

THE TALEPIPE

PUBLICATION OF THE TEXAS CHAPTER OF THE NATIONAL CORVETTE RESTORER'S SOCIETY
1st QUARTER MARCH 2009 ISSUE



CHAPTER MEET - OWENS GARAGE

AUSTIN, TX

PRESIDENT'S MESSAGE

By Charlie Cadenhead — President, Texas Chapter, NCRS

Two recent Chapter events were well attended...the Tech Session / Judging Class in Houston and the Chapter Meet in Austin. Thanks to those who organized the events and to those who attended. Articles on these events can be found in this issue of *The Talepipe*.

I am pleased to announce that at the NCRS Board of Directors meeting held 28 March, the Texas Chapter was awarded a Regional Meet for Year 2011. You may recall that our Chapter was selected to host a Regional Meet for Year 2010 in order that another Chapter will have the opportunity to put on a Regional. Ken Robb is hard at work organizing the 2009 Lone Star Regional to be held in Killeen.

It is also a pleasure to report that the Texas Chapter has earned a Top Flight Chapter Award for Year 2008. This award will be presented at the National Convention in San Jose later this year. Thanks to all of you who have stepped up to organize and put on our Chapter events, to those of you who have attended our events and to those of you who contributed in other ways to our earning this award. I look forward to our members supporting the Chapter for a Year 2009 Top Flight Chapter Award.

There are several Chapter members who have yet not renewed their Chapter dues. If you have let your renewal slip by, it will be appreciated if you will please send your dues renewal to Membership Chairman Bill King. A membership form can be found on the Chapter web site, www.ncrstexas.org.

Our annual Chapter Road Tour to Kerrville will be a done deal by the time you read this and I can assure you it will have been a fun trip. Road Tour Chairman John Lejsal will fill you in with all the details in the next issue of *The Talepipe*.

Phil Pitalo, Dallas/Ft. Worth Area Coordinator, is coordinating a display of Texas Chapter Corvettes at the Lone Star Corvette Classic on 16 May in Ft. Worth. Although this will not be a Flight Judging event, NCRS cars entered will be eligible to win awards presented by the Lone Star Corvette Club. This annual event, held at Texas Motor Speedway, draws 600+ Corvettes and supports the LSCC's charitable endeavors. Come on out and display your classic Corvette. Please contact Phil for additional information.

See you on down the road.

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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Vice President's Clipboard

By Tim Ehlers

Congratulations to our Texas Chapter for achieving a Top Flight Award as part of the NCRS' Chapter Award Program for 2008! The Award recipients were notified and listed in The Restorer and will receive their Award this summer at the National Convention.

For those of you not familiar with the program, it is a way the NCRS recognizes active chapters with high levels of member participation. In fact, this is why we circulate sign in sheets at every one of our chapter events and need to know your attendance.

During the year, our Chapter must:

1. Host a chapter judging meet (Austin Chapter Meet April 4 and the Lone Star Regional in Killeen in October).
2. Host one technical seminar (Glassworks Seminar March 7).
3. Host one judging school.
4. Hold one membership meeting.
5. Host one stand alone charitable event (TX Motorsports Hall of Fame).
6. Host one chapter road tour (Hill Country Road Tour April 16-18).
7. Hold one chapter social event.
8. Maintain a chapter website (www.ncrstexas.org).

And, in order to achieve Top Flight Chapter recognition, our Chapter membership must:

1. Track the number of members that have cars judged at a chapter hosted meet.
2. Publish at least 8 technical articles in The Tailpipe.
3. Track the number of members that have judged or tabulated.
4. Track the number of members that drove Corvettes to events.
5. Track the number of members that drove Corvettes on a chapter road tour.
6. Track the number of members that attended at least one event.
7. Record donations to qualifying charities.

As you can see, there are quite a few requirements that must be met. Thanks to those of you that organize and participate in our Chapter events. If you have any ideas, please drop a line to any of the Chapter Officers.

It's more important that we have a high percentage of our membership participate in events and activities that it is for a few members to attend each one. I encourage all of you to attend something this year.

We also need your technical articles since we barely met the requirement of 8 last year. Technical articles do not need to be very elaborate or long. We can help with the editing! Please, document something you discovered while working on your car, a technical tip you know of, or a restoration experience and send it to Debbi Wrobliske (our Talepipe Editor) at thetalepipe@comcast.net.

Membership Chairman Report **By Bill King**

Our year is going GREAT – we've added 16 new members since our last report, giving us a membership of 301 folks!!



Please renew your membership; we had a great response to our dues mail out thank you.

Still there are 40 members who are late in getting their dues mailed in. We don't want you to miss out on any activities or the newsletter.

There is a renewal form with the newsletter this month, or you can go to the website www.ncrstexas.org.

If you haven't sent in your dues, please do so today!

SECRETARY REPORT **By Bill Usher**

**FINANCIAL REPORT
By SHERRYE COLEMAN**

NCRS CHAPTER FINANCIAL STATEMENT

Opening Balance: \$ 24,532.61

INCOME

Membership Dues \$ 2,774.00

Events (chapter meets, schools etc.) \$ 260.00

Other \$ 214.22

Total Income \$ 3,248.22

EXPENSES

Events \$ 750.00

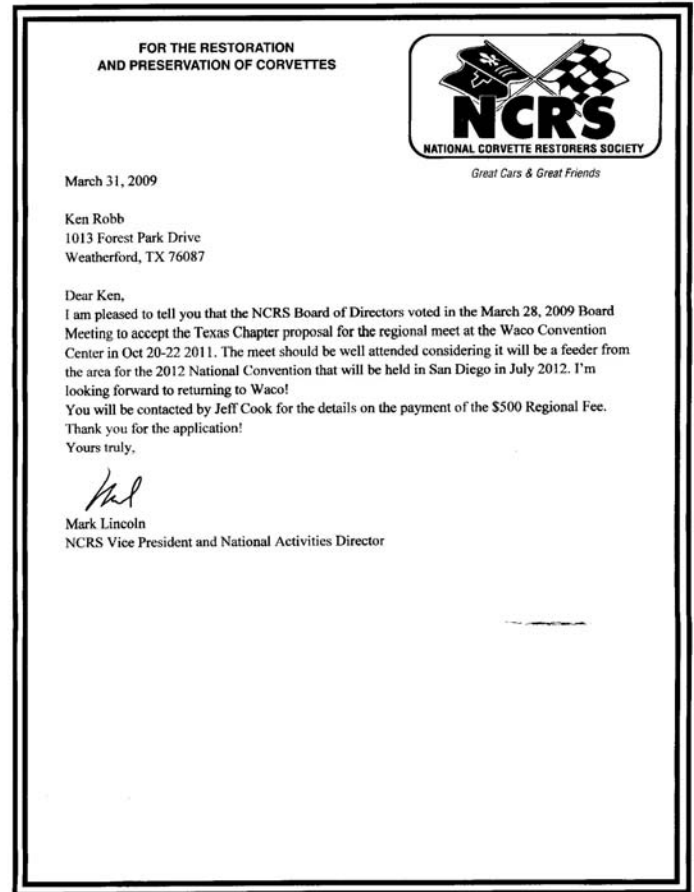
Dues Related \$ 161.98

Newsletter \$ 1,273.22

Other \$ 1,500.90

Total Expense \$ 3,686.10

Closing Account Balance \$ 24,094.73



ATTENTION MEMBERS

MEMBER ADS

For sale: 28 foot enclosed Racing Trailer

Cyclone Storm – 2002
Diamond Plate Floor
2 batteries, Power jack, Heavy Duty Winch
Built in cabinets and tool chest
Wired for A/C Halogen Outside lights
Two 4 foot doors on driver's side
One four foot escape door on passenger's side
2 spare tires
Asking \$12K (214) 403-5686

DID YOU KNOW THAT ALL TEXAS NCRS MEMBERS ARE ELIGIBLE FOR FREE ADVERTISEMENTS IN THEIR NEWSLETTER?

DO YOU HAVE EXTRA PARTS YOU NEED TO SELL? PARTS THAT YOU ARE NOT ABLE TO FIND? SHARE IT WITH THE FELLOW MEMBERS.

PLEASE FORWARD YOUR ADVERTISEMENT REQUESTS TO:

THETALEPIPE@comcast.net

KEEPING THE TRUNK LID UP ON A SOLID AXLE CORVETTE

By Bob Muhs #41576 Bob Baird #39424

Passing PV requires that your trunk lid not fall more than two inches down from its maximum amount of opening. But whether you are trying to PV your car or are just simply tired of banging your head on the trunk lid and having to manually hold it open when loading or unloading, this is one area in which you want your car working as Chevrolet intended.

This is easier said than done, however, as most of these springs have compressed significantly over the years. You probably think that the solution is to simply buy a reproduction spring. So did I (Bob B.) and I was wrong. The new spring allowed the lid to sag just like the old one. So I fell for an ad, plunked down \$50 and ordered a super duper pair of springs that came with bushings and such that promised to eliminate the sag. I even prepped the springs and bushings and painted them with red lacquer to match my car and put them in. The trunk lid still sagged as badly as ever. The only difference was that the spring was stronger when compressed and the lid would tend to fly up on unlocking. So now I was getting my head banged from both directions!

If your trunk opens reasonably far and the sag is not too great, you can simply screw the bottom nut on the threaded stud that the spring goes over farther in until the sag is no more than two inches from maximum opening. The problem with tightening the nut to prevent more than a two-inch sag is that your springs may be so weak that your trunk stays open only a couple of feet, which, of course, is not what is desired for either PV or pleasure use of your car. A fully opening lid that allows convenient access to the trunk is what is desired.

And it is what Chevrolet intended also. A little known fact is that everything on these cars is specified by Chevrolet engineering and, not surprisingly, so is the trunk opening. The trunk lid should open and the bottom edge of the center of the lip should stay open at a height of 35.2 inches above the floor of the trunk to the bottom edge of the trunk lid. (This number is for 58-60 cars, but you can figure out roughly what your maximum opening ought to be by just unscrewing the bottom nut on the stud to where there are still 3-4 threads showing below it and seeing how far it will open.) There is only one real solution to cure a sagging lid and that is to stretch out the old spring.



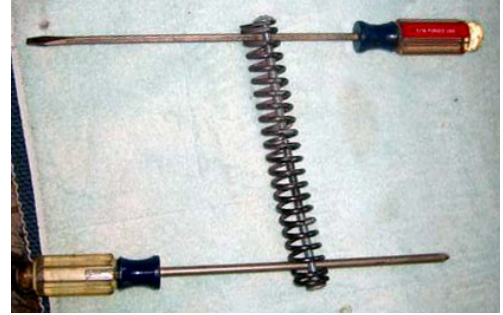
When I (Bob M.) took the spring out of the trunk, it measured 7 inches and allowed an 8-10 inch sag in the lid. To address this, I used the tools and various other items shown in the photograph.

Some of the items that are useful in stretching your trunk springs

KEEPING THE TRUNK LID UP ON A SOLID AXLE CORVETTE

By Bob Muhs #41576 Bob Baird #39424 (Continued)

Next I stretched the spring with two long screwdrivers locked in place with 1/4-inch bolts as in the photo. I stood on one screwdriver and pulled with the other to get the spring stretched out to 8 inches, but 8 inches didn't work for me. I had to start again and went to 8-1/2 inches and that did the trick. Bob and I also plan to market this as an exercise machine on the Home Fitness Network!



Connect a screwdriver into each end of the spring. Stand on one and pull with the other to stretch the spring out to 8-1/2 inches. Note how the bolts lock the screwdrivers in place.

If you have ever removed and replaced these springs, you know how difficult it is at their normal length, so you can imagine how 8-1/2 inches would be! So I used a piece of all-thread rod and compressed the spring back down to 5 inches. That way you don't fight it on the bolt in the trunk. I made the hooks from coat hangers so the spring would stay compressed after the all-thread is removed. Make sure that you put the hooks on the second coil of the spring to be able to control the top of the spring and keep it straight for easy placement on the trunk hinge stud.

The photograph shows how I wrapped the spring with a piece of split-open heater hose and plastic ties to keep the hooks in place and to keep the spring straight. It may take a few tries working with the compressed spring, but keep it secured with the all-thread rod until you have control of it. I suggest wearing safety glasses when working with a compressed spring.



Compress your stretched spring back down to five inches so you can reinstall it. Keep it compressed with coat-hanger wire and heater hose and then remove the all-thread.



KEEPING THE TRUNK LID UP ON A SOLID AXLE CORVETTE

By Bob Muhs #41576 Bob Baird #39424

It is important to wrap the spring well to keep it as straight as possible after you take the all-thread away. It will slide over the trunk hinge stud very easily and once you get the first nut in place you are almost home free.

I found that if you just have the crown of the trunk bolt showing so you don't ruin the threads it will work better.

It takes some pressure to get the top of the stud back into its hole, but go slow so you don't over shoot the center point of the hinge on the trunk lid. Once you get it into place and both the first nut and the top nut in place, you can cut off the plastic ties and remove the heater hose and coat-hanger wires.

Lastly, note the 3/16-inch fender washer I used at the base of the spring to provide additional lift. This probably wasn't necessary, but given the difficulty of removing and reinstalling the spring, it sure doesn't hurt! The trunk lid on my car still stays up with no sag a year later even though I keep my trunk lid shut nearly all of the time.



The secured spring will easily go back over the stud and the plastic ties, heater hose and wire can then be removed. Then finish installing the spring. Note the use of the large washer at the base.

Now you're ready for PV or just enjoyable use of your car and no more banging your head!

April 4th at Owens Garage in Austin was a beautiful day and a perfect setting for a gathering of Corvettes and wonderful people. We had close to 50 people show up with 23 Corvettes (all drive except 2) to assemble at historic Owens Garage in East Austin. The judging team under the direction of David King flight judged 7 cars and finished ahead of schedule.

Let me backup a little before getting into the stories of the event. I signed up as an Area Coordinator last year with a goal of generating some action in Central Texas. After a slow start last year, Charlie suggested that I plan a chapter judging meet. Once I agreed, it hit me that I had no idea of the detail require to plan and host an event. I must admit that I was every anxious about finding the right venue and planning out the details so that everyone would be able to enjoy a trouble free day. In an attempt to find a location, I visited the local Corvette centric businesses and check into a couple other potentials without much luck. (Dan Martin volunteered his shop in New Brannfels, at which I hope to have a future tech session). Then it hit me that I go to the perfect place once a week for the CARS program. After a short discussion with the Director of CARS, Bill James agreed with enthusiasm that we could use Owens Garage and a date was set. With the help of several people we covered most of the details and hosted a great day of NCRS activities. When is the last time you attended an NCRS meet with a sit down lunch of complementary BBQ?

Special thanks to Charlie Cadenhead as an encouraging advisor. David King really did a great job organization and running the judging program. Tim Ehlers helped out with the planning checklist and processed all of your checks – I hope by the time you read this, he will be back to 95% after a motorcycle accident a few weeks prior to the event. Dwight Paul and Bob Muhs showed up at the crack of dawn on event day to help move cars and clean up the shop. You can not have awards with out tabulation of judging sheets - Karen Pitalo, Vickie White and Robin McPherson did a great job with the tabulation duties. The most appreciated mention goes to my fellow mentors at the CARS program – Bill James, Ted Winder, Rick Hoff and Marc Swiatek. They worked several Saturdays prior to the event to clean up the shop and adjacent parking lot – Ted even had the “Welcome NRCS” banner produced. Best of all Mission Possible provided a Rudy’s BBQ lunch for all.

NCRS is a great organization due to the members and Corvettes they bring to events. We had three members experience judging for the first time at this event. Thank you to Ken Aldrich, Clark Kirby and Paul Gilbert for letting us critique your cars. I think we have three more satisfied participants thanks to the politeness and professionalism of the judges.

Clark drove his beautiful 1965 365hp AC coupe 200 miles each way to participate (he had a blue ribbon on the way home). He confided that he was very nervous about driving the car in traffic and even more nervous about the KO wheels staying on for 400 miles. We have all heard the stories and I am happy to report the Clark made it home without incident.

Tim Gilmore brought his newly re-acquired 1967 BB for judging after signing the papers just in time to show him as the legal owner. Tim owned this Benchmark car 5 years ago and says “It's the only Corvette that I've wanted back”. Now he has it and a blue ribbon to go with it. As all the Corvettes were pulling out at the end of the day, a few were encouraged to demonstrate the HP with a little tire smoke. Tim was a prime target with that BB... his reply was “not on 40 year old tires”. However he did carefully drive it home through Austin traffic. You got to love a guy that drives a low mileage Benchmark car on public roads with the Texas Relays in town.

Austin Chapter Meet
By Bob McPherson (Continued)

In the broader interest of Corvettes and Hot Rods, I asked John McGraw to bring one of his resto-rod Corvettes for display. He brought both of them; a '59 and a '67 with an LS2. They are beautiful cars that he hand crafted in his garage.

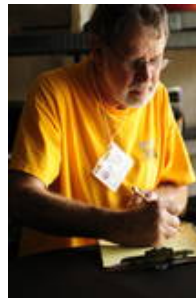
Thanks to all who participated in the event – great people and great cars. And thank you for the members that put over \$600 in the donation can for the CARS program.

To view pictures online go to

<http://s167.photobucket.com/albums/u141/178vetteman/NCRS%20at%20Owens%20Garage/?albumview=slideshow>

About Owens Garage. *This is the meeting place for the CARS program which is part of Mission Possible. CARS is a faith based youth development program designed to reach and connect with young men ages 14 to 18 in a recreational setting. The program teaches these young men basic automobile care and maintenance. Owens Garage is a part of Austin history; it was a functioning auto repair business run by Murray Owens from 1928 to 1991. It was originally a hay barn.*





Texas Chapter NCRS

Technical Seminar & Judging School

A combination Texas Chapter NCRS Technical Seminar / Judging school was held Saturday, March 7th in West Houston. at Houston Corvette Service.

Technical Seminar: Hardtop Restoration.

“One of the greatest challenges the restorer of a C-1 or C-2 series Corvette will ever face is the repair, restoration or refurbishment of their removable hardtop. It is considered to be extremely difficult to get right and many, if not most mechanics and owners avoid doing them for this reason. Fortunately, there exists a couple of options in the form of firms which specialize in restoring these units to show, original and NCRS standards. We are pleased to have as our guests, two members of Glassworks of Pittsburgh PA, who will spend 4 + hours demonstrating the right way to disassemble, refurbish and reassemble these tops. Although the subject demonstration top will be for a 1956, the same principals will apply to the full range including the simpler C-2s. In order to get through the entire process from beginning to end, some parts will be refurbished ahead of time such as in a cooking show. This seminar..... will not be repeated and only a few Chapters across the US were going to be able to put this program on.

Judging School: Operations Judging

Our new Chapter Judging Chairman David King put on a 1+ hour session addressing NCRS Operations Judging. Chapter or National NCRS members attending David's session earned 1 judging point to be additive to their total for the year. This opportunity also provided a chance to meet David who succeeded Bob Demmel in late October and to increase your judging skills.

We began at 9:00AM and adjourned at approximately 3:30PM

Lunch was provided by Texas Chapter NCRS; Also water, soft drinks and other beverages were available





TEXAS CHAPTER, NCRS MEMBERSHIP

Dear Texas Chapter Member or New Member Prospect:

It's time for you to renew or join the Texas Chapter NCRS dues. The Officers of the Chapter thank you for participating in your local state Chapter. Please complete this Form, so we can update your Texas Chapter membership information, and return this Form with your payment to the address below. Thank you.

Check the Tailpipe mailing label for your NCRS membership number and membership expiration date!

Please include your e-mail address!

New Member Renewal Change of Address, etc.

NAME: _____

STREET ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE: (Work) _____ (Home) _____

E-Mail Address: _____

NCRS MEMBERSHIP NUMBER: _____

CORVETTE (S) OWNED: _____

DUES SCHEDULE: _____ 1 Year \$20, _____ 2 Years \$38, _____ 3 Years \$54

Please submit your check or money order (no cash, please) with a completed version of this Form to the Chapter Membership Chairman at the address below.

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