

THE TALEPIPE

PUBLICATION OF THE TEXAS CHAPTER OF THE NATIONAL CORVETTE RESTORER'S SOCIETY
3rd QUARTER DECEMBER 2008 ISSUE



**LONE STAR REGIONAL
WACO, TEXAS**

PRESIDENT'S MESSAGE

By Charlie Cadenhead — President, Texas Chapter, NCRS

Thanks to all of you who helped with the Lone Star Regional in Waco, either as a participant or worker. We had a successful event that was enjoyed by over 300 registered attendees from 32 States.

At the Annual General Meeting held in Waco, the membership elected David King as Judging Chairman replacing Bob Demmel who after 11 years as a Texas Chapter Officer chose not to stand for re-election. Thank you Bob for your service to the Texas Chapter and thanks also to David for stepping up. The membership also appointed Phil Pitalo as the Dallas/Ft. Worth Area Representative as the replacement for Ken Smith who retired after a long term in that position. We appreciate the service that Ken has provided to the Chapter and we look forward to working with Phil.

The Silent Auction conducted at the Regional raised \$1,455 for charity. These funds will be donated to Happy Hill Farm Academy and Home in Granbury. Thanks to the folks that helped make the Silent Auction a success.

There is an effort underway to raise funds within the NCRS chapters to purchase a memorial bench at the National Corvette Museum in memory of Marvin Burnett, the '73 - '77 National Team Leader who recently passed away. Tony Salter is spearheading this effort. The Texas Chapter was the first to make a donation and a check was presented to Tony at the Awards Banquet in Waco on behalf of all Texas Chapter members. Funds raised that are in excess of the cost of the memorial will be donated to the NCRS Foundation.

We are currently working on obtaining an alternate site for the 2009 Lone Star Regional. The Waco Convention Center will soon begin a renovation program that will possibly result in construction continuing at the site through the dates of our event, 15 - 17 October. The Texas Chapter Board believes it best to not take a chance on mixing construction work with Corvettes and has been looking at other venues. Once we work this out, an announcement regarding the change of venue and possibly a change of dates will be issued. If it is necessary that the date be changed, it will likely be within a week either way of the original date.

We need current E-mail addresses for numerous Texas Chapter members. We have members whose E-mail address has changed for whatever reason and this information has not been updated in Chapter membership records. Members whose addresses are incorrect will be contacted by phone. To keep our records current, please let Bill King, our Membership Chairman, know when any of your personal information changes. Bill can be contacted at bfking@cablelynx.com.

Stay tuned for further news!

Please Confirm Your E-mail by Sending an E-Mail to:

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Membership in the NCRS is open to persons interested in the restoration, preservation, history and enjoyment of Corvettes produced by the Chevrolet Motor Division of General Motors Corporation. NCRS is not affiliated with Chevrolet or General Motors. NCRS registered marks used in "*The Talepipe*" are NCRS Founders Award®, NCRS Master Judge Award®, NCRS Performance Verification Award®, NCRS Flight Award®, and NCRS Sportsman Award® are registered with the United States Department of Commerce and Trademark Office. The NCRS American Heritage AwardSM application is pending.

Membership in the Texas Chapter of the NCRS is open to all members of the NCRS National Organization. Dues of the Texas Chapter are \$20 per year, payable to the Membership Chairman of the Texas Chapter NCRS

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SECRETARY'S REPORT

Bill Usher, Secretary

MINUTES OF THE OCTOBER 23rd, 2008 MEETING OF THE TEXAS CHAPTER, NATIONAL CORVETTE RESTORER'S SOCIETY (NCRS)

TIME & PLACE:

The Texas Chapter, NCRS held its regular fall meeting in the Waco convention center on Thursday, October 23th, 2008, concurrent with the Lone Star Regional meet in Waco, Texas.

This official meeting was open to all members.

QUORUM:

Officers present were: Charlie Cadenhead, Texas Chapter President; Bob Cook, Vice President; Tim Ehlers, Vice President-External Affairs; Bill Usher, Secretary; Sherrye Coleman, Treasurer; Ken Robb, Event Coordinator, Bob Demmel, Judging Chairman; Debbi Wrobliski, Texas Chapter Newsletter Editor; John Lesjal, Chapter Road Tour Chairman; The names of meeting attendees are reflected on the official attendance sheet. Thirty eight people attended the meeting.

CALL TO ORDER

At 7:09PM President Cadenhead called the meeting to order.

BUSINESS

Charlie Cadenhead opened the meeting by welcoming all attendees and thanking the members for their participation and support for the Lone Star Regional meet. He discussed some statistics regarding the event including the number of judged cars this year. He introduced the Texas Chapter officers present. He mentioned that the minutes to the 2007 fall meeting were published in the Talepipe in the following month. He announced that in this meeting that the membership would be electing (or appointing in certain positions) the Chapter Judging Chairman, Vice President, Secretary, Treasurer and Area Coordinators. Mr. Cadenhead, over the next 50 minutes, asked each Officer, Chairman and Coordinator to give his/her report. The discussions were as follows.

Vice President of External Affairs, Tim Ehlers, gave his report, as requested by Charlie Cadenhead.

He reviewed the status of the Chapter's efforts with respect to pursuit of the 2008 Top Flight Chapter Award. He discussed the Technical Seminar and Judging School which had been arranged but was canceled due to effects of Hurricane Ike. He also discussed the need to conduct such event if at all possible prior to year end. He mentioned that extra help would likely be needed at the current event entrance desk, since a high number of public attendees was expected. He said that well over 200 people attended last year from outside the NCRS ranks. Such visitors pay a nominal cash admission fee which goes directly into the Chapter account.

Treasurer, Sherrye Coleman, discussed the Chapter financial statement through September 30th, 2008. This statement reflected

a closing account balance of \$29,902.19. 2008 Income to date was \$13,503.63 with Expenses of \$7,412.19. The net amount was additive to a year beginning opening balance of \$23,810.75. Of note, was the fact that \$2,755 was paid out in support of Happy Hill Farms, the Chapter charitable beneficiary, via the banquet event and the silent auction.

Membership Chairman, Bill King, urged members to get their dues submitted and refer new member candidates whenever possible. The Chapter membership stands at 273 dues paying members based on his comments.

Judging Chair, Bob Demmel, tendered his resignation in follow-up to earlier discussions with Charlie Cadenhead and Roy Sinor. A round of applause for Bob's past service was made.

Talepipes Editor, Debbi Wrobliske, said that she needed to get the next issue out immediately and urged contributors to submit their articles in a timely fashion. There was some discussion augmented by Charlie Cadenhead, regarding methods of maintaining current email addresses. There was also a re-emphasis made concerning the need for member written Technical articles. Debbi received applause for her efforts as editor of the Talepipe publication.

Event Coordinator, Ken Robb, discussed the future of Regional Meets conducted by the Chapter. He said that although the Texas Chapter would host a 2009 Regional (possibly in a town other than Waco), in 2010, Texas would forgo a Regional event to be tentatively replaced by one conducted in New Mexico by that NCRS Chapter. More to follow, as things progress he said. Eight Regionals are conducted each year by the NCRS in total.

Road Tour Chairman, John Lesjal briefly recounted the very successful Big Bend Road Tour of April 2008. He was given a round of applause for his efforts by the attendees. He said that he was planning for a spring 2008 road tour to the Texas Hill Country to be based in Kerrville with three side trips made each day from that town. He said that more details would be forthcoming.

Due to the absence of Tom Douglas, no discussion of ongoing merchandising efforts or inventories was held.

Area Coordinator for Houston, Mike Munoz, was not present, Mr. Cadenhead did discuss whether or not the Houston Corvette Expo would be classified as a Chapter judging event. The general sentiment was to rotate it around the state if possible, making the Expo an unlikely venue for a 2009 Chapter judging event.

Area Coordinator for Dallas/Ft Worth, Ken Smith, respectfully resigned his role following earlier discussions with Mr. Cadenhead. Phil Pitalo, was appointed as successor and will be responsible for those duties in the future. Mr. Smith was thanked for his service.

Area Coordinator for Austin/San Antonio, Rob McPherson, introduced himself, since he accepted the role recently. He encouraged communication with members in that area and said he looked forward to participating.

SECRETARY'S REPORT
Bill Usher, Secretary continued

**MINUTES OF THE OCTOBER 23rd, 2008
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NATIONAL CORVETTE RESTORER'S SOCIETY
(NCRS)**

Mr. Cadenhead with assistance from Mr. Demmel discussed certain judging related topics. Total judges at Waco were 114 covering 59 flight judged cars. Also it was mentioned that the Chapter had ordered the DVD Library from the Judging Retreats. It was mentioned that now Chapters can conduct 2 day judging schools each year, with each such event earning 5 judging points for participants.

2009 elections & appointments business was next on the agenda. The following positions and associated individuals "ran" uncontested and were confirmed by acclimation after being presented by Mr. Cadenhead.

Vice President – Bob Cook
Secretary- Bill Usher
Treasurer – Sherrye Coleman
Area Coordinators: Mike Munoz, Rob McPherson
and Phil Pitalo
Judging Chairman – David King (replacing Mr.
Demmel)

Due to Gary Chesnut's absence, no Regional Director comments were made.

Other Business:
Mr. Robb discussed production of generic Chapter name tags for members to use at various events.

Mr. Dick Whittington, from South Carolina, on behalf of NCRS national, discussed the new Driveline in the "on line" web format. He also queried the attendees about changes to the Restorer publication delivery timing. A broad discussion ensued on this topic. He also indicated that many strides had been made by the NCRS to utilize newer technology. He credited Gary Chesnut for much assistance in this area. (applause)

Mr. Cadenhead next mentioned that it was his goal to update the existing Chapter By-Law text, with Secretary, Bill Usher's assistance. After this was done it would be circulated and eventually approved by the membership. He also asked that attendees complete the "hotel designation sheet", so that it might be better understood by Chapter event planners where attendees are staying. The two principal hotels are the Marriott Courtyard and the Hilton@Waco Convention Center.

After asking if there was any further business, and there being no subjects nominated for discussion, Mr. Cadenhead asked for a motion to adjourn the meeting. There being such a motion made, and a second to the motion received, the meeting was duly adjourned at 7:54PM.

FINANCIAL REPORT
By SHERRYE COLEMAN

NCRS CHAPTER FINANCIAL STATEMENT

Opening Balance: \$ 19,910.23

INCOME

Membership Dues	\$ 60.00
Events (chapter meets, schools etc.)	\$ 11,068.50
Other	\$ 65.80
<u>Total Income</u>	\$ 11,194.30

EXPENSES

Events	\$ 1002.34
Dues Related	\$ -0-
Newsletter	\$ 0
Other	\$ 200.00
<u>Total Expense</u>	\$ 1,202.34

Closing Account Balance \$ 29,902.19

Tribute to Marvin Burnett

As probably all of you know, Marvin Burnett the 1973-77 National Team Leader passed away recently. Marvin was a real gentleman, friend and Corvette enthusiast. His loss is being felt throughout the hobby and as a way to remember him Tony Salter has begun a campaign to purchase a bench at the National Corvette Museum in Marvin's honor. If you would like to contribute to that bench, you can send your contribution to:

Tony Salter
P.O. Box 1782
Conway, AR, 72033-1782.

Vice President's Clipboard

By Tim Ehlers

The Lone Star Regional in Waco, TX was certainly the highlight of the quarter. Special thanks to those volunteers that worked the registration and general admission tables and ensured the process worked smoothly. The team was also available to answer questions, help the public appreciate what they would see on the display floor, make document copies, act as the event's Chamber of Commerce, and just get people pointed in the right direction! Thanks to Carla for volunteering as Team Lead and for her computer skills leading up to the event. Thank you all!

This year's event by the numbers:

206 – Registrations received from 33 states (88 from Texas).

203 – General admission tickets sold (not including kids and service men & women).

144 – Awards banquet tickets sold.

58 – Flight judging entries received (8 C1's, 33 C3's, 13 C3's, 4 C4's).

12 – PV entries.

10 – Sportsman cars displayed.

11 – Display cars (Bowtie, Founders, Duntov, and special interest display cars).

91 – Total cars entered.

8 – C1 Flight judging entries.

33 – C2.

13 – C3.

4 – C4.

Thanks to Dave King and Dave Anderson for organizing the November tech session and judging school. It looks like we will be completing all the required social events, road tours, judging meets, tech sessions, and charitable donations to be considered for Chapter Top Flight recognition in 2008. I will be assembling the 4th quarter packet in January and will need the remaining signup sheets for submission.

Have a good Holiday Season in 2008!

JUDGING CORNER

By Bob Demmel

The NCRS Lone Star Regional at Waco is history. If you missed it, you missed another great meet. We were fortunate to have over 85 Corvettes at Waco this year with over 50 entered for Flight Judging, 11 entered for Performance Verification and 1 entered for Founders' Operations and a 1960 Corvette race car that was entered for a Heritage sign off. There were another 19 Corvettes entered for Sportsman and various display categories. One of our special displays this year was a collection of 3 spectacular L88 Corvettes owned by Texas Chapter members. Special thanks go out to Paul Dehnert, Carl Hatcher and Buddy and Nova Herin for bringing out their beautiful L88 Corvettes for the attendees to enjoy. A special plaque was awarded to the owners of the L88 Corvettes for making them part of the L88 Roundup.

Ken Robb also brought out his brand new 2009 Corvette—direct from the dealers in Ft Worth. Ken picked his car up on Thursday afternoon and brought it straight down to Waco. It still had all the plastic on the seats. We were also fortunate to have Marvin Tribute to Marvin Burnett

As probably all of you know, Marvin Burnett the 1973-77 National Team Leader passed away recently. Marvin was a real gentleman, friend and Corvette enthusiast. His loss is being felt throughout the hobby and as a way to remember him Tony Salter has begun a campaign to purchase a bench at the National Corvette Museum in Marvin's honor. If you would like to contribute to that bench, you can send your contribution to Tony Salter, P.O. Box 1782, Conway, AR, 72033-1782.

Burnett's 1969 5 Star Bowtie Corvette displayed. As you know Marvin, the 73-77 National Team Leader, recently passed away and his car was displayed as a tribute to a true gentleman and Corvette enthusiast who will be sorely missed.

As always the Lone Star Regional marked some milestones for the chapter. It was the first time that the 1965 flight judged class was full. It was also the first time that the 1961-62 flight judged class had no cars at all! Another first this year was the first time the Lone Star had a 2003 50th Anniversary coupe, convertible and pace car at Waco. Sherri Demmel brought her 2003 50th Anniversary coupe, Tim Ehlers his 50th Anniversary Convertible and Noel Osborn his 50th Anniversary Pace Car. Among other notable achievements, the chapter notched the distinction of having the youngest regional judge on record when 11 year old Jennifer Gulley conducted Operations checks for the 1984-89 and 1990-93 Corvettes. Jennifer also Observer Judged on these cars and by all accounts is a very knowledgeable young lady. Tony Salter was the recipient of a special plaque for hosting the Texas/Louisiana contingent of the NCRS National Road Tour at his home. Tony and his wife Reda were kind enough to have the group in to enjoy their hospitality.

This will be my last Judging Corner. After 6 years serving as the Chapter Judging Chairman, I am stepping down. It is time to bring in some fresh ideas and Dave King will do just that. I have enjoyed working with everyone and will enjoy coming back to Waco and hopefully just judging a few cars. I may even have time to work on my own Corvette and maybe bring it to Waco for flight judging. Thanks to everyone for all the support over the years.

THERE'S A NEW SHERIFF IN TOWN.

By Dave King

I wanted to take this opportunity to introduce myself to those of you that might not know me, and also to apologize to those of you who already do! I'm looking forward to being your Judging Chairman, and was told that if I do half as good a job as Bob Demmel that would be fine - so I plan to do half the job, or all the job half as well.... so I don't want to hear any complaints. My goals for the next year are to provide everyone with several opportunities to obtain judging points through Judging Schools, Chapter Meets, and the Regional Meet. I want to make sure everyone has a good time showing and judging their cars, keeping things organized and flowing smoothly with as little stress as possible for exhibitors, judges, and of course the Judging Chairman. If you have any suggestions for what you would like to see changed or improved please email them directly to me. Any complaints can still go directly to Bob.... but please be aware he only likes to receive these calls after 11:00 at night

Judging Results

Performance Verification

William Baker	PV Passed
Leonard Nagel	PV Passed
Phillip Pitalo	PV Passed
David Gulley	PV Passed

Sportsman

Chris Piscitello
Dave King
Randy Hebert
Frank Gibbons
Sherry Demmel
Tim Ehlers
Noel Osborn
Jim Galinsky
Terry McManmon

Bowtie Display

Marvin Burnett
Sonny Maldonado
Jerry Stark

Duntov/McLellan Display

Larry Coleman
Dave Ewan

Special Interest Vic Priesler

Buddy Herin
Carl Hatcher

Founders

Chuck Banks

Flight Cars

Mike Reed	Top Flight
Lee Slaughter	2nd Flight
Ken Smith	Top Flight
Ted Stock	Top Flight
Robert Taylor	2nd Flight
Jerry Hoover	Top Flight
Gerry Boren	Top Flight
Bob Muhs	Top Flight
Gary Bennett	Top Flight
Millard Brogan	Top Flight
Tex Timberlake	Top Flight
JC Cherry	2nd Flight
Jim Bienvenu	2nd Flight
Roger Bradley	Top Flight
Ron Grimwood	3rd Flight
Bruce Knierim	Top Flight
Rob McPherson	Top Flight
C.A. Smith	Top Flight
Mike Sparr	Top Flight
Tony Stein	Top Flight
Gary Draper	2nd Flight
Allen Falk	2nd Flight
Elliott Pritch	Top Flight
David Welsh	2nd Flight
Hal Wehmeyer	Top Flight
Jerry Whitsett	3rd Flight
Bill Usher	Top Flight
Richard Barzelatto	Top Flight
Jack Corwin	Top Flight
Carl Everett	2nd Flight
Carl Everett	Top Flight
Mike Healy	Top Flight

Bruce Knierim	Top Flight
Ron Napoliello	Top Flight
Michael Soares	Top Flight
Pat Sullivan	Top Flight
Jack Wallace	2nd Flight
Gary Terwilliger	Top Flight
Ed Bedore	Top Flight
Ken Smith	Top Flight
Herschell Andrews	Top Flight
Jim Livigni	Top Flight
Bill Chamberlain	Top Flight
John Harding	2nd Flight
Pete Gregory	Top Flight
Dennis Mowers	2nd Flight
Charles Randall	Top Flight
David Gulley	Top Flight
David Gulley	Top Flight
Pete Bergmann	Top Flight
Carl Russelburg	Top Flight
David Gulley	Top Flight

Waco 2008 Regional Article

By Ken Robb

Thanks to everyone that made the regional at Waco the success that it was. Again, it was a very well received event by all who participated and attended. From the parking of the arriving trailers on Thursday to the Awards Banquet on Sat. night, it was a fun event. The Texas Chapter can continue to be proud of its effort in putting on one of the annual highlights of NCRS. Plans are now in the working for the 2009 Texas Regional to be in Killeen, TX on Oct. 15-17 at the Killeen Convention Center. Details will be provided in the near future. Killeen is just 1 hour south of Waco west of I-35, so it as easy to get to as Waco. Everyone enjoy the Holiday Season and have a very joyful New Year.

Membership Chairman Report

By Bill King

2008 has been GREAT – we’ve added 5 new members at Waco, giving us a membership of 285 folks!! We even have one new member from Kurronjong Hills, Australia, that gives us two from Australia.

Please renew your membership. We have some members that are late in getting their dues mailed in. We don’t want you to miss out on any activities or the newsletter. Many of you have sent your renewals in with your Waco Regional registration and that’s great. If you haven’t sent in your membership, please do so today!

Corvette Barn Find

Chapter 6 – Exterior Trim and Convertible Top

This is the sixth chapter of the story of the restoration of a 1966 Corvette rescued from the original owner's field in central Indiana. It had been sitting outdoors for about 10 years at the time of the rescue. For a copy of *Chapter 1 - A Corvette in Need of Rescue!*, *Chapter 2 – Body Lift and Disassembling the Chassis*, *Chapter 3 – Reassembling the Chassis and Firing the Engine*, *Chapter 4 – Body Restoration and Paint*, or *Chapter 5 – Seats and Interior* contact Tim and Carla Ehlers at tcehlers@sbcglobal.net.

When you get to the point of installing the exterior trim, you really are in the home stretch! Congratulations! There's still a lot to do, but visually, the car is taking on a more finished look with each piece.

Installing the windshield required some research. It wasn't clear which type of sealant to use between the rubber weatherstrip & the glass and between the rubber and the metal birdcage. Modern windshields are adhered using a combination sealant and bonding material. What we needed was a more traditional butyl sealant. 3M makes a butyl sealant for truck windshields that we used based on advice from the Technical Discussion Board.



Tim studied the Shop Manual chapter on windshield installation many times before deciding the day had come. Because of the many horror stories about leaky windshields, we decided to adhere to the “more is better” rule when it came to applying the sealant. We made quite a mess of the glass and ourselves. Just like the book said, the glass oozed its way into position with one of us on each side and by using the “string in the weatherstrip” technique.

We were able to reuse all our original reveal molding and attachment clips. This is another area where lots of pictures and measurements taken during disassembly help clarify how it all goes back together.

The headlight motors were frozen in the open position after sitting in the field for so many years. Numerous articles have been written on overhauling the motors yourself so we decided to give it a try.



Every article warns about the possibility of the spherical bearing being seized to the armature. Sure enough, both our motors were seized and as a result popped out of their spring retainer.

Tim invented a wooden press that could be used to apply pressure to ease the bearings back into place. It worked like a champ but the spring retainers had lost a little of their “spring” as a result. He drilled and tapped 3 small screws into place to retain the spherical bearing. The rest of the reassembly went without incident. At the test bench, the motors hummed away for the first time in many years!



The power antenna, however, was a different story. Tim took it apart but it was mostly dust on the inside. The motor itself was fine, but the drive gear and the antenna cable were beyond hope. We looked high and low for replacement parts and unfortunately (for the do-it-yourselfer), that market is cornered. There was no choice but to send it off to the professionals. The restored antenna looks great and performs as new.

Other than a mouse nest in the squirrel cage of the blower motor and some sheet metal rust as a result, the blower assembly and housing were in good shape and just needed cleaning and painting. Sheet metal parts were not available for the housing, so Tim had to manufacture his own patch panels. Most importantly, the fiberglass parts of the housing were perfect.



We were tempted to restore the horns ourselves but finally decided to leave that to the professionals too. The horns were original to the car but you could hear plenty of loose particles shaking around inside. The restored horns also look great and perform as new.

One of the last major installations was the convertible top. This was one more thing we had never attempted ourselves but we were up to the challenge. As with the rest of the interior, we purchased an Al Knoch top, installation kit, and video. We watched the video a dozen times and watched Al's experts install tops at the Corvette Chevy Expo in Houston. Those guys make it look so easy!

The final step Al's experts perform is to smooth out the rear plastic window. The guy fires up one of those propane fired jet engine shaped garage heaters, hoists it up under one arm, and aims it at the rear window. He has a furniture moving pad lying over the

roof to help keep the heat in. After 2 or 3 minutes he's finished "melting out" any wrinkles in the rear window. We kind of doubted our skill at removing wrinkles this way and hoped we wouldn't have any instead!



The front header bow had some rust issues, but the rest of the convertible top frame was in good shape. Tim welded in some repairs to the front bow and thoroughly cleaned and sanded the frame. We did not disassemble the frame since it was mostly riveted together. That turned out to be a good choice since it came out looking like new after a coat of semi-gloss black paint.

The new tack strips were cut to fit and glued in place. Then, we reinstalled and adjusted the frame. Following the instructions on Al's Convertible Top Installation Video, we laid on the canvas, trimmed it to fit, and stapled, screwed, and bolted it all into place. After stapling on the front pinch welding, the wire-on, and all the weatherstrips the job was complete. No wrinkles in either the top fabric or the rear window and the top operates very smoothly.

Not bad for a couple amateurs!



Next time: Putting on Some Miles and Judging the Results!

Engine Test Dashboard Box

Tim Ehlers
November, 2008

An article was published some time back in the Restorer (Volume 25, Number 1, Summer 1998, or on CD) by Bill Sangrey on how to build a small engine test dashboard box. The box contains the gauges, switches, and wiring harness necessary to start and test run a freshly restored engine installed in a bare chassis or on a test stand. Hopefully you won't have any problems, but performing repairs on the drivetrain are much easier before the body drop.



Next time you're anxious to perform your initial firing and run-in, I suggest you read Bill's article, build one of these boxes, or contact me (tcehlers@sbcglobal.net) to borrow mine. I gently modified Bill's schematic and used a wooden box instead of a metal one but it worked flawlessly.

My only modifications were to use a thinner gauge coil wire, a mechanical water temperature gauge, and a circuit breaker instead of a fuse.

In addition to the instructions on building the dashboard box, Bill's article also includes a suggested start-up procedure and a lot of information on how to cool the engine during its initial test run.

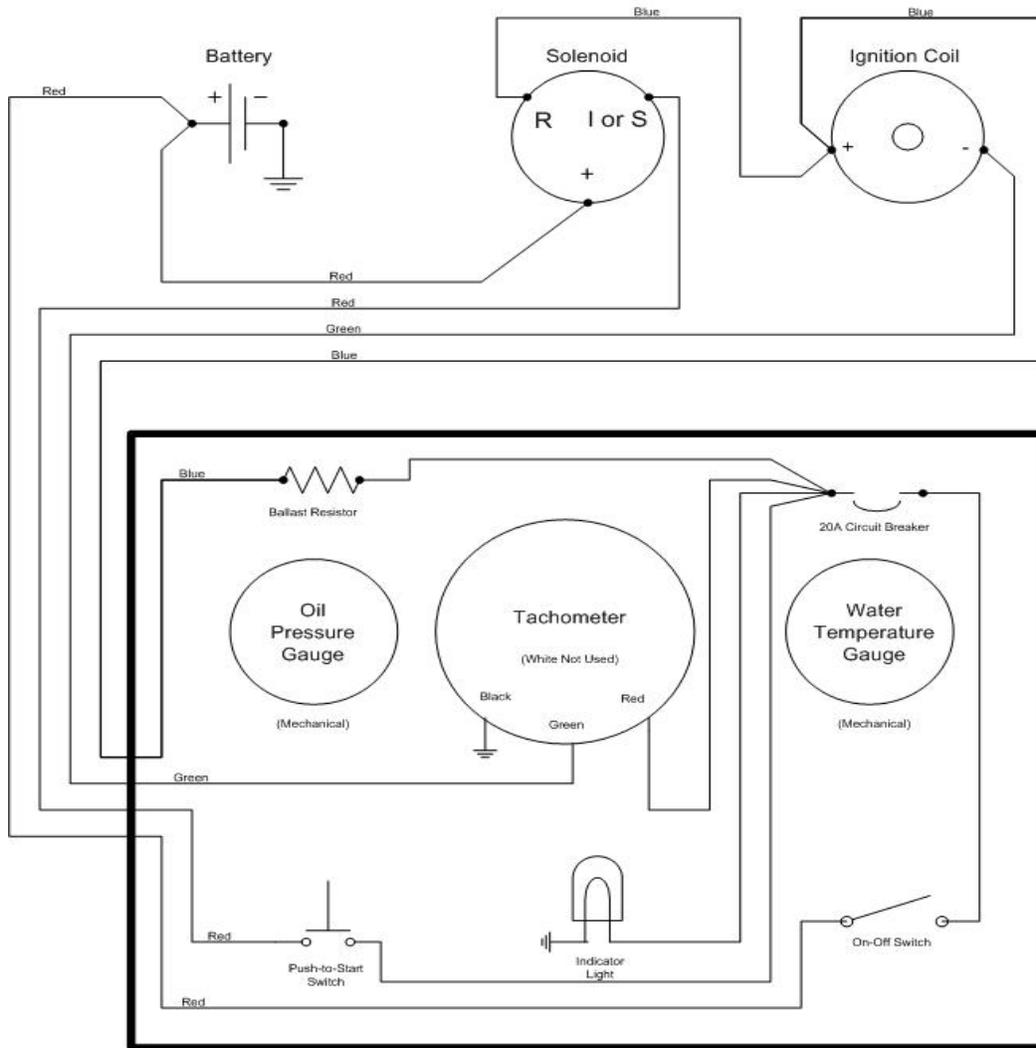
I picked up my electrical parts at a local auto parts store:

- Electric Tachometer
- Mechanical Oil Pressure Gauge
- Mechanical Water Temperature Gauge
- On-Off Switch
- Power Indicator Light
- Push-to-Start Switch
- 20A Circuit Breaker

The rest of the supplies I needed were in my shop:

- Wood for the Box
- Various Gauge Wiring, Terminal Connectors, and Alligator Clips
- Spare Ballast Resistor
- Battery Cables

Corvette Start Box Schematic



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**MEMBER ADS**

Parts for Sale - All from my 1966 BB in running order when removed

- aluminum intake manifold
- exhaust manifolds
- side exhaust pr
- water pump
- starter w/solenoid
- cylinder heads - complete
- steering wheel
- steering column
- front and rear calipers and rotors
- complete steering gear w/power steering - excluding pump
- steering unit with rag joint
- valve covers w/drippers

Tom O'Grady  
 713.209.8445 Office  
 713.834.4306 Cell

