

# *THE TALEPIPE*

PUBLICATION OF THE TEXAS CHAPTER OF THE NATIONAL CORVETTE RESTORER'S SOCIETY  
3rd QUARTER SEPTEMBER 2010 ISSUE



**2010 NCRS NATIONAL CONVENTION  
Lowe's Motor Speedway Concord, NC.**

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## PRESIDENT'S MESSAGE

By Tim Ehlers, President, TX Chapter NCRS

If you didn't know, I'm very sad to inform you of the recent passing of Charlie Cadenhead on August 5, 2010. Look elsewhere in this edition and on the website for a Memorial to our good friend Charlie, Chapter President since 2008 and active contributor to The Hobby for many years. Thanks to the many Club members that participated in his Celebration of Life.

I've agreed to step into some very large shoes at least for the remainder of Charlie's term as President. That does leave an Officer vacancy, that of Vice President, External Affairs. There are two primary responsibilities of this VP position: manage the Chapter's participation in the Top Flight Chapter Award program (reporting once per quarter) and manage the registration process for Chapter and Regional level meets (the Lone Star Regional will be held again in the fall of 2011).

The Board of Directors has not yet named a committee, but if you can nominate either yourself or another Chapter member (I'm sure they will be grateful!), please let me know at [tehlrs@hess.com](mailto:tehlrs@hess.com).

We are also looking for a Houston Area Coordinator, which is a Board-appointed position. This position is responsible for organizing social, judging, charitable, and technical events at the Area level. Charlie had been performing that function for us. Again, if you can nominate yourself or a fellow Chapter member, please let me know.

There are still two activities that we need to complete during the 4<sup>th</sup> quarter to earn a Top Flight Chapter Award for 2010: a technical seminar and a charitable function. Carla and I are working on a Habitat for Humanity build day possibly with other Houston area Corvette Clubs. We don't yet have a technical seminar planned but a couple ideas have been offered. If you can help organize one of these activities, please let one of the Chapter Officers know and we will appreciate your assistance!

I also encourage you to organize a social event of any size sometime yet this year. Invite others over for a garage day or for a picnic. Take a picture, get everyone to sign in, and forward the information to me at [tehlrs@hess.com](mailto:tehlrs@hess.com) so I can include your event.

The Road Tour to Albuquerque is only days away so wash & wax the 'Vette, change the oil, program the GPS, and load up your Corvette-sized cooler! I've never seen it, but the balloon festival and mass ascension should be magnificent!

**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 REPORT

By Bill Usher

### **Minutes to Telephonic Board Meeting, 8/12/10 Texas Chapter, National Corvette Restorer's Society**

Tim Ehlers, Acting President, called the meeting to order at 8PM and initiated discussion on several subjects as follows. This meeting was prompted in part by the untimely and tragic passing of the Chapter's president, Charlie Cadenhead on August 5, 2010.

One of the main topics was to discuss how the Chapter would address various ad hoc proposals for memorials to Charlie C. These minutes will summarize decisions made in that regard and not attempt to recite the lengthy discussions that were held on each topic.

National Corvette Museum (NCM) Recognition: The Chapter will purchase a 24X24" engraved stone (known as a "brick") as a Chapter marker. The cost will be absorbed by the Chapter Treasury. The two existing 12x12" member memorial bricks which already are placed at the museum will be moved to a position next to the Chapter stone. A memorial stone 12x12" will be made for Charlie Cadenhead and placed next to the Chapter marker. Locations around the Chapter stone will be "populated" by blank stones courtesy of the museum so as to save proximate locations for future stones. The stone for Charlie will be paid for by voluntary donations from members, any residual being absorbed by the Chapter Treasury. Future policy regarding acquisition of memorial stones either 4x8" size of 12x12" size will be made at the discretion of the Chapter Board. Mr. Robb will make initial contacts with the Museum. Mr. Cook had previously volunteered to prepare an artwork proof for the Museum. As to when the stones will be set and dedicated remains to be determined.

Donation to Charity: The subject of making a cash donation in recognition of Charlie was discussed. At the end of the discussion, a cash donation for 2010, was approved in the amount of \$1,500, to be made in Charlie's honor. The selected charity was Happy Hill Farms. (Previous donations were made in this amount in 2008 and in 2009.) Sherrye Coleman, Treasurer will be initiating a check for the subject donation.

Special Achievement Award: Prior to the meeting there had been growing interest in creating an award for

Chapter members whose activities within the NCRS at both Chapter and National levels, reflected the same commitment and enthusiasm illustrated by Charlie Cadenhead. After some discussion, David King, Chapter Judging Chairman, stated that he would develop a proposal for such an award. Initial impressions were that the award would have multiple criteria and be a periodic award not an "automatic" annual one.

Other subjects were discussed as follows:  
The NCM, C-6 "Bash" was said to be scheduled on April 11, 2010.

Bill Usher, Secretary, who had been working on By-Law revision with Charlie Cadenhead will continue these efforts and will now partner with Tim Ehlers on the project.

John Lejsal discussed the upcoming Chapter Road tour to Albuquerque, NM. He said everything looked good. He said at this time participation was running at 10 cars, one party dropping out. Some discussion was held regarding potential addition of 1 or 2 more participants.

Proposals are requested for a Tech Session to be held prior to the end of 2010. *Needed for T.F.C. status.*

Debbi Wrobliske, TheTalepipe Editor, reported a high number of e-mail returns, when the Chapter newsletter is transmitted out. Some discussion was held regarding how to reduce this problem.

There was some discussion concerning the requirement of a charitable "event" for T.F.C. status for 2010. Habitat for Humanity was mentioned as a possibility. There are 3 more technical articles required for the Talepipe newsletter for 2010 for T.F.C. status. Requests for such member input was made.

Fall Chapter Elections: Tim said that the Chapter would need to have regular election and special election/appointments for several officer positions. Two in particular were the Houston Area Coordinator (replacing Munoz) and the VP -External Affairs (replacing Ehlers who has succeeded to the Presidency) Bill Usher, and Debbi Wrobliske will work with Tim on development of this event.

This concluded the discussion and the telephonic meeting was adjourned at 9PM.

## JUDGING CHAIRMAN'S CORNER BY DAVID KING

I know there has been a lot said and written about Charlie Cadenhead but I wanted to take up a little space in the newsletter to express my thoughts. Charlie was one of the first people I got to know in the Texas Chapter of the NCRS. I am a bit of an introvert when it comes to one on one situations but it was easy to get to know Charlie. His laugh and smile was contagious and even a bit of a weapon. When recruiting me to “volunteer” for the Judging Chairman position, there was just no way to say no to Charlie or his smile. He was an uncommon man. He was uncommonly sincere, uncommonly generous with his time, he uncommonly brightened every room he was in with his smile but most importantly he was an uncommon friend.

Because Charlie was so special, the Chapter has decided to create our own chapter award honoring Charlie and one of the things he loved – Playing with Corvettes. To that end we have created the Charlie Cadenhead Presidential Award. It is a chapter participation award patterned after the Founder’s Award. Charlie was very active in the NCRS, he was not only our president but he had earned a Founder’s Award, a Folz Award and a Sportsman Award, all driving awards. Charlie loved to drive his corvettes. He had also authored several articles and become a master judge. To earn this award a member will need to demonstrate the same passion and energy that Charlie had for corvettes and the NCRS.

The first award will be given on the 2011 chapter road tour and the requirements will be retroactive back to 2008. Below are the requirements.

### **Guidelines for the Charlie Cadenhead Presidential Award**

The purpose of establishing this award is to recognize NCRS Texas Chapter members that demonstrate the qualities and character of the award’s namesake, Charlie Cadenhead.

To be eligible for this an applicant must:

1. Be a member in good standing of the Texas Chapter of the NCRS both currently and for the past two preceding years.
2. Be a member in good standing of the NCRS.
3. Achieve a level 1 or higher rating in the NCRS Judging or Tabulation recognition program.
4. Within a 36 month time frame the applicant must:
  - a. Submit two articles to the Tailpipe
  - b. Achieve a Founder’s Award (or Re-Founder) OR a Sportsman Award (or re-Sportsman) OR a Folz Award.
  - c. Actively participate (help organize, work, etc - not just attend) and drive a corvette to four chapter sponsored events (chapter, regional or national meets put on by the chapter, tech sessions, charity event, social event, judging school) not to include the Chapter Road Tour.
  - d. Participate in the entire (drive all days) Chapter Road Tour as the final requirement

Upon completion of all but 4d above the applicant must submit into the chapter judging chairman a request to be recognized for this award. After verifying that all requirements have been met with the exception of the Chapter Road Tour, the Judging Chairman will submit the name to the Board of Directors for approval. Upon approval by the board the judging chairman will notify the applicant that the award has been earned pending the Chapter Road Tour participation. The award will be presented to the applicant at the Chapter dinner on the last night of the Road Tour. The award will consist of a plaque and a Hawaiian shirt.

# Texas Chapter Road Tour

September 28, 29 & 30, 2010

Tuesday, Wednesday, Thursday

The Texas Chapter will be taking a road trip to the Western Regional held in Albuquerque, New Mexico. You can come and join the group for any number of days. Do what you like and as your schedule allows. The following is an abbreviated tour schedule to give you an idea of where we will be going.

September 27<sup>th</sup> - Travel to Abilene from your home and stay at the Hampton Inn Abilene.

## **September 28 – Tuesday Morning**

We will do a drive of around 400 miles. We will leave Abilene and take I-20 west to Snyder. At Snyder we will take US-180 to Gail. At Gail we will pick up the TEXAS PLAINS TRAIL. The trail will ascend the Texas High Plains and climb the abrupt edge through panoramas of steep cliff and colorful canyons. We will go through a portion of the Cap Rock and Palo Duro Canyons. We will travel to Post, Crosbyton, Roaring Springs, Matador, Silverton, Claude, Panhandle and Borger. We will spend the night in Borger at the Hampton Inn.

## **September 29 – Wednesday**

We will drive around 300 miles. We will leave Borger and take a drive around Lake Meredith and then turn towards Dumas. We will travel to Hartley, Dalhart, Perico and Tex Line. We will cross into New Mexico and go to Clayton where we will turn west and go through Gladstone, Springer, Cimarron, and Eagles Nest on the way to Taos. We will spend the night in Taos at the *HOTEL LA FONDA*. The hotel is on the *Plaza* in downtown historic district.

We will have dinner as a group on Wednesday paid for by the Texas Chapter. The dinner will be at Joseph's Table restaurant which is located in the Hotel La Fonda.

## **September 30 - Thursday**

We will do a drive of around 130 miles going through Santa Fe where we will stop for lunch and shopping. We will arrive in Albuquerque late afternoon.

I will issue a final itinerary when I get everything together. This however should give you a snapshot of what's to come.

**Call these hotels to make your reservations and tell them you are with the NCRS Texas Chapter.**

**Abilene:** Hampton Inn - 325-695-0044      3917 Ridgmont Drive 79606 Room rate is \$85 for single or doubles. **There are 20 rooms blocked until September 13<sup>th</sup>.**

**Borger:** The Holiday Inn Express 806.275.3333

**Taos:** Hotel La Fonda – 800-833-2211      108 South Plaza 87575 **There are 23 rooms blocked only until June 29, 2010!** [www.lafondataos.com](http://www.lafondataos.com)

Should you have any questions feel free to contact me at 713-569-2973 cell or [jlejsal@aol.com](mailto:jlejsal@aol.com).

John Lejsal – Chapter Road Tour Director

## **FINANCIAL REPORT**

**By SHERRY COLEMAN**

### **NCRS CHAPTER FINANCIAL STATEMENT**

CHECKING	\$ 9,730.85
MONEY MARKET	\$ 10,111.10
<b>BALANCE</b>	<b>\$ 19,841.95</b>

## **TEXAS MEMEBERSHIP CORNER**

**BILL KING, MEMBERSHIP CHAIRMAN**

Thanks for a great year that we are having so far. Dues for 2011 are due in December, 2010 – emails will be going out in early November to remind everyone..... I've received notification from National that some of you have not paid your National dues. You must be a member of the National Chapter group in order to join the Texas Chapter. This is just a reminder to you, to get those dues current. In your quiet time, please keep Charlie's family in your prayers. We miss him a lot.

### **Year 2010 Dates to remember.**

Watch the Chapter website calendar for additional info.

28-30 September – TX Chapter Road Tour to Albuquerque

1-2 October - Albuquerque NM Regional

### **Year 2011 Dates to Remember:**

January 26-28 - Kissimmee, Florida Regional

April 28-30 – Joplin, Missouri Regional

May 19-21 – Wildwood, New Jersey Regional

June 9-11 – Ontario, Canada Regional

July 18-23 – Novi, Michigan National Convention

October 6-8 – Sacramento, California Regional

October 20-22 – Waco, Texas Regional

June 30-July 4, 2012 – San Diego, California National Convention

## **Remembering Charlie Cadenhead**

**By: Tim Ehlers**

Countless good memories come to mind when I think back on time spent with Charlie.

One of the earliest was with a group at our Church that thought it would be neat to gather one of every Corvette generation to celebrate some anniversary milestone. I volunteered to help find cars and asked club members if they wanted to participate in a mini car show. Charlie quickly raised his hand and offered to bring his '64 and '68 to help round out the field. Carla took our '66 and I got to drive the '68 (high horsepower big block!). What a special treat and an experience I cherish to this day. The evening flew by as we exchanged tall tales.

One of the last was a spur of the moment visit to Charlie & Jean's house to pick up some items they were donating to Habitat for Humanity one Sunday afternoon. We thought we'd quickly load up and get back home to finish up our weekend chores. They introduced us to some other friends and insisted we stay for a couple beverages and dinner...Charlie was barbecuing ribs. Time flew by as we all shared stories as if we'd known each other for years!



Time spent with Charlie always had a way of flying by! We already miss you, Good Buddy!

Charlie's Celebration of Life was a moving event attended by a packed room of family, friends, co-workers, and NCRS members. Thanks to all from our Club who helped honor our fellow member.

Tim and Carla

On a recent road trip, thoughts of my first trailering article were brought quickly to mind when a passing pickup truck with open car trailer in tow got into trouble. A driver's side tire was throwing rubber tread off in six directions narrowly missing our car. I exclaimed loudly to my wife, "See that's what I warned everybody about in that article I wrote". Half asleep she muttered "what article" and dozed off never knowing what happened. I continued to ponder why trailer owners don't check the simple things more carefully. In this case, the tire had probably become dried out and UV rotted during storage and it never stood a chance on a long distance trip such as the Houston-Dallas run up I-45. Amazingly, some 100 miles further along, another incident occurred involving a tow car's left rear tire which was throwing tread after a blow out. That driver was able to safely curb the vehicle and trailer. This points out the need to run good tires on your tow vehicle in addition to the trailer itself.

Bearings: Next to tires, bearing are the next biggest reason for trailering problems. The most common cause of bearing failure is burn out due to lack of lubrication. Boat trailers have particular problems with axle grease wash-out due to immersion in fresh or salt water. This immersion often takes place after a drive when the bearings are still hot and resulting water incursion can cause corrosion of the bearings and races and cracking some instances. Most boat trailer hubs are fitted with bearing buddy style grease zerks to replenish the grease which tends to wash out over time. Good car haulers will have such fittings. To avoid having bearing problems, simple greasing (but not overloading grease) with a hand held grease gun on a regular basis is your main objective. Do not use a pneumatic grease gun as it is too easy to blow out the rear bearing seals. This can actually be done with a manual grease gun if one is not careful. The integrity of the bearings and races should also be checked every couple of years with normal use. I have known people to carry spare bearing/race /hub sets as a precaution in case of unexpected problems. Always take care when replacing axle nut cotter pins and/or tang washers. These are important fittings that essentially keep the wheel on the trailer. In summary, bearing burn-out or lock-up on the road is a real emergency and one to be avoided at all costs.

Lug Nuts: As said previously, it's a good idea to carry extra lug nuts for the trailer wheels. It's not unheard-of to lose 1 or 2 lug nuts during a tire change on the road at night. Prior to each major trip all lug nuts should be tested for tightness. It's interesting how these things can get loose. Another thought is to make sure that you can loosen said nuts in case of an emergency. I recall needing to change a tire once on my trailer and I almost could not get them off with my lug wrench, they had been so over torqued by an impact wrench while at the tire store.

Hitches: In this article I am talking about bumper pull style hitches as opposed to gooseneck hitches which are fabulous but require a tow truck with a bed adapted for that application. The integrity of your hitch is important and it should match or exceed the towing weight of your trailer. It should have frame attachments and anchor points other than simply the bumper metal. The ratings for hitch& receiver, the ball itself (stem diameters vary), and the trailer tongue mounted hitch are all a factor in determining the adequacy of this equipment. Do not ignore the integrity of your safety chains in particular where they attach to the tow vehicle. Often that attachment provision is makeshift and not truly strong enough to resist breakage if your rig lost its primary hitch connection while on the road. I, for one, tended to be of the opinion that I would never see the day when my safety chains would be of any use.....until one day while traversing a very uneven parking lot towing a boat trailer .....The hitch jarred loose from the ball and the tongue came crashing onto the ground. Still driving, the safety chains suddenly became the only thing that kept the loaded boat trailer from crashing into my truck or a neighboring rig in the lot. It was a sobering experience, the problem being cause by a ball retainer inside the hitch being set at too loose a setting allowing the hitch to bounce off the ball. A loaded car trailer in spite of its heavy tongue weight could do this under the right circumstances. (rough road; extreme tow vehicle/trailer angles & loose retainer)

Sway bars and Weight Equalizing Hitches: These two accessories may or may not be needed for your particular rig. The sway bar is a simple device that is capable of taking some but not all sway out of rig which tends to wind back and forth. My thought is to have your trailer alignment checked, since that may not be the problem. Sway also seems to be most prevalent in cases where tongue weight is less than ideal. Weight equalizing hitches are often seen on lighter duty tow vehicles to better distribute tongue weight onto the front tires of the tow vehicle. This can reduce the amount of rear "squat" a vehicle may have when loaded up. Essentially how they work is by using "a rigid beam" principle which transmits weight via the frame of the tow vehicle from the hitch mounts. This wracking of the frame effectively distributes the tongue weight such that the car becomes more level and steers better through improved weight distribution. Higher capacity, long wheelbase trucks often do not need this accessory, but if you tour a regional meet parking lot, you will see plenty of them in use. One story before I leave the subject. Several years ago Charlie Cadenhead and I were returning from the Louisiana Regional and I lost an equalizing bar on the highway. Fortunately the tumbling bar didn't hit anything or anybody, but it served as a reminder that the thin metal clips that secure the heavy steel bars in place must be checked for tension. My clips had become loose and the bar slipped out. The tensioning chain worked loose from its hook and away she went.

## Thoughts on Trailers and Trailing by Bill Usher (continued)

Another precaution would have been to have a safety wire attached to the tension chain end so that in the case of clip failure, at least the bar would be connected to the rig. I will always remember Charlie's surprised reaction which started with "What the hell just happened, Bill?". I responded with "I don't know but I'm glad you're here to share the blame."

Brakes: With car haulers, brakes are required by law due to weight guidelines. Electric brakes are normal for such rigs although on occasion surge brakes are seen. Boat trailers cannot use electric brakes if the trailer is to be submerged, hence the hydraulic surge brake is used. In the case of electric brakes, your tow vehicle must be equipped with a "brake controller" which is an electronic adjuster of current being fed to the electromagnetic brake activators on your trailer. These have improved over time and the "proportional" type is now considered the best. Assuming your brake linings (or pads in the case of trailer disc brakes) are in good order and your wiring intact.....the brake controller is an important item to get very familiar with. If poorly adjusted, these can cause your linings to burn through.

If set too loose you will not stop when you want to. Every time I take my trailer out, I test the action of the brake controller. It must be readjusted for empty trailer / loaded trailer changes. The more familiar you are with its operation, the better braking coordination between the tow vehicle and the trailer you will have. Each model has its own adjustment routine and I keep a copy of the instruction in my truck console. I personally rely on a trailer service shop to work on my car trailer brakes. I figure they know more than I do and its no small task to redo them on a tandem trailer. Have your brakes checked either by yourself or professionally every couple of years or more often if you tow allot. And certainly if odd braking characteristics develop.

Emergency Brake Activator:s These required devices operate off a trailer borne small battery. Check the charge in these miniature lead acid 12 volt batteries.. The activation occurs when a pin is pulled out by a thin cable attaching to the tow vehicle hitch area. If the battery is low or dead, the activator will not work. One technique is to wire the activator instead to a larger trailer battery (ie: one use for a winch or electric jack). These are usually wired to charge the battery from the tow vehicle while underway. That way the Emergency Brake Activator will always have a source of electricity to activate it if needed.

Lights: Carry extra bulbs and inspect your trailer periodically for lights which have burned out. The latest and greatest are the LED lights. Super long life but also very expensive. Over time they will come down in

price. I suspect that new the trailers are coming equipped with LEDs.

Winches: Most car haulers have winches of some type or another. Having a long remote control cord or even a wireless is a great advantage allowing the owner to obtain better views of the trajectory of the car coming up or rolling down a ramp. Ensure that the winch has adequate anchor points and that the electrical leads are clean and tight. The current drawn by these winches is allot often necessitating an "onboard" battery to assist.

Onboard batteries: These can be put to great use. They can power electric tongue jacks which are fabulous inventions. They also will power the onboard winch. They can jump start your Corvette in the trailer or your tow vehicle if needed. Light interior lights, play a stereo and perform other 12volt tasks. Due to intermittent usage, I use a deep cycle gel cell battery which can endure long periods of inactivity & charging. An Optima, Odyssey or AGM battery would accomplish the same objective. While the rig is hooked up to the tow vehicle, it is charged automatically through an extra 12v feed from the trailer connector plug. Several years ago I utilized a roof mounted solar panel which via a charge controller, which would keep the battery topped up during periods of non-use. Eventually the large glass solar panel developed some cracks due to flexing and I dismantled it. Today's solar panels are more rugged and would work out fine should I decide to restore that method of battery charge maintenance.

Cleaning: This last subject was caused by some frustration I have had in keeping my enclosed trailer sides clean. Over time the side surfaces become dingy owing in some part to my diesel tow vehicle, Houston area pollution and aluminum/cad/zinc streaking from rivet & screw heads. The result are faint dark gray streaks as well as overall gray coloration that is next to impossible to get off even using solvents. After trying everything, I finally tried some RV industry "Black Streak Remover" which took it off instantly and rinsed off with water. I have hunted around and found another cleaner at the "Dollar Store" that replicates the same cleaning action, probably containing the same ingredients but for a far cheaper price. So I was very happy to get this grunge cleaned off and even happier to know that I can do it again when needed.

This concludes my 2 part series on Trailers and Trailing. I hope that readers have picked up at least a few tips that can help avert future problems which they might experience while enjoying their great hobby

*IN MEMORY .....A pictorial*



In Memory of  
Charlie Cadenhead



President 2008-2010



## Charlie Cadenhead and why he will be missed

By: A Texas Chapter member

Charlie's love for cars started at an early age . He grew up in Bay City, Texas where long roads and little traffic allowed him to regularly test his car's mettle. He was a hot rodder in the truest sense of the word owning several cars in his teenage years and modifying virtually all of them. He was "hands on" and there was little he didn't know about making cars faster. Due to his long time, administrative, expatriate assignments with Chevron, it is not believed that he had the opportunity to do much "car stuff" during those years. He did polish his social and culinary skills and made many good friends around the world with his wonderful wife Jean. Upon his phase-out from Chevron into retirement in about 2002, he revived his interest in Corvettes and purchased a 1964 roadster which for the 7 years that followed became a trademark of his at NCRS events all over the country. Charlie joined the NCRS around 2003 and gradually became interested in practically all of its features. He was a regular participant at chapter, regional and national events almost always as an owner, judge or both. . He was most often a member of Carleton Colclough's 63-64 judging team. In 2008, he achieved Master Judge status; a status demonstrating his heavy level of participation in judging events. His interest in big block Corvettes drove him to purchase a top notch 1968 L-88 roadster which he had flight judged several times but did not drive much. He increasingly became involved in the organization and execution of Texas Chapter events initially in Houston and then the Waco & Killeen Regionals. His attendance at other Regional events ranged widely often driving the venerable 64 roadster in the heat of summer for thousands of miles without air conditioning. He became a fan of organized road tours either chapter, regional or national and would drive practically anywhere to connect up with one. He won the Folz award twice, which involves driving the longest distance to the Nationals and then having the car judged as Top Flight. He also won the Founder's Award in the 64 car. One of his more exotic excursions was his attendance at an Australian chapter meet near Sydney. He was a member of multiple NCRS chapters and was particularly involved with the Colorado chapter making many friends there. He read, on nearly a daily basis, the NCRS Technical Discussion Board postings and seemed to always be on top of topics were being discussed and debated. In 2009, he purchased a new Z06 delivered via the National Corvette Museum program. The motivation was to have a modern Corvette so that he and Jean could travel in a greater degree of coolness and comfort on the road tours and associated trips he made. His last long distance trip was made in this car in July 2010 when he and Jean drove from Houston to Charlotte and back. During this national event, he participated in the restricted "hot laps" event at the Lowes Motor Speedway getting the Z06 up to 110 mph.

Charlies automotive interests were broader than just the NCRS. He was a member of the Houston chapter of the Antique Automobile Club of America as well as a Classic Chevy club in Houston. Immediately prior to his passing he had inspected and was negotiating the potential purchase of a original owner 1957 Bel Air coupe. Bill Usher, a close friend and regular in the "Steffani Lane lunch bunch", accompanied Charlie on a whirlwind trip from Houston Corvette Service to Bay City and back. Bill describes the experience as pure Charlie.

## **Charlie Cadenhead and why he will be missed**

### **By: A Texas Chapter member (continued)**

“As we rocketed south in Charlie’s Z06, around noon time, dodging semi-tractor trailers, the conversation danced around, focusing momentarily on one of a dozen different topics such as, politics, the BP oil spill, fine wines, Medicare, NCRS judging processes, bad movies, sharks, future chapter events, recent airliner crashes and what carburetion combination would work best on the 1957 Chevy should he successfully acquire it. We did a quick lunch pit stop at a Dairy Queen in Wharton, Texas turning the heads of two dozen seated customers who were more used to pick-up trucks than a new Z06 with a 2 way switchable exhaust system. The route from there to Bay City was direct, capable of high speeds and was narrated the entire way by its native son, the driver. We finally pulled into the shop that held the Chevy and spent an hour assessing the car, taking photos and taking notes. (Except Charlie had forgotten his camera in his excitement so I took the photos) While he examined the car, Charlie’s facial expressions were deliberately designed to strike fear into the heart of the seller and I couldn’t help but laugh more than once at what forced frowning expressions he could come up with. We mused over a car in the next bay, a funky restored 1937 Buick limousine model for sale by someone else Charlie knew in the area. When it was time to go... we did... the negotiation to take place the next day by phone. Next stops included more narration about who lived where in Bay City, a stop at another shop where Charlie seemed to know everybody and lastly a short visit with Jean’s elderly father, a very active and wonderful man in his 90’s. I demanded to know why Bay City was named Bay City if it wasn’t near a bay. This question was rebuffed with some trite comment and the return to Houston was fast and uneventful except for a one hour lively debate over what restoration costs would be for the Chevy. I could tell Charlie was already formulating an offer strategy. After I got home, my wife Donna asked, “Well how did it go?” My reply was “I am not so sure he’s going to be successful in buying the car, but I had a great time. I accomplished nothing but had a good time doing it.”

Such was nature of spending time with Charlie whether at an NCRS event, out socially or in the shop. It was almost always fun... with the intermix of open discussion on honest topics and strong opinions laced throughout with continual humor. Within the NCRS he had countless friends and acquaintances and, as President, served as a great Texas Chapter ambassador to the rest of the organization. His billowing Hawaiian shirts became as much a trademark just as much as his event hotel rooms (always Marriott’s) where everybody was welcome to sample wines and other goodies while debating which restaurant to pick for dinner...and then to critique that same dinner afterward .

In spite of this article’s attempt to be complete, no doubt certain aspects have been overlooked, but it should paint a picture of our top Texas Chapter officer and NCRS member extraordinaire who loved Corvettes and people and as an NCRS member probably did more in a few years than many members can do in a lifetime. He will be greatly missed by all that knew him.

## 2010 National NCRS Road Tour to Charlotte By Ken Robb

In July of 2010, many NCRS members (134 registered) gathered to participate in another outstanding road tour to the National convention. Bell Sangrey again headed up his last year's tour as the National leader. Scott and Kay Sinclair have accepted the leadership for the 2011 tour to Novi, MI., as Bill has stepped down as leader. The Texas group was a bit shy in numbers this year, but those driving had a great time visiting car museums, Superman's home town, panning for gold in NC, and driving in the rain (hard at times). Oh yes, and eating some "good" food along the way. The tour stopped in St. Louis at 2 car museums, one showcasing Mercedes Benz, the other a variety of auto manufacturer's. The tour stopped at the NCM in Bowling Green on the way to a night's stay in Nashville at the restored Union station. The newly completed expansion of the museum is outstanding. Tom Hill, GM engineer gave a talk on "his" ZR-1 company car highlighting many unknown items and facts. But no ride-a-longs! Leaving Nashville, the tour members took several routes with some taking the mountain view tour, others opting for the more level road tour to Asheville. In Asheville, many took in the evening tour of the Biltmore Mansion. From Asheville, the tour continued on to the "Last night out" in Monroe, NC. The group was hosted to a BBQ supper at the shop/museum of Dale Ledbetter Motorama Classic Cars. Who can forget the very informative talk by "Dipstick" on judging tools. The next day, on the final leg to Charlotte, visits could be made to Dennis Carpenter Reproductions (FORD Stuff), Reed Gold Mine (where one LA member actually found a bit of gold), or others could sleep in a bit longer that morning. After staging the cars under the grandstands at the zMax drag strip, the Road Tour made its arrival to the Convention at the Embassy Suites hotel in parade fashion. Gary Chesnut

was even outside in the sun waving us to the convention.

Here is a link to see some of the photos taken on the way to Charlotte:

<http://picasaweb.google.com/Karman1965/Charlotte2010#>

Make your plans to join us in 2011 for another great road tour as we travel the central USA to Novi, MI.

## Texas Chapter Memorial Bricks at NCM

Plans are underway for the Chapter to purchase Memorial bricks at the National Corvette Museum in Bowling Green to remember and honor those deceased chapter members. The center of this "area" will be a 24"X24" brick with the chapter logo engraved on it. This brick will be placed in a designated "quiet" area. Space will be reserved around this brick for placement of future bricks.

Texas Chapter  
National Corvette Restorers Society



Chartered in 1981

In Memory of  
Charlie Cadenhead



President 2008-2010

As part of this present plan, a 12"X12" brick will be purchased and placed next to the 24"X24" brick in honor of Charlie Cadenhead. The museum stated that existing bricks

at the NCM in honor of past deceased members could be relocated to this new area if the families so approved.

This will be a lasting area for remembrance of our cherished friends and family. The planning is in the early stages for an unveiling of these 2 bricks during the 2011 C-6 bash at Bowling Green in April 28-30, 2011. A chapter road tour might be possible for a group to attend the unveiling

## MEMBER ADS

Wanted - will pay cash Used, but like-new,  
enclosed trailer Prefer aluminum frame, etc.  
(for transporting C2 Sting Ray)

Clark Kirby

Arlington, TX 817-2758809

[clarkakirby@swbell.net](mailto:clarkakirby@swbell.net)

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Expert 1953-1954 Carburetor Restoration &  
Repairs done by NCRS and SACC member.  
Plating

quality to GM Standards, Judging Standards and  
of Show Quality. Carburetor adjustments &  
synchronizations preformed to factory

specifications. Ernesto Gonzalez,

21307 Kelliwood Greens Dr.,

Katy, TX 77450. 281-468-3893,

[vettecars@sbcglobal.net](mailto:vettecars@sbcglobal.net), NCRS # 32808

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For Sale, 1970 LT1 Z28. This is the only solid lifter  
small block combination that was ever available  
with an automatic transmission. This car has the  
factory installed engine (LT1 350/360 horse),  
transmission (M40) and 4.10 rear end

This car also has the Rally Sport option that was  
factory installed along with its original black vinyl  
top.

The paint is very nice on this car and the interior is  
in original condition. All date codes match  
including all glass.

This Z28 spent most of its life in Florida and is rust  
free. The interior is original and in wonderful  
condition. The car has a brand new Garner exhaust  
system and reproduction Goodyear Polyglass tires  
and radial tires I have this car priced at \$31,000.

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[ting@ccinsurance.com](mailto:ting@ccinsurance.com)

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Remember all members may advertise free of  
charge in the newsletter. Please send all requests  
to

[TheTalepipe@entouch.net](mailto:TheTalepipe@entouch.net) or

[TheTalepipe@comcast.net](mailto:TheTalepipe@comcast.net)

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*For Sale: 1982 Corvette Collector's  
Edition – Numerous Top Flight awards  
including a 97.0% at the San Antonio  
Nationals. An excellent driving corvette,  
used to earn a Founders Award so it is  
the best of both worlds - a show car you  
can drive! Sale includes original tires on  
the original rims along with an extra set  
of repo rims with the correct modern  
tires for driving. Many extra parts  
included. Price \$25,000. Contact David  
King at [doc427@earthlink.net](mailto:doc427@earthlink.net)*

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**1954 Corvette parts for sale:** Rolling chassis,  
4 original wheels, non-original 6-cyl. engine,  
original powerglide, partial body (firewall back),  
hood, decklid, Plasticon hardtop.

I purchased this parts car to use it's original  
engine. All or part.

Tim Ehlers, 281-379-5624, [tehlrs@hess.com](mailto:tehlrs@hess.com).

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**1964 Corvette hardtop for sale:** Original and  
complete but needs full restoration.  
This hardtop was added to my 1966  
by a prior owner. \$800.

Tim Ehlers, 281-379-5624, [tehlrs@hess.com](mailto:tehlrs@hess.com).

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## 2011 TEXAS LONE STAR REGIONAL BY KEN ROBB

Well, 2011 will be here soon enough. After a well enjoyed break from hosting a regional each year, the 2011 regional will be back at the Waco convention center which has been renovated this past year. The date is October 20-22. More news will be forth coming in early 2011 as motel and registration information is released. After the Killeen regional in 2009, many have said they are looking forward to the return to Waco for another successful regional by the Texas chapter. Reserve these dates to be a part of the 2011 Lone Star Regional.

## 2010 National Corvette Restorers Society (NCRS) National Convention By Karen Pitalo

Friday, July 9<sup>th</sup>, Pat and Nolan Graham, and Karen and Phil Pitalo set out to join the 2010 NCRS National Road Tour traveling to the zMAX Dragway at the Lowe's Motor Speedway in Concord, NC. The trip route took the Texas NCRS caravan on a tour of 1,125 miles.

In 2010, there were nine (9) NCRS Road Tours traveling to the Concord, NC National Convention. The Rocky Mountain Tour joined the Mid West Tour in Kansas City. The Texas Tour and North Central Tours joined in St Louis. The four (4) Tours visited two (2) unique auto collections and formed the National Tour heading to the National Corvette Museum, Nashville and Ashville, NC where the Eastern and Florida Tours joined for a specially arranged guided tour of the Biltmore Estate. From Ashville the Road Tour traveled to the "Last Night Out" event hosted by NCRS member Dale Ledbetter in Monroe, NC. The Road Tour arrived in Concord, NC on July 13th.

The next four days of the NCRS National Convention were filled with fun, special events, day trips for the ladies, and of course the judging of the cars. Phil took his 1978 Pace Car to be judged for the NCRS Dave McLellan Mark of Excellence award. He achieved the award with a score of 98.6% for performance, originality, condition and cleanliness. Congratulations Phil. The trophy case is complete! See attached pictures.

As many of you know, the Lowe's Motor Speedway in Concord, a suburb of North Charlotte, is the legendary

1.5 mile Superspeedway that is home to the NASCAR Spirit Cup, Nationwide and Craftsman Truck Series racing. On Friday, July 16<sup>th</sup>, our NCRS members were invited to visit the Hendrick Motorsports complex located just a few miles east of the speedway. We had an opportunity to view trophies and race cars of NASCAR greats Jeff Gordon, Jimmie Johnson, Brian Vickers, and others. After a great dinner, our group was allowed to tour Rick Hendrick's private museum where about 150 cars were on display. We were informed the museum is not open the public and we were the first group that Mr. Hendrick allowed to tour his private museum. To our surprise, the Corvette "Snake Skinner (SS)" was present in the museum. The SS is a special C4 that weighs in at 2,800 lbs. It was built to compete and beat the Dodge Viper. Mr. Hendrick is a huge Corvette fan, so there were many Corvettes, including Pace Cars, in his collection. If you ever get the chance to tour Rick Hendrick's private museum, "*Just Do It*". It will be well worth your time and the cost of admission.

Except for the daily rain showers, which are common for the South East in the Summer, all members of the individual NCRS Chapters felt the 2010 NCRS National Convention was a big success. Just ask any one of the over 500 members who attended. We hope you will join the 2011 NCRS National Convention to be held in Novi, Michigan between July 17 and 22.



## NATIONAL CORVETTE RESTORERS SOCIETY

### Board of Directors Meeting

July 18, 2010

NCRS Board of directors Meeting was called to order at 7:00 a.m.

Present were:

Vito Cimilluca, Dick Capello, Gary Chesnut, Arland Dower, Marilyn Heitzman, Tom Hincz, Dennis Kazmierzak, Ed Vignone,, Dick Whittington Joan Burnett, Carlton Colclough, Jeff Cook, Larry Colvin, Mark Lincoln, Eric Mortimer, Gary Mortimer, Vinnie Peters, John Pirkle, Bill Sangrey, Roy Sinor, John Waggoner

- Vito expressed his appreciation for the success of the 2010 National Convention. He said there were virtually no "fires" he needed to deal with.
- Jeff expressed his admiration for how the administrative tasks were handled and the general level of cooperation.
- Mark expressed his appreciation for the teamwork demonstrated.
- Marilyn expressed her appreciation for how few problems she had to handle during the convention.
- The judging field gate receipts from the 2010 Convention will be split 50% to the NCRS foundation and 50% to Speedway Children's Charities.

- **Road Tour Report - Bill Sangrey**

Bill expressed his appreciation for support provided by the Board this year and during his tenure as Road Tour Chair and pledged his efforts to ensure a smooth transition. Bill urged the Board to adopt on-line registration for the Road Tour. He noted that there were 139 registrations processed, all of which had email addresses, and 35% came through the web site. He felt that on-line registration would improve the process and reduce the work load.

5-Year Participation Pins were presented at the last night out party.

Marilyn thanked Bill for his service and noted that the Board would review nominations for his replacement in the executive session.

- 2011 Convention Update – Marilyn  
The planned dates are 7/18/11 - 7/23/11 with the banquet on Friday July 22.  
Committees have been formed, contracts have been completed.
- 2012 Convention Update - Don Troyer  
Master contracts have been signed. Tours are being selected from available options.
- Secretary's Report - Larry Colvin  
The electronic election voting system has been tested by Larry. He will expand on the operating instruction documentation.
- Membership/Sales Report - Gary  
Gary noted that merchandise sales were up \$24,000 via call-in orders, etc.  
Show sales were down \$2,000. Driveline ad sales were about the same.  
Manual sales have been driving increased merchandise sales
- Chapter Tax-Exempt Status:  
The IRS has changed the rules governing tax-exempt organizations. Previously Chapters did not have to file tax returns if they had less than \$25,000 of gross income. Chapters now need to file tax returns, and send verification to Jeff, in order to keep their tax-exempt status.
- Judging Chairman Report – Roy Sinor reported:  
1966 manual is out.  
Judging Reference Manual changes are almost done.  
Looking for someone to do spec. manuals for newer cars.  
284 cars went through the National Convention judging process.

## **NATIONAL CORVETTE RESTORERS SOCIETY**

### **Board of Directors Meeting (continued)**

Vito expressed appreciation for Roy's efforts. He noted the contribution of Roy's wife Cheri in preparing the awards for the Convention

- International Mark of Excellence program has been approved, with details to be submitted. Looked at Australia's Award Plaque as the example.

Vito requested that a proposal for how the Mark of Excellence process will be run be presented to the Board. Each country will run it's own process.

- National Corvette Museum - Dana
  - Museum attendance continues to rise.
  - The driving simulators are on-line.
  - There are Hot Rod Magazine events being held at the Museum.
  - 2011 Corvette production line will be slowed at the plant.
  - The Museum continues to have success with car raffles.
- Driveline - Eric
  - Ad sales on the same pace as last year.
  - All is going fine.
- Restorer - Vinnie
  - Article submission is way up. Have one year of articles ready to go.
  - Happy about membership response.
  - Planning a Restorer spread on the Hendrick Motorsports visit.
  - The Golden Quill award has been presented to the NCRS Restorer publication. There have been other trade group recognitions, as well.
- Public Relations & Charity Match Program- Carleton
  - \$32,700 in sponsorship money was raised for the Charlotte National \$1,500 raised for the Road Tour
  - Directors were asked to get Chapter charitable contributions in by October, 2010.
  - The same form will be used for Chapter Charity matching applications as last year. Carleton requested that Chapters not tell charities that there will definitely be matching funds. Matching funds levels must be approved by the Board. Applications for matching funds should go to Directors with proof of payment, and not directly to Carleton.
- Web Site/Technical Board - John
  - The on-line store project is progressing.
  - On-line registration is progressing, and should be ready for the 2011 National.
  - On-line voting for Regional Directors is ready to go. It is available for Chapter elections or referenda. It validates membership and "one member, one vote". Couples will need multiple membership numbers in order for both to vote.
  - There is currently no write-in capability available.

Bill Sangrey noted that he will send Road Tour participation records to John for electronic storage for calculation of 5-year participation awards.

The voting system user documentation is being expanded. 23% of the 2010 National registrants used the automated application form entry process. 91,900 lines of code have been written in the last 2 years. 40% of members are on-line.

### **Old Business**

- Arland moved, and Dennis seconded, that the March Board meeting be moved to the Fall, with the next Board meeting to be held in October, 2010. This motion was with-drawn until further planning can be done to limit the impact on the entire organization and notification of the change can be sent to the membership in ample time for members to make plans to attend.
- Vito moved, and Marilyn seconded to adjourn the meeting. Approved unanimously
  - The meeting was adjourned at 9:45 AM

## **NCRS new Internet on-line services**

### **By Gary Chesnut**

NCRS is rolling out two new Internet on-line services; 1) Regional Director election voting, 2) Event on-line registration system.

- 1) Regional Director election voting via an on-line ballot is available for the 2010 election starting September 15<sup>th</sup> and running through October 31<sup>st</sup>.

Directors for Regions IV, V and VI are for election this year. Region VII (our region) election is in 2011.

Members can only cast one ballot for the Regional Director candidate of their choice. Members may vote by either on-line or mail-in ballot. On-Line ballots are restricted and only accessible by the NCRS Secretary as are mail-in ballots. If a member votes on-line and then by mail-in or vice versa, the vote that will be counted is determined by the earliest date/time stamp or postmark, whichever comes first.

In order to vote on-line, members must first establish a NCRS on-line account Logon Username and Password.

- 2) Event On-Line Registration System

NCRS members will soon be able to register for NCRS events using the Internet.

The goal is to have the on-line event registration system available in February 2011 to use for next summer's NCRS Convention in Novi, Michigan.

Members will be able to register on-line for all functions such as Car Judging, Road Tour, side trips/events, banquet, etc. Car Judging requests for the Convention will still be subject to approval and acceptance by the NCRS National Judging Chairman Roy Sinor.

Members can upload quality scans of their car insurance and registration information, which are required to participate in car functions such as Judging/Display/Sportsman or the Road Tour.

On-line Convention registration payments can be made by credit card or PayPal during the registration process.

Event on-line registration will be available for Regional and Chapter meets. Three Chapters are currently "beta" testing the on-line registration system for their Chapter's fall Judging events. In order for Chapters to use the on-line registration system for their events, a PayPal account must be set up.



In Loving Memory  
**Charles Ferrell  
Cadenhead**

December 26, 1940 - August 5, 2010

Charlie was born December 26, 1940 in Bay City, Texas and graduated from Bay City High School in 1958. Some of his childhood summers were spent in New Mexico with his cousins, Aunt Mary, and Uncle Don Keller. Many days and the beloved Thanksgiving Days were spent at Grandma and Grandpa Sears house in Bay City. Those holidays were cherished being able to visit family and sitting around while the musicians of the family sang and played the piano and guitars. He married Jean Roberts on July 13, 1963. Their son Steve was born in 1964 and he married Sompong in 1993. Charlie was the proud grandparents of Kane, currently a Junior at Colorado School of Mines, and Pamela, a junior in high school in Paris, France. Brother of Ron, Brother-in-law to Kirk and Laura Royse and Joanne Cadenhead, Uncle to Jessica Collard and Ryan and Adam Cadenhead, son-in-law of Cecil Roberts. Charlie attended Wharton County Jr. College, Texas A&I, Lamar University and graduated from University of Houston in 1972. He began working with Gulf Oil in 1963 in Houston. Subsequently he worked in Lagos, Nigeria 1978-1980 for Gulf Oil Co., Libreville, Gabon 1980-1985 Gulf Oil Co., Cabinda Angola 1985-1990 Gulf Oil

Co., Brisbane, Australia 1990-1994 Chevron, Port Moresby, Papua New Guinea 1994-1995 Chevron, and Amoseas Houston 1995-2002. Charlie retired on June 29, 2002 after working 39 years and 11 months for the same company. An avid Corvette enthusiast he travelled in the USA and Australia with groups dedicated to Corvette restoration efforts. He served as a judge at exhibition events and as the NCRS Corvette Texas President 2007-2010 (National Corvette Restorers Society) while he continued his involvement with the Indonesia American Businessmen Association. Charlie played the trombone in the band during school and carried that love of music with him all his life. He enjoyed all varieties of music and loved traveling to see places old and new. Charlie and Jean have traveled in Asia, many of the countries in Europe, Australia and New Zealand and even threw in a couple of safaris in Africa. In place of flowers charity donations can be made to the Leukemia and Lymphoma Society [http://www.lls.org/all\\_page?item\\_id=8477](http://www.lls.org/all_page?item_id=8477) and made with a designation in memory of Charles Cadenhead using online donation, corporate matching or donation by mail.