

The **Talepipe**

April 1995

Publication of the Texas Chapter of the NATIONAL CORVETTE RESTORERS SOCIETY



Red/Red '64 Coupe restored and owned by Andy Matias

From the President,

Is it spring yet?! Not where I am. My '90 convertible is begging to be let out of cold storage. I thought by March 1st I'd have a few hundred miles on it, but as of this writing, I'm still watching the weather reports.

I hope you have all had a good winter. Sorry I missed seeing some of you at the Houston meet. Our annual ski trip overlapped this year.

I'm turning over the President's office to John Smart. John has given years of service to the Texas Chapter, and he's back for more. Thanks John!

I certainly appreciate the help and support that everyone has given me over the last three years. We have accomplished much. A permanent location for our meet, a change to a fall event, and even the successful handling of a Regional Event. I'm really sorry that the '95 event will not be a Regional Meet, but I'm certain we can regain Regional Status for '96 and beyond. There were just too many Regionals scheduled for this year, and we were the newcomers.

It has been great to have a lot of new faces actively participating at our events. We continue to welcome a broad spectrum of Corvette enthusiasts. I hope that we have shown that the Texas Chapter is more than just a bunch of trailered show cars and their nit-picking owners.

Please try to make the Dallas Picnic on May 7th. I'll see you there!

Brian Lee

Well, the results are in and the membership has designated me to be the President of the Texas Chapter again. It is quite an honor to have the confidence of such a great group of people. I will do my best to maintain your confidence in me.

Now is the time to thank Brian Lee for his efforts of the past 3 years. With the continued improvement in the quality of the organization, it's obvious Brian has done a great job.

Chuck Anderson, Sharon Anderson, Frank Tuttle, and Buddy Williams are returning in their respective positions of Vice-President, Finance Officer, Secretary and Newsletter Editor. For 1995 we have a new position of Event Chair that has been filled by a very qualified John Wedeking. At our event last October, John and his wife Marsha were responsible for practically all of the arrangements in Waco. We are very fortunate to have this extremely qualified and dedicated group of team players in these positions.

For 1995 we have several functions planned for the members. On May 7th we have a picnic planned at Joe Pool Lake. Then in July several Texas Chapter members are participating in the National Corvette Scenic Road Tour to Steamboat Springs, Colorado. In the fall we will have our annual chapter event in Waco. So keep in tune with our chapter and don't miss out on the fun!

John Smart

OFFICERS
Texas Chapter
National Corvette Restorers
Society

President

John Smart
1408 Waterford Ct.
DeSoto, TX 75115
(214) 230-0739

Vice President

Chuck Anderson
3909 Anewby Way
Ft. Worth, TX 76133
(817) 346-1120

Secretary

Frank Tuttle
11600 Santa Cruz
Austin, TX 78759
(512) 345-6319

Finance Officer

Sharon Anderson
3909 Anewby Way
Ft. Worth, TX 76133
(817) 346-1120

Judging Chairman

Tom Ames
105 Markhaven Dr.
Longview, TX 75601
(903) 663-2727

Events Chairman

John Wedeking
2213 Baker Lane
Waco, TX 76706
(817) 662-4883

Newsletter

Buddy Williams
4266 Cadiz
Ft. Worth, TX 76133
(817) 294-3648

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 \$18 per year, and should be sent to Sharon Anderson, Treasurer, 3909 Anewby Way, Ft. Worth, TX 76133.

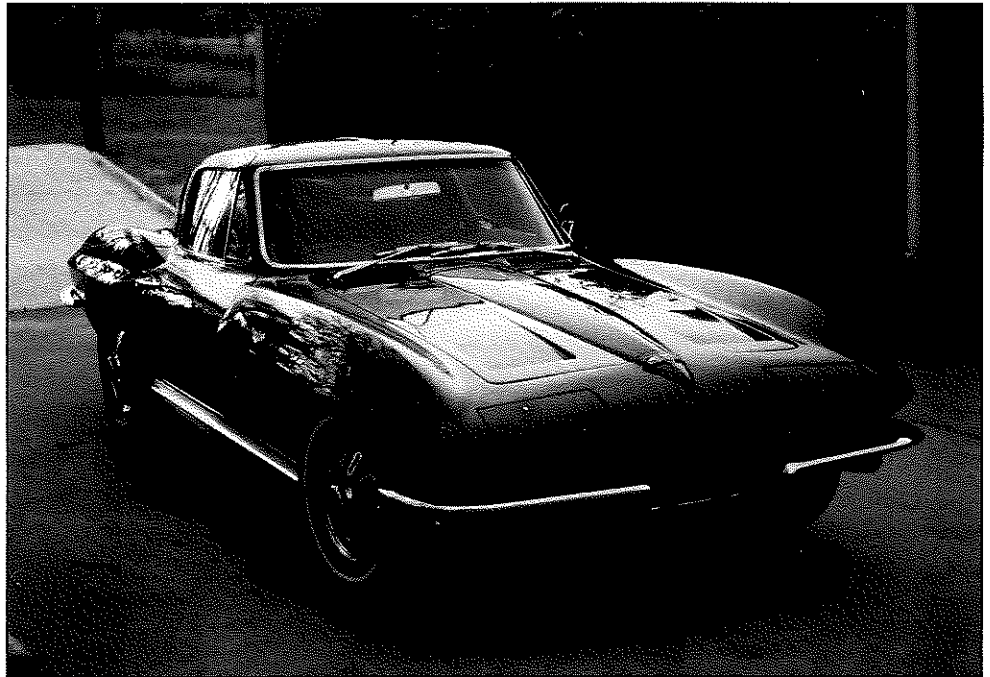


Feature Car - '64 Coupe

*Andy Matias,
Longview, Texas*

Owning a Corvette had always been a secret desire of mine as I watched them pass on the street and walked out of my way in parking lots to take a better look at them. I was still in the army when the '54's came out and attended college immediately after service, so I missed the advertising and vettes on the street during the early years. My first real exposure was the 1958. My supervisor in my first job out of college had a fuel injected convertible; I was hooked.

Priorities kept me from rushing out and buying one. I had married as I went into the service and by the time college was completed we had our 4th child on the way, and unfortunately my wife needed lots of costly medical attention. The mid years came and went but all I could do was look. In the late '80's with me in my late 50's, things came together and I began to realize owning an early corvette was within reach, but I recognized that almost all of them had been modified on purpose or through repair. I attended several meets as a spectator, talked to people, read a couple of books, and looked at several cars, and I still didn't know enough to make a top notch purchase. It seemed like I did everything wrong. The car I bought was a complete basket case. It was a '64 convertible which took me 2 years of spare time to assemble to the point where it was sellable or tradable. All I could guarantee was the parts on it were mid years, and the engine ran and sounded good. During the course of making repairs and learning how to work on the cars, I was directed to Tom Ames and spoke with him about the rebuild I was doing. One thing



led to another and he told me he had sold a 64 coupe to an employee who might sell. At this point I wanted to sell my car and replace it with a more original car. We met, discussed our intentions, negotiated a trade which would benefit both of us, and switched cars.

I regret not taking a lot of pictures but I was so engrossed in trying to find out what this car needed and working on it that pictures didn't mean much ! Mark Auran, the previous owner, hadn't done much to the car but he painted it and had a respectable paint job in place. This proved to be a problem. It was my intention to restore the car on it's frame, as a consequence, the paint was always in the way, getting nicked and scratched at every turn. I ended up touching up about 3 dozen spots and blending them. A bit of good fortune was that Mark had a quart of paint from the original mix. There are two or three minor repairs on the body which never got done because of the out of sequence paint job.

(continued next page)

There was a long list of incorrect parts which included the radiator, fan, fan clutch, alternator, voltage regulator, fuel pump, heater control valve, starter, master cylinder, surge tank, air filter, housing, windshield, wing window and one side window. Several pieces of shielding were missing and lot of what was left either didn't work or worked poorly. Anything original that could be repaired was, and was reinstalled. Some items have been purchased from other '64's and rebuilt. The car is mechanically sound, but some of the incorrect parts haven't been found and replaced, and some that have, need attention, which they will receive when I retire later this year. The car was run through our last meet at Waco for all of your criticism, all of which has been summarized in preparation for continued restoration.

The interior of this car needed considerable work. The headliner, seats and door panels are original, but they required so much cleaning that it might have been more economical to replace them. The dash was sun burned beyond restoring, therefore, it had to be recovered and the eyebrows were replaced. The car had water standing in it at some point because the carpets were completely rotted out. The seat rails were badly pitted and required leading to look right. The tunnel had been knocked out and had to be glassed back. It looks original today. The other tough job was replacing the rain gutters, which were rusted out, and this was done with the finish paint on the car. I leaded these in with a jewelers torch and a #1 tip. This was accomplished with only one paint burn. (By the way, the gutters took hours of tedious hand work.) Everything under the dash was repaired and some of these components are malfunctioning today; they will either have to be repaired or replaced.

My profession is metallurgical engineering and having never practiced body repair I was deficient on a lot of the needed skills. Most of these skills have been learned on my own by practicing, asking questions, and reading. There is a lot about these

cars that isn't in books and sometimes you don't have a neighbor who can come over and give direction, but you can do a respectable job on your own. The whole process will depend on your desire, patience, and practice. This particular car was originally purchased in Longview by a local contractor who was supposed to be the first owner. The car was always a driver but everyone who owned it only drove it occasionally. When it was transferred to my wife and I, the odometer showed 53,382 miles. It had been stored by Laney, the first owner, for 8 years. Tom Ames, second owner, put it in storage for 4 years and Mark Auran, kept it in his garage for 2 years. Since it took me 4 years of part time effort to put it on the road, the car had set idle for 18 of it's 30 years. It drives great, but it only gets out for exercise infrequently. I am leaving Texas this summer, my wife and I have met lot of nice people and have enjoyed the shows. We might bring it back someday, but I suspect most of the shows will be in the south east. I've learned a lot about these cars and owe all of you a big "THANK YOU".

Andy Matias

NOTE TO OWNERS OF SOLID AXLES

The Solid Axle Corvette Club (SACC) was formed this summer in order to bring together individuals that have a common interest in 1953-62 Corvettes. It was based on the remnants of the now defunct SACE. The founding principle behind SACC is to help you learn about and enjoy your old solid axle Corvette. SACC welcomes all 1953-62 Corvettes, from correct restored cars to customized or personalized cars. SACC promotes the sharing of solid axle information between members. To this end the Club publishes a quarterly magazine, "On Solid Ground", and holds an annual national convention. To join contact: SACC, P.P. Box 2288,

1995 ROAD TOUR

“Be Prepared”

By John Smart

In late 1981 I responded to an ad in a magazine that I recall as being *Vette Vues*. The ad was for an automobile club called the *National Corvette Restorers Society*. I had never been to an NCRS event or had even heard of the organization before then. So I join the club and the first publication I receive tells about a road tour to the 1982 National Convention in Oregon. So my mind starts wandering! I had always wanted to go to Oregon and points beyond, but the time never seemed available. So here's my chance! But the exciting part was the thought of driving my '66 coupe. You know, the '66 that I had never driven beyond the city limits.

So next I called the NCRS office and get this fellow on the phone named John Amgwert. He tells me there's another fanatic from Houston signed up to go across the country in an old Corvette. (fa-nat-ik n person marked or moved by excessive enthusiasm and intense uncritical devotion.)

To make a long story bearable, I met up with my unknown fellow fanatic and we join a whole bunch of other fanatics in Golden, Colorado. Then we traveled 3 more very memorable days through unbelievably beautiful country to Bend, Oregon. After spending a few fun days at the Convention and receiving a Top Flight Award, My wife and I traveled west to Portland and then down the coast highway to the Northern California Redwoods, Napa Valley, San Francisco, Yosemite National Park, Las Vegas, Nevada and home to Texas with no breakdowns! Amazing and LUCKY! That trip, all 5,500 miles, was the true Performance Verification.

For all of you contemplating the '95 Road Tour, it's time we discussed some tips to prepare your trusty Corvette for this excursion. Most of my thoughts are geared towards the earlier models but many items apply to late models as well.

All cars should carry some basic tools like wrenches, screw drivers, sockets, adjustable wrenches, knife, etc. Other supplies should include tape, wire, form-a-gasket, voltage meter, stop-leak, octane booster, brake fluid, oil, jumper cables, tow strap, fire extinguisher, and flares. You can use your spare tire tub to store some emergency parts such as carburetor kit, fuel pump, ignition parts, fan belts, hoses and hopefully a spare tire! Store smaller items in a zip-lock bag to protect from the elements.

One item that is a must for this trip is a C.B. radio. The advantage of being able to communicate with other members far outweighs the disadvantage of drilling the antenna hole in your rear deck.....Just kidding! Actually the C.B. is essential. It can prevent you from making a wrong turn or it can get you back with the group if you do make a wrong turn. It keeps you current on the jokes, too.

As for the antenna, I fabricated a simple bracket that attaches to a rear bumper bolt. The antenna cable runs under the car, through a drain plug in the storage compartment and between the seats where the C.B. sets. The power supply plugs into the cigarette lighter. Radio Shack makes a "test" antenna which is approximately 14" long and attaches directly to the back of the radio. I have used one of these before and it worked pretty well for cars in visual contact. Some members have used a portable hand-held C.B. Whatever you do, don't leave home without one.

Even though we've never had any problems, theft protection is another concern. Some people use full

(continued next page)

alarm systems while some use various other methods such as; Portable alarms, steering wheel locks, pedal locks, battery disconnects, chains and padlocks, etc. I have taken a lightweight car cover on previous road tours. My philosophy is that the thief/vandal at least doesn't know for sure what is under the cover. When there's a bright shiny Corvette setting there, it leaves no doubt there is a desirable auto potentially available.

Another item for consideration doesn't directly apply to the car but can affect your travels, and that is luggage. My experience has been better using soft luggage rather than the rigid, unyielding Samsonite. It just seems to fit better in the tight confines of a Corvette. Speaking of tight confines, when packing, think "small". Instead of taking a large economy size of everything, take a small size of the item if possible. One other item worthy of mention is the possibility of *motion sickness* in the twisty mountain roads. I recommend packing some

Dramamine. Most people aren't bothered but I've seen it happen.

Last but not least, check your car out very well before leaving. You don't want a trip delayed or ruined over some minor preventative maintenance item. Some typical items to check include coolant hoses, belts, fluid levels, tire balancing, u-joints, wheel bearings, wipers, brake system, etc. Speaking of brake systems, I have seen people experience brake failure in the higher altitudes while using silicone brake fluid so keep that in mind.

The Boy Scout motto "Be Prepared" definitely applies so lets get ready to have a great ride through the Rocky Mountains! See you there.

John Smart
1408 Waterford Ct.
DeSoto, Texas 75115
(214) 230-0739
(214) 230-6113 fax

TECH TIPS

If you have a solid axle Corvette with an original flasher you may find that the flasher operates too quickly. One potential fix is to switch the turn signal bulbs from the "1157's" currently supplied by GM and most after-market suppliers to the original "1034's" as called for in the owner's manual. The difference in resistance in the filaments of the light bulbs should correct the problem. *(Submitted by Chris Bondy).*



Eagle One Mag Wheel Cleaner (use the formula for "uncoated wheels") is a great rust remover for nuts, bolts and all chassis parts. Just soak for a few minutes or hours depending on the level of rust, then lightly hand brush with a fine wire brush to finish. They'll look like new and be ready for plating or paint. *(Reprinted from the Flag Bear, South East Chapter, June 1994).*



Does your car have scratches on plastic parts and dash lenses? Try applying toothpaste on a soft rag and rubbing on the scratches until they come out. Then clean off the residue using a soft rag and class cleaner. *(Reprinted from The Front Bumper - Northwest Chapter - July-August, 1994).*



PICNIC !!!

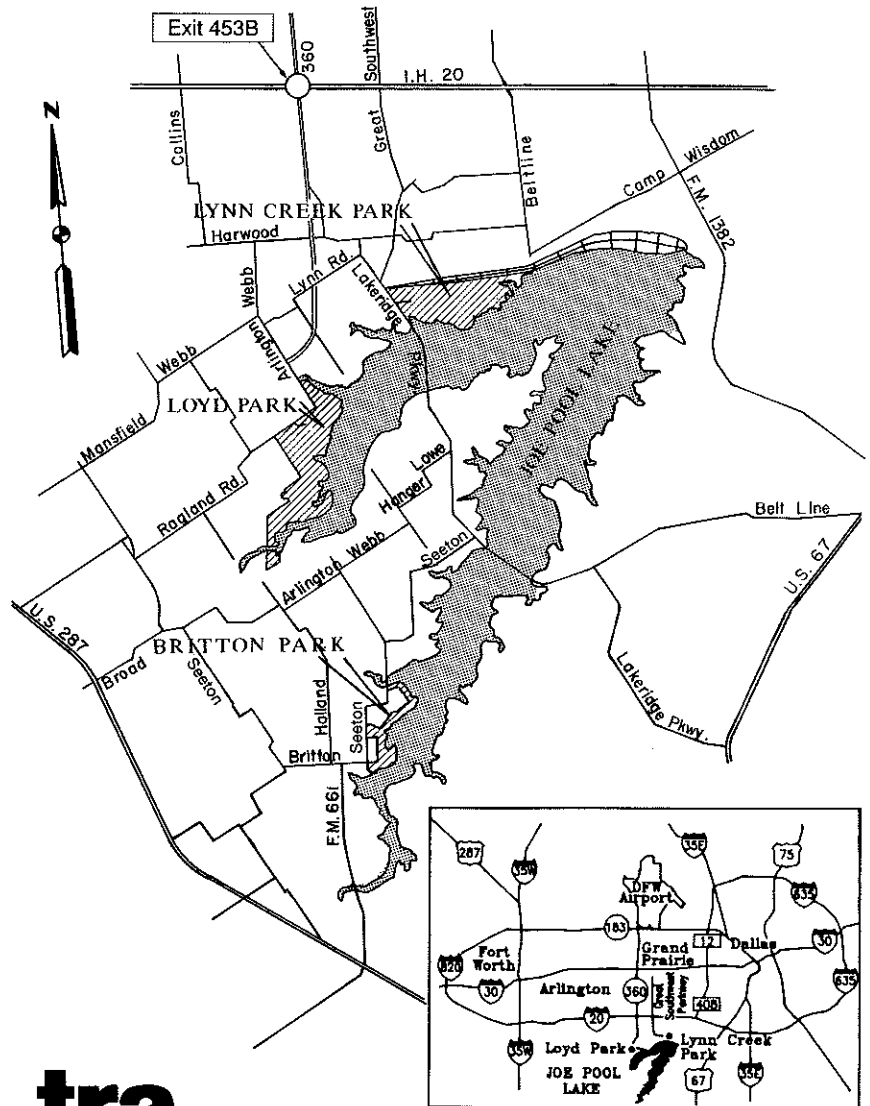
JOE POOL LAKE PARKS

Sunday, May 7th
Loyd Park at Joe Pool Lake

Dust off that Vette and join us for a nice Sunday afternoon picnic. Begins at 2:00, cost is \$6.00 per car. Members should bring "covered dish" picnic items for lunch at 3:00. We will group at picnic shelter No. 5 in Loyd Park. Joe Pool lake is just south of the Dallas, Fort Worth area. To get there, take Hwy 360 south of I-20. Turn left on Arlington-Webb. Go approximately 2 miles and turn left into the entrance of the park.

Contact:

John Smart
(214) 230-0739



Trinity River Authority of Texas

The Talepipe

c/o Buddy Williams
4266 Cadiz
Ft. Worth, TX 76133

LOCAL EVENTS

Entries being accepted now!
Call for info.

PRESENTS
BUY
D/DFW 3rd Annual CLASSIC WHEELS SHOW

Admission \$7; children under 12 free.
\$2 off admission w/this flyer
Doors open 10 a.m.

contact:
John Dycus,
(817) 277-2138

July 22-23, 1995 - The Major League Car Show at:
The Ballpark in Arlington

Fifty judging classes; 300 vehicles/100 vendors invited.

Also, thousands of collectible toys on display and for sale. Join us at the "Park!"

Handicapped Resource Association
"Independence through Ability and Opportunity"

Harold Key Endowment Fund

Handicapped logo used by permission of Texas Motor Works

SIXTH ANNUAL LONE STAR CORVETTE CLASSIC

Dallas, TX - August 11-13, 1995

- Will be held at the Harvey Hotel/Addison, 14315 Midway Road, Addison TX
- Trophy awards in eight classes of Street, Show, Custom, and Shine and Show
- Technical Seminar featuring Nolan Adams
- Swap Meet
- Fun filled weekend including Saturday "Casino Night"
- Sunday morning Corvette Fun Rally

Information: Lone Star Corvette Club
P.O. Box 867712
Plano, TX 75086
(214) 596-6530

Hotel - Event rate \$55.00
Reservations (214) 980-8877



PANORAMIC PHOTO SESSION SAT-SUN JULY 29-30, 1995

Corvettes and owners are invited to participate in a panoramic photo session along with the Confederate Air Force at the airport in San Marcos, Texas. the weekend event includes shopping, sightseeing, dinner-dance, raffle, breakfast, event coffee mug, awards, the panoramic photo, and the meeting with old friends and the making of new ones.

This is the continuation of the series that includes the USS Lexington in Corpus Christi last year, and the SR-71 "Blackbird" spy plane in San Antonio before. We are hoping for an award winning number of Corvettes. The preliminary count exceeds 150 cars from all over Texas and some from out of State (everyone is welcome).

The event is sponsored by the Longhorn Corvette Club and the Texas Corvette Association and all the proceeds go to the selected charity - Spina Bifida. Please watch for more details in various Corvette Club Newsletters.

Information: Larry Kolb (512) 392-4285
Robert Downs (210) 821-5385

TRADING POST

1963 Coupe, WANTED, prefer 300HP, 250/340 considered, 4-spd, correct #1 condition, Gold Certified, Top Flight a plus, market price, principals only. Contact Pat - 7081 Kingston Cove, Willis, TX 77378, PH. (409) 856-3921.

FOR SALE: CORVETTE PARTS - '69 alternator, # 1100859 date 9A2 - \$125; Carter carb 3721SB - \$150; '63 Coupe pinch welt caps - \$200; Buddy @ (817)294-3648.

'68 - '72 PARTS: 5 port w/wiper motor/washer assembly; \$150. pair B/B, LT-1 2 1/2" inlet aftermarket mufflers; \$50 ea. '71 horn relay (orig) \$30. W/wiper canister (70-72); \$60. '70 - '71 T.I. pulse amplfr., perfect; \$225. '69 - '74 Delco distr. cap w/logo; \$50. Very nice set of PO2s w/boxes; \$750 firm. Nice '70 - '72 dash map pocket blk.; \$20. '65 - '68 207 T.I. orig. coil; \$125. Robert W. Cook Corvette artists prints; \$85 plus ship. call days (214) 692-7226, Bob Cook