

# *THE TALEPIPE*

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

DECEMBER 2010 ISSUE



TEXAS CHAPTER TECHNICAL SESSION -  
DAVID AND TERESA KING'S SHOP -SCURRY TEXAS  
NOVEMBER 13, 2010

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## PRESIDENT'S MESSAGE

By Tim Ehlers, President, TX Chapter NCRS

Merry Christmas and Happy New Year to you and yours this holiday season!

This is the time of year amid all the rush that I reflect on past events and work on plans for upcoming ones. It's also easier and safer than fighting the crowds!

Though we didn't host a Regional in 2010, we made up for it with Chapter Judging Events in each of the 3 Texas areas. Our annual road tour was to Albuquerque, New Mexico to attend the Western Regional and many sights along the way. The Balloon Fiesta was a special treat. We held social, charitable, technical, and judging school events throughout the State. This edition of The Talepipe is our 4<sup>th</sup> this year and we're on track to earn a Chapter Top Flight Award for membership participation.

2011 event planning is underway and has already presented us a set of challenges. You'll read elsewhere in this issue about the date and location change for the Lone Star Regional. Planning for the Regional will kick into high gear in January. You'll also read about other Chapter hosted events in this and future issues as details get worked out. The Talepipe and email are our Chapter's primary communication tools so we appreciate you keeping your email address current.

I would also like to take a moment to express my appreciation to our Chapter officers, Board of Directors, our Region VII Director, and our Area Coordinators for their continued service. These members volunteer their time, often a lot of it, to manage the Club's business, to host enjoyable, quality events for our membership, and to advance the hobby. Please take a moment yourself to say thanks when an opportunity presents itself.

To those of you who have been active participants, thanks for your attendance and for getting your beautiful cars on the road. If you haven't been active, we'd love to see you at an event in 2011. Sounds like a New Year's resolution that would be easy to keep!

Tim

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

[bfking@cablerynx.com](mailto:bfking@cablerynx.com) & [gchesnut@charter.net](mailto:gchesnut@charter.net)

### COORDINATORS

#### **DFW Area**

Phil Pitalo  
1541 Home Park Drive  
Allen, TX 75002  
(972)390-9163  
[ppitalo@sbcglobal.net](mailto:ppitalo@sbcglobal.net)

#### **Houston Area**

Tom O'Grady  
62 Quail Rock PL  
The Woodlands, TX 77381  
(281)681 1343  
[Tom.o'Grady@cooperindustries.com](mailto:Tom.o'Grady@cooperindustries.com)

#### **Austin-San Antonio**

Rob McPherson  
2008 Canorero  
Austin, TX 78746  
(512)-554-1261  
[rx2mcperson@gmail.com](mailto:rx2mcperson@gmail.com)

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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## Texas Chapter Officers

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### **President**

Tim Ehlers  
12640 Kluge Rd  
Cypress, Tx 77429  
[TEhlers@hess.com](mailto:TEhlers@hess.com)

### **Vice President**

[prelim@cs.com](mailto:prelim@cs.com)

### **Vice President-External Affairs Vacant**

### **Secretary**

Bill Usher  
3424 Bayshore Dr.  
Bacliff, TX 77518  
(713) 859-0312  
[wbusher@msn.com](mailto:wbusher@msn.com)

### **Treasurer**

Sherrye Coleman  
2402-C Taylor Ln  
Pearland, TX 77581  
(281) 992-5263  
[larryc@texaselectric.com](mailto:larryc@texaselectric.com)

### **Judging Chairman**

Dave King  
9084 FM 2451  
Scurry, TX 75158  
(972) 342-9733  
[Doc427@Earthlink.net](mailto:Doc427@Earthlink.net)

### **Events Director**

Ken Robb  
1013 Forest Park Dr.  
Weatherford, TX 7087  
(817) 596-72259  
[kvrobb@charter.net](mailto:kvrobb@charter.net)

### **Membership Director**

Bill King  
2805 Royal Drive  
Kilgore, TX 75662  
(903) 983-2712  
[bfking@cablerynx.com](mailto:bfking@cablerynx.com)

### **Newsletter Editor**

Debbi Wrobliske  
16227 Evergreen Lake Lane  
Cypress, TX 77429  
(281)373-9336  
[thetalepipe@comcast.net](mailto:thetalepipe@comcast.net)

### **Webmaster**

Mike Robb  
submit information to:  
Gary Chesnut  
(817) 579-5242  
[gchesnut@charter.net](mailto:gchesnut@charter.net)

## **New Generation Rust Removal**

**By Bill Usher**

Removal of rust and corrosion is a subject as old as restoration itself whether the issue is automotive, marine or industrial. For those of us restoring older Corvettes we have tried multiple methods and gimmicks to salvage our treasured original parts sometimes succeeding and often failing. Everybody is well familiar and no doubt uses traditional abrasive techniques such as open sand or media blasting, cabinet blasting, wire wheels and brushes as well as steel wool and ScotchBrite pad. In many cases, the original metal patina is lost or diminished sometimes along with part numbers and other desirable features. So too are we familiar with the collection of liquids and gels which may or may not be effective in removal of rust.

Recently, out of desperation, I grabbed a gallon of Evapo-Rust from the shelves of an auto supply store. I am unsure how long this product has been out but I had never heard of it previously. I have been dealing with rust removal on dozens of smaller items such as nuts, bolts, relays and brackets with my current Corvette rehab project. I had used about every trick I knew but still wasn't overjoyed with my efforts at rust removal. Copper and brass corrosion was a problem I address successfully by soaking in vinegar or ammonia. Vinegar also will deal with iron & steel rust as will oxalic acid (a common wood bleach), but these are acidic in nature and can cause odd effects if one mixes steel with non-ferrous metals. They will also remove galvanization. Certainly where cost is king, these will work if an item can remain soaking for a day or 3. Enter my newly acquired container of Evapo-Rust, by Harris International Laboratories. This liquid is advertised to be non-toxic, fume free, biodegradable and environmentally safe. (I automatically assumed that would be code for ineffective.) It during 2001, received at least one award for being one of 100 top inventions that year making its market debut as a new technology industrial cleaner. Never mind that, I wanted to see what it would do for me and I was very pleasantly surprised. I soaked a variety of small rusty car parts and tools such as hole saws and drill bits for varying periods. In all cases, the subject items emerged with bright bare metal looking almost like new cad plate. One unique advantage is that the metal patina is left intact. If a portion of the item lays in contact with the bottom of the soaking container, a small area of black might be evident on the metal but this spot can be removed with a mild abrasive. In short I was thrilled and started lining up more things to de-rust. (I guess I should "get a life") It helps if the items to be treated have been degreased with a conventional solvent. The soaking does take time and overnight sometimes is required for heavy rust. The liquid can be filtered and reused. I do not think that surface application would be that rewarding unless said surface can be kept liberally coated with the liquid long enough for the cleaning action to begin

and complete its cycle. One must give it time to work. There are no negative effects on brass, copper, aluminum, galvanization, plastic, rubber or vinyl. User reports are that it does degrade black oxide finishes. The manufacturer claims that if left to dry un-rinsed (with water) the de-rusted parts will remain free from flash rust for up to 2 weeks. General reviews of the product which I have read are very positive with the same results as I had. The manufacturer's claim that it removes rust in minutes is optimistic in my view. About the only downside is cost. Depending upon where it is purchased, a gallon will run about \$21.00 causing the user to figure out creative ways to immerse items which would conserve the liquid. So, if you are involved in a project where you have small to medium sized items to de-rust and have time for a soaking process, you might want to try Evapo-Rust. It might surprise you.

## **Tech Tip Archive – Tidbits from Years Past**

**By Tim Ehlers**

These useful tips have been selected from articles published in previous editions of The Talepipe and are oldies but goodies.....for your reading enjoyment!

From a Buddy Williams article originally published in March, 1992

### **FOILED AGAIN**

When doing touch-up painting on the chassis, engine compartment, etc. use aluminum foil as a masking media. Aluminum foil conforms nicely to add shapes and does an excellent job on such things as wiring harnesses, brake lines, and linkages. It can also be reused.

### **WHEELCOVERS**

Large trash bags make excellent wheel and tire covers when sanding or painting in the vicinity of your wheel wells. They don't hold dust like professional cloth covers do.

### **EASY VALVE ADJUST**

You can adjust hydraulic lifters statically when rebuilding an engine by merely rotating the engine until the valve you want to adjust is on the base circle of the cam. Then merely tighten the adjusting nut until you can no longer rotate the pushrod with your fingers. Then tighten the nut about 1/8<sup>th</sup> turn beyond that point, and then repeat the process for the next valve in sequence, etc...

### **COOL IT MAN**

When filling your cooling system with coolant, elevate the front of your car slightly to bring the radiator above the block to ensure that the coolant fills the block and thermostat housing.

## JUDGING CHAIRMAN'S CORNER BY DAVID KING

With no Texas regional in 2010 I do not have much to report in the last quarter. Overall it was a busy year but I am looking forward to having a regional back in Texas in 2011.

I thought I would take up some space by reviewing some of the awards that the NCRS and Texas Chapter offer to members.

- **Flight Awards** – Just about every corvette enthusiast has heard about a Top Flight Award but only a few really know what it means. It is an award that recognizes that a car appears the way it did when it left the factory. It is both for restored and unrestored cars. To earn a Top Flight a car must receive 94% of the 4500 total points. Bonus points can be earned by driving the car to the meet and by having items such as a fire extinguisher, battery cut-off switch and a NCRS window sticker. Anyone owning a corvette in the model years 1953 thru 1996 should consider having their car judged regardless of condition. Consider having it judged just for the fun, experience and education without expectations of an award. After the process you will know more about your car than you probably ever thought possible. If you are planning a restoration it is a great way to have a road map of things that are right and worth saving.
- **Mark of Excellence Awards** – These are Flight awards on steroids. It takes serious commitment for someone to earn one of these awards. Anyone who does is deservedly proud. Currently there are three Mark of Excellence awards for different year models – Duntov 1953-1974; McLellan 1975-1992; Hill 1993-1996. The requirements for all are essentially the same. An owner must attain a judging score of at least 97% out of 100% based on an original "as manufactured" standard at a National or Regional NCRS event; as well as present the car for a rigorous performance test of all vehicle mechanical components and functions, all of which must operate as those of a new car, without a single failure. Finally, the car must again score at least 97%, at a National NCRS Convention, to receive the Mark of Excellence Award.
- **Performance Verification** – This award is usually achieved only by those as part of a Mark of Excellence Award requirement. I am sure there are some really weird folks that may attempt it just for fun just as I am sure there is someone that looks forward to a colonoscopy. To achieve this award, an owner must attain a NCRS Flight award® based on an original "as manufactured" standard at a NCRS event; as well as present the car for a rigorous performance test of all vehicle mechanical components and functions, all of which must operate as those of a new car, without a single failure. WARNING – PVs have been known to cause ulcers.
- **Founders Award** – Not all awards at the NCRS are about restoration. The Founders Award encourages and recognizes the value and enjoyment of member participation in NCRS activities and demonstrates the NCRS commitment to equally recognize the significance of the "Driven Corvette" among our membership, regardless of Flight status achieved and applies to 1953 - 1989 Corvettes. To achieve this coveted award, an owner must first be a member of any NCRS Chapter. Achieve any NCRS Flight award at a Chapter judging event, driven both ways. Achieve a 96% score on an operations check at a regional driven both ways. Achieve a level 1 or higher rating in the NCRS Judging or Tabulation recognition program. Submit an article for the "Corvette Restorer" magazine. Participate in the NCRS National Road Tour, a minimum of 500 miles. Display the car and recheck the operations at the National Convention scoring at least 96%. It must all be accomplished within a three year period. Only 246 individuals have received the Founders award. One member has done it two years in a row. Those founding fathers present at our National Convention personally present the special plaque.
- **Folz Award** - The Sam Folz Memorial award recognizes individuals for the restoration, preservation and driving enjoyment of 1953 -1989 Corvettes. To achieve this award, an owner must drive their Corvette the greatest distance to attend the National Convention and attain a Top Flight which requires a judging score of at least 94%, including mileage points, based on our original "as manufactured" standard. Should similar mileage results occur, multiple awards are given.
- **Bowtie Award** - The Bowtie award recognizes the unrestored Corvette and encourages the owner to retain and display the car in its present condition for the enjoyment and continuing educational benefit of our membership.
- **Sportsman Award** – This is an award to recognize nothing but the pure enjoyment of driving any corvette, regardless of model or modifications. Points are earned when the participant drives a corvette to a judging meet and displays the car.
- **Charlie Cadenhead Presidential Award** – This is a newly created chapter level award exclusively for Texas Chapter members. It recognizes NCRS Texas Chapter members that demonstrate the qualities and character of the award's namesake, Charlie Cadenhead. Requirements for the award were printed in the previous Tailpipe or I can send them to you if you email me a request. (doc427 @earthlink.net)
- There are several other awards offered but basically the NCRS offers recognition for its members in many different areas. Whether your interest is restoration, preservation, driving, judging or tabulating there is probably recognition you could earn. It is just a matter of getting started.



**Texas Chapter**  
**East Texas**  
**Road Trip**  
**April 14-16, 2011**  
Thursday, Friday, Saturday

## Registration Form

**Names:** \_\_\_\_\_ **NCRS #:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City, State, Zip:** \_\_\_\_\_

**Phone:** \_\_\_\_\_ **Fax:** \_\_\_\_\_ **E-mail:** \_\_\_\_\_ **Cell#** \_\_\_\_\_

**Check the days you plan to attend:**  **Thursday**  **Friday**  **Saturday** &  **Dinner**

***Vehicle information:***

**Year:** \_\_\_\_\_ **Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_

**Complete Vehicle Identification Number:** \_\_\_\_\_

**Insurance Company:** \_\_\_\_\_ **Policy #:** \_\_\_\_\_

No matter what kind of vehicle you are driving we have to have this information.

Mail, fax or e-mail registration and insurance forms to: **John Lejsal**  
3103 Nottingham  
Pearland, Texas 77581  
281-485-4836 fax  
jlejsal@aol.com

**HOLD HARMLESS AGREEMENT**

**I AGREE** to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration. I agree to assume risk of any and all damages and injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees, chapters, and meet workers for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or others occurring during, or as a consequence of, this Texas Chapter Road Trip. (**Note: Proof of insurance showing VIN# must be attached to this registration.**)

**Signed:** \_\_\_\_\_

**Date:** \_\_\_\_\_

## 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

I know ya'll are tired of hearing this, but dues for 2011 are due in December, 2010. Letters were sent out and we have had good response so far. There are still about 30 members that have not sent their dues in.

There are many events planned and the newsletter is excellent. Please do not miss out. I've received notification from National that some of you have not paid your **National** dues. You must be a member of the National NCRS in order to join the Texas Chapter. This is just a reminder to you, to get those dues current.

Merry Christmas

## Year 2011 Dates to Remember:

January 26-28 - Kissimmee, Florida Regional

February 12-13 – Corvette Chevy Expo and Houston Area Chapter Judging

April 28-30 – Joplin, Missouri Regional

May 19-21 – Wildwood, New Jersey Regional

May 20-22 – Lone Star Corvette Classic and DFW Area Chapter Judging

June 9-11 – Ontario, Canada Regional

July 18-22 – Novi, Michigan National Convention

October 6-8 – Sacramento, California Regional

October 27-29 – Frisco, Texas Regional

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

## Wanted: Nominations to Fill an Officer Vacancy By Tim Ehlers

Vacant Officer Positions: Vice President, External Affairs and Vice President

Are you interested in raising your Club participation to a new level? Your Chapter needs you!

The primary responsibilities of the Vice President, External Affairs position are twofold:

1. Manage the Chapter's participation in the NCRS Chapter Award Program. This consists of preparing and submitting a progress report quarterly and informing the Board of Directors of progress towards the achievement of an award.
2. Manage the registration process for Regional meets and for Chapter events as needed. This consists of receiving and tallying registrations, providing data needed by others helping organize the event, and new this year, working with the NCRS' online registration database.

This is a Board level officer position. It includes voting rights at periodic Board meetings and involvement in the Chapter's business and event decisions. In addition to the job responsibilities above, there are numerous perks to the job...too many to list in this short space!!

Please consider joining our Board and send me a note with your interest to: [tehl@hess.com](mailto:tehl@hess.com).



## Thoughts on Trailers and Trailing by Bill Usher

This last topic is probably the most crucial; at least insofar as the car itself is concerned. This topic is also the area where owners tend to harbor absolute opinions about correct procedures based on their own experiences. Tie down effectiveness involves a blend of factors of which I will discuss in the succeeding paragraphs.

### **Anchor point location:**

These points largely dictate the strap geometry and the effectiveness of the "tie down system." They are often taken for granted. All "car hauler" trailers either enclosed or open will come with 4 anchor points. (unless E-Track equipped) There is no standardization relative to the placement of these points, but manufacturers would tend to make such points generic so that the average car could be tied down without additional provisions being made. They would have attached such points to the trailer frame top rail with 2-4 bolts. For the typical Corvette, these standard attachment points tend to be longer than the ends of the car and depending upon the tie down point on the trailer bed, one end or the other may necessarily have a longer length of strapping. The width between the tie down anchors may or may not be placed well either for the track of your Corvette. If you add extra anchor points to better fit your car, ensure that the anchors have an adequate strength rating; that you anchor them into steel frame member and use several bolts, not screws to secure it. I have seen rigs with continuous E-Track section along both sides of the floor; these are nice as they provide an infinite number of anchor points. Having seen the E-Track fittings, I wonder sometimes about their breaking strength ratings, but must they are sufficient for the purpose.

### **Straps**

Most people seem to use 18" to 24" axle straps as the primary means of attachment to the car. There are varying views about where to attach, but what I see most commonly is to the rear axle and to A-arms in the front. Other owners (C-3s) advocate attaching to the certain side frame holes. Wheel bonnets (anchored tire nets) might appear to be one of the best methods but requires 2 tie down points per tire making it more problematic if your trailer is not rigged for it. Owners with onboard winches, occasionally rig a 5<sup>th</sup> "safety" restraint strap directly from the winch to a front frame member. Several notes about axle straps, main straps and tensioners. These have become fairly standardized over the years, are widely available and often discounted. Remember heavier is better insofar as ratings. Good axle straps will have abrasion sleeves. There has been a recent trend towards open hook ends with shallow depth. I much prefer to see the traditional snap hooks with a spring safety latch. There is nothing more frustrating than having the hooks fall out of the axle strap rings while beginning to latch up with the tensioner handle. Lastly, discard straps and components when there is the least doubt about their integrity. It's simply not worth the chance and I have seen worn straps break and tear stitching.

### **Strapping Procedures**

I think most owners feel "Objective No.1" as to limit fore and aft movement of the car within the trailer. This is the easiest to accomplish. Depending on the length of the main straps, these will reduce the vertical movement over rough pavement. The car's suspension buffers this action as well.

The most deadly of in-transit-motion is sideways movement of the vehicle which occurs for 2 reasons. Centrifugal forces incurred by tow car cornering and the un-weighting of the car derived from the vertical movement as described above. These forces can and will relocate the tires inches on either side of the initial tire placement. There are several safeguards to help reduce or prevent this movement. Wheel bonnets would be my first answer, but aside from that, the most common approach is to cross the main straps (X). Owners appear to have mixed views on this. Advocates swear it is the only way to do it. Others are less convinced it is that it is that effective since the lateral angle is shallow. (the effectiveness of the X is in direct proportion to the distance between the tie down points on each strap.) Shorter...the better lateral stability. Longer...less effective. In an ideal world, a trailer might have additional tie downs specifically for lateral stability purposes. Consider crossing (X) your straps if you have any doubts. There are other methods to assist in preventing lateral movement. One is the condition and finish of the trailer floor. If it is smooth in finish and/or greasy with oil, tires can very easily slide. If the finish affords more friction such as bare wood members running fore and aft or if it has been coated with non-skid material, the tire is less likely move. On my own trailer floor I maintain a coating of marine non-skid paint (along the tire tracks) which has served well and I rarely get any lateral car movement. Another method is to install a side rail either outside, inside the tire tracks or both. These will act as a hard limit point for lateral movement assuming they are properly attached to the floor. My trailer also has these on the outside of the track edges. Relative to using regular wheel chocks, I have not had very good results (unless they were nailed down !!!) they tend to work loose with the tire flexation and become dislocated and useless. One application is their use while strapping and un-strapping the car while it is inside the trailer. It's an additional little safeguard while you are working under the car rigging or de-rigging the main straps.

### **The Total Picture**

When thinking about your tie down methods.....there are many ways a failure can occur. Try to identify your weakest links and beef them up if necessary. You may have great anchors, the best straps and hooks available, but a frayed axle strap...or it might be a loose shackle pin...or a tensioner handle not quite engaging in its lock position. Repetition and familiarity are key during set ups. It's a good idea during rest breaks on the trip to physically look inside the trailer in transit to ensure strap settings have not changed. I do this and more than once have discovered something looser than it was at the onset of the trip. This caused me to add safety cords just to prevent tensioner handles from jumping out of their locked positions. I summary, don't take the tie down procedure or its fixtures for granted. There's too much to lose if it goes wrong.

## **2011 LoneStar Regional Moved to Frisco** **By Ken Robb**

How many of you know that Nebraska NCAA Football moves from the Big 12 to the Big 10 in the 2011 season? Well, they are and Colorado is also leaving the Big 12 to the Pac 10. These moves caused the Big 12 to shuffle the 2011 football schedule, resulting in the Baylor Homecoming game being moved to Oct. 22, 2011. This is the date for our regional show at the Waco CC!

We could have the show, but no one attending would be able to get a hotel room in Waco for that weekend.

So, last month, the scramble was on to find a new home for the 2011 (and 2012) LoneStar Regional. With hotel rooms, access to a facility large enough to hold 85 or so cars, at a cost we could afford, and an open date we could get National's approval for, the hunt was on.

To cut to the chase, the 2011 and the 2012 Lone Star Regional will be held at the Embassy Suites and Convention Center in Frisco, TX. The date for 2011 is the weekend of Oct. 28-29. This is one weekend later than the planned Waco regional date. The room rate at the Embassy is \$115/ night. There are numerous attractions for attendees and family around the hotel. The 2012 date will not change. More news will be released as it is obtained. Each Texas chapter member should be proud of the regional meet that they help put on for the organization.

Link:

[http://embassysuites1.hilton.com/en\\_US/es/hotel/DALFSES-Embassy-Suites-Dallas-Frisco-Hotel-Convention-Center-Spa-Texas/index.do](http://embassysuites1.hilton.com/en_US/es/hotel/DALFSES-Embassy-Suites-Dallas-Frisco-Hotel-Convention-Center-Spa-Texas/index.do)

## **The Talepipe Archive Project** **By Tim Ehlers**

Like many of you, I like to save old copies of my favorite magazines for future reference. The Talepipe and The Corvette Restorer are two of my favorites.

When I was sorting through some of Charlie's old files, I stumbled across some early versions of The Talepipe. It was fun reading about club business, the technical articles, and the bargain prices for Corvettes back then!

I've always thought our Chapter website would be a good repository for the old editions, especially now that we're using it for distribution rather than a mass mailing.

Several of you loaned me your own collections when I began searching for issues to fill in the gaps.

You can see the results for yourself at: <http://ncrstexas.org/newsletters/>. Mike Robb is our Chapter Webmaster. Mike posted my scanned versions and figured out a way to create the thumbnails of the first page.

I estimate we have now located about 82% of The Talepipes issued. If you can find any of the editions issued from 1984 through 1990, I would like to scan and post them.

Please contact me at [tehlrs@hess.com](mailto:tehlrs@hess.com) and we can make arrangements.

Check out Volume 1, Numbers 1 and 2 from 1984!

## Tech Session – Distributor Install, Initial Engine Start, & Soda Blasting

By Tim Ehlers

David and Teresa King sponsored a Tech Session at their shop in Scurry, TX Saturday November 13, 2010. Eleven Chapter members attended and were treated to a busy and informative session on a chilly, sunny day in the central Texas countryside.

The day started out with a tour of their shop. One section of the shop houses their collection of Corvettes (and some non-Corvettes!) and the other section is the workshop and in-progress restoration area. The restoration area is where we spent most of the Tech Session.



Doug Banner gave the group a demonstration of the proper way to stab a distributor into a recently completed engine. In this case, the engine is a '66 327 and is in David's recently completed rolling chassis. Doug discussed the common mistakes made when installing a distributor, the results, and the remedies.

Once the distributor was installed, Doug hooked up battery power, ensured he had a fuel supply, and hit the start button. The start button was on an "engine test dashboard" box that included enough gauges and wiring to start and run an engine without needing a full body wiring harness. The engine attempted to start. Doug advanced the timing manually and hit the start button again. This time, the engine roared to life. He couldn't run it too long due to the lack of a cooling system.



After the initial engine start, we regrouped outside where David had a soda blaster aired up and ready to experiment with. Most of us took turns trying it out with varying degrees of success. Our conclusion was, soda blasting involves a lot of time & effort, it's a learned process, but good results can be achieved. We caravanned to (the locally famous!) Lee's Pizza for lunch! That was probably more Corvettes in the parking lot of Lee's Pizza than ever before!

After lunch, we returned to the shop where Gary Chesnut gave us a demo and presentation of the new online membership and event registration systems. Our Chapter will begin using these systems in 2011.

Thanks David and Teresa for inviting us over for the day!



## 2011 Chapter Meet – Houston

**Date:** February 12 & 13, 2011 in conjunction with 33<sup>rd</sup> Annual Corvette/Chevy Expo 2011

**Location:** George R. Brown Convention Center, 1001 Avenida de las Americas, Houston, TX 77010-6032

**Schedule:** February 11 Check In between 12:00PM and 7:00PM (Hall locked down at 7:00PM!)  
**We will have a Pizza Party Friday night – details to come**  
February 12 Flight Judging between 9:00AM and 3:00M  
February 13 Chapter Membership Meeting and Awards 4:00PM

All cars entered must register with Corvette/Chevy Expo as well as with NCRS Texas Chapter  
The Corvette/Chevy Expo website has the Entry Form (see “Entry Form” tab)  
[www.corvettechevyexpo.com](http://www.corvettechevyexpo.com)

E-mail: [info@corvettechevyexpo.com](mailto:info@corvettechevyexpo.com) Phone: (888) 817 2545

**Note: Please include “NCRS” in large letters on the Expo Registration Form near your name.**

NCRS Flight Judging entries will be **LIMITED** to 8 Corvettes total and 2 Corvettes per Judging class maximum. An unlimited number of Sportsman Display and other display entries will be accepted. Texas Chapter Members first priority for space allocation – first come/first served.

### NCRS Registration Form

**Entry Deadline — Registrations must be received no later than January 21, 2011**

Name: \_\_\_\_\_ NCRS no.: \_\_\_\_\_ e-mail: \_\_\_\_\_  
Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP \_\_\_\_\_  
Tel no. work: \_\_\_\_\_, home: \_\_\_\_\_, cell: \_\_\_\_\_  
Car Entry; Year: \_\_\_\_\_ VIN: \_\_\_\_\_ Convert/Coupe: \_\_\_\_\_ SB/BB: \_\_\_\_\_ HP: \_\_\_\_\_  
Exterior color & (code): \_\_\_\_\_ Interior color & (code): \_\_\_\_\_  
Insurance Co. \_\_\_\_\_ Policy No. \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Car entered in: (please circle one) Flight Judging Sportsman Display Other Display

**(A copy of your Proof of Insurance coverage for each Corvette entered must accompany this Registration form and also be presented at check-in)**

Texas Chapter Members - Meet Registration Fee: Flight Judging Fee, Sportsman Display and Display \$5

Non-Chapter Members Fee: \$25 - includes a one year membership to the Texas Chapter !!!

Mail form & Proof of Insurance to: Tom O’Grady 62 Quail Rock Pl. The Woodlands, TX 77381 **AFTER 1 DECEMBER 2010.** e-mail: [ogrady@cooperindustries.com](mailto:ogrady@cooperindustries.com) Phone: Res 281 681 1343 Cell 713 209 8445

I will help judge year: 1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_ 3<sup>rd</sup> Choice \_\_\_\_\_  
Judging Level (points) \_\_\_\_\_ I would like to be a tabulator: \_\_\_\_\_

**Anyone entering a Corvette in Flight Judging is required to be a Judge but not for their own Corvette.**

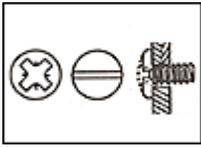
Hold Harmless Agreement: I agree to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, agents, employees and chapters for acts or omission which may result in the theft, damage, or destruction of my property or injury to me or to others occurring during or as a consequence of this meet, wherever located.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

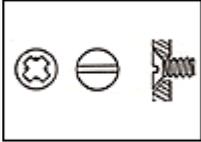
**Please monitor the Texas Chapter NCRS web site [www.ncrstexas.org](http://www.ncrstexas.org) for any updates**

## Types of Screw and Bolt Heads

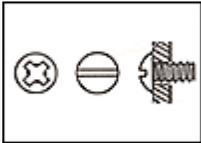
Courtesy of the Internet, Tim Ehlers, December, 2010



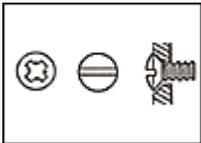
**PAN HEAD:** Recommended for new designs to replace round, truss and binding heads. Provides a low large diameter head, but with characteristically high outer edge along the-outer periphery of the head where driving action is most effective for high tightening 'torques. Slightly different head contour where supplied with recessed head.



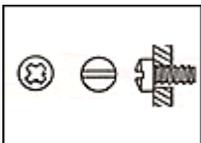
**FLAT HEAD:** Supplied to standard dimensions with an 80° to 82° angle to be used where finished surfaces require a flush fastening unit. The countersunk portion offers good centering possibilities.



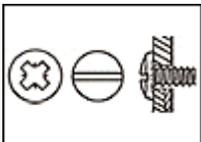
**ROUND HEAD:** Not recommended for new design (see pan head). This head was the most universally used design in the past.



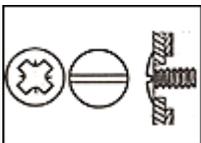
**OVAL HEAD:** Fully specified as "oval countersunk", this head is identical to the standard flat head. but possesses. in addition, a rounded, neat appearing upper surface for attractiveness of design.



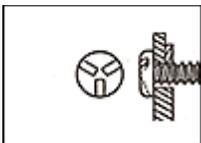
**FILLISTER HEAD:** The-standard oval fillister head has a smaller diameter than the round head. but is higher with a correspondingly deeper slot. The smaller diameter head increases the pressure applied on the smaller area and can be assembled close to flanges and raised surfaces. Headed in counter bored dies to insure concentricity, they may be used successfully in counter bored holes.



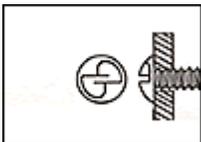
**BINDING HEAD (Straight Side):** Most generally used in electrical and radio work because of its identifying undercut beneath the head, which binds and eliminates fraying of stranded wire. Offers an attractively designed, medium-low head with ordinarily sufficient bearing surface. 'Not ordinarily recommended as a Phillips Recessed head-see Pan Head for better functional design.



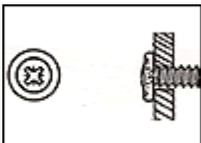
**TRUSS HEAD:** Also known as oven head, stove head, and oval binding head. A low, neat appearing, large diameter head having excellent design qualities, and as illustrated can be used to cover larger diameter clearance holes in sheet metal when additional play in assembly tolerance is required. Suggest pan head as a substitute.



**HOLT HEAD (PATENTED):** Provides the perfect tamper-proof assembly. Theft-proof -decorative, yet inexpensive. Special drivers available for field removal or power driven assembly machines.



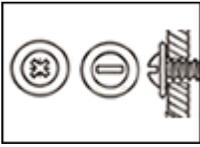
**ONE-WAY HEAD:** This ingenious, tamper-proof type of head, once assembled cannot be removed. yet is driven with a standard screw driver. Manufactured with amazing economy in productive quantities, this, simple design can frequently solve costly assembly problem.



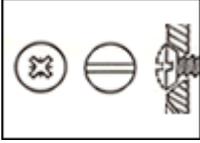
**PHILIPS FINISHING WASHER HEAD:** Designed as a neat appearance product for the electronic and appliance trade with all threaded styles.

## Types of Screw and Bolt Heads (continued)

Courtesy of the Internet, Tim Ehlers, December, 2010



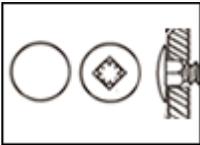
**WASHER HEAD:** This design has the finished appearance of a conventional round head plus washer and was originally created to provide extra large bearing surface under the head. The modern "truss" head (carried in stock) normally answers this purpose. When a larger diameter is required this washer head is recommended.



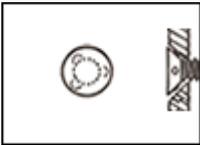
**FLAT AND OVAL HEADS (UNDERCUT):** This is the standard flat or oval head SO' to 82' countersunk screw which has the lower one-third of the countersunk portion removed to facilitate production of extremely short lengths. As illustrated, it will fit a standard counterbored hole and is particularly adaptable to flush assemblies in thin stock.



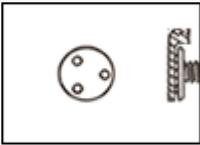
**FLAT HEAD (100' COUNTERSUNK):** This special flat head screw has been developed for applications requiring flush surfaces, and is recommended for use in soft materials. To distribute pressure over a larger and less angular surface. Very well adapted for use with thin aluminum, soft plastics, etc.



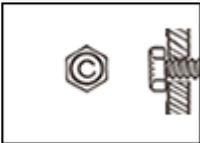
**SQUARE SHOULDER SCREWS:** An adaptation of the standard carriage bolt design. Possesses a truss head on a square shank which resists rotation when located or, driven into place. This square shoulder may also be staked into place as a permanent fastener. A great many varieties in all screw diameters are available in productive quantities.



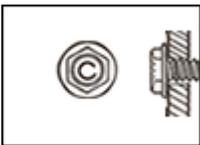
**Flat Head** styles take full advantage of the self-centering feature of the countersunk portion and provide a smooth, flush outer surface.



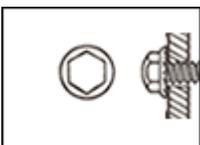
**Type "T"** (Overlug) For applications requiring smooth, finished outer surfaces. Under surface of head is designed for perfect electrode contact.



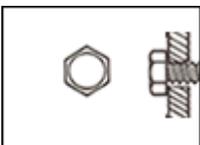
**INDENTED HEXAGON:** An inexpensive wrench head fastener made to standard hexagon head dimensions. The hex is completely cold upset in a counterbored die and possesses an identifying depression in the top surface of the head.



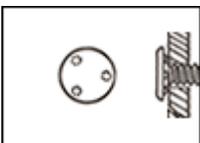
**INDENTED HEXAGON WASHER HEAD:** Produced in the same manner as the standard indented hexagon head but with a washer section at the base of the head to protect the finish of the assembly from wrench disfigurement.



**ACORN HEAD (FULL UNDERCUT):** A very neat appearing trim screw for appliance application-excellent wrench surfaces.



**HEXAGON HEAD (TRIMMED):** This is the standard type of wrench-applied hexagon head, characterized by clean, sharp corners trimmed to close tolerances. Recommended for general applications. It is available in all standard patterns and in all thread diameters.



**HEAD STYLES (WELDING SCREWS):** The welding screw has been developed to provide a strong permanent threaded fastener which becomes an integral part of the assembly. It utilizes the principle of projection welding by means of multiple lugs applied to various head surfaces. Type "U" (Underlug) for general application. Assembles easily into pre-located holes and fully utilizes head strength. Top surfaces of head designed for efficient welding anode contact.

## MEMBER ADS

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### FOR SALE:

1966 Convertible, Nassau Blue with new Al Knoch white interior. Original colors with nice original trim/vin tags. Original 350hp with CL 4-speed and 3.55 positraction rear axle. All ORIGINAL drive train to car. Both tops although hardtop needs restoration. Excellent body with a no rust detailed chassis. Has factory GM sidepipes added. Mostly original/correct components except carb and radiator have service dates. Everything works. Shows 35K miles and rides/runs/drives like it correct. Correct wheels/nice hubcaps. Paint is driver quality. Nice chrome and bright metal. Price \$53,500. Call 512-762-1248 Bruce Knierim #1788

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### FOR SALE:

1965 Corvette Holley 2818-1 9849804 2305 date code carburetor, removed from a running car 6 mos ago. Correct for 327-350hp L79 and 327-365hp L76. The metering blocks are the original units. This carburetor is 100% complete and not missing any parts. \$350 or trade for a 1961 carter 3269S. Also have a used 1964 Corvette replacement brass radiator in excellent condition, \$150. Paul @ 817-478-6096 817-478-6096 or [pwol1962@sbcglobal.net](mailto:pwol1962@sbcglobal.net)

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**For Sale:** 1982 Corvette Collectors 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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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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1966 Corvette convertible VIN # 19467S121369, maroon, black interior, new soft top, maroon hard top, 327/300hp, 4 spd, rebuilt radio, transmission, new brakes, clutch and exhaust, 87,000 miles, numbers matching, \$49,500 OBO. Call 254 718 6560 254 718 6560 or [gatestemple@aol.com](mailto:gatestemple@aol.com). member #43246

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1978 Corvette Indy Pace Car, L-82, auto, leather seats and all other options, including CB Radio. mileage is under 34K. \$16,500.00 Can email pictures. Jack Barnett Albuquerque, New Mexico 505-263-4822 505-263-4822 email: [janddbarnett@gmail.com](mailto:janddbarnett@gmail.com)

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### For Sale:

1963 Split window coupe body panels; in multiple pieces; everything behind the doors plus roof; split windows/center rib/windsplit ridge intact. prior damage repaired. aftermarket left rear quarterpanel with wierd fit; all rest is original; Taking reasonable offers. Located Houston. Call or email to discuss details. Bill 713-859-0312 713-859-0312 cell. [wbusher@msn.com](mailto:wbusher@msn.com).

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"K4" date-coded (Nov. '74) original Corvette jack. Used, good condition. Label reads: "GR.8.820 Jack" and "1 #3958710". Photos sent via e-mail upon request.

Make offer. Clark (Member #49862) 817-275-8809 817-275-8809 [clarkakirby@swbell.net](mailto:clarkakirby@swbell.net).

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### SPEEDWAGON ENCLOSED TRAILER, VERY HIGH QUALITY

22' Long X 8' Wide. 5' high for efficient hauling  
Clear fiberglass roof for better visibility  
New brakes and tires. Electric brakes on both axels  
7500 lb. capacity Always stored inside. Excellent condition \$3950. Don @ 913-915-5655 913-915-5655

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Big Block cylinder heads, Big Block Valve covers - drippers. Big block Aluminum Intake Manifold, Big Block – Distributor and Cap, Mid year Steering Column, Mid Year Side pipes – no covers, Big Block Exhaust Manifolds, Mid Year Rotors and Calipers, 4 – redline tires (1967) – DOT, Big Block - Edelbrock Computerized Fuel Injection System – Model #3550, Mid Year – various steering and suspension components, C6 – Leather seat Covers - Beige Contact Tom O'Grady Office 713-209-8445 713-209-8445 Cell 713-834-4306 713-834-4306 FAX 713-209-8989

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Member needs original Air Conditioning parts for 63. Suction Throttling Valve (STV) - GM part # 5910471 and Thermostatic Expansion Valve - GM part # 5910489. Contact info: [ToyManDennis@hotmail.com](mailto:ToyManDennis@hotmail.com) or 401.339.2666 401.339.2666

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# Texas Chapter Road Tour

April 14 - 16, 2011

Thursday, Friday, Saturday

I wanted to get a note out about the Road Trip, since it will be April before we know it. The road trip will be in East Texas and could venture into a neighboring state.

We will stay at the Hotel Fredonia in Nacogdoches each night and leave from there each morning. I am working on the day trips and should have them finalized by the middle of February. I will send out an e-mail with all the details. In the meantime, send in your registration form.

I have blocked 20 rooms at the Hotel Fredonia, so you can call and make your reservations.

Call **800-594-5323** and tell them you are with the **TEXAS CHAPTER – NCRS**. They have several different types of rooms, so check them all out.

We will be leaving the hotel on Thursday around 8:00 am. As before, you do not have to be there all three days. We will have a group dinner on Saturday night at the Hotel Fredonia.

[www.hotelfredonia.com](http://www.hotelfredonia.com)

Call me if you have any questions at 713-569-2973 or e-mail: [jlejsal@aol.com](mailto:jlejsal@aol.com).

John Lejsal

Road Tour Director

## **2011 Road Tour to National Convention in Novi, MI. by Ken Robb**

Again, there will be a Texas group participating in the National Road Tour to the National Convention in Novi, MI, July 18-21. The Last Night Out for the NCRS Road Tour will be held on Sunday, July 17 in Okemos, MI. There are 11 great Road Tours from varied locations in the United States and Canada. Last year's RT was 135 cars. This is your chance to **see the USA in your Chevrolet** and then drive the GM Milford Proving Grounds.

The application will be in the Jan.-Feb. Driveline.

Plan now is for the Texas group is to meet up with the Central US group lead by Dana Forrester in Kansas City, MO. We could leave TX on Wed., July 13 and drive part way to KC, stopping in Branson or such. Then drive on to KC on Thursday arriving in time for the kickoff dinner and museum tour.

Thursday, July 14: Gather for an Official Kickoff Dinner and tour of the Armacost Museum in Grandview, Missouri (just on the south edge of KC) for a \$\_\_\_\_\_ a plate Charity event. This is a two-story museum featuring everything from Ferraris to MGs to Corvettes to early Thunderbirds to many historic Cadillacs and Lincolns to the largest private collection of Studebakers. Don Armacost is the owner of the Museum and a KC Chapter member and has a complete restoration shop on the Museum campus. It is open only to charity groups.

Friday, July 15: Depart Kansas City driving north on I-35 to Cameron, MO. Take U.S. 36 Highway east across the scenic state of Missouri to Hannibal; lunch in Hannibal (?) and cross the Mississippi and on through Springfield, Illinois and on to Decatur. Stay the night in Decatur, but will tour the Chevrolet Hall of Fame Museum owned by LaVelle Hunt.

Saturday, July 16: Depart Decatur and drive mostly two lane highways across Indiana, and later in the day view the Ed Foss Collection and Museum outside Ft. Wayne. Ed has a collection of about 55 Corvettes, most are extremely low mile cars. We may also arrange for a tour of the Larry Gerig Collection in the same area. Spend the night in Ft. Wayne area.

Sunday, July 17: Depart Ft. Wayne, heading north on I-65 into Michigan, turn west on I-94 and drive northwest to Hickory Corners, Michigan to view the Gilmore Car Museum Campus. It's about a 100 mile trip that morning. After the tour, drive to the Last Night Out Party.

Drop me a line if you are thinking about joining the group. We have always had an extremely enjoyable time on the previous road tours.