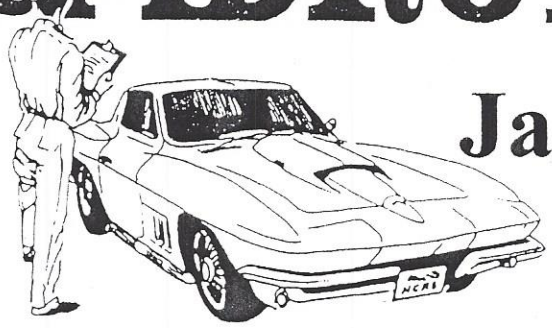
ROADRUNNER



January, 2017

THE NEWSLETTER OF THE NEW MEXICO CHAPTER NCRS

COMING EVENTS

Jan	**11-14**	**NCRS Florida Regional, Lakeland, FL**
Jan	**14**	**NCRS New Mexico Chapter Meeting, Hollywood Casino, San Felipe, NM**
Jan	14-22	Classic Car Auctions, Scottsdale, AZ
Jan	15	Pomona Swap Meet, LA County Fairplex, Pomona, CA
Jan	21	Christian Rods & Customs, Sonic, 5000 San Mateo NE, 7:30 PM, Albuquerque
Jan	22	Route 66 Rodders, Cruisin' at Fastino's, 1:00 PM, 2600 Juan Tabo NE, Albuquerque
Jan	25	NMCCC Meeting, Old Car Garage, 3232 Girard NE, 7:30 PM, Albuquerque
Feb	3,4&5	Supernationals Car Show, Manuel Lujan Building, Expo New Mexico, Albuquerque
Feb	**11**	**NCRS New Mexico Chapter Meeting, Location TBA, Albuquerque**
Feb	12	Rio Grande Corvette Club Meeting and Event, 12:30 PM, Reliable Chevrolet, Albuquerque
Feb	18	Christian Rods & Customs, Sonic, 5000 San Mateo NE, Albuquerque
Feb	19	Route 66 Rodders, Cruisin' at Fastino's, 1:00 PM, 2600 Juan Tabo NE, Albuquerque
Feb	22	NMCCC Meeting, Old Car Garage, 3232 Girard NE, 7:30 PM, Albuquerque
Mar	5	Pomona Swap Meet, LA County Fairplex, Pomona, CA
Mar	**11**	**NCRS New Mexico Chapter Meeting, Location TBA, Albuquerque**
Mar	12	Rio Grande Corvette Club Meeting and Event, 12:30 PM, Reliable Chevrolet, Albuquerque
Mar	18	Christian Rods & Customs, Sonic, 5000 San Mateo NE, 7:30 PM, Albuquerque
Mar	19	Route 66 Rodders, Cruisin' at Fastino's, 1:00 PM, 2600 Juan Tabo NE, Albuquerque
Mar	22	NMCCC Meeting, Old Car Garage, 3232 Girard NE, 7:30 PM, Albuquerque

For further information on these and many other automotive events, please see http://nmcarcouncil.org

NATIONAL CORVETTE RESTORERS SOCIETY

NEW MEXICO CHAPTER

MINUTES OF PROCEEDINGS

Saturday, December 10, 2016

The meeting was called to order by President, Billie Pyzel at the home of Rex and Linda Davis at 7:19 PM.

There were visitors and guests, including Ken Halterman.

Minutes: The minutes as published in the newsletter were approved after a motion and second by Dan Pyzel and Jack Barnett.

There treasurers report stated that we have $4,689.15 in our account. There was no buck in the box drawing. The report was approved after a motion and second by Fritz Allen and Talbot Smith.

Under Judging, Bill Baker gave a report on NCRS doings.

Members were told that the New Mexico Chapter now has a facebook page, set up by Talbot Smith.

Under Old Business, those with December birthdays were saluted, and a brief review of the chapter's upcoming events was done. Billie mentioned again the concept of evening get togethers. Upcoming NCRS events were discussed. The slate of officers was discussed, with Jim George taking over from Rick Jones as Vice President. With that change, the slate of officers was approved for 2017. Items discussed briefly included the Chapter's 2017 calendar, the Regional in Laughlin in April, and the National convention and Road Tour in July.

Under New Business the January meeting was discussed, as well as the chapter's calendar of events.

There being no further business, the meeting was adjourned at 7:36 on a motion and second by Steve Walker and Rick Jones.

We then commenced the Chapter Christmas Party.....

Respectfully Submitted, Dan for Phil

JANUARY MEETING

The January Meeting of the New Mexico Chapter, NCRS will be Saturday, the 14th. We will meet at 9:00 AM at the coffee shop in the Hollywood Casino at San Felipe, NM. This is at Exit 252 on I-25.

ALSO JANUARY

The NCRS Winter Regional will be in Lakeland, Florida the 11th through the 14th, and of course it's auction season in Scottsdale.

FEBRUARY

The Supernationals Car Show will be at the Manuel Lujan Complex at Expo New Mexico fairgrounds the 3rd, 4th and 5th. The Chapter meeting date is the 11th. Location and details will follow.

MARCH

The March meeting is scheduled for the 11th. Once again, location and details will follow.

CALENDAR CHANGE

The NCRS Events calendar for 2017 shows an incorrect date for the All-Corvettes picnic at Hyde Park north of Santa Fe. This year's event will be on Sunday August 13th. Please note this change.

JANUARY BIRTHDAYS

1/10 Laurie Moodie
1/15 Rose Alton
1/18 Carol Walker
1/24 Scott Oliver
1/27 Tim Alton

Many Happy Returns!!!

The NM NCRS Parts Swap is available to all NM NCRS members including spouses and significant others who have, or have access to, automotive parts for sale or to be given away to a good home or garage. Listing will run for 3 months unless cancelled earlier. Contact the NM Chapter NCRS Swapmeister, Pete Lindahl, at 505-663-0995 or pclindahl@comcast.net.

PARTS FOR SALE:

- **Parts** – Complete set of original very nice driver quality Mid-Year bumpers including center bar (flash chrome and wavy, just the way NCRS judges like them) $600.00. Rare and Original 1965 only Corvette BB Engine cooling fan blade. Fan Clutches for Big Block and Small Block, I have the correct Eaton made (Coil Type) and Schweitzer built (Bar Type) available with just about any date you need/want (I have them from 1960 thru 1972). All fan clutches are rebuilt/restored and work as new and are so good that you can use them for PV and Flight Judging. 1962-1967 Small-Block engine cooling fans, 1966-67 Big Block engine cooling fan, 1970 -72 LT-1 engine cooling fans, 1968-70 Big Block engine cooling fans, 1963-67 Small-block engine cooling fan (5-blade no date) and a very hard to get 1971 (Dated August 1970) Big Block with A/C engine cooling fan. 1963-67 vent window regulators way past restored but built to pass "PV" and I can custom make them to fit your aftermarket door panels as well. I have been restoring Corvettes over 20 years. Drop me an email (best way to contact me) or try a phone call we'll see if I can help you. Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (01-17)

- **Restored BB & SB TI Distributors** (several), Restored OEM, NOS & Reproduction TI Amps, Restored A-Arms & T-Arms & all/any correct parts for your chassis rebuild, Restored C-2 Kelsey Hayes Knock-Off wheels; have several sets, including 67 Bolt On's Restored C-2 Vent Window Regulars New Delco reproduction products: Coils, Caps, Rotors, Amps, distributor parts, Brake caliper w/SS sleeves, master, steering box, P/S parts, etc. by Lone Star Calipers, so call me for discounts that beat the "Big Box Suppliers" 65-66 Convertible Red Door Panels, C-2, C-3 OEM front/rear stabilizer bars. OEM wheels for 88-89-nice 64 Removable Hard. Top ReNu-A-Vette/Mike Zamora @ 505-717-1140 or michaelz0591@yahoo.com (01-17)

- **Keys, GM/Briggs & Stratton Logo Head, KEY NUMBER Stamped on KNOCK OUT, & w/ Registered Trademark ® on B&S Logo (NOS & Excellent Used)** Hundreds of KEY NUMBERs available for 63M-66 Corvettes w/ octagon head keys and 65-66 Corvettes w/round head keys. Original factory stamped keys, $10 to $30 each depending on condition. Details, contact Pete at 505-663-0995 or pclindahl@comcast.net. (01-17)

- **Keys, GM/Briggs & Stratton Logo Head, KEY NUMBER Stamped on KNOCK OUT, & w/ Registered Trademark ® on B&S Logo (NOS & Excellent Used)** - Hundreds of KEY NUMBERs available for 54-63E Corvettes w/ octagon head keys. Original factory stamped keys, $10 to $25 each depending on condition. For details, contact Pete at 505-663-0995 or pclindahl@comcast.net. (01-17)

- **ANCO Windshield Wiper Blades, 65-67 15" OE by ANCO** - Holders (NOS & Used) 65 w/ bright polish finish & 66-67 w/ brushed finish; Refills (NOS) 65-67 w/2-lines & "correct" Patent Number; Flex Tops (New) 65-67 stainless steel. For details contact Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (01-17)

- **TRICO Windshield Wiper Blades, 63-67 15"** - Holders (NOS & Used) 63-65 w/ bright polish finish & flat top, 66 E/M w/ brushed finish & flat top, 66L/67 w/ brushed finish & peaked top; Refills (NOS) 63-65 w/ "Skidposts" (Dots), 66-67 w/3-lines & Patent Numbers. Contact Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (01-17)

- **Spare Tire Locks w/Key (Used)** - 63E (w/o drain hole) $125; 63L-'65 (w/ 1/4" drain hole) $125; 66 (w/ 5/16" drain hole) $125; 67 and newer (w/ "B" keyway) $125; 68 and newer (w/ "D" keyway) $100; 69 and newer (w/ "H" keyway) $75; 70 and newer (w/ "K" keyway) $75. Key spare tire lock to your key code, $20. Shipping & Insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (01-17)

- **Cover, Spare Tire Lock (New)** - 63M and newer w/ spare tire lock, GM p/n 3841701, $12. Shipping & Insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (01-17)

- **Horn Relays, Delco-Remy (NOS)** - Delco-Remy embossed on covers. 53-54 w/ 6v (1116775) $75; 58-62 (1116781) $125; 63-65 (1115824) $225; 66-67 (1115837) $275; 68-69E (1115862) $225; 69L-70 (1115890) $225; 71 (1115889) $125. Shipping/Insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (01-17)

- **Rebuildable Cores wanted** -C-2,3 Cores: Gas Caps, A-Arms, T-Arms, Brake Dust Shields, Frt. Caliper Mounting Brackets, Rr. Shock Lower Mtg, Spare Tire Bolts/lock bolt, most any suspension parts. Contact Mike Zamora @ 505-717-1140, or mike_zamora@hotmail.com. (01-17)

- **Hoods** - NOS 65-66 hood, light gray glass; Used 65-66 hood (excellent condition), painted red. Shipping & Insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (01-17)

- **Doors** - Used 66 (also fit 65) Convertible Doors (excellent condition) complete with exterior hardware (handles & locks), vent window assemblies, Soft-Ray glass, & window regulators. Shipping & insurance extra. Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (01-17)

- **Member Parts** – If you have something Corvette you'd like to sell we can put it here…

- **1966 Corvette Big Block Heads** – Selling a set of complete 1966 Corvette 427/390hp Oval Port Heads (3872702 Castings). The heads are complete and correct for a 1966 (one year only). They came off of a running 1967 427/400hp engine. The heads were changed because they are visibly different from 1967 casting because of the drilled bosses for the spark plug shields. Guarantied not to be cracked, asking $1000 OBO, Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (01-17)

- **Virgin Broach marks and bare engine stamping pad; 1962 & 1963 "870" Engine Short Block** – If you are looking for a mid-1962, late-1962 or early-1963 3782870 casting for your Corvette I may have what you are looking for. Dates are E-62, F-62, I-62 or L-62. The block was an over-the-counter engine built before the assembly dates and "CE" was stamped on the engine pad. The broach marks are perfect!!! I have a disassembled short-block (standard bore) that has been checked for cracks and pressure tested. You get the block, crank and rods. Asking $2000 OBO. Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (01-17)

- **Flat Top Double Hump "461X" Heads** – I have a set of 3782461 "461" heads with the flat-top Double Humps which are correct for 1961 275hp & 315hp engine. The heads are complete, pressure tested and guarantied not to be cracked, asking $1500 OBO Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (01-17)

RESTORATION SERVICES:

- **Key & Lock Service** - Keys cut by the KEY CODE with Curtis Key Cutter just like at your Chevrolet Dealer. Alarm, door, glove-box, ignition, rear compartment, and spare tire locks re-keyed. For details contact Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (01-17)

- **Windshield Wiper Arm Restoration/Repair Service** - Mid-year Corvette windshield wiper arm restoration and repair service, restoration - restore wiper arm and finish as original; repair - replace broken rivets, springs, and clips, and "wrenched-on" base pieces. For details contact Pete at 505-663-0995 or e-mail pclindahl@comcast.net. (01-17)

- **Complete or Partial Restoration Service Available** – 1956 to 1972 Corvette restoration service. Big Block, Small Block or Fuelie, I speak them all. Are you thinking about having your car judged? Maybe we need to talk. From a local Chapter Meet to National Flight Judging or even all the way to Performance Verification, Bloomington Gold and Duntov; I've done them all. Has it been years (or even decades) since your classic Corvette has run or been used? I can bring them back to life safely. Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053 to make an appointment to discuss what I can do for you. (01-17)

- **Complete Rebuilding and Restoration of your Schweitzer or Eaton Fan Clutch** – Contact Rick Jones via email cadiman1949@comcast.net or call 505-247-0053. (01-17)

- **Specialized Restoration** - Aluminum Wheels (Knock-Off or Bolt On's), TI Amp box, TI & Point Distributors-all tested on Sun Distributor Tester, Vent Window Regulators w/new gear, A-Arms w/riveted correct ball joints, T-Arms w/GM parts & tolerances, Headlight Motors w/new main gears, Power Window Motors. All restored parts are 100% guaranteed. For details and pricing, contact Mike Zamora @ 505-717-1140, or michaelz0591@yahoo.com (01-17)

CARS FOR SALE:

- **For Sale:** 2015 Corvette Z06 Convertible w/Black Power Top – Crystal Red Paint – 3LZ Package – Kalahari Interior with heated and cooled seats – 8-Speed Automatic transmission – Black Wheels and Black Brake Calipers – Fitted Car Cover – 1 of only 1069 Z06 Convertibles built – 1 of only 99 in this color – 1 of 5 to 10 with this Exterior/Interior color combination. Sold new in March of 2015 and has 14,500 miles on it now. All service included – Fresh oil change – All recalls and service bulletins recently performed – Near perfect condition and still smells new. Not pictured but newly installed are a Carbon Flash Hood Stinger Stripe and Carb Flash Side Ground Effect Spoilers. Always garaged! Asking $82,500 or best reasonable offer; Call Rick @ 505-610-5291 or email richardljones@comcast.net (01-17)

OTHER STUFF FOR SALE:

-

WANTED:

- **Parts for NM NCRS Chapter parts Swap** - Wanted-C-2&3 Cores: TI Distributors & Amps, Gas Caps, A-Arms, T-Arms, Brake Dust Shields, Frt. Caliper Mounting Brackets, Rr. Shock Lower Mtg, Spare Tire Bolts/lock bolt, most any suspension parts. Contact Mike Zamora @ 505-717-1140, or michaelz0591@yahoo.com (01-17)

- **"WANTED"** - Enclosed car trailer… driver side escape hatch a must. V-nose preferred. Contact Keith MacRae. Cell - (505) 250-5779 or kmacrae9@comcast.net (01-17)

THE LEGEND

Volume 28, Number 4 NCRS St. Louis Chapter Fourth Quarter 2016

Articles

a. C2 Hard Top Restoration by John Foster

During the 1963-67 model years, Chevrolet manufactured 35,892 Corvette convertibles equipped with optional auxiliary hardtop, RPO C07. How many C2 Corvettes do you see today sporting the hardtop?

I've owned a '67 roadster since 1999 and until recently the auxiliary top had never been on the car. For 17 years the top sat on a table in the basement, or propped in the corner of the garage, in need of a new headliner, back Plexiglas, and some weather strips, not to mention some new paint and a good polishing of the stainless trim. In 2008, while at Corvettes at Carlisle, I ordered a restoration kit from Glassworks thinking it would make a great winter project. Yeah, right. So for the better part of eight years the restoration kit sat in the basement next to the hardtop.

Last year, while contemplating a repaint of the car, I finally took the first step toward restoring the hardtop, disassembling the top, bagging and labeling all of the latches, fasteners, clips, and screws. I took a number of photos during the disassembly to document what went where. You can never take enough photos and I didn't. The top was stripped to bare fiberglass and prepped for paint. And again, the hardtop went back into the corner of the garage for a while. All of the exterior stainless trim pieces were buffed and polished and wrapped for later.

Finally, this year the car and the hardtop were repainted. After the car was completely reassembled, it was finally time to restore the top. I heard from a lot of people that this is a pain-in-the-butt project but it really didn't sound all that difficult. I had the photos taken during disassembly and my '67 Corvette Assembly Instruction Manual, which has several pages of drawings and notes for RPO C07. Unfortunately the AIM lacks instructions on the correct order for assembly of the parts and some of those drawings are pretty difficult to decipher. I turned to the internet and found snippets here and there but no step-by-step on the reassembly. I did find a very useful video on YouTube of a technical session hosted by the Michigan Chapter of the NCRS and featuring the guys from Glassworks assembling a 63 hardtop. While the video skips many steps of the process it was extremely helpful to see how the pros at Glassworks do this. I highly suggest watching the video before you start assembling a hardtop. You can find it here: Glassworks 63 Hard Top Restoration Video

As my workbench in the garage is along a wall at typical workbench height, and my portable parts stand just didn't leave me comfortable holding the freshly painted hardtop shell, I opted to roll the hardtop around to the walkout basement on its storage cart. Using a blanket and couple of flannel sheets for padding, the "counter height" bar in the basement turned out to be a great work surface and the back bar allowed me to lay out all of the bags of parts, new weather strips, caulking, sealants, etc. Let's not tell Mrs. Foster about my new granite topped work bench.

The first step in the assembly was to install the new white headliner. I slid the front edge of the headliner under the edges of the shell and forward under the front edge, leaving the vertical flaps loose at the rear. The Glassworks headliner was almost a perfect fit but I trimmed a fraction of an inch form the left front corner in order to get it to slide all the way under the edge of the shell. Then I simply tucked the rear vertical flaps into place and smoothed out the headliner. As demonstrated in the You Tube video, I lifted the rear edge of the headliner and applied some adhesive to the center of the rear portion. A couple of bottles of a nice California Pinot Noir from under the bar served as weights until the adhesive set.

The next step was the stainless trim around the front of the shell. I lined the edges of the shell with 3M strip caulk and began loosely attaching the trim. The left and right verticals followed by the curved corners connecting the vertical and horizontal side pieces. Before attaching the horizontal and header trim pieces, it is necessary to install the small clips that will hold the front outer weather strip in place. The clips slide into slots in the three pieces of stainless with the flat side of the clip on the underside of the trim and the tab and curved edge on the face of the trim so that the outer header weather strip can later be slid under the clips. I applied tape to the underside of the trim to hold the clips in place and prevent them from falling out while I was working with the trim. I then installed the left and right horizontal moldings, slipping them into the rounded corner trim that connects them to the vertical pieces and loosely screwing the back screw into each horizontal piece. Each end of the header stainless slide into the horizontal side pieces and then all of the trim can be secured to the shell with the bright screws.

The weather strips went on next. I started with the vertical pieces on both sides and then the extensions to the inner header pieces and then the left and right horizontal pieces under the roof line. All of these pieces went on with no trimming required and I chose not to use any weather-strip adhesive under any of these pieces as they fit snug. Next I attached the inner header weather strip that has the plastic push pins already installed in it. I applied just a touch of adhesive along strip and used the butt end of a screwdriver to press the weather strip at each pin, securing the pin in the header frame. Lastly I attached the outer header weather strip by slipping the inner edger under each of the clips and butting the flares at each end up against the previously installed side weather strip extensions.

I ran a bead of adhesive under the front edge of the outer header strip to secure it in place. In hindsight, and like in the You Tube video, this outer header strip should have gone on at the very end of the project because now I was about to turn the top over to install the back glass and that meant resting the top on the front header. Okay, now I had to leave it alone a couple days while the adhesive on the outer header strip set up.

I held off on installing the Plexiglas as long as I could to avoid any mars or scratches while handling everything else. To install the new Plexiglass, I turned the top over and began by installing new retainer clips for the outer stainless moldings around the top and side of the back window. After comparing the original retainers with those supplied by Glassworks I saw no remarkable difference and chose to use the new clips. I placed 10 clips around the window in the same locations that the original clips had been in before disassembly. I then laid a bead of 3M caulk strips all the way around the outer edge of the window opening, running the caulk over the retainer clips. Next I started the rear window seal in the bottom right hand corner and worked my way up and around the window opening, fitting it over the caulking and the retainer clips and pressing it firmly into place. The seal supplied in the Glassworks kit was a perfect fit.

I mixed up some liquid dish detergent with a little water and brushed it very liberally into gap in the seal that holds the Plexiglas in place. Starting again in the lower right hand corner, I pressed the corner of the Plexiglass into the seal and lined the glass up to the entire seal as close it would lay. I then began in the bottom right hand corner with a stiff one inch putty knife, sliding it between the Plexiglass and the outer edge of the window seal, slowly and carefully working the outer edge of the seal up and over the edge of the glass while firmly pressing the glass into the rubber where I was working at the moment. Working my way all the way around the glass took a while as I was patiently working to not scratch the glass. A word of caution here, I managed to put a few blemishes on the Plexiglas with my bare hands just from pressing the glass into the seal. Be very careful handling the Plexiglas or you'll end up polishing out the glass when you're done.

Once the Plexiglas was seated I installed the two upper stainless trim pieces. As you can see in the photo, the yellow tape indicated where the retainer clips were located under the window seal. The two overlapping trim pieces fit into place with the outside edge positioned between the painted surface of the roof and the outer edge of the window seal. I simply pressed the trim onto each retainer clip. Although the You Tube video indicated that a little more persuasion might be required, mine snapped right into place with no coercion required.

I found the installation of the new rear bow weather strip and lower stainless steel trim the most complicated part of the project. The first step is to fit the rubber weather strip onto the bow with the wider lip of the weather strip on the outside and the slightly narrower lip to the inside. The weather strip needs to be notched out to fit around the two deck lid mounting brackets, just three little cuts with a razorblade. The weather strip I was using was also a little long and both ends had to be trimmed to fit tightly against the horizontal weather strips on the bottom of the roof shell.

The next step was drilling the holes through the weather strip to accommodate the retainers on the back of the lower stainless trim and the attaching screws on the inside of the top. Knowing that a normal high speed drill bit would not cut a clean hole in the soft rubber, I pondered a couple of options. At first I tried marking the location of the holes by pushing an awl through the weather strip at a couple of the holes in the bow and then removing the weather strip and using a quarter inch hollow punch to create the hole but, lining the up the hole in both lips of the weather strip was difficult. I decided that drilling the holes through the weather strip while it was mounted on the bow would be more accurate. I shopped around for a hollow drill bit and decided to order the one that Glassworks sells. Using this bit I was able to drill cleanly through the both lips of the weather strip and the existing hole in the bow.

Once all of the holes were drilled I was able to start attaching the outer stainless trim molding. I slid a retainer clip into each of the two corner pieces that attach to the vertical stainless moldings and slid the corner pieces onto the previously installed moldings. With the retainer strips on the inside of the weather strip and lined up with the holes in the bow and the weather strip, I used an awl from the inside of the top, align the holes with the retainer on the back of the stainless trim. It was difficult to push the retainer clip through the hole in the weather strip but with a lot of squeezing, I was able to start the attaching screw from the inside. I did not tighten any of the screws until all of the stainless molding was in place.

Once both corner trim pieces were loosely screwed into place, I slid retainer clips into the right and left lower stainless moldings and lined them as close to the correct locations of the screw holes in the bow as possible. I then slid the right side molding into the corner piece of molding and again used the awl to more exactly line up the retainer clips with the holes in the inside retainer strips, weather strip and bow. Again, pressing the trim retaining clips into the weather strip far enough to get the screw started took a good squeeze. With all three inner retainer strips and both the left and right lower stainless molding pieces loosely screwed into place, I attached the center molding piece, overlapping both the right and left side moldings. The two center-most screws also attached the plate to center of the bow that will later be attached to the Plexiglas. With all of the screws started and the stainless properly lined up, I tightened all of the screws to draw the stainless tight to the weather strip. I did not apply any caulking or sealer to the bow weather strip or the inside of the stainless trim.

The interior painted trim pieces went on next, loosely attaching each piece, starting with the rear-center and then the right and left rear-side pieces. The trim screws include two longer screws, one for both the left and right vertical pieces where they attached to the top horizontal piece. At this point the trim sits a little further off of the shell so the longer screw is necessary. The front header trim pieces slipped on last and then all of the screws were tightened and the interior trim was complete.

After cleaning and buffing the latches I attached those using new screws because I couldn't get the original screws to polish up nicely enough. I also replaced the left and right header guide pins and screws as the old pins were pretty chewed up and pitted.

The last assembly step was to drill the Plexiglas for the screws that secure the glass to the plates at the top and bottom of the frame. Since all of the hard work was already done and it was too late in the game to screw it up at this point, I made sure to use a bit for Plexiglas. These bits have a steeper angle to the point and the grooves are more open than a general high speed drill bit.

I buffed the two small triangular stainless trim plates that slip under the outer lip of the window seal and the two spanner nuts that go on the outside of the glass. I applied a dab of sealer to the underside of the spanner nuts to seal the holes in the Plexiglas and inserted the screws through the plate on the inside of the Plexiglas.

Overall this project took me less than 12 hours, not including the paint work for the shell and the interior trim pieces. A little more time was spent studying the AIM and Michigan Chapter's YouTube video.

Finally, I bolted the restored hard top to the car!

THE LEGEND

Volume 28, Number 4 NCRS St. Louis Chapter Fourth Quarter 2016

b. Fungus Among Us by Jeff Wittmaier

I bought a beautiful '68 roadster last winter. Problem was, every time I drove the car I got a headache. My first thought was I had an exhaust problem. Then I realized it was mold or mildew. I guess I developed quite an allergy over the years. Now what do I do?

This was really disappointing, as this car had rarely, if ever, been driven in the rain. The prior owner put less than 1,600 miles on the car in thirteen years. The birdcage was pristine. There was very little rust on the undercarriage. I eventually discovered that the mold was in the carpet, the jute, lightly covering the underside of the dash, and the worst part, in the seat foam. Maybe being covered all those years in a humid Missouri garage was the cause. We'll never know. But how was I to fix it?

My first steps were 'minimally invasive'. After some research I tried putting a lighted incandescent bulb in the car to remove moisture. No luck. I placed a desiccant bucket in the car for a couple weeks. No luck. Still a strong odor. I bought an air ionizer, running it for fifteen-minute intervals once an hour for several cycles. The car didn't smell quite as bad, but the mold remained.

I concluded I had to pull the carpet (it wasn't original, was bleached in places, and had been installed somewhat carelessly). Replacing the carpet was not what I wanted to do (I wanted to DRIVE the car, not begin a project immediately). Pulling the carpet took about thirty minutes, maybe an hour. Removing the jute and mastic took a very long time. I somehow convinced myself that I needed to remove every last remnant of jute. That required that I remove the mastic, and the last installer had gone a little crazy with that stuff. Using a soybean-based liquid, after many hours of soaking and scrubbing I got down to the fiberglass throughout the car. I removed the soybean residue with a mild detergent. Along the way I found some of the grommets had not been placed in the floor. I also found a couple small cracks in the floor pan under the driver's pedals (that gave me a chance to practice my fiberglass repair skills). I found my car had seat belt retractors installed without any springs; a design GM improved later with a larger retractor spring. The primary seat belt bolts were frozen in place, necessitating my using an easy-out to remove them. I found the

wires leading to the convenience light in the storage compartment were worn through and likely shorting, the fiber optic manifold for the rear lights was broken in a couple places and my emergency brake and brake housing were aftermarket replacements, as was my shifter console. The mold problem was teaching me OTHER things about my car. Some of those things I didn't really want to acknowledge, but it was part of the journey.

While not simple, installing the new carpet was relatively straightforward. I chose to fit it into place, making sure everything was properly aligned and covered, leaving the seat installation for the last step. That proved to be interesting as finding the bolt locations was a bit of an issue. NCRS guidelines say the carpet should be cut, creating a tab that folds over the seat adjusters/tracks. How does one properly cut the carpet tab when the bolt-holes are hidden? My solution was to poke icepicks up through the bottom of the car, align the seat tracks with the icepicks, outline the tracks with masking tape, remove the tracks, and cut the tabs. Try to avoid cutting the tabs incorrectly as I did in haste on one of the rear tabs. (Luckily it was the rear.)

But what about the seats? I knew I wanted to eventually restore them but I also wanted to drive the car as spring was rapidly approaching. The seats were original: original basket-weave vinyl covers, original springs (with the original dated installation tags), and original foam. I wasn't sure I wanted to replace the seat covers – one had a small burn - - some of the stitching was loose in a few places - - but more importantly, I didn't want to invest the calendar time to properly restore the seats. But they were filled with mold (or mildew). How do I deal with that? 'Back to the Internet for more research.

I visited dozens of sites with subjects ranging from automotive to boating to house water damage remediation. Suggestions ran the gamut. "Put the seats in the sun." "Wash them well and let them dry out." I found lots of opinions and answers and not many verifiable solutions. I decided to experiment with four options: hydrogen peroxide, alcohol, bleach, and a product that removes pet urine scents (thinking it was some kind of enzymatic cleaner – which it was not). Those were the four that came up the most. I segmented one of the seat bottoms into four sections and applied my four treatments, letting them dry. In the end, my family of four each did a 'smell test'. The alcohol was declared the winner.

Now, how does one treat the deep recesses of the foam without removing the covers? You saturate it, of course.

The seat bottoms are simple; when turned over they effectively form a bowl. I mixed 100% denatured alcohol 50:50 with water, making two gallons of liquid. I poured that into the seat bottom and let it sit for an hour. When I poured the liquid out of the seat, it was tinted green, obviously bringing at least some of the mold with it. The rest of the alcohol evaporated away over a couple days. After it fully dried the smell was gone. Looking back this makes sense. Alcohol is used to sanitize surfaces, effectively killing any organism it encounters. And for those who wonder, alcohol does not interact with vinyl. I performed a test myself to prove this, creating a small reservoir on the surface of the seat using butyl rope. I let the alcohol remain in contact with the vinyl for an hour. When the alcohol was removed, the surface was not different in any way from the adjoining areas. Will the foam change over time? I don't know. It didn't seem to change in any

way, but we'll have to see. One note of caution, if your seats have been dyed, the alcohol MAY soften or remove the dye. My seats have been dyed on the perimeter, but as I did not rub the surface after exposing it to the alcohol, the finish remained the same. For me it didn't matter anyway as my plan is to eventually restore the original color in these areas.

So, how does one do this with a seat back that is over three feet long? The seat backs also have a slot that extends down the side for the chrome seat mounting hinge "blade." How does one fill a 'bowl' that has a hole in it? Answer: You close the hole and use more liquid. In my haste, I closed the hole with cheap duct tape. If I were to do it again, I'd use a higher quality tape. Regardless, I taped the slot 'closed' to form a large 'bowl' in the back of the seat. I placed the seat back in a tub I bought from the local home supply center; a tub made to mix concrete. It was similar in size to the seat back, just slightly larger. Ideally, it would be best to completely fill the tub, but when I did that math, the quantity of alcohol was higher than I wanted to 'afford' (25 gallons). Instead I used the tub to catch the leaking alcohol. Each back used about six gallons of the 50:50 mix. I chose to NOT reuse the mix from seat to seat, thinking that the alcohol efficacy was falling. I only wanted to do this once. Again, I let the alcohol sit in the seat back for an hour, pouring off the excess at the end. My memory is hazy but as I recall, only about half of the alcohol came out. The rest had to evaporate off.

A couple days later the seats were dry and odor-free. The remnant mixture was returned to the original containers. (I eventually used that material to kill mold that lightly covered my deck. It's an expensive deck cleaner, but less dangerous for my dogs; be careful to let it dry before exposing animals or children – denatured alcohol is poisonous).

Before installing the carpet and seats, I sprayed the underside of the dash (yes, including the gauges) with a light coat of 50:50 alcohol/water mix, wiping it down as best I could. I did that AFTER disconnecting the battery. I didn't reconnect the battery until several weeks later, knowing the alcohol had evaporated. I also used a rag to apply the mix to the entire interior fiberglass surface and all of the vinyl and plastic interior components (front and back). The last step was to do the same with the convertible top.

What an expedition this turned out to be, but the car is now mold free. After sanitizing the seats with eight gallons of water and eight gallons of alcohol, I'm sitting on the originals (and their foam). I got to know the interior of the car VERY well early in our relationship. Probably far too well, given how little we knew each other. But we're rollin'. Oh, and yes, like Tom Bodett, I'm leaving that [incandescent] light on. ☺

Events

a. Tech Session words by Mike Hanley pictures by John Foster / Joe Raine

What a beautiful day to have a NCRS Corvette tech session outside. We had about a dozen members show up for coffee and donuts. Tom Kreyling offered to review his fiberglass repair/restoration on his 67 Corvette. Tom is doing a complete frame off restoration on a big block red/black convertible. Tom showed us his repaired transmission area as well as his in work tail light panel repair. Tom received some positive feedback on his repair process from some club members who have been through this process in the past. We finished the event with lunch at the 54 street grill.

I want to thank Tom Kreyling for the hospitality and all the members who participated in this event, a great time was had by all.

I think Tom's frame storage method is ingenious!

d. Lone Star Regional by Joan Burnett

Once again the Texas Chapter did a wonderful job hosting the Lone Star Regional in Frisco, TX. They had a total of 86 cars registered. There were 69 Flight Cars, nine PV's, seven Sportsman and one Duntov Display. Congratulations to St. Louis members, Tom and Alisa Green who took a Top Flight with their Black 67 Coupe with a score 99.9%. Other St. Louis members in attendance were David & Mary Gulley, Mike Hanley, George Williams and myself.


Texas Chapter NCRS
LONE STAR REGIONAL