



# SIGNAL SEEKER

Newsletter of the Mid-Atlantic Chapter NCRS

## National Corvette Museum Hall of Fame

Our own MAC Member, Mike McCagh, was recently inducted into the National Corvette Museum Hall of Fame. Each year the museum honors 4 individuals and Mike was nominated for the Corvette Enthusiast category. His life long passion for the hobby for the preservation and restoration of Corvettes was rightfully recognized for the museum and his friends and family are all so pleased that he was selected. Mike is one of the original members of NCRS and a former past president. He is also an NCRS Master judge and is probably most famously know for hosting the Labor Day at the Farm MAC events for many years. Many MAC members would likely agree that those were some of the most memorable Corvette gatherings that they have experienced. A veteran of many NCRS road tours, also made sure that everyone drinking beers with him in the parking lot knew the words to “Momma Hated Diesels” and “The Flag Decal Song.” In typical humble fashion he ended his acceptance speech with “Its Miller Time.”

Mike is a 2020 inductee but due to Covid restrictions the ceremony was postponed until April 23, 2021.

**Congratulations Mike!**



## Chairman's Message

By K.C. Strawmyre

Hello MAC Members, We just celebrated Memorial Day and that means it is unofficially summer, time to get our cars out! Looks like this summer season may get back to a somewhat normal time for everyone, our chapter has some fun events scheduled for the year. There is a MAC road tour on June 12 and the Sully Antique Car Show on June 20. Saturday July 10 is our Vettes for Vets event at our new charity, Serve our Willing Warriors, lets come out and support our veterans. You can find information on these and other events on the MAC website.

I would like to thank Reese Burgoyne for all his work and contributions over the years; he has retired as our Signal Seeker Editor and Membership Manager. Thank you for everything!! I would like to welcome Jim Erickson-Nepomuceno for volunteering to become our new membership manager. We are still looking for a volunteer to be our coordinator for the Signal Seeker. The job entails organizing the layout of the articles fed to them by our four regional directors. Anyone interested please contact me or Jim Moxley.

We had our first event at Lindsay Chevrolet in Front Royal Virginia and it was a great event. Thank you to Lindsay for hosting it! We had about 20 members attend and 3 cars to judge. Thanks to Jim Moxley and Patricia Kropac for organizing the event.

I look forward to getting out and seeing all the members, it has been a while since we have been able to drive our cars and socialize with each other. I hope everyone is able to get out this summer to our events and some of the national regional events scheduled.

See you Soon!  
KC Strawmyre

## The Amazon Smiles Charity Benefit Program

By Bill Sangrey, Secretary, NCRS Foundation Board

Most of you probably have an account with Amazon. Well.. if you don't your better half probably does and I'm sure others in your family do.

But did you know that through a very simple process Amazon will make a donation to your favorite charity equal to 0.5% of your purchase. It does not come out your pocket. Certainly, 0.5% is not a big percentage but it is a % of a potentially very large \$ amount when you understand the potential total.

You ask "How and why?" Its simple: sign up on [amazonsmiles.com](https://www.amazon.com/amazonsmiles) by creating an account there. I ask that you designate the NCRS Foundation to be the recipient of the donation made on your behalf by Amazon. Then make your future Amazon purchases buy signing into Amazon Smiles directly rather than Amazon itself.

You may ask "How does the NCRS Foundation use the funds?" Simple: to provide scholarships to members of NCRS members. Your donation through Amazon Smiles could benefit your daughter, son, grandson granddaughter or anyone else in your family who is eligible.

It's easy. Contact Bill Sangrey if you have any questions, 717-609-5973



## Mid-Atlantic Chapter 2021 Events Calendar

June 10-12	Heartland Regional	Cedar Rapids, IA
<b>June 12</b>	<b>MAC Road Tour</b>	White Post Restorations
<b>June 19 or 26 (TBD)</b>	<b>Tech Session/Judging School</b>	<b>TENTATIVE</b>
July 18-23	NCRS National Convention	Palm Springs, CA
August 20-22	IMSA Michelin GT Challenge	Virginia International Raceway Danville, VA
<b>August 26-28</b>	<b>Corvettes at Carlisle</b>	<b>Carlisle, PA</b>
<b>September 11</b>	<b>Tech Session/Judging School</b>	<b>ZIP Corvette, Richmond, VA</b>
<b>September 25 Harrisburg, PA</b>	<b>Tech Session/Judging School</b>	<b>Turner Chevrolet,</b>
September 30-Oct 4	Fall Carlisle	Carlisle, PA
October 7-9	AACA Fall	Hershey, PA
October 16	Rockville Antique and Classic Car Show Corvette Row	Rockville, MD
October 21-23	Texas Regional	Frisco, TX
<b>November 6</b>	<b>MAC Annual Membership Meeting (TBD)</b>	

## Lindsay Chevrolet Judging Event

On May 8<sup>th</sup>, MAC held their first Judging meet for 2021 at Lindsay Chevrolet in Front royal VA (formally Jack Evans Chevrolet). The attendance was strong with 22 attendees and 3 Flight cars (54, 96, 02). The 54 owned by Brian Whitehead , was a stunning example of that year and received a well deserved top flight award. We hope Brian will continue to bring more Corvettes from his collection. We had a unique opportunity to judge 2 late model Corvettes which were unrestored and incorporate the judging with a judging school. Tom and Kay Bulluck drove their 02 from Rocky Mount North Carolina and MK Tribbie drove his 96 from Fairfax Station VA. Both cars received Top Flight Awards.



A challenge was given to the judges on the 02 and 96 to look at the section they were judging first, identify areas that looked like they were not original to the car, and only refer to the judging manual as necessary. This process put emphasis on allowing the car to tell them it's story and refrain from reading each line of the judging manual as they judged. The goal was to gain confidence as a judge and to realize possible anomalies present during the

production process. One such example was a Z06 passenger side seat belt on the 02 and a base seat belt on the driver's side. Surprisingly enough, we also found examples of undocumented part numbers/descriptions in the manuals. For some, it was truly an eye opener that the Judging Manuals are truly a living document which will change as more knowledge is gleaned from seeing more examples of a given year. This event was a great start for the year while attempting to put COVID behind us. I would like to thank the car owners and judges for making this a fun event and I look forward to seeing folks again at our up coming fall meet.

Patricia Kropac  
MAC Judging Chairman

## Tech Talk: Fuel Pump Rebuild

By Mike McCagh

Most gas contains 10% ethanol that “imbibes” or softens various fuel pump diaphragms and valves. The AC 40083 fuel pump is common to 1963-65 327 special high performance engines. The pump has three sections:

- The TOP section contains the mount to the block as well as the pump’s cam mechanism and upper diaphragm.
- The MIDDLE section contains the inlet and outlet valves that provide the pump’s flow.
- The LOWER section contains the second diaphragm that seals the pump and allows expansion/compression needed for the valves to function.



AC 40083 pumps are assembled with slot-head screws and are easily rebuilt. The need to rebuild AC fuel pumps is becoming common. I buy the current replacement 40083 pump from NAPA type stores or online and use them as the source for the perishable items in original pumps. Whether or not these generic parts hold up better than the original parts is yet to be seen. I’m told that ethanol-resistant rebuild kits are available but since I had several NOS pumps on hand, I elected to use their guts for the rebuild of my original 40083 pumps. The trickiest reassembly task is attaching the diaphragm’s shaft to the lever in the pump’s upper third. Just remember to hold the upper section in its as-installed position, which allows for the lever to drop toward earth and lets you attach the diaphragm’s shaft to the lever.

The middle section holds the two valves (size of a quarter). The valves are pressed into sockets and then staked. I use a socket and hammer to remove the old valves and to insert the new valves (there are many types). Once you insert the new valves, verify that the valves are providing the correct inlet and outlet direction flow. Simply blow into each side of each valve to check that each valve is doing its job. On the check-side, the valve should be able to take the pressure exerted by your lungs. When you’re satisfied, you can then stake the pair of valves into the middle section body using a hammer and small chisel/punch or screwdriver. With staking, you are cutting into the side of the valve housing to produce a metal outcropping to hold the valve firmly in place.



## 2021 MAC Board of Directors

### Elected Officers

Chairman	K.C. Strawmyre
Vice Chairman	Jim Moxley
Treasurer	Mike Wadley
Secretary	Tom Doi
Judging Chair	Patricia Kropac

### Regional Directors

Northeastern	Gil Dickens
Southeastern	Jerry Duffey
Southwestern	Bob Baird
Northwestern	Ron Wilson

### Appointed Board Members

Membership Manager	Jim Erickson- Nepomuceno
Signal Seeker Editor	
Charitable Activities	Sue Strawmyre
Historian	
Nat'l Corvette Museum	Chuck Berge
NCRS Chapter Awards Prog	Don Hooper
Property Manager	Bob Baird
Technical Advisor	Mike McCagh
Website Manager	Wayne Welch



## MAC TOOLBOX

Bob Baird / (804) 368-8465 / envcons@comcast.net

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.

	Engine Stand - 2ea
	Hydraulic Engine Crane & Tilter - 2ea
	C1 / C2 Body Lifting Jig - 2ea
	Solid Axle Rebound Strap Riveting Tool
	Solid Axle Rear Spring Banding Tool
	Engine Start-Up "Dash Board" Box
	California Screamin' NCRS Racing DVD
	NCRS Training 5 DVD Set Judging 101, Ops, Matrix Training, Ref Manual, Paint & Fiberglass
	Coil Spring Compressor
	Mid-Year Trailing Arm Tools
	Radiator Stamp Kit "GM" "16 CT" "06A CG"

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## Tech Talk: C2 Electric Window Switch Harness

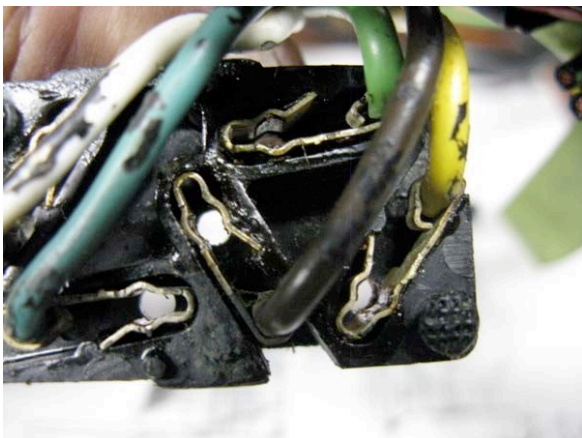
By Mike McCagh

I was preparing a fuel injected '65 for a Performance Verification (PV) test and found that the previous owner had improperly attached the power window switch harness to the main dash harness. When one wanted to lower the driver's side door glass, one had to use the rocker switch closest to the passenger AND this won't get you a successful PV as the proper way to lower the driver's glass is to pull back on the rocker switch closest to the driver's gluteus maximus.

The hateful and evil C2 power window switch harness plugs into the dash main harness then courses its way under the passenger-side front carpet and into the power window switch that is located beneath the shifter console. Removing the switch itself is a multi-step process: 1) remove the radio console side panels, 2) remove the fasteners that secure the shifter console cover to the floor-pan, 3) lift the console cover enough to gain access to the underside of the window switch and 4) remove the pair of pan Phillips-head screws that hold the switch to the console cover. Use the shortest screwdriver you have and consider using Allen-head fasteners when reinstalling.

Cut the Allen-head wrench to the size needed (about 2").

The major evil aspect of this harness is the way that the five wires on the switch end of the



power window harness are secured to the socket-connector. It takes very little pull on these wires for them to become detached from their terminal ends. I'm uncertain whether my harness is original or reproduction, but either way, once a wire leaves its plastic connector's plug, there is no room to re-crimp the wires in its terminal. Also, the plastic connector is put together with plastic rivets which would be destroyed if you attempt to disassemble the plastic plug.



After learning that the wires couldn't be crimped to their respective terminals, I elected to use a Kimball Midwest product, Ultra Bond Fusion Adhesive and Fusion Powder. I suspect the adhesive is chemically super glue and God knows the powder's ingredients. Anyway, I placed a drop on the wire/terminal junction then dropped a small amount of the





powder to the area containing the adhesive. It sets up immediately. I've used Ultra Bond on other applications and it's so tough you can drill and tap it. I used Ultra Bond product on all five wires/connectors and reassembled the harness to switch to console. windows will now pass PV. Fitting the switch, harness plug and harness itself requires a good bit of bending the harness as it leaves the floor-pan indentation that accommodates the whole assembly and herein is where the risk of pulling a wire from tits connector can happen.

Current reproduction harnesses use three pan-head self-tapping screws instead of the original style with the plastic rivets. This screw fastener feature allows for soldering the wires to their connectors or Ultra Bond can be utilized to secure the wires to their connectors.

## Send in Your Articles

You don't have to create a novel. An article for Signal Seeker is all it takes.

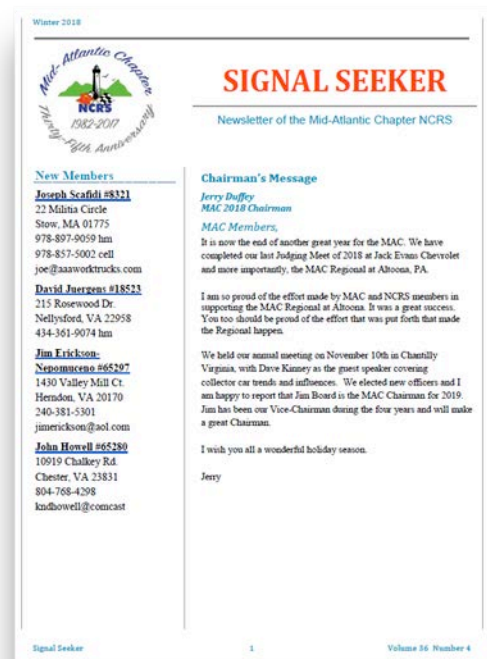
Few subjects are taboo. A short paragraph for "Tech Tips" or a "Did you know?" blurb works great.

Have you found a great road to drive or have you discovered what not to do when working on your restoration? Feel free to send a small article about a small project or a large article about a large project or even a large article about a small project!

Pictures are always welcome with stories. If you haven't got the time or desire to write an article, send an outline. I'll write the story and send it to you for your review & blessing and you get the byline and the credit

Remember, another MAC member is facing an issue like you did and your help will be appreciated more than you can imagine.

Your Signal Seeker Editor



Issue	Articles Due	Publish Date
Spring 2021	February 28 <sup>th</sup>	March 15 <sup>th</sup>
Summer 2021	May 31 <sup>st</sup>	June 15 <sup>th</sup>
Fall 2021	August 31 <sup>st</sup>	September 15 <sup>th</sup>
Winter 2021	November 30 <sup>th</sup>	December 15 <sup>th</sup>

**Don't forget that all issues of the *Signal Seeker* are available on our website:**  
<https://www.ncrsmac.org/Signal-Seeker>

How to Print Your NCRS Membership Card

- Log on to [www.NCRS.org](http://www.NCRS.org) with your User ID and Password
- At the top, select SERVICES and then Print Membership Card
- Select the PRINT button near the bottom of the screen

The card is best printed on card stock or on Avery 5361 laminated identification stock or equivalent. Your card is handy to have when you cannot remember your NCRS number to sign in at meets or judging events.

**NOTE** - The NCRS expiration date on your membership card gives you a reminder of when to renew your NCRS membership. Unlike your MAC membership that expires at the end of each year, your NCRS membership expires on the last day of the month in which you originally joined NCRS.

*Commercial Advertising*

**Business Card Advertising**

Business cards must be no larger than 2x3.5 inches

Yearly Rates:

MAC members: \$20/yearly

Non-members: \$30/yearly

**Commercial Advertising**

	<u>Yearly</u>	<u>Single</u>
Full page	\$250	\$65
Half page	\$140	\$35
1/4 page	\$75	\$20
1/16 page	\$50	\$15

Corvette related classified ads 'wanted' and 'parts for sale' are free for MAC members and \$10 for non-MAC NCRS members. These ads cannot be carried over to the next issue unless requested before the next issue deadline.

Free ads should be submitted directly to the coordinator,

K.C. Strawmyre

Email: [suestrawmyre@embarqmail.com](mailto:suestrawmyre@embarqmail.com)

## MAC Membership Application



### Mid-Atlantic Chapter, National Corvette Restorers Society Membership Application and Renewal for the 20\_\_ Year

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip +4: \_\_\_\_\_

Home Phone: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Alt/Cell: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

NCRS # (Required): \_\_\_\_\_ Email Address: \_\_\_\_\_ @ \_\_\_\_\_

Corvette Year(s) Currently Owned: \_\_\_\_\_

**\*If RENEWING or JOINING-full year (before 7/1), then Membership Dues are \$25.00**

NOTE: A member of MAC must first join and have an NCRS number.

Make your application/renewal online using the links below or complete and submit the above form and mail with your check.

**\*If JOINING-half year (after 6/30), then Membership Dues are \$15.00**

(Do NOT use the Chapter online service if you are joining for a half-year at \$15)

Make check payable to: Mid-Atlantic Chapter, NCRS

Mail form and check to: Mid-Atlantic Chapter, NCRS  
Jim Erickson-Nepomuceno

Join **NCRS** online at <https://www.ncrs.org> > Join > Membership > New NCRS Membership

Join the **Mid-Atlantic Chapter** online (after obtaining an NCRS Member Number) at <https://www.ncrs.org> > Services > Join an NCRS Chapter > Mid-Atlantic Chapter

Membership questions to Jim Erickson-Nepomuceno, 240-381-5301 cell, [jim@criticalpast.com](mailto:jim@criticalpast.com)

