Articles about chapter events and the members present, technical subjects, and personal experiences that would be of interest to the Mid-Atlantic Chapter (MAC) membership are welcome for inclusion in the Signal Seeker. In addition classified advertisements may be submitted for inclusion as space permits. Email is the preferred means, but we have the ability to scan both text and pictures if you send them by mail.

**Signal Seeker Schedule**

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**Business Card Advertising**

Business cards must be no larger than 2-inches by 3.5 inches. Yearly Rates; MAC members: $20.00, non-members; $30.00

**Commercial Advertising**

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Member corvette related classified “Wanted and Parts for Sale” are free; however, they cannot be carried over to the next issue unless requested before the issue deadline.

**Advertising requests should be sent to:**

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K.C. Strawmyre at suestrawmyre@embarqmail.com

Cc: Signal Seeker editors at jocarpenter@comcast.net, or secarpenter@comcast.net
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Contact MAC Chairman, K.C. Strawmyre at suestrawmyre@embarqmail.com for more information * * *
Welcome New Members

For detailed contact information on new members, please email Reid at newcomb.reid@comcast.net

John Cawunder
Manns Choice, PA

John & Karen Cochener
Locust Grove, VA

Edward McCagh
Cresaptown, MD

We at MAC take great pride in welcoming our new members. Our chapter has been growing and striving to meet new challenges since 1982. Our members come from a variety of backgrounds, some with expertise on restorations, some with knowledge of Corvette history and some who just enjoy taking an occasional drive on a Sunday afternoon. Whatever your interests may be, please take some time to mark your calendar with our upcoming events and activities. As always, we look forward to seeing you and your family attending MAC events (your car or cars to be included of course). Should you have any membership questions, please call Reid Newcomb at (410) 742-3070, email: newcomb.reid@comcast.net or contact any MAC officer.

Chairman’s Message

K.C. Strawmyre

The Mid-Atlantic members out did themselves again with the National Convention. I want to thank everyone who had any part in the convention no matter how large or small a part, it was fantastic! I can’t express enough words to tell you how proud I was of our group. I received numerous comments from people and they were all good. It was so nice to see plenty of volunteers and to have everything go smoothly, THANK YOU! I can’t say it enough.

After that fantastic convention, I’m sure everyone had time to rest; it was nice to see some of you at Corvettes at Carlisle and our picnic. That is always a fun event, to just look at cars, buy or sell parts and just spend time visiting with people. This year the weather even cooperated.

Now that fall has arrived, it is time to think about our annual meeting. You should have received an email announcing the date, time and location. This is an important meeting; this is where our new officers are decided. The tech sessions and meeting are free so please mark your calendars and attend, this is your club and everyone has a voice.

This is my last year as chairman and I would like to thank everyone who has helped me and worked with me for the last couple of years. I hope everyone will help our new chairman and make this person feel comfortable in that position. This is a great group of people and I look forward to seeing you at future events.
MAC Hosts NCRS National in Hampton, VA

Scenes and sights at the NCRS National
Bill Kane’s “Duntov” Z06
by Bill Sangrey

The 2013 NCRS convention presented a unique display of ’63 Z06’s, many with racing history. But none are as unique as Bill Kane’s black-black small tank coupe.

Over the months preceding the Hampton convention MAC made many calls seeking to have as many Z06 samples on display as possible. Werner Miere put us on to former GM employee Bill Kane and his Z06.

I talked to Bill several times finding that we came from the same area (Washington DC, had attended the same college for a while (GWU), both in engineering and even attended the 1959 Marlboro SCCA race where the Bill Mitchell-owned “first Sting Ray” first appeared driven by the Flying Dentist (for those who do not know – Dr. Rick Thompson). It was red then, not silver as it was later as a concept and “show” car.

Bill transferred from GWU to the General Motors Institute where he became a GM Co-op student assigned to disc brake testing in the Duntov engineering group. In the spring of 1964 Zora told Bill, “You need to buy that car.” It was a small tank Z06 used for engine testing with only 1300 miles on the odometer. The catch is that the engine test group really “tested” the engines – the original engine was long gone. Bill bought that car – with a fresh 64 FI engine and trans in it. As he told me, “They just pulled a new engine off the shelf and installed it prior to the sale.”

Michigan was a non-title state at the time and since Bill has kept the car since that purchase he still has the MSO. And get this: that MSO bears Zora Duntov’s signature! As Werner says, “The paperwork is worth as much as the car.”

Bill had the car in Hampton for the “Year of 1963” display. If you missed it you missed a unique opportunity. Bill’s car may never be an NCRS “Duntov” car but it certainly is a “DUNTOV” 63 Z06.

And, oh, by the way, about those 2 bar knock offs: Bill went to work for Kelsy-Hayes shortly after GM. Thus the KO wheels. And, oh yes, another btw: another GM engineer installed a 4-speed Muncie with an overdrive unit in the car during November ’64 – Bill wanted more relaxed cruising and better fuel mileage.
The fourth event of the 2013 MAC calendar was a judging and technical session on June 22nd hosted by our good friends at Zip Products in Mechanicsville, VA and lead by MAC’s Southeastern Regional Representative, Page Campbell. Special thanks go out to David Walker and Justin Abbot of Zip Products for their generosity and hospitality. Zip Products graciously “picked up” our lunch “tab” and donated it to MAC’s 2013 charity of choice.

Special thanks also go out to Gary Terwilliger for bringing his gorgeous 4-Star Bowtie 1967 convertible for use during the judging session and to Bob Baird for trailering his C1 for “the real deal” technical discussion. There’s nothing like hands on!

Duane Ravenberg kicked off the session with a detailed briefing on plans for the imminent National Convention in Hampton Roads, VA. It was obvious that much work had to be done and any volunteers would be appreciated. We knew it would be a big deal and kudos to Duane, his wife Jane, and all the volunteers who stepped up and provided support for the concentrated effort to ensure the events came off well.

After we indulged in coffee and donuts, Bob Baird gave a presentation on C1 big brake and HD suspension parts. Bob brought with him a selection of parts and his C1 big brake chassis to show some of the options on the car.

Jerry Duffey was up next with a presentation on the differences in the 1963-1967 mid-year Powerglide transmissions. He also made a presentation about the backup light and neutral safety switches. An indepth article is included in this issue of Signal Seeker (see page 13).

Ken Hartzog and Page Campbell followed with changes
to the 1967 and 1968 Judging Guides. For members with those cars, it was interesting that the guides are always changing and that’s a good thing, but difficult if you have a ‘67 or ‘68.

We then had a wonderful lunch and great discussion with MAC friends. As many members say, “We came for the cars, and stayed for the people.”

After lunch Gary Terwilliger drove in his beautiful ‘67 for all members to look at. We used his car to explain the Judging Reference Manual’s Bowtie Judging process and how these cars are used to update the Judging Guides.

Page Campbell went over the top again in providing a fun-filled and valuable tech session. Again, thanks to David Walker for his continuing willingness to host MAC’s judging and technical training sessions.

MAC owns a collection of tools and literature, primarily unique to Corvette restoration and repair, for use by members. Generally these are special use tools needed one time during a restoration/repair project. If you have any suggestions for other unique tools that would make it possible to do your restoration task yourself, let me know and I can present your suggestion to the Board of Directors.
Measuring Clearance for Wheels & Tires
by Bob Baird

In the process of restoring my 1957 Corvette race car back to “as-raced” condition, I needed to put on wheels and tires that matched as best I could tell what was originally used. From photos and conversations with the drivers, I knew the car ran with seven-inch Torq Thrust wheels. As for the tires, they used whatever the Goodyear or Firestone guys had available at the track. Based on photographs, the tires for at least one race were Goodyear Blue Streaks, but given the expense of reproduction racing tires, I wanted to be sure they would fit before laying down the bucks.

To accomplish this, I discovered a clever little item that made my job easy: the Percy’s WheelRite Wheel and Tire Fitment Tool. The tool attaches to the hub and adjusts for the height and width of the rim. A wire is used to simulate the profile of the tires. Since my ’57 body was not on, I used my 1960 as the Guinea pig. It worked! Here’s how you can do it, too.

Adjust the WheelRite to the width and height of the desired wheel and attach it to the hub.

Bend the wire over an existing tire to obtain a rough initial shape.

After the initial bending of the wire, adjust it to match the tire tread (above) and profile (below) widths.

WheelRite wheel and tire fitment tool. Note the adjustments for both wheel height and rim width.

A jack must be used under the A-arm to carry the weight of the car on the spring so the same tire to wheel well distance as when driving is maintained. The other three tires should be on the ground.
Attach the wire to the WheelRite and slide it into the slots to the desired tire height off the rim. Turn the tire all the way to the left and right, rotate the hub, and check for clearance issues. The rear tire will likely not be a problem if the front fits, but this should also be checked just to be sure.

It fits!

A Special Year for John Yglesias and his ‘62

MAC member John Yglesias was among the honorees at the 2013 NCRS Gallery at Corvettes at Carlisle. His 1962 Fawn Beige convertible was selected for the exhibition. Photos courtesy of Tom and Kaye Bulluck.

The NCRS Gallery at Carlisle is an invitational of 21-22 cars hosted by the Delaware Valley Chapter. It is a collection of outstanding Corvettes as examples of the different judging categories. Kudos go to the owners of these cars for bringing them, and sometimes driving them, great distances just for your viewing pleasure. The Gallery shows fellow Corvette enthusiasts who attend Corvettes@Carlisle what NCRS is all about!

Above: John Yglesias (left) chats with Dave McLellan, chief engineer for Corvette from 1975 until 1992. McLellan is best known as the man behind the C4 Corvette.
Corvettes at Carlisle has come and gone for 2013.

This year was the 31st anniversary for the event and it was very well attended. Carlisle Productions claims there was a record number of over 5,000 Corvettes. More than half of the attendees were part of the Corvette America Fun Field. This year, Carlisle Productions created Early Bird Thursday which gave enthusiasts the opportunity to get a jump on the swap meet and car corral.

One of the biggest events was the unveiling of the 2014 C7 Corvette. At last count there were over a dozen C7s and GM hosted many free seminars. They even had several C7s to sit in.

Several historically important people were also in attendance including Peter Brock, Dave Mclellan, Wil Cooksey and Paul Korner. Mr. Cooksey once again melted the tires off a Corvette provided by Kerbeck Chevrolet. Mark Furman of Criswell Chevrolet in Gaithersburg, Maryland was also in attendance. He has personally sold over 3000 Corvettes during his 35 years in the automobile business.

Saturday saw a massive increase in Corvette attendance with cars entering all fairground gates for over four hours. There were so many cars that extra parking space needed to be provided for the first time. Chip’s Choice was an interesting display of ‘63’s and rightfully so, considering 2013 is the 60th anniversary of the Corvette.

The NCRS Gallery, hosted by the Delaware Valley Chapter, had many stunning examples of Corvette restorations. The Gallery’s primary purpose is to enable non-NCRS members to have a better understanding of the National Corvette Restorers Society, its goals and objectives. Each year the collection is made up of 22 Corvettes. Each Corvette represents one of the 17 NCRS Judging Classes, along with a Duntov Mark of Excellence Award® winner, a Mclellan Mark of Excellence Award® winner, an NCRS-Chevrolet Bowtie Award® recipient for Preservation Excellence, an American Heritage Award® recipient, and a Sportsman Award® Corvette. This 11th NCRS Gallery had many beautiful Corvettes including MAC member John Yglesias’s beautiful Fawn Beige 1962.

Lance Miller, the Carlisle event organizer was seen touring the fairgrounds and chatting with people.

Mike Hair coordinated MAC’s Hospitality Tent and, as usual, kept it running smoothly. The Hospitality Tent operates as a combination parts-for-sale location, watering hole, and socializing center.

Saturday night, MAC members enjoyed the 12th Valley Pride Restorations Annual Picnic at K.C.’s car barn (a.k.a. “The Old Potpourri Factory”) in Shippensburg, PA. This yearly event, hosted by K.C, Sue, Ellen, and Slick Strawmeyer, and Mike and Connie Hair always includes great food, great friends, and lively conversation. Like last year, this picnic was no exception. Actually, it’s a good thing this event only occurs once a year. If it happened more often many of us wouldn’t fit behind the steering wheels of our Corvettes! Donations were accepted at the picnic for local youth organizations and the NCRS Youth Activities Fund. I look forward to enjoying the event in August, 2014.

Whether dining indoors or out, the Valley Pride Restorations Annual Picnic at K.C.’s car barn in Shippensburg, PA, is the go-to event for MAC members during Corvettes at Carlisle.
Locating a Correct Aluminum Powerglide

By Jerry Duffey

A year-long search began when I decided to put a correct powerglide back into my 1964. Like many people, I thought any powerglide main case would suffice. This is true, unless you are looking for a particular year made from a certain plant, with a certain internal setup. The main cases are really the same, but there are small changes every few years. The changes that occurred on the exterior of the cases make it possible to identify them down to a year or two. Adding the previous information to the information about the different tails housings and transmission assembly date locations, it is possible to make an estimate of the date for the transmission.

Please note that racing played a huge role in changing the old powerglides. The racers were able to take out or replace the parts that they needed. The aluminum powerglide was very popular with racers before they started producing their own cases. The Corvette powerglide was different from other models because they had different dipsticks, vacuum modulator lines, neutral safety switches, linkages, and in some instances, tail housings. To find a Corvette powerglide you need to know what you are looking for.

There were two plants that produced the aluminum powerglides. Those two plants were located in Cleveland, Ohio and Toledo, Ohio. The following engines had powerglides that were all made at the Toledo plant: 327, 396, 409, and 427. All other engines below 327 had their transmission made at the Cleveland plant. Consequently all Corvette powerglides were produced in Toledo.

In 1962, Chevrolet began to build Corvettes with aluminum powerglides and continued to do so until the end of the 1967 production year. According to John Amgwert’s specification guide, a total of 15,208 aluminum powerglides were placed in Corvettes from 1962-1967.

The 1962 Corvette powerglide had a tail housing that was 11 ¼ inches long, compared to the passenger car tail housing, which was 9 inches long. The tail housing also had three mounting bosses for the floor shifter. The transmission case had two vents. One vent was located at the top of the case behind the bell housing. The second vent was located at the rear of the case in front of the tail housing. These vents are on bosses that are located on the right side of the case; they use metal baffles. The vents are important, because the changing configuration helps to identify the year. Keep in mind that there is no external cooling for a 1962 Corvette powerglide.

The patent numbers are located on the right side of the case, which can be used to identify some of the dates. The last patent number for a 1962 is: 2,865,227. Unfortunately, that is the same last number for 1963-1965.

Many of the early, original oil pans did not have drain plugs. I have two 1965 Toledo transmissions that lack drain plugs. It is believed that 1962-1964 transmissions did not have drain plugs, however, they did begin to appear in 1965-1967 models. Please note that this speculation requires further research.

The 1962 and other early aluminum powerglides both had front and rear oil pumps. The rear pump enabled the car to be push started and it increased the efficiency of the oiling system at cruising speeds. The rear pump models were used through the 1966 production year.

The 1963 powerglides were internally the same but there were a few external changes to identify it from a 1962 model. The tail housing was still 11 ¼ inches long but the mounting bosses for the floor shifter was increased from three to five. The back metal vent was removed leaving only the mounting boss, which is the main characteristic used to distinguish between 1962 and 1963 cases. The assembly date code was still located on the bottom of the oil pan. However, Toledo changed its plant code from “B” to “T” (Example Assembly Code: T59D), leaving the Cleveland plant to be identified with a “C.” The “C”
informs us that the powerglide probably had a 1.82:1 gears and did not have the heavy machined iron carrier. It would also have a slight difference in its input and output shafts. These powerglides were made for the lower horse power engines. (Photo 2)

Another important change to remember is the addition of a transmission oil cooler. This change, that Noland Adams has referenced, occurred midway through the 1963 production year. This cooling system would run through the 1967 production year.

On the other hand, the 1964 powerglides barely changed during the year. The patent numbers, tails, and assembly date codes are the same as 1963. One thing that did change from 1963 was the removal of a mounting boss for the rear vent, making it possible to tell the difference between a 1963 and 1964 case.

The 1962 and 1963 output shafts had 16 splines and were referred to as course splines. Though there is some disagreement as to whether the change from 16 to 27 splines on the output shaft took place in 1964 or 1965. The information that I have read states that it took place in 1964, while the part suppliers state that it took place in 1965. However, it is of little concern because it is a simple fix by changing the drive shaft front slip yoke.

The 1965 powerglide transmission has a main case that is identical to the 1964 case but there were other changes. The tail housing no longer had mounting bosses for the shifter. In 1965, Corvette changed its shifter mounting system to match the other Chevrolet models that bolted to the floor. Another change was the location of the stamped assembly date to the right hand side of the transmission oil pan, from the bottom center of the pan. (Photo 3)

In 1966 the only change was in the patent numbers. The last number now reads RE25,180. The assembly date location on the oil pan remained the same from 1965, making it possible to tell the difference between 1965 to 1966.

In 1967 they changed the assembly date stamp to TYMDD [T7E09]. They added the year and began representing the month with a letter. The stamping location remained the same. The patent numbers also remained the same as 1966. (Photos 4 and 5)

I have left the neutral safety switches till the end because they are a bit confusing to some. I’ll try not to add to that. All automatic transmissions have a type of switch that keeps it from being started in the drive gears but allows it to be started in park and neutral. A lot of states require that function to work properly for an inspection sticker. I have heard of some really strange rig-ups so that they could pass inspection or just for safety reasons.

Some of the original switches are really hard to find and can be very expensive. The 1962-64 are not being reproduced and have been out of production since the mid-1970’s. The 1962, 1963-64 and the 1964 with back-up lights are slightly different and the sale volume does not justify reproducing them.

Of the three switches, the 1964 with backup lights is the hardest to find and the most expensive. That was the first year the backup lights were offered but there were a few very late 1963s.

Lately there have been some rumors of people discovering switches from other vehicles that work on the 1964 powerglide with backup lights. Just change the plugs and, if you are really serious, the wire colors and you are good to go. Of course, the part numbers are incorrect.

As far as where the 1962-1964 and the 1965-1967 switch plugs in, it is really simple. The switch has two wires that will plug into the purple wire connectors that are located above the windshield wiper motor in the engine wiring harness. If the car does not have back up lights (1962-63 and some 1964) the two wires from the switch will be brown and a yellow wire with two black connectors. If the cars
have backup lights the wires from the switch will be purple with black connectors (1964-1967). They will also have two additional wires attached to the switch. These wires will be black with a pink stripe and one with a green stripe. They have a single black connector. The backup light wire connects to a single connector from the instrument panel harness at the point where the harness passes into the interior of the car. Four-speeds with backup lights will connect at the same location. (Photo 6)

There are two different mountings for the switches. The 1962-1964 will mount on the left side of the transmission on the bell housing, just above the inspection pan. The 1965-1967 will mount on the transmission shifter.

The following pictures are from the 1964 assembly manual. The first image shows the neutral safety switch wiring. The second image shows the wiring for a neutral safety with backup lights. (Photos 7 and 8)

I realize that a lot of people would not buy a powerglide car, but some are. Good four speed cars are getting harder to find and are a bit more expensive. Someday, you may find yourself wondering if that is the correct powerglide for that car and I think more of them are coming to a judging field near you. I hope that I have given you some helpful information, just in case you come across a powerglide.

Let me put this all together for you.

1962
• 2 metal baffles
• A tail housing with 3 shifter mounting bosses and 11 ¼ long
• Patent numbers that end with 2,865,227
• Assembly date stamped either on the case in front of the oil pan or on the bottom of the pan itself

1963
• One forward metal baffle
• Mounting boss for the rear baffle
• A tail housing with five shifter mounting bosses
• Patent numbers ending in 2,865,227
• Assembly date stamped on bottom of pan

1964
• One forward metal baffle
• No mounting bosses for the rear baffle
• The patent number, assembly date location, and tail housing the same as the 1963

1965
• The case is the same as the 1964
• No mounting bosses on the tail housing, location change of assembly date to right side of oil pan

1966
• Patent numbers changed to end with RE25,180

1967
• Changed assembly date stamping to reflect the year and to change the month to a letter
Member Rick Risser graciously hosted MAC members at his newly remodeled Chevy-Buick dealership in Palmyra, PA. Yes, this site is a distant one for many members but then again it is close to home for quite a few of the ever expanding membership. More than 20 attendees were there including several potential new members. The session was a great success with excellent presentations and refreshments (provided by Rick) enjoyed and greatly appreciated by all.

Tony Avedisian was in the lead-off position for the day and boy, did he get us off to a good start by hitting a home run. Tony talked for almost two hours and everyone was on the edge of their seats. Tony’s subject: his 1963 Z06 convertible. Believed by most to be one of three, Tony’s photos of the car and associated documentation were amazing. The car is in amazing original condition; black with saddle leather, with two tops and having fewer than 7,500 miles. The original owner was GM engineer Waino Husko who parked the car in his barn as a result of a few too many speeding tickets and an unsympathetic Michigan judge. Tony showed the convertible in Hampton and gave a similar presentation there as well as a presentation about original Z06 parts.

Frank Antonicelli followed up with a rerun of the fuel injection session he made at the NCRS National Convention in Hampton, VA. If you have an FI, Frank is the “go-to” guy; his knowledge of how these units work, how to fix troubles with them and the parts which are original to them is a tremendous resource. One comment Frank made regarding trouble resolution with the Rochester mechanical FI installed on 57 to 65 Corvettes was very interesting to me. It related to the fuel he recommends. Talk to Frank about it. I’ll not repeat it here but I am running the same fuel in my carbureted older high-compression engines with hugely satisfying results. And oh, BTW: all my small engines (mower, weed whacker, chain saw, leaf blower, etc.) are now on diet of 91 Octane E0 (no Ethanol) which I buy at a Gulf station in my area. Costs about $4/gal but solved the starting and repair problems I was experiencing. Another BTW: A friend of mine had a CAMII pump at his Exxon Station. Every two weeks the local EMS guys purchased 5 gallons of CAM II race fuel. He observed this for over 2 years. One day he asked them “Why are buying this $8/gallon race fuel?” Their answer: “For the Jaws of Life – we want it to start.” Enough said. Frank and I are using a slightly less expensive alternative to CAM II.

Gary Dukeman presented a photo story of his 300 HP, Saddle-Saddle 1964 Coupe restoration. Gary did virtually all the work on his car and has achieved the NCRS Duntov, Founders and Foltz Awards with it. Gary’s presentation covered many “frame off” restoration experiences including:

- Retaining original aspects he found when disassembling the car,
- Many “how to dos” when restoring individual pieces, and,
- Problems he encountered on assembly and how he overcame them.

Jim Hofferbert provided us all with many facts regarding the development and production of the C3 Corvette. Those attendees not familiar with the “Shark” vintage learned about the design changes which occurred and why, the background history of the transition from the C2 to the C3 and the whys of C3 production delays which result in the one year C2’67 “continuation” redesign which never was to be. (One can only imagine what would the Corvette world be like if the ’67 Corvette had never been!)

The day’s sessions were wrapped up by Steve Snyder’s follow-up to the “engine cc’ing” presentation he made at the earlier Shippensburg Tech Session. Steve repeated the demo of cc’ing a combustion chamber but this time he also cc’ed a cylinder. Steve covered the detailed steps involved in this process: how to seal the cylinder, how to measure the cylinder volume, and; how to determine head gasket volume — all of which enables you to know the actual compression ratio of your engine.
The first week in May this year four MAC members, Mike Hair, Paul Schry, Bill Herbaugh and Ron Wilson set off on a bicycle trip from Pittsburgh, PA to Cumberland, MD via the GAP (Great Allegheny Passage) bike trail covering 145 miles. The tour, which I called “The Tour d’Allegheny Passage” started with my son Lee dropping us off near Pittsburgh early Monday morning. When he left us we were on our own! Traveling along the Monongahela River, we passed many steel mills still in operation and criss-crossed railroad tracks via bridges just made for the bike path along the way. We planned on biking 25-30 miles a day, which is not a lot of miles; but you have to consider none of us are expert riders. The first stop was lunch in a town called Boston, PA where we needed a well-deserved food and refreshment stop. We all felt pretty good afterwards and headed for our first B&B stop in West Newton, PA. You see, when I set this up we were definitely not going to camp out but instead enjoy some wine, cheese and a hot breakfast every morning, with nice sleeping quarters that B&B’s have available. We left on the second day refreshed and ready to go heading to Connelsville, PA for the next stop. We did catch a little rain going into town but were able to get under cover and not get wet. The B&B here was a beautiful stop and as usual we relaxed and enjoyed the town’s hospitality. Day three took us to Ohiopyle, PA where we had to settle for a house but still had the comforts of home and again food, refreshments and relaxation. Fellow MAC member, Rich Brant came here to make sure we were all in good health and able to proceed, he found us all good to go with no obvious ailments. The next and last stay was near Rockwood, PA where we stayed at a B&B called Horizon View Farm. This place is the “coup de gras,” the “Taj Mahal” of B&B’s! We felt guilty staying there, what with wine, cheese, snacks, beer, water, home-made chili for dinner, and a big lounge with big screen TV. What else could we ask for? How about breakfast (which was to die for) with egg casserole, fruit cups, yogurt, juice, coffee and a great lady to serve our every need. Friday was the last day of our trip and the longest, we covered 45 miles into Cumberland.

Our trail followed some beautiful country usually along large rivers and parks passing through towns along the way as well. The elevation went from approximately 700 feet above sea level to 2300 feet at the eastern Continental Divide between Meyersday, PA and Frostburg, MD. We finished the day around 1:30 in Cumberland all pretty well exhausted but not dragging. Even though the last 23 miles was down hill it still required a lot of pumping effort to maintain approximately 15 mph to finish. As Bill Herbaugh’s picture attests, he was one happy biker. I know this story doesn’t really pertain to the Corvette Hobby NCRS projects but we did all have Corvette’s in our thoughts and even wore some NCRS/MAC attire along the way for conversation purposes when we stopped at the many evening restaurants and Pubs along the way.

We all are looking forward to finishing the trip to Washington, DC in the near future along the C&O Canal towpath trail at 184 miles, this may take another day to do but it is mostly downgrade not like our first trip. We all recommend doing this as it is in the spirit of being healthy and enjoying ourselves as well.
Last words...

The parking lots and judging fields at the 2013 National Convention were well supplied with both clever and plain-spoken bits of license plate declarations. Here are just a few...
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National Corvette Restorers Society
Membership Application 2013

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Inside: Scenes from the NCRS 2013 National Convention
The Year of the ‘63