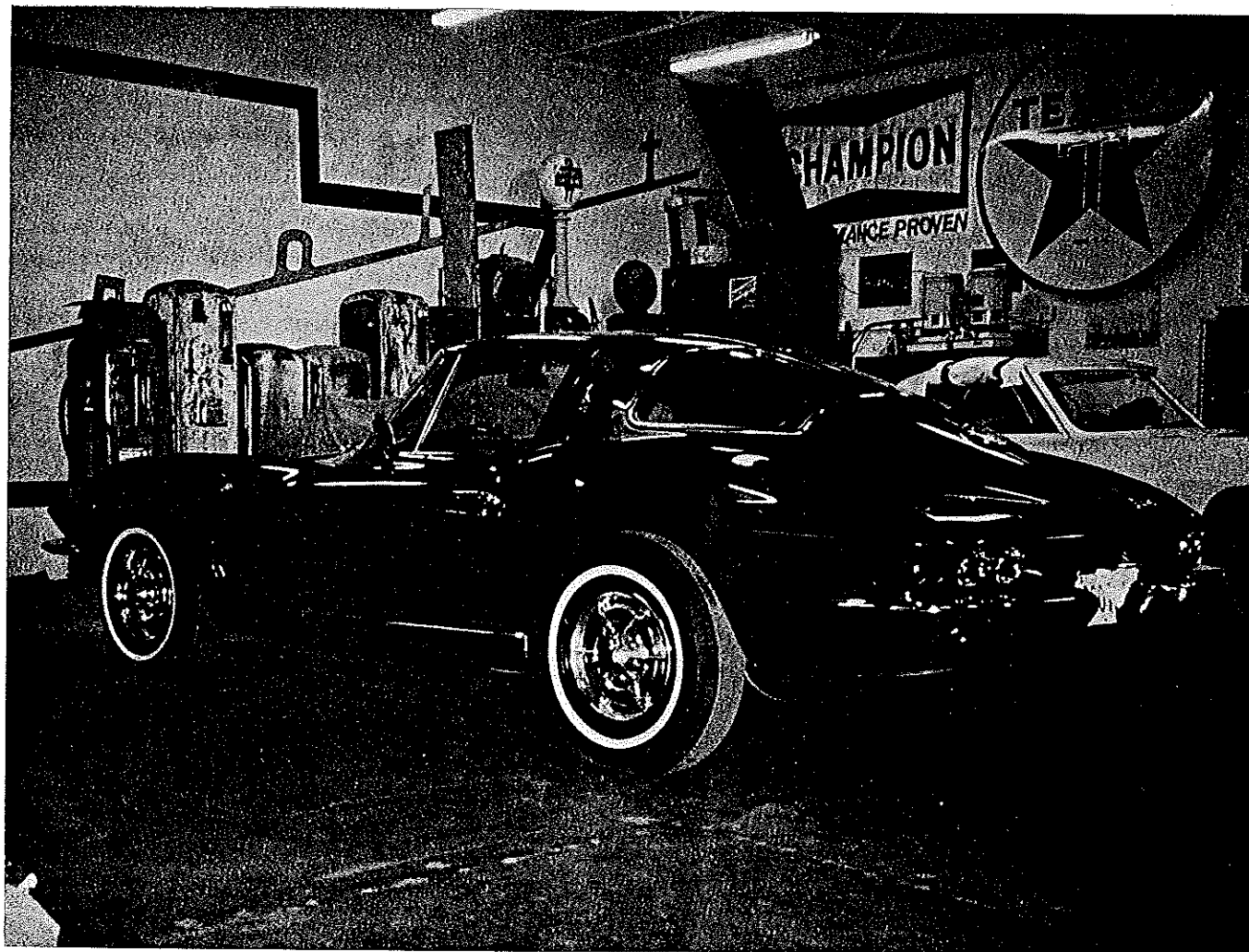




# THE TAVERNPIPE

PUBLICATION OF THE TEXAS CHAPTER OF THE NATIONAL CORVETTE RESTORER'S SOCIETY

Fall 1996



*Tom Murphy's "rare" optioned '63 Coupe*

*From the President,*

*John Smart  
President, Texas Chapter NCRS*

The Corvette hobby continues onward. There are definite occurrences, changes, peaks, valleys, and points of interest, but it still continues.

The area of judging definitely has continued to evolve; Our NCRS judging, assisted by new and improved manuals, has become much more proficient. Cars that achieved Top Flight status just a few short years ago probably wouldn't score as well today. The cars haven't necessarily changed, only the judging standard. Today, a Top Flight Award really adds credibility to a car.

A Bloomington Gold certificate, in my opinion, doesn't have the clout once associated with this award. While the NCRS standards have risen, the Bloomington Gold standards have suffered. The cause? It's hard to say but I believe the departure of Dave Burroughs has had a negative affect.

Considering these occurrences, it is an opportunity for the NCRS to assume and maintain a leadership position in this area of the Corvette hobby. I believe the status of the NCRS Top Flight Award has surpassed the Bloomington Gold Award. This undoubtedly is a credit to many NCRS members and officers who have worked as a team to improve the standard. The NCRS standard should be considered the "Industry Standard" of Corvette judging.

Another occurrence that everyone knows about is the death of Zora Duntov. Even though it's been years since Zora had direct influence into Corvette design and engineering, we still benefit from the fruits of his vision every time we enjoy our older Corvettes. Many people have credited the survival of the Corvette directly to Duntov's performance influence. Have you ever wondered what all of us would be doing if it weren't for Corvettes? Heck, we might be restoring Mustangs or Dodge Darts! Kinda scary huh?

Another very significant occurrence has yet to occur. It is the Texas Chapter Regional Event in Waco. Don't forget the dates are October 10th - 12th. Be there or be square!

**NOTICE!!!**

Two Texas Chapter NCRS officer positions will be open for the term beginning January 1997. Nominations for Judging Chairman and Treasurer are requested. Please submit names to John Smart no later than November 1,

*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 Pete Harrell, Membership Chairman, 512 Kings Gate, Weatherford, TX 76087.*

**OFFICERS**

**Texas Chapter  
National Corvette Restorers  
Society**

*President*

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

*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*

Brian Lee  
203 Turnberry Circle  
Mt. Pleasant, TX 75455  
(903) 572-5000

*Judging Chairman*

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

*Events Chairman*

John Wedeking  
213 Baker Ln.  
Waco, TX 76706  
(817) 662-4883

*Membership Chairman*

Pete Harrell  
512 Kings Gate  
Weatherford, TX 76087  
(817) 441-7767

*Newsletter*

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

## From the Events Chairman,

*John Wedeking*

The Texas Chapter of the NCRS will be hosting another Regional on October 10-12, at the Waco Convention Center.

The Convention Center is located 100 miles south of Dallas and 100 miles north of Austin, just off of I-35 in the Heart of Texas. This will be an indoor Regional event with air-conditioning, a covered walkway to the host hotel, the Hilton (phone #1-800-234-5244, FAX #817-752-2214), overlooking the Brazos River and the historic Suspension Bridge. There are limited rooms at the Hilton, so get your reservations in early! The cut-off date is September 23; the overflow hotel is the Quality Inn (phone #1-800-ASK-WACO, FAX #817-757-

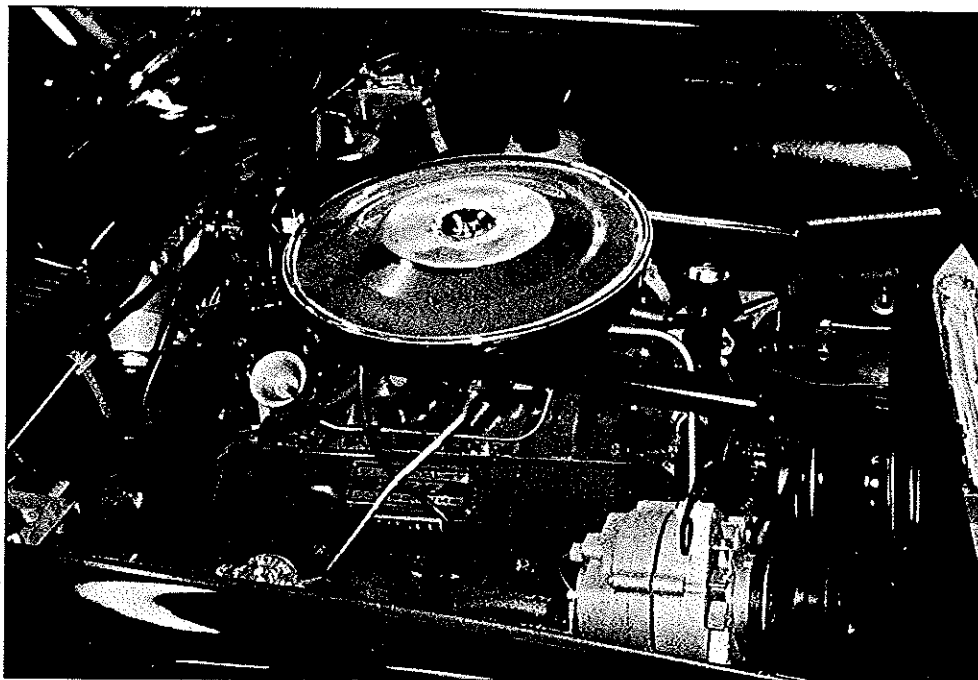
1110), with a cut -off date of September 6. Come join us for your Flight Judging, Performance Verification, and the fellowship of other NCRS members.

On Friday night there will be lots of good pizza and club fun. The Saturday lunch and the Saturday night banquet will be catered by Brian Lee, so expect some good eats!

There will also be a swap meet for those seeking "hard to find" parts or selling "not needed" parts. We are expecting a great turnout again this year, so mark your calendar and come to the Texas Regional and have a fun-filled weekend!

## Just say NO!!! To options....

Tom Murphy's red '63 Coupe, shown on the cover and to the right, is certainly a "rare" optioned Vette. "Rare" in this case means, according to the Webster's, is that the options are "uncommon, few and far between". This is the most bare boned, no frills optioned Corvette I have run across. It is 3-speed manual, 250 HP, no radio, no air, standard black interior, etc. Don't get me wrong, the car is absolutely beautiful, if not stunning. It's just your basic red '63 Coupe, no options thankyou!



Restored by Chuck and David Anderson, the car was awarded Top Flight at last year's Texas Chapter meet and will be back this year to attempt a regional award. We wish Tom luck, those '63 judges can be a real pain!

Like Tom's '63, we hope to see many other cars returning to the meet for a "Regional" Flight Award to accompany last year's award. Register now, don't miss the fun and cars.

## "LAST OF A GENERATION" CELEBRATION CAR SHOW

The Sam Houston Corvette Club, Inc. of the Woodlands, Texas sponsored the "Last of a Generation" Celebration at the Woodlands Country Club and Conference Center on the July 5-7 weekend. This is the newest Corvette club in Houston, and has over 300 members. It started only 3 years ago. The show was open to all years and models of Corvettes and Vipers (yes, they decided to include those other plastic cars). There was a car show on Saturday, and a road tour and drag racing at the Navasota Drag Raceway on Sunday.

There were over 60 cars displayed inside in the indoor tennis courts. Solid axles and mid-years were well represented. Outside there were another 100+ newer cars, mostly driven by owners from nearby. The feature car inside was the Mako Shark styling car brought from Detroit specifically for the show (along with GM's own engineer, who accompanied the car, and provided a lot of interesting commentary).



The Texas Chapter of NCRS was represented by five cars and won two "Best in Class" in popular voting. Jim and Patricia Van Devender brought a beautiful 1963 FI, dark (Daytona) blue with red interior; John and Nancy Spence brought their bright yellow 1973 454; Eddie Dolezal brought his stunning blue 1967 big block with a white stinger; Paul Zinser displayed his white 1972 air-conditioned big block; Robert and Mary Downs of San Antonio brought their turquoise sold axle. In an effort to provide information about our club, and possibly gain some new members, a table was set up with a banner with our Texas Chapter logo. Only time will tell if any new recruits actually join the club, but there was a lot of interest at the table throughout the day.

On Sunday, about 50 cars joined a road tour, which toured scenic Central Texas, and ended up at the Navasota Drag Raceway about 1:00pm in time to watch the Corvette/Viper Texas Shoot-out. About 25 brave car owners entered their Corvettes and Vipers in these bracket races, with the final two being one Corvette and one Viper. The Viper won, but it was a good race. Most of these drivers had not had much if any experience in drag racing their cars, but they all did well. It was great fun (in spite of the 100 degree heat with no shade) to watch these cars.

The accommodations were superior, and the club put on a very organized show, which included two dinners, with a guest speaker from Callaway Cars (Bill Prout, Director of Marketing). This was the first show of this size the club has attempted, and with the great turnout and fun that everyone had, they plan to make it an annual event. Next year maybe the Texas Chapter of NCRS can make an even bigger showing, and get more folks interested in learning more about their older cars.

*Nancy Spence*

### **Membership Report**

by **Pete Harrell**

I thought you might enjoy knowing a few statistics about the Texas Chapter. We are still compiling the roster and I hope to distribute it to all members by the end of the year.

Active members now: 147  
Active members last year: 126  
Number of cars owned by members: 218  
Years of cars in Texas Chapter: Every year from 1954 - 1982  
(Anybody got a '53? One of our members also owns a 1996 Grand Sport!)  
Most number of cars owned by a single member: 10  
Most popular year owned: Tell you next time

Don't forget to send me a change of address if you move. We'd like to be sure you get your Talepipe. Please tell your friends about the Chapter because word of mouth is our best form of advertising. If you need a membership application for someone, give me a call at (817) 441-7767.

## “Judges friend or foe”

*By: Tom Ames*

*Texas Chapter NCRS Judging Chairman*

At a recent judging meet I had the opportunity to walk around and listen to the exchange between owners and judges as they discussed judging sheets. As I listened, it reminded me of many of the same discussions I have taken part in, some enjoyable, some not. This experience caused me to stop and consider just what it is about this process that makes us continue to return time after time, or sometimes not at all.

We have all had experiences in judging that we have sincerely enjoyed. We have also had times when we have left thinking, “I will never put myself through this again.” Wherein lies the difference. Very often this difference stems not from lack of knowledge or experience on either side of the discussion but from an inability to communicate effectively. What can we do to be more effective and to insure that everyone has an opportunity to enjoy the experience?

Think about the phrases or comments that have caused you extreme irritation. Was it something like? “This is completely wrong” or “The thing that really bothers me about this is...”; or “Now on my car...”; or possibly “I have a real problem with...” How about, “I am not sure what this car is even doing here.”? (It’s TRUE, I heard it myself.)

Now, I know that all of us really “good” judges never do this. (Although I will have to admit to a degree of guilt personally.) Do any of us really enjoy being told we are wrong, or that we have done something wrong?

*(NCRS JUDGING REFERENCE MANUAL, pg. 26, item #14)*

*“Consider the feelings of the owner. Tact is equally important as your knowledge. This is a hobby meant to be enjoyed by all. It is **NOT** your task to criticize any owner, part or car judged. It **IS** your task to make the owner feel welcome, point out, note and make deductions for those areas which fall outside our Judging Standard and to encourage and enlighten the owner on how he may wish to improve his car.”*

We may talk about what is typical on a particular model or what normal factory production is. In doing this, we may sound slightly less confrontational. Do we as owners really care what “bothers” a particular judge or what problem he had with our car or even how something is on his car? We all take great pride in our cars whether right, wrong, or otherwise. The only purpose for owning them is for our personal enjoyment. We might consider how we would feel hearing the same comments about our own car.

On the other side, how do we feel when we hear “You really did a good job on...” or “This is an excellent original part”; or even “I have enjoyed judging your car. You have done a beautiful job.”

*(NCRS JUDGING REFERENCE MANUAL, pg. 27, item #34)*

*“As you judge each car, you will have hundreds of opportunities to find fault which will be pointed out to the owner. Try to balance that with an occasional compliment when you find something well done.”*

## **“Judges friend or foe” (cont’)**

We do not have to agree with his interpretation of the proper amount of over-spray on his exhaust manifold, in order to appreciate the time and effort put into his restoration. We all enjoy hearing about the things done right on our cars. One comment like this tends to erase a whole lot of hurt feelings about deductions that we do not necessarily agree with.

*(NCRS JUDGING REFERENCE MANUAL, pg. 27, item #19)*

*“Should a judging controversy arise, politely and quietly try to resolve the matter. Failing that, refer the issue to your team leader. On-the-field arguments are not part of defining a successful judge.”*

As you judge, make it a personal challenge to keep your cool, remain positive, be courteous and polite, open minded and always professional. Judges need to be aware they are always under scrutiny. People are looking up to us to be knowledgeable and courteous. It only takes one bad apple to damage the image of all NCRS judges. Judges need to project confidence and respect. (There is a fine line between confidence and arrogance.)

NCRS members have spent a tremendous amount of time and effort to put together a reference manual to help us deal with the judging process. Some of us tend to use the years of wisdom found in the manual. On occasion, however, we tend to pass it over in favor of our own methods.

What exactly are some of these bits of wisdom passed on from the great aged ones at NCRS?

*(NCRS JUDGING REFERENCE MANUAL, Judging Standard)*

*“Cars are to be judged to the standard of vehicle appearance, and as equipped, at the time and point of final assembly by the Chevrolet Motor Division of General Motors Corporation. Presentation for judging is to be in the condition normally associated with that of a Corvette which has undergone the then-current standard Chevrolet Dealer New Car Preparation for delivery to a purchaser, exclusive of any dealer or purchaser inspired additions, deletions or changes. “*

If the judged car appears in any way different from this it is our job to kindly point this out in an effort to help the owner bring his car closet to that standard if he wishes.

*(NCRS JUDGES REFERENCE MANUAL, Score Sheet Review, pg. 4)*

*“Following judging by each team, the judges will briefly review the score sheets with the owner.”  
“The purpose of this review is to point out deduction made and answer any questions the owner may have regarding those deductions or possible improvement of his car.”*

## “Judges friend or foe” (cont’)

*(NCRS JUDGING REFERENCE MANUAL, Judging controversies, pg. 6)*

*“.....Should a judging controversy arise, it is briefly discussed between the owner and judges, during the score sheet review process. The judges would listen to the owner’s concerns and attempt to politely and precisely explain the reasons for the judgment in question, keeping in mind the owner may have a legitimate point that should be considered. Should the owner feel his concerns have not been given adequate explanation or remedy after the above process, he may request the judges contact the Team Leader. The judges and Team Leader will first discuss the issue and inspect the item. Following that, the owner may explain his viewpoint and, after consultation and consensus with his judges, the Team Leader will politely explain the decision to the owner and that decision will stand unless the owner then requests a further determination involving the Meet Judging Chairman.”*

*“The Judges, Team Leader, and Meet Judging Chairman will then discuss the issue, inspect the item in question if necessary, and after consultation and consensus, the Meet Judging Chairman shall make a determination which will be final for any Chapter Meet...”*

Solomon once said, *“Wisdom is found in a multitude of counsel.”* (I am sure it was during a National Chariot Restorers Society meet.)

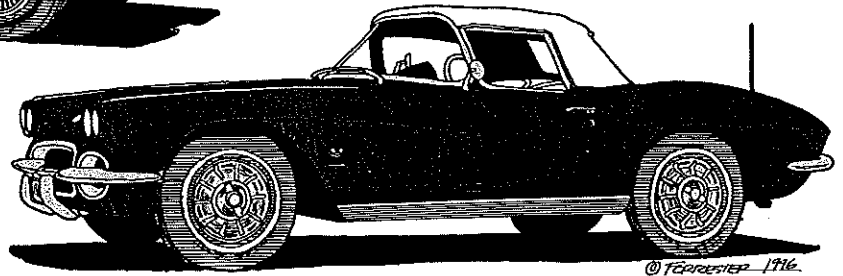
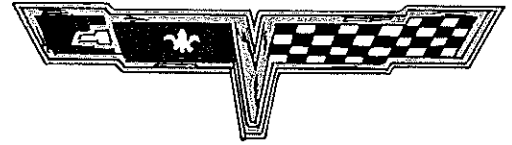
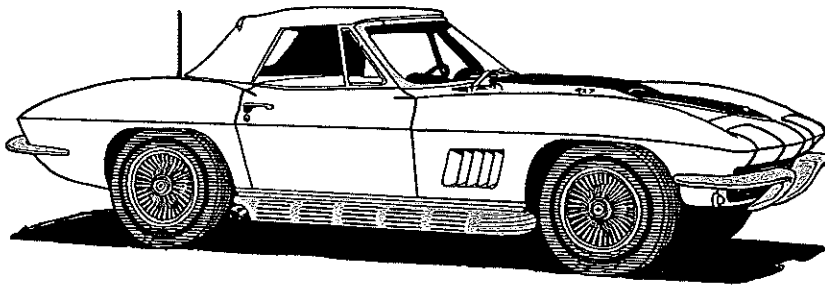
*(NCRS JUDGING REFERENCE MANUAL, Behavior, pg. 6, item #27)*

*“During the judging process, undesirable behavior by any member that threatens the intended friendly, family, hobby atmosphere of NCRS will not be tolerated.”*

Be sure to notice the “intended friendly, family, hobby atmosphere.” It is important that as judges and owners alike we insure the preservation of this “atmosphere” in any way we can. We are all here to have a good time and to learn from each other.

Finally, take time to study (several times) the standard deduction guidelines. You will find sections dealing with reproduction parts, service replacements, factory recalls, stainless steel replacements, etc. If you are familiar with these guidelines, you will find the judging process much easier and the owners dialogue much less intimidating.

To project confidence and professionalism, we do not have to have all the answers; we just need to know where to go to find them.



© FORRESTER 1976

Quality Newsletter and reproduction.

Courtesy of:

## TRADING POST

FOR SALE: New Eckler's hood for '55 Vette (\$395) or trade for '54 instruments, clock or radio; can anyone recommend a good painter in the Dallas/Ft. Worth area to do a top flight job on the exterior of a '54 Vette; call Charles, (214) 240-6004 (Home); (214) 939-4505 (Work).

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.

WANTED: 58-62 restored #1 condition. Prefer both tops. No red exterior. Call Pat (409) 856-3921, TX.

PARTS FOR SALE: Pair #840 big block heads for '67 435 HP \$800<sup>00</sup>; (1) '65 seat, good core \$200<sup>00</sup>; (1) #858 bare head, oversize valves \$300<sup>00</sup>; '63 distributor #1111024 dated 2L1, restored, \$300<sup>00</sup>; '65 T.I. Distributor #1111088 dated 4G20, restored, \$350<sup>00</sup>; set big block 3/8" dimple rods #175<sup>00</sup>. John Smart (817) 370-0075.

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

As you may have noticed, a change in our newsletter has occurred which includes incorporation of our chapter logo, Corvette designs and colors! Deserving of recognition are John Smart and well known Corvette artist, Dana Forrester, who together were the creative forces behind this new layout along with Pat Beddoe who made it turn to print. Can't thank them enough for their efforts. It turned out great!