

December 1995

The Talepipe

Publication of the Texas Chapter of the NATIONAL CORVETTE RESTORERS SOCIETY



Participation was as good as ever at this year's Chapter Meet.

From the President,

John Smart
President, Texas Chapter NCRS

The Texas Chapter Members are amazing. Why? Because at a time of reported low turn-outs at other Chapter events, we just keep on having great shows, year after year. It is our enthusiastic members that make the Texas Chapter shows possible. If we just had the cars show up without the owners -- no people at all, just cars -- I would bet that nobody would come. The point I am trying to make is that our Chapter is based upon people first and the Corvette second. Congratulations to the Texas Chapter Members for pulling off the 1995 Waco event. Job well done!

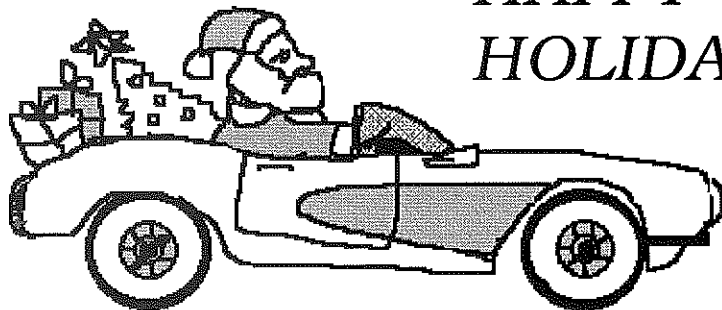
As you probably know, next year we are hosting another regional event in Waco. The dates are now confirmed for October 10 - 12. Watch for more details in the *Talepipe* and the *Driveline*.

For other news, I would like to personally thank everyone who attended our cook-out in September. Chuck Anderson was the gracious burger chef for the afternoon, feeding approximately 40 guests. If there is anyone from Houston or Austin that might be interested in organizing another social event, just let Buddy Williams know and the info will be published in the *Talepipe*.

The Texas Chapter now has Pete Harrell as the new Membership Chairman. Pete is from the Fort Worth area and is very excited about working with the Chapter in managing the very important part of our organization. Pete and his wife Pam also brought a nice 1975 to Waco for judging.

I would like to close with one more "Thanks" to all the members who have contributed to make 1995 another fun year in the Texas Chapter. Stay tuned for 1996!

HAPPY
HOLIDAYS !



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.

OFFICERS

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National Corvette Restorers
Society

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TEXAS CHAPTER ROAD TRIP 📄

For all of you interested in having a great time enjoying your friends, family and Corvettes, the Texas Chapter invites you to participate in an overnight roadtrip this spring to the beautiful Texas Hill Country. The destination is the historic town of Marble Falls, approximately 1 hour west of Austin.

On Saturday, April 20th, one group will depart the Dallas-Ft.Worth area and head south. There will be no interstate highway for us, just scenic backroads through Stephenville, San Saba, Llano, Burnet (the bluebonnet capital of Texas) and on to Marble Falls. Saturday night we will all have dinner together to conclude a fun day.

Sunday morning will be a scenic loop through more rolling hills and then more backroads for the trip home.

From the southeast corner of the state, John and Nancy Spence (713-558-5481) will be organizing a route from the Houston area. Another group will leave from the San Antonio/Austin area with Robert Downs organizing the route. Robert can be reached at (210) 821-5385.

A registration form is included below so sign up now! Lodging information will be forwarded upon receipt of registration.

Whatever you do, don't miss this opportunity for a **great** spring weekend. A good time is guaranteed - so prepare the Corvette for the trip and bring a C.B. radio if possible. See you there!

Mail to: John Smart (817) 379-0075
1577 Randol Mill Ave.
Roanoke, TX 76262

NAME: _____ COMPANION: _____
STREET: _____ PHONE #: _____
CITY: _____ STATE: _____ ZIP: _____

HOLD HARMLESS AGREEMENT

I agree to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration. I agree to assume risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, employees and chapters for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or others occurring during, or as a consequence of, this meet in Texas. **NOTE: Proof of insurance with vehicle V.I.N. must be presented with this registration.**

Signature: _____ Date: _____
Ins.Co.: _____ Policy Number: _____
Ins.Co. Phone #: _____ Expiration: _____

1995 Texas Chapter Meet

By Tom Ames
Judging Chairman

Our '94 Waco Regional was such a tremendous success, that I found myself a little concerned that just a Chapter meet might seem a little flat. I have been wrong before, and this year's Texas Chapter meet certainly proved me wrong again. It is definitely a positive sign when a Chapter is able to produce an ever improving event whether the meet carries a Regional or Chapter designation. No matter what we do they just seem to get better and better. I think this can only be a result of the quality of the people involved. Texas Chapter people just have a great time whenever they get together.

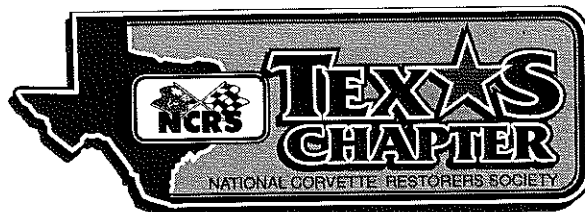


Judges inspect Pete Harrell's very nice original '75. All cars entered for judging received a flight award. See complete judging results on following page.

Our turnout this year was excellent with 22 judged cars and 3 displays. Out of the 22 judged, 10 of them were driven. A '57 belonging to Reed Merritt was driven 950 miles from Colorado. We had a Bowtie display car belonging to Roy Johnson of Clarksville Ark., and of course what would a Texas Chapter meet be without a Ladies choice car by Dave Ewan.

I want to thank everyone for all of their effort and participation. It is the people that make an event GREAT.

See you next year for another Waco Regional.



1995 TEXAS CHAPTER FLIGHT AWARDS

| | | | |
|--------------------------|---------------------|------|---------------|
| Reed Merritt | Golden, Co. | 1957 | Top Flight |
| Larry Mauldin | New Braunfels, Tx. | 1958 | Top Flight |
| Robert Downs | San Antonio, Tx. | 1959 | Top Flight |
| Jack Wilson | San Antonio, Tx. | 1959 | Top Flight |
| Kimble Howard | Tyler, Tx. | 1961 | Top Flight |
| H.B. Nutt | Wichita Falls, Tx. | 1962 | Top Flight |
| Chuck & Sharon Anderson | Ft. Worth, Tx. | 1963 | Second Flight |
| Thomas Murphy | Corpus Christi, Tx. | 1963 | Top Flight |
| Bernard Jensen | San Antonio, Tx. | 1964 | Second Flight |
| John Hatch | Austin, Tx. | 1964 | Top Flight |
| John Wedeking | Waco, Tx. | 1965 | Second Flight |
| Don Clark | Lucas, Tx. | 1966 | Top Flight |
| James Lewis | Ft. Worth, Tx. | 1966 | Second Flight |
| Mike Murnane | Grapevine, Tx. | 1966 | Second Flight |
| Richard Mynatt | Bells, Tx. | 1966 | Third Flight |
| Elmer & Annalee Schuster | Tucumcari, NM | 1966 | Top Flight |
| Don Brown | Houston, Tx. | 1967 | Top Flight |
| Noel Osborn | San Antonio, Tx. | 1967 | Top Flight |
| Ernest Sims | Corpus Christi, Tx. | 1967 | Top Flight |
| Mike Hargreaves | Rockwall, Tx. | 1971 | Third Flight |
| Carter Pirkle | Iowa Park, Tx. | 1971 | Top Flight |
| Pete Harrell | Weatherford, Tx. | 1975 | Second Flight |

FARTHEST TRAIERED

Ernest Sims Corpus Christi, Tx. 1967

FARTHEST DRIVEN

Reed Merritt Golden, Co. 1957

LADIES CHOICE

Dave Ewan Malvern, Pa. 1957

BOW TIE DISPLAY

Roy Johnson Clarksville, Az. 1960

Flack Jacket Required

*By Roy L. Sinor
NCR Vice President
1967 National Team Leader*

It has become apparent in the past few years that a few individuals are convinced the National Team Leaders are sadistic people. This is simply not true. I know no team leader who derives any kind of pleasure from telling the owner something about his car is incorrect, missing, or altered. In reality the Team Leader is involved in the serious calls and signs off on all full deducts because he is recognized as one of the most experienced judges present. I have never enjoyed telling an Owner that he has a Trim Tag that has been changed, a Motor that is not correct, Sidepipes that have been added, or Urethane paint. But I have had to; it is expected of me.

The judging process is such that the benefit of doubt should be exercised before a decision is made. Our NCRS Judging Standards are printed in the judging reference manual. As National Team Leaders we strive to process every car that has been or will be presented for flight judging exactly the same. As Team Leaders we strive to apply these standards to perfection. This goal may not be achievable by mortals regardless of their judging level.

Because of unscrupulous individuals, "Buyer Beware" should always be observed. Some individuals will do anything for the buck, and you might as well face facts. A red or black 1967 435HP Convertible will bring more money than almost any other color or motor in 67. There are actually cases in which 1963 base motor cars have become 1967 427 cars. If you buy one of these and meet a Team Leader on the judging field who informs you of what you have, remember that he volunteered his time to be there to help those people wishing to have their car flight judged. This is a part of the process of achieving the goal they desire, not to prove their car had sidepipes added, an incorrect trim tag, and incorrect motor, or a urethane paint job.

We are all members of the NCRS. The judging process is voluntary. Judges do not have to judge, and you do not have to present your car for judging. In some cases maybe you shouldn't. If your intent is to defraud the organization and receive a flight award which might help document your car as something it was not built as originally, please be advised there are Team Leaders who understand what "Flak Jacket Required" means.

They do not approach judging with the attitude that all cars are incorrect. However, in most cases they are capable of recognizing altered cars and do make the judging decisions that our standard requires. ■

SPRING TIME CLUTCH DISC WOES

By Jim Frakes

Long term storage of standard transmission Corvettes sometimes results in the clutch disc sticking to the flywheel. You'll know it right away once you start the engine, because the transmission won't go into any forward gear and will grind loudly when you try to shift into reverse! Don't get excited! There is an easy way to break the disc free of the flywheel. First raise the rear wheels off the ground by jacking up the rear end. Second, engage 1st gear, then start your engine. Push the clutch pedal to the floor, holding it there, and then spike the brake pedal. It may take an above idle RPM and spiking the brake pedal several time before you hear a "thump" signifying the clutch disc is now free.

(reprinted from Indiana Chapter NCRS Points & Plugs)

**NCRS Texas Chapter
Financial Reports**

| | | |
|------------------------------------|-----------------|-----------------|
| Cash 12/31/94 | | 2,248.85 |
| Revenue 1/1 - 3/31/95 | | |
| Dues | 1,730.50 | |
| Expense 1/1 - 3/31/95 | | |
| Dues to National | 150.00 | |
| Newsletter | 238.00 | |
| Picnic Permit | 40.00 | |
| Admin - bank fees, etc. | 21.71 | |
| | <u>449.71</u> | |
| Net income/(loss) | <u>1,280.79</u> | |
| Cash 3/31/95 | | 3,529.64 |
| Expense 4/01 - 6/30 | | |
| Newsletter | 191.99 | |
| Bank fees | 9.69 | |
| | <u>201.68</u> | |
| Cash 6/30/95 | | 3,327.96 |
| Revenue 7/01 - 11/10 | | |
| Dues | 402.00 | |
| Heart O'Texas meet | 5,238.50 | |
| | <u>5,640.50</u> | |
| Expense 7/01 - 11/10 | | |
| Newsletter & admin. | 817.24 | |
| Cookout | 58.79 | |
| Heart O'Texas | | |
| Waco Conv. Ctr. | 733.39 | |
| T shirts | 504.31 | |
| Concessions include judges lunch | 580.89 | |
| Advertising | 138.60 | |
| Security | 259.80 | |
| Banquet | 800.00 | |
| Door prizes | 83.00 | |
| Misc - judging matl, postage, etc. | 85.75 | |
| | <u>3,185.74</u> | |
| Heart O'Texas '96 deposit | 1,475.00 | |
| Cash 11/10/95 | | <u>3,431.69</u> |

A new Old Cleaning Marvel

By Walt Kopala

What are you currently using to clean light rust from steel, deterioration and age from Zinc, and tarnish off brass fittings? If the answer to the above question is three varying types of products, stop wearing yourself out and listen to this. The mag wheel cleaner we all used in the '60s and '70s contains an etching formula that will work on light rust, cad parts or brass. Today all of us use factory mag wheel cleaner because of the clear coat on wheels, but the next time you're at the store, pick up a bottle of Eagle One mag wheel cleaner with the etching formula. This is very prominent on the label. Also arm yourself with a small size toothbrush, wire and brass brush. You'll have to experiment at first, since timing is crucial in this cleaning process. For example, on a cad plated part, such as a gas cap, you will want to spray the item, let it foam, then start to brush carefully with a wire or brass brush, and finish by rinsing thoroughly with clean water.

You'll discover that when you use this cleaning product, you will sometimes avoid having to send parts out for replating. On slightly rusted parts, you may be able to avoid bead blasting. NOTE: If the rust scale is heavy, you can soak the part in this solution, and it will totally strip it.

For brass parts, such as small fittings on carburetors or fuel systems, soaking the fittings in a small container lid for an hour or two, followed by wire brushing, will make them bright as new.

This product is awesome and is a restorer's dream. However, remember to wear rubber gloves when you use this product, as the acid etching will burn your skin. Also, a well-ventilated area will avoid a caustic attack from the fumes of this product.

One last note, isolate this product and mark it very clearly so you or other family members don't inadvertently use this product to clean the aluminum wheels on your late model vehicle, as it will destroy the finish. (*reprinted from the 4/95 Classic Corvette News, the newsletter of the Kansas City NCRS Chapter*)

The Talepipe

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

Quality Newsletter printing and reproduction.

Courtesy of:

PATRICK F. BEDDOE
PAGER: 269-0265



B E D D O E
P R I N T I N G

2112 REGENCY · IRVING, TX 75062 · 214/554-0013 · FAX 554-1934

*FOR SALE: 1970 Coupe, 454,
auto, red/black int., rare optioned
4-wheel drive with snow plow and
lift kit. Great for car show or
tractor pull event.
Can be seen somewhere up north.*



TRADING POST

FOR SALE: 1969 CORVETTE COUPE, #S 727713, Silver/Black, 300 HP, Turbo 400, PS, AC, Protecto Plate, Service Records, Yellow Wiper Card. Worked with original owner. This Texas car came with smog system and was never taken off or disconnected. All mechanical restored 3500 miles ago. must sell, career change. \$12,500 OBO Terry (713) 358-1711, 1118 Lisa Ln. Kingwood, TX 77339

FOR SALE: 1966 Coupe, nice original white paint, saddle interior, numbers matching 327/300 HP engine, 4 spd., factory air, nice original 74,000 mile car, \$26,500. call James @ (817) 551-9333.

WANTED: Good woman with enclosed trailer and tow vehicle, should be able to help change motors, strip paint, run glass beader, cook, clean and sew. Please send picture of trailer and tow vehicle. Call Steve Ernst @ (817) 447-3100.

WANTED: Set of rally wheels, trim rings, and caps for 1975 Coupe. Need date code of Oct. 1974 or just prior. Contact Pete Harrell (817) 441-7767; 512 Kings Gate Rd., Weatherford, TX 76087.

FOR SALE: 1974 Coupe, L-48, auto, A/C, Power steering & brakes, Orange, black leather, original spare, 3rd owner, all owners papers, Second flight '93, performance verified '94, asking \$10,000, call David Anderson at (817) 763-8115 or 292-4051.