



The Tailpipe

September 1991

Publication of the Texas Chapter of the NATIONAL CORVETTE RESTORERS SOCIETY

From the President

*John Smart, President,
Texas Chapter NCRS*

Summer is wrapping up but there is still plenty of Corvetting yet to do this year. We will have our annual business meeting in conjunction with the North Texas Corvette Round-Up at Wichita Falls on October 4th - 6th. The show will be held at the Ramada Inn, formerly the Hilton Inn.

Our Sunday afternoon get-together at Fender's Restaurant that was scheduled for July 28th was canceled due to rain so let's reschedule it. How about meeting on the 4th Sunday of each month at 2:00 pm for a little socializing? This doesn't have to be a concourse event. Just bring whatever you have! Fender's is located at 2231 W. Northwest Highway in Dallas.

On the National level, sources indicate the National Convention in Anaheim went well. Even though I haven't seen the specifics, I understand that while at the annual meeting, the National Board of Directors approved a major contribution to the National Corvette Museum located in Bowling Green, Kentucky. Surely we will have detailed information coming soon from the National organization.

Another item, from the National level is the election of Roy Sinor, of Broken Arrow, Oklahoma, as our Regional Director. My association with Roy has been positive and I'm sure he will be a productive director for our region. We also need to thank Roby Price for all of his efforts and achievements as our director. We have been very well represented.

For any members who may not be aware, I'm saddened to report the unexpected death of Rich Hagewood, a long-time NCRS member, Corvette enthusiast, Bloomington judge and all-around good guy. He will certainly be missed. Our condolences to his wife, Lee.

Tailpipe Schedule

We now have a schedule for the Tailpipe: the 1st week of January, March, June and September. Deadline for input: 15th of the preceding month. So mark your calendar and mail your articles and want ads (free to members) to Lee Hagewood, Newsletter Editor.

OFFICERS

**Texas Chapter
National Corvette Restorers
Society**

President

John Smart
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(817) 481-3921

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(512) 345-6319

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Bruce Knierim
4302 North Hills Drive
Austin, TX 78731
(512) 345-0608

Judging Chairman

Eddie Dolezal
2010 Wagon Gap
Houston, TX 77090
(713) 444-3257

Newsletter

Lee Hagewood
Rt. 1, Box 330
Springville, TN 38256
(901) 642-0782

Membership in the NCRS is open to persons interested in the restoration, preservation, and history of the Corvette produced by the Chevrolet Motor Division of General Motors Corporation from 1953 through 1977. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Texas Chapter of the NCRS is open to all members of the NCRS National Organization. Dues payable to the Texas Chapter are \$12 per year, and should be sent to Bruce Knierim, Treasurer, 4302 North Hills Drive, Austin, TX 78731.

National Corvette Restorers Society - Texas Chapter

Income Statement

For the Six Months Ending June 30, 1991

INCOME

Membership Dues (77 Members x 12)	924.00	
Tyler Meet Registration	1200.00	
Tyler Banquet Registration	1320.00	
Tyler Admissions	426.00	
TOTAL INCOME		\$3870.00

EXPENSES

Operating Expenses:		
Postage	58.00	
Federal Income Tax	35.00	
State Franchise Tax	68.00	
Bank Service Charges	18.00	
Newsletter Expenses	356.15	
Total Operating Expenses	535.15	
Tyler Meet Expenses:		
Convention Center	315.20	
Dash Plaques, Ribbons & Awards	183.06	
Judges Lunch	107.50	
Speaker Honorarium & Room	683.22	
Friday Night	486.55	
Banquet	1318.00	
Miscellaneous Meet Expense	394.68	
Total Tyler Expenses	3488.21	
TOTAL EXPENSES		\$4023.36
NET LOSS		(\$153.36)

Cash Reconciliation

For the Six Months Ending June 30, 1991

Cash Balance -- December 31, 1990		\$1961.75
+ Cash Receipts		
Membership Dues	924.00	
Tyler Meet Registration	1200.00	
Tyler Banquet Registration	1320.00	
Tyler Admissions	426.00	
Total Cash Receipts		\$3870.00
- Cash Disbursements		
Operating Expenses	535.15	
Meet Expenses	3488.31	
Total Cash Disbursements		\$4023.46
Cash Balance -- June 30, 1991		\$1808.29

Rich Hagewood

From Ken Naber

On July 5, 1991 we lost a very dear friend and Corvette enthusiast, Rich Hagewood. Rich was well known throughout the Corvette world for his exceptional NOS collection. He was known in NCRS for his easy going, cooperative, and dependable personality.

I first met Rich in 1983 when he and his wife, Lee, moved to Houston. Rich was working for Fireman's Fund and he had recently transferred from Tennessee where he and Lee grew up. Over the years Rich dropped by our business often. On some of these visits he came by to bring our part Lab, Ralph, bags of tennis balls. He had collected these especially for our dog and we all had many laughs watching Ralph as he tried to decide which of all those balls he was going to fetch first.

When Bloomington Gold decided to form number judging teams, Rich and I were chosen to judge 68 and 69 engine pads and trim tags. We were the same team for several years, including 1991. This year when we judged, it was just five days before his death.

Our Texas NCRS chapter will surely miss Rich. He was a super guy who was always ready to take on any job. His loyal participation helped make our chapter events run more smoothly.

Rich Hagewood will be missed by all.

More Judges Needed

From: Eddie Dolezal, Texas Chapter Judging Chairman

The list of judges at our 1991 meet was almost a duplicate of the 1990 roster. It seems like the same crew

always volunteers (or is drafted) every year. We need new faces for several reasons which I will list later.

New members may think they are not qualified to judge or may not know how to get involved. It's easy; simply volunteer! Assignments are based on experience. An inexperienced judge is teamed with a seasoned NCRS vet or can participate as an Observer Judge.

NCRS has developed a Judging Recognition Program to encourage, train, and give recognition to beginning and experienced NCRS judges. Upon application, judges are registered and ranked at an NCRS judging level based on experience points earned as determined by the national judging chairman. The application form used for judging registration of level advancement will appear from time to time in NCRS publications. Ten levels of advancement have been established based on a point system. Points are earned and accumulated based on the NCRS event in which one participates. More details on the program and point allocation, etc. appear in national NCRS publications.

NCRS recently initiated an Observer Judges Program whereby a member may obtain judging experience. On a volunteer basis, identified Observer Judges are placed with regular judging teams to observe the process. While not normally involved in the actual scoring, regular judges acknowledge and include the observer to a degree that fosters a transfer of knowledge and application. During the judging, Observer Judges may move from team to team to gain broader exposure to the entire process. Observer Judges can earn recognition points depending on the particular NCRS meet.

Why should you get involved? Lets start with knowledge. You will be amazed at how much you will learn

about the assembly of a Corvette from the judging manuals and working with experienced judges. Learn how judges easily detect NOS versus reproduction parts, stamped engine blocks, vehicle color changes, as well as correctness of components. Learn what judges look for and improve upon your car. Once you have participated as a judge, you will obtain a better understanding of your own car's score. Also, unless you have participated as a judge, it is unfair to criticize those who judge your car. You must judge to be judged!

Another reason for your involvement is simply that NCRS needs more experienced judges. At Tyler, only ten out of twenty-six car owners participated in judging. We need a larger participation level. The next two years will bring a challenge for NCRS judging. Most of the judging manuals are under going a major rewrite. New manuals should be available in 1992.

Also in 1992, the 1973 through 1977 model years will be judged. With the admittance of these cars to NCRS we should see a considerable membership increase and an increase in judging entries. These cars are affordable and many excellent original examples are being driven on the roads every day. The Judging manuals for these cars are currently being written and should be ready in 1992. This presents a challenge for all chapters. Who are the 73' through 77' experts? At this time there are probably not many! We will have to rely heavily on judging manuals and learn together.

I want to thank all those members who have helped in the judging over the years and encourage all new members who have had their cars judged at least one time to get involved. Your help and participation is needed and will be greatly appreciated!!!

Welcome New Members!

Bruce Baganz
1 Smithdale Estates
Houston, TX 77024-66

Richard Brodeur
2309 Claridge Circle
Plano, TX 75075

Tom Hahn
11411 Harwin Drive #1
Houston, TX 77072

Joseph A. Keifer, III
3305 Snidow Court
Plano, TX 75025

David McGuire
620 S. Kimball Avenue
Southlake, TX 76092

Cedric L. Pearson
2017 Pelican
McAllen, TX 78504

Joe Shea
7163 Blackwood Drive
Dallas, TX 75231

John Shuffler, Jr.
1134 N. Cottonwood
Richardson, TX 75080

Trading Post For Sale

(4) Original KH knock-offs, good condition, no hardware \$2000 OBO.
(1) 7.75 x 15 Firestone Deluxe Champion BW, excellent condition, \$575. (1) 7.75 x 15 Firestone Deluxe Champion, 1" ww, excellent condition, \$375. (2) #3660 Holley Carbs, date 722, \$350 pr OBO. John Smart (214) 230-0739 days only please.

The Tailpipe

c/o Lee Hagewood

Rt. 1, Box 330

Springville, Tennessee 38256

Freight Damaged Parts

From: *Eddie Dolezal*

I want to relate a story and hopefully save members from the same hassle. Many of us ship expensive parts across the country and use the same carrier. What happens if these parts get damaged?

I like original tires, so I put together a set of NOS F70 x 15 raised white letter Goodyears for my white 72' which you may have seen at Tyler. I purchased my last tire in January. It was shipped from Minneapolis by a person we will call John. John wanted \$600 but we settled on \$415. That was probably too much to pay, but I always get desperate on number five. He wanted cash in advance which (I guess) is not unusual. I've done this before and have yet to get burnt. I received the tire in January nicely wrapped in plastic, but the plastic had a torn spot. Unwrapping the tire, I couldn't believe it was just as John said; NOS, knobs on tread, stickers, markings, never on the ground, etc., but at the torn spot, there was a 2" diameter area of surface damage all the way to the white layer of rubber. It appeared as if it rested against something sharp in a truck and bounced all the way to Houston. It was structurally sound, only cosmetically damaged, but totally

unusable for my purposes.

I could spend days detailing happenings over the following six months, but I will list only the high points: 1. John had my cash, the shipper had the tire, I was out \$415. 2. John insured the tire for more than the sale price. 3. Even though the tire was insured for a stated amount, and John paid for the insurance, he had to provide proof of value!! 4. John finally settled with the carrier and me in July.

John's biggest problem was documenting value. The shipper called a local tire dealer and was told the tire was worth \$20, which to him, it probably was. After the shipper heard this, it was all uphill convincing him of any higher value. What if this had been a 775 x 15 original 67' redline worth over \$2000 or an original teak wheel? One could have problems establishing values to satisfy shippers.

I never worried about damage possibility until it happened to me. Believe it or not, shortly after I settled on my tire, a chapter member called me requesting help in establishing value on an original 61' radiator which had been crushed in shipping. He had the exact same scenario, insured but must provide the shipper with a value. As of this date, he does not have it resolved.

I don't know if this story has a moral. I know the six months and phone calls it took to settle were pure hell!! I would suggest not taking chances and overkill your packaging on delicate expensive items, insure for 15% more than the value to cover hassles if damage should occur and consider establishing and documenting values before shipping. Many of the parts we ship are almost non-replacable.

Well so much for my story. I'll keep you posted on the 61' radiator. Do you have any suggestions, comments, or experiences you wish to share regarding shipping? If so, write to Lee Hagewood and share your thoughts!

Upcoming Texas Events

October 4-6 Texas Chapter Meet at North Texas Corvette Roundup, Wichita Falls, TX at the Ramada Inn. Call (817) 691-4586 or (817) 692-6139 for information on Corvette Roundup.

Every 4th Sunday of each month at 2pm - Texas NCRS Get Together at Fender's Restaurant, 2231 W. Northwest Highway, Dallas.