1963 through 1967, Mid-year Corvettes were equipped with a fan clutch as part of its engine cooling system. To meet its supply needs, General Motors purchased fan clutches from only two vendors: Eaton Corp. and Schwitzer Corp. This article is intended to help members identify the proper factory look of production Mid-year fan clutches.

**The Eaton-style fan clutch design.** The Eaton-type fan clutch was in use on the Corvette from 1963 through 1967. It was designed and built with a coil type thermostatic element. [see Figure 1].



**Eaton-style fan clutch  
Figure 1**

The front of the Eaton-style fan clutch is a stamped metal plate with circular raised areas. The face of the 1963 and 1964 Eaton units are typically silver in color. The 1965 through 1967 Eaton clutches have a gold cadmium dichromate finish. Notice that the opposing edges have two sections with no fins. This feature is only found on Mid-year Eaton-style fan clutches. The back of the Eaton type has a series of parallel lines that terminate in curved ends. [see Figure 2].





**Eaton-style fan clutch back**  
**Figure 2**

The Eaton fan clutch has an integrated shaft and mounting flange which attaches to the water pump. The shaft has a uniform diameter. There should not be any taper to the diameter of the shaft. The shaft and mounting flange is a one-piece unit which is plated with a black oxide finish. [see Figure 3]



**Eaton-style fan clutch straight shaft**  
**Figure 3**

The Eaton-style was used for both small block (part no. 3814137) and big block (part no. 3857530) cars. The only configuration difference between the Eaton small block and big block units is the length of the shaft. The small block shaft is 1.8 inches long whereas the big block shaft is 1.5 inches long. The reason for the big block's shorter shaft is the need to pull the fan away from the radiator for better circulation and air flow. Four ½" wrench-sized hex nuts with lock washers attach the fan clutch to the painted fan.

**Stamping and date coding.** The Eaton-style fan clutch utilized black ink stamping on the face of the fan clutch to designate a big block or small block unit. The use of silk screening is incorrect. The initials **CJ** is stamped on the front of a small block fan clutch, and **CK** on a big block fan clutch. It is still unclear when the **CJ** stamping began since the big block engine was not introduced into C2 Corvette production until the 1965 model year commencing in late February/early March, 1965. Until then, only one style of fan clutch would have been used. After the introduction of the L78 396 c.i./425 hp engine, a need to differentiate between the fan clutches became more important. Whether the **CJ** stamping was used prior to the introduction of the 1965 L78 engine is still being researched. Certainly, by mid-production 1965, the **CJ** and **CK** ink stampings would have been used through the end of C2 production in 1967.

A date code will also appear on the front face of the Eaton-style fan clutch. An alpha numeric alpha designation should be ink stamped and used on these units. The first date character is a letter, which represents the month of production. A= January, B= February, etc. The second character is a number and represents the date of production. 1= the first day of the month, etc. For example, if the first two digits in the date code read B2, then the date would be decode to mean February 2<sup>nd</sup>. The last digit will be alphabetic, and it represents the year of production. The annual codes are based on a decade system. For example: A=1960, B=1961, C=1962, etc.

Examples: B2D = February 2, 1963.  
H8E= August 8, 1964.  
F23G = June 23, 1966.

Eaton-style fan clutches have more recently become available for purchase from General Motors. The modern Eaton units look similar to the Mid-year fan clutches but there are differences. Those differences include an orange seal where the shaft attaches to the back of the fan clutch unit, the use of silk screening, and the absence of the two opposing, unfinned sections in the outer finned circumference, and the

configuration of the front face. Although the modern Eaton fan clutches may not be ideal for judging purposes, they make a lot of sense for just regular driving purposes.

**The Schwitzer-style fan clutch design.** The Schwitzer-style fan clutch was in use on the Corvette from 1963 through 1967. It was designed and built with a flat, rectangular bi-metallic thermostatic element. [see Figure 4].

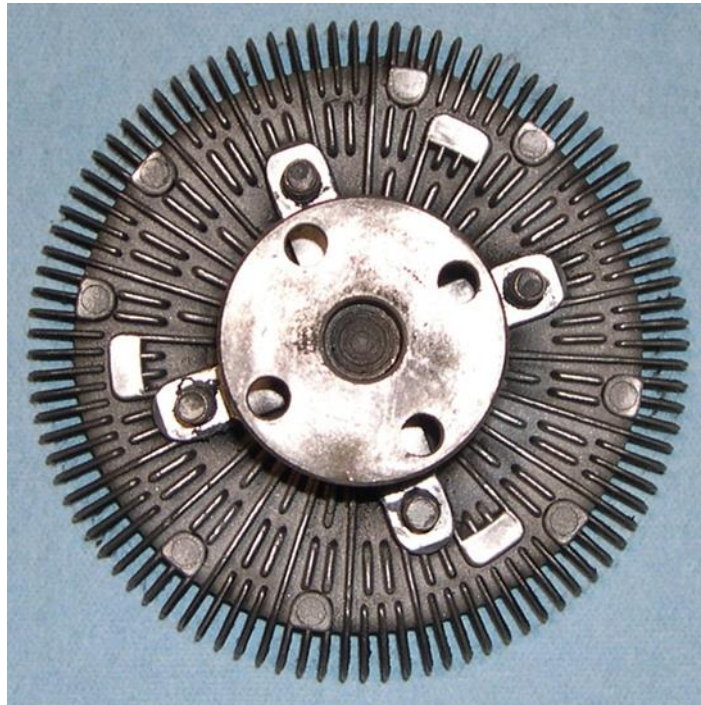


**Schwitzer-style fan clutch**  
**Figure 4**

The front of the Schwitzer-style fan clutch has a stamped metal rectangular plate with the words: THIS SIDE UP (repeated in several lines). The front also utilizes a multi-pointed star-shaped silver face. The face plate above the rectangular metal plate has the following stamping:

Patented in USA  
Patented in Canada in 1961  
Other Patents Pending

The back of the Schwitzer-style fan clutch has a series of parallel straight lines emanating from the back of the fan clutch body that radiate to the outer edge of the fan clutch. [see Figure 5].



**Schwitzer-style fan clutch back**  
**Figure 5**

The Schwitzer fan clutch has a one piece shaft and mounting flange which attaches to the water pump. The shaft has a step approximately midway from the mounting flange to the back of the fan clutch. The thicker back half of the shaft and mounting plate are painted silver, and the forward thinner portion of the shaft is natural steel. [see Figure 6]





**Schwitzer-style fan clutch stepped shaft**  
**Figure 6**

This type was used for both small block (part no. 3814560) and big block (part no. 3857531) cars. The only difference between the Schwitzer small block and big block units is the length of the shaft. The small block shaft is 1.8 inches long whereas the big block shaft is 1.5 inches long. Because the big block shaft is shorter, less of the step design is visible. The Schwitzer mounting flange used with Mid-year Corvettes is noticeably thinner than the Eaton style mounting flange. After its use as a Mid-year fan clutch, Schwitzer redesigned the mounting flange and made it thicker during C3 production to avoid cracking and other metal failures experienced during Mid-year production. If you see a Schwitzer fan clutch with a noticeably thicker mounting flange, then it dates to post Mid-year production. Four ½" wrench-sized hex nuts with lock washers attach the fan clutch to the painted fan.

**Stamping and date coding.** The Schwitzer-style fan clutch also utilizes ink stamping on the face of the fan clutch to designate a big block or small block unit. The use of silk screening is incorrect. The initials **CJ** is stamped on the front of a small fan clutch, and **CK** on a big block fan clutch. The stampings used on the Schwitzer fan clutch is much smaller than those used on the Eaton unit.

Many but not all Schwitzer fan clutches are dated. When date coding began is still not clearly known, but there have been reports of date codes during the 1965 production. No dated Schwitzer fan clutches have been reported prior to the 1965 production year. Unlike the Eaton fan clutch that exhibits the date code on the front face, the Schwitzer unit's date code is found on the rim of the mounting flange.

The date code is stamped into the metal edge. An example would read SC 9.18.66. The SC stands for Schwitzer Corp. 9.18.66 stands for September 18, 1966.

Over the last few years, a reproduction Schwitzer fan clutch has been offered to collectors. The configuration differences include no stamping on the front face of the fan clutch, unpainted lower mounting shaft and mounting plate, and some require 9/16" nuts to attach to the fan. I hope that this information is useful to members preparing for future flight judging. This is an item that chassis judges are paying greater attention to during flight judging. Special thanks to Richard Jones from the Albuquerque, NM chapter for allowing me to photograph his restored fan clutches for this article.



## Judging at NCRS events -- Part Two Judging

Last newsletter I talked about starting out as an observer judge. After you become more comfortable with judging you can work at an event as a Judge. You can pick which of the 5 sections you are interested in to judge. They are Operations, Interior, Exterior, Mechanical or Chassis.

You will be paired with someone of equal level in judging up to a more experienced judge looking at the car. When needed you may need to look up items in the Corvette Technical Information Manual and Judging Guide. This guide is used for the car year and section your team is judging. You and your partner will decide on the points deducted as you go through the judging form for that car. Follow all Configuration, Date, Completeness, Installation, and Finish (CDCIF) for issues on the originality side of the form. Use the Standard Deduction Guidelines found in the Corvette Judging Reference Manual as you judge. As an example, Standard deductions apply to Batteries, tires, window glass etc. You can judge at any NCRS event from a local event to a Regional event up to the National event.

Judges earn points at each event they work on. At the local level you earn 2 point each day you judge, at the Regional level you earn 3 points each day you judge, and at the National level you earn 5 points each day you judge.

John

## Visit to Will Prout

The trip to Will Prout in Stilwell, Ks was a great success with 14 corvettes and 31 people attending. The incredible collection of cars, automobile memorabilia, pool cues and pool storage cases. So much to see to remind us of our car journeys.

Will was willing to share some of his stories on the history behind some of the items.

The day was finished off with lunch at Nick and Jakes.





## Visit to Will Prout





## Visit to Will Prout





## Kansas City Chapter Judging Meet





## Kansas City Chapter Judging Meet





## Kansas City Chapter Judging Meet



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NCRS # 2901

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