



Classic Corvette Newsletter

Fall 2018

"A Publication of the Kansas City Chapter of the NCRS"

Table of Contents

Chairman's Message - Top Flight Chapter Award 2017	Pg 2
Chairman's Message—Daniel Rechtfertig	Pg 3
Vice-Chairman's Message—John Hecker	Pg 5
Editor's Message - Harry Ledgerwood	Pg 5
"What a Ride" - Tribute to Vern Green by Daniel	Pg 6

Technical Article

Step by Step to Remove Old Carpet - Tony Stein	Pg 15
--	-------

Past Events

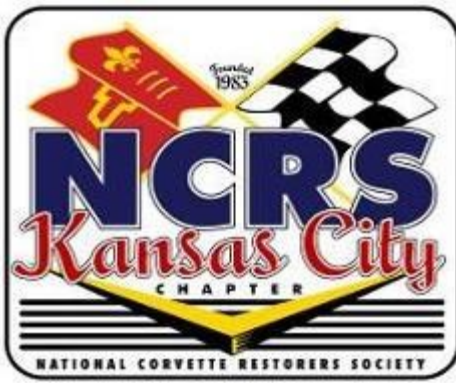
2018 NCRS National Meet - Las Vegas	Pg 25
2018 American Royal BBQ Show	Pg 30

Miscellaneous

Jim Cianciolo's '58 Fuelie Restoration - Part 1	Pg 19
Observations found on the Web	Pg 31
Corvette Museum GM Discount	Pg 38
Our Sponsor	Pg 39
Club Officers	Pg 40
Original GM Corvette Ad from the Past	Pg 41

Coming Events

2018 Nomination Dinner - Herford House	Pg.36
NCRS KC Events Calendar 2018-19	Pg 37



Classic Corvette Newsletter

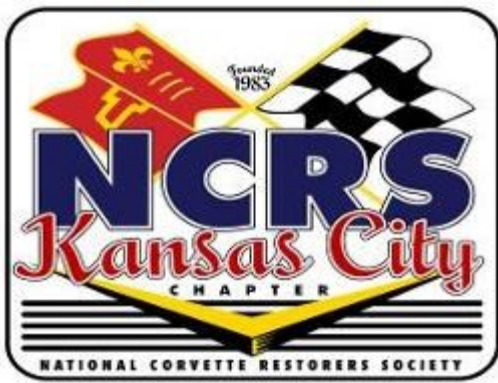
Fall 2018

*"A Publication of the Kansas City
Chapter of the NCRS"*

Chairman's Message



A BIG Thanks to Gary Martin (Chapter Flight Administrator) and all of the Kansas City Chapter Members for their continued support. We made it AGAIN as an "NCRS Top Flight Chapter" for 2017!! Let's stay on track again for 2018!!



Classic Corvette Newsletter

Fall 2018

*“A Publication of the Kansas
City Chapter of the NCRS”*

Chairman's Address

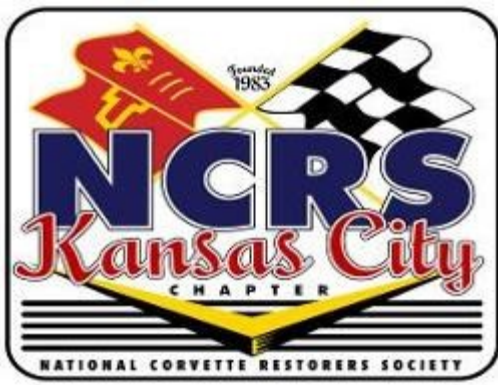
2018: Looking Back & Looking Ahead

With all the summer weather of 2018 squarely in our rear-view mirrors, this is some of the best time of the entire year to get in our old Corvettes and enjoy those drives. A lot of car activities are planned for summer but I have got to admit, this is the season for the old stuff in my opinion. Overheating is never a problem with these moderate temperatures so lasting the day never seems to never be an issue. My car will stay nice and cool too. Not to say that spring through summer events are not great fun but it seems that in those temperatures, I am not far from a cool place or at least a shade tree.

If we look at the Kansas City Chapter's activity in 2018 it is a great. Al Grenning's presentation and our Chapter Judging event were great. Our Chapter's "The All GM Car Show" was exceptional and just keeps getting better. We gave an amazing gift to Children's Mercy Hospital of \$6,000. We should be very proud of this since clubs ten times our size cannot make that kind of contribution.

For those of us who attended the C3 Judging event at Terry's, we got a real treat didn't we? I gotta admit, our Chapter receives a lot of invitations to car events in the area whose organizers say our cars would be the highlight of the show and great "eye candy" for their events. While humbling, we obviously cannot possibly attend them all so I appreciate everyone's support in working with CCKC and their invitations, despite being rained out at their big Summit Fair event.

The Great Car Show killed a lot of folks enthusiasm, (not just our Chapter but about 200 other car owners too) when the weather reports said the rain would be epic, and at least in the morning, it was a downpour. Even upon drying, we learned it was a muddy mess. One thing for certain, the sponsors will have figured out how to get a lot of cars into place on the field very quickly as we look to next year.



Classic Corvette Newsletter

Fall 2018

"A Publication of the Kansas City Chapter of the NCRS"

We discussed at the Regional in Altoona the possibility of Chapters being able to Judge Concourse soon. Some Chapters have permission to do so on a trial basis, no doubt to work out the bugs before implementing world wide.

Speaking of world wide support of the NCRS, the Australia Chapter is very active and comes in full fashion to the National events. This year I paid for an Aussie NCRS shirt and they said they would ship it to me. It is unbelievably expensive to have their cars shipped here for Regional and National Judging but they do it anyway and they are not all millionaires. If you run into them, visit with them and see their NCRS pride as it is amazing.

I look forward to the Texas Regionals later this month as that always seems to have a great attendance from the Kansas City Chapter. I hope breakfast and afternoon happy hour drinks and snacks are still included in the hotel stay as it makes for a fun and very affordable trip. I am planning on taking my wife and our two kids, one is 2 and the other 4, so they are just the right age to start learning about Corvettes.

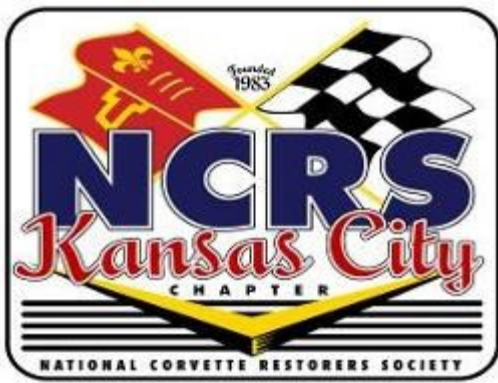
Lastly, everyone in the Chapter always looks forward to the Nomination Dinner at Hereford House in Leawood and this year we will have it on Saturday evening November 10th, so please mark your calendars. It is always one of the highlights of the year and largest in attendance with our Spouses and Significant Others.

I really hope everyone can get out and enjoy their cars over the next few months before the cold blows in. Daytime temps are beautiful.

Until then, I look forward to seeing you next at our Monthly Chapter meeting at Gambino's Pizza in Lenexa this coming Tuesday, October 9th. Eat at 6 PM, Meet at 7 PM.

Daniel Rechtfertig





Classic Corvette Newsletter

Fall 2018

“A Publication of the Kansas City Chapter of the NCRS”

Vice—Chairman’s Message

Vice Chairman notes by John Hecker

It was great to see all the members at the National Convention in Las Vegas this July. It was hot but we all had a good time at the judging and events while in Vegas. My brother and I drove out in a new Grand Sport, what a ride. Now I know what I have been missing with the new C7 cars. I know Fall is here so enjoy the next couple of months before we need to store our cars for the winter. Also remember to sign up for the March 2019 judging school in Dallas. That will be great for all who want to learn more about the judging.

See you later.

John

Editor’s MessagePlea for Help

Well, as you read this you are realizing that 2018 is coming to a close very soon. It has been another Great year for the KC Chapter and we continue to grow stronger and larger as a Club. I want to encourage all of you to help me make this Newsletter better by content and enjoyment. It is getting more difficult to put together a Newsletter without help from the Membership. I want you to have something that you enjoy, but that has meaningful content. That said, I need input, photos and suggestions from the group. I try to publish one each Quarter, meaning March, June, September and December. If you will send things to me no matter when you think of it or run across it, I will save it and use for the next Newsletter. We desperately need Technical articles in order to continue to meet the guidelines for remaining a Top Flight Chapter.. Don’t think your contribution will not be appreciated or valuable, as everything has meaning to the members.

Thanks Harry

What A Ride !..... A Tribute to Vern Green

Have you ever wondered what you mean to others? If we break that question down to friends vs family, the investment vs return in a relationship may not be easily ascertainable. As the old adage goes “You can pick your friends but not your family” so I guess that means the difference is we choose our friends. We are typically stuck with family but if we don’t feel good about a moving forward with a friendship, we are easily free to move on. Now, when we think of all the unpredictable, stubborn and often uncooperative exchanges we have with our Corvettes that could make us throw in the towel, more often than not we choose to keep investing in the relationship, like family.

This is where the NCRS has some very interesting dynamics. I have heard dozens of times where so many folks in the NCRS have made some very long lasting friendships. These relationships are often forged through mutual cooperation on a project, assignment or goal associated with a Corvette(s) or an event of the NCRS. Since we don’t compete with one another, selflessness and regard for the other person’s plight (or Flight) is more-often-than-not met with genuine assistance.

In my case, family and friendship both came together in the NCRS with me and my (24 years older) father-in-law, Vern Green. I married his daughter more than 2 decades ago but it seemed that was all Vern and I initially had in common, so although very cordial, we never “chose” to hang out, just he and I together or just call on the phone to visit about nothing.

However, about 5 years ago his wife of 47 years passed away and I can only describe him for the next year or so as a “lost puppy”. He knew I was into Corvettes and the NCRS but he never considered owning a Corvette since his family of 6 wouldn’t find it helpful nor had he ever been in a position to have extra money or time to enjoy it. Nonetheless, from time to time I dropped pointed questions to him about drum brakes and “these darn carburetors” just to get his eager two cents.

I finally made the point that he was mechanically brilliant and could teach me a lot but he really needed to join the NCRS and a Corvette so he could understand my challenges. He rebutted he had a rebuilt leg so I told him we simply needed to find him an Automatic Transmission Corvette. He said that high summer temperatures were tough on him so I rebutted we would need it to have Air Conditioning. He rebutted he was retired so had to watch his money so couldn’t put a lot of money on the line. I said OK then your first Corvette will have to be a modest sum.

Then a about a week later on a beautiful Sunday morning on my way into worship, I passed by a beautiful C3 Corvette in the front yard of an old man sitting in a rocking chair as he tended to his very organized garage sale. My wife said we were late but I stopped anyway for the fundamentals and to tell the fella I thought it was priced a touch too high but then texted Vern the location, year, color, price and miles.

What A Ride !..... A Tribute to Vern Green

Shortly thereafter, Vern was giddy in his text to me that he was, for the first time in his life, and nearly 70, the proud owner of a “completely original” 30,000 mile, garage sale 1980 Corvette.

Vern’s first NCRS Chapter meeting was a week later but where he was baited by some in our Chapter into registering his car for the upcoming Regional, which Vern bit on Hook-Line-& Sinker. Let the fun begin. I told him (after I waited for him to register for the Regional) that he was nuts! I exclaimed he was just a rookie in the NCRS and starting at a Regional was crazy, and besides, the advice he got to take it to a Regional were the usual trouble makers in the Chapter who were ribbing the rookie. But even they didn’t even think he would actually do it. I jovially taunted that he was in for some serious trouble if he thought he could begin Flight Judging at a Regional with a garage sale car.

I shared too, that had been in the NCRS for years and hadn’t the guts to even to take my Corvette to a Chapter judging a meet. Stubbornly, he crawled through his brand new judging manual and persisted more than ever to prove me wrong, albeit asking my advice all the while. We calculated CDCIF and expense to get points here and there, but I always assured him there was no way he could get a Top-Flight. Alas however, I shared that he would be able to take solace in getting great feedback from amazing Regional Judges who would find everything he needed to fix.

I found him original wheels and tires in Detroit and forwarded him the Craigslist link only to find he had met the guy a few days later in Indiana. He drove back to Kansas City and directly to me to show me perfectly, original wheels with correctly dated tires. He obviously had the bug. He worked his tail off readying his car for Regional over the next several months and I trailered it to the Regional in Frisco, Texas that Fall which he simply insisted on attending. However, my ribbing him came to an abrupt end right after he got his first Judging sheet review. It turns out that our 100% car wasn’t so flawless after all. Vern had overlooked window tinting and the huge deduction we hadn’t seen coming so was painted with worry that if such trajectory continued the Top Flight would not be possible. I became a coffee and snack runner and spiritual advisor telling him not to wrap his heart into material possessions. I hadn’t told him yet about the strategy of making note of his points so he had no idea of his score until he limped up to the stage several nights later at the Regional’s banquet to accept his Top Flight ribbon. When he received his ribbon he simply beamed. Everything he had ever acquired was for him to share with his family so he never had something like a Corvette for himself.

What A Ride !..... A Tribute to Vern Green

His judging sheets evidenced where his car could benefit from a little attention so he once again hit the internet to acquire parts, worked until the wee hours of the morning until items were finished and even desperately resorted to borrowing a part or two off of my C3 of the same year to prepare for what I learned were the NCRS National Convention in San Antonio, which he had registered for and told me after-the-fact.

With all the work that he put into his car though to that point, we had no doubt he had a perfect Corvette. No “great job fixing the Regional issues” but rather a whole new group of folks with a whole new set of eyes that again unnerved Vern right after his initial judging discussion. Game day of Nationals was a repeat of Regionals. This time, some stealthfully removed engine shielding from the original owner which had never been noticed by anyone earlier, gave Vern a serious deduction and daunting feeling. Those huge points forced themselves into an equation with enough variables already in play anyway. He was a nervous wreck. Needless to say, that was not the time to joke around but rather muster the right words of encouragement.

Regardless, he was still uncertain until the awards were given out at the awards banquet and once again, **Top Flight, but this time at the San Antonio Nationals.**

Vern and I have covered thousands of miles going to NCRS Regional and National events literally all around the country. We’ve met well before sunup and visited about everything imaginable well into the wee hours of the night in our shared hotel room. Naturally, discussing the infinite technical elements of Corvettes is a common theme running through all of our adventures but what is really amazing is how much you truly learn about someone when you spend real time with them. Not a whole day or a whole weekend. But lots of days and weekends. At any time the other person may choose to not spend that much time in the relationship and therein is a reward I suppose because validates us as a chosen friend.

With Vern, I learned about his less than ideal childhood and therein why he never drinks also his resolute attitude about persevering through anything so he could provide for his family. Vern constantly reminds me, all the time, how hard to believe it is that decades of just providing for your family seem to fly by and before you know it, they are in the rear view mirror.

He shared with me how burying two of his daughters, a wife and grandson shaped his vision of priorities and how little true success and money have in common.

The Chapter also made him the administrator of our website, www.ncrskc.com.

What A Ride !..... A Tribute to Vern Green

We discussed, at great length, God and the Bible and the assurance of being reunited with all in his family in the future. I really learned a lot about what parts made up this man. In contrast, this age of Social Media typically shows the best of what people “want” to promote about themselves, however, in close quarters, for a long time, day after day and over many years there is an honesty that just comes through.

To say that my father-in-law and NCRS travel buddy has made me appreciate how much better I can do as a father and husband is an understatement. In fact, Vern’s daughter and my wife, has said on more than one occasion how much she wishes she too was able to spend the same quality time with Vern. Kind of funny how trying to befriend a lost puppy helped me more than the puppy!

The hard working folks in Chapters around the world of the NCRS have been and are constantly choreographing events, activities, publications and all things Corvette to provide such an opportunity for others as I have drawn delight. For some, the NCRS is a premier Corvette organization that affords great venues to meet up with friends from afar and socialize for several days. Many travel together, share hotel rooms and get to catch up on lots of lost time. Many in the same family have tackled the restoration of a Corvette and then taken it to an NCRS event for Flight Judging. I have even seen the pride reflected in the faces of award recipients when they receive NCRS acknowledgement of that family accomplishment. We’ve certainly all seen over the years the many people who travel with their spouses to NCRS events. I cannot emphasize enough to people the opportunity the NCRS allows to those who want to spend quality time with someone. Great times indeed!

In 2016 and well into our NCRS travels, Vern went into his Kansas City doctor and learned that he had Pulmonary Fibrosis, an untreatable, progressive lung disease caused by asbestos that would worsen over the next two or three, years at which point it would be terminal. According to the doctor, Vern’s lungs began a process that would go from healthy pink o₂/co₂ exchange organs to lungs that would build scar tissue around the foreign particles making breathing eventually impossible. He took the news like anything else that ever tried to defeat him and went on about his business, adjusting accordingly. No huge initial changes for him but we would needed to incorporate an element of caution.

For example, he took a small oxygen tank to Chapter Meetings every so often just in case he needed a little snort but mostly he just took his time so he didn’t need much oxygen. Later, he had a few oxygen bottles delivered to our hotels if flying into Regional and National events. However, traveling on the plane without oxygen is prohibited so I would insist on the free first rate wheelchair and “beep-beep, coming through” golf cart type carriers that would take us from the gate right to the luggage and then Taxi pickup location. and easy, into our seats before the running of the bulls.

What A Ride !..... A Tribute to Vern Green

At the Nationals in Las Vegas, Vern rented a personal little electric scooter that gave him access to the whole billion or so square feet. He relished telling everyone that he took the NCRS Hoover Dam tour and crossed the dam and was almost back before some joggers were even a quarter of the way into the journey. Then as the oxygen demand increased and more bottles would be needed at the hotels and possibly to even travel, we figured out that plane rides just were too much of a pain so we planned to just drive to NCRS events which allowed us to take as much oxygen as we wanted and we could also hit many more restaurants.

Vern and I had already learned over the years how important it is to register in advance for NCRS events to have a shot at judging so I guess the NCRS simply complimented our own “forward thinking” philosophy. This forward thinking is inherent to the NCRS as everything is planned, often years in advance, so scheduling time with someone to attack the NCRS circuit is just as easy as grabbing it.

In fact, Vern and I just wrapped up our driving itinerary a few weeks ago for the upcoming November 2018 Texas Regional. When the Spring 2019 Judging School opened up for registrations in mid September 2018, Vern and I were again like two teenagers keeping on the other to sign up for the same things. However, for the first time, when signing up for the Spring 2019 Judging School he said in an undertone, ‘now this is optimistic’. I heard him well but pretended not to so I asked him what he said. He repeated it and explained that he couldn’t guarantee what shape his lungs would be in for a May 2019 Judging School. I told him, in our well practiced ornery old man tone we have truly mastered, in its rather abrupt and short but jovial, kidding tone, that his lungs would be fine and to stop complaining. He shrugged his shoulders and agreed.

Just a few weeks ago we were back at it, driving to Pennsylvania for the late September 2018 Altoona Regional with 16 tanks of oxygen in tow. We were loaded for bear. A great Regional welcomed us but he was more dependent on his oxygen than at other events so we took it very slow and enjoyed the show immensely, especially since we were able look inside of how the 1967 team functioned. I noticed Vern had a cough on Saturday morning but he said it was nothing.

On our way driving back to Kansas City though on Sunday, I could tell something was amiss in his breathing and he was unusually tired. He seemed to be using his oxygen a lot more than typical at rest in a car so we went to an Emergency Room in Evansville, Indiana where they brought his oxygen saturation into the 90’s and then sent him to ICU on high volume, 100% oxygen. Vern was touch and go for a few hours after admission into the ICU and in fact the doctor told me to call his daughter, my wife, to come as his condition may worsen. I called her as she was about to crawl into bed herself.

What A Ride !..... A Tribute to Vern Green

Kim drove her trusty minivan all night, stopping for a few minutes along the way for quick naps of a few minutes or so. Once she arrived at the hospital though, Vern had made such great progress in the ICU we all doubted that she actually had needed to come.

For the rest of the day Vern recruited into the NCRS many Nurses, Doctors, janitors and everyone who stopped by his room to ask him “Now what kind of special Corvette do you have?” to which he would reply “An NCRS Top Flight Corvette”... and “We travel to judge them”...and proudly gesturing to me “he’s a Master Judge”.

His health was doing so well that we decided I should go home and my wife could drive her father back to Kansas City in the next day or two. Unfortunately, he took a turn for the worse that night. After a few days the Doctors said it was becoming apparent that his lungs were failing due to his long term condition and he was probably not going to recover to the point he could be active without 100% oxygen. This was a problem since his portable tanks were only 40% oxygen and 100% oxygen in this volume, is only available in the hospital setting. Needless to say, Vern was not happy.

Being a great planner, he had insurance specifically for Life Flight to get him home no matter where he was located, almost expecting he would be away from Kansas City when he would need medical attention. Therefore, he was super excited his insurance paid off and took he and his daughter on a super high performance plane ride back to Kansas City.

Upon his arrival at KU Medical Center, he could hardly contain himself to the waiting ambulance drivers and everyone in the ICU about the Top-Gun pilots that got he and my wife back home to Kansas City in record time, with plenty of oxygen to boot. The staff at KU ICU Pulmonary Unit were wonderful as his stayed at his bedside until he went to sleep, on October 4, 2018 at age 71.

Vern wanted me to share this with you just how much the NCRS, and many of you, meant to him. The Chapter had also made him the administrator of our website, www.ncrskc.com. It was a highlight of his life. I want to thank you for all you did for him, and me, too.

Thanks to Vern’s friend and the newsletter Editor Harry Ledgerwood for running his newsletter a few days late so this could be included.

What A Ride !..... A Tribute to Vern Green



NCRS Frisco Regional—October, 2016



San Antonio National NCRS—July, 2017

What A Ride !..... A Tribute to Vern Green



Zona Rosa—September 2017



Great Car Show—July 2017



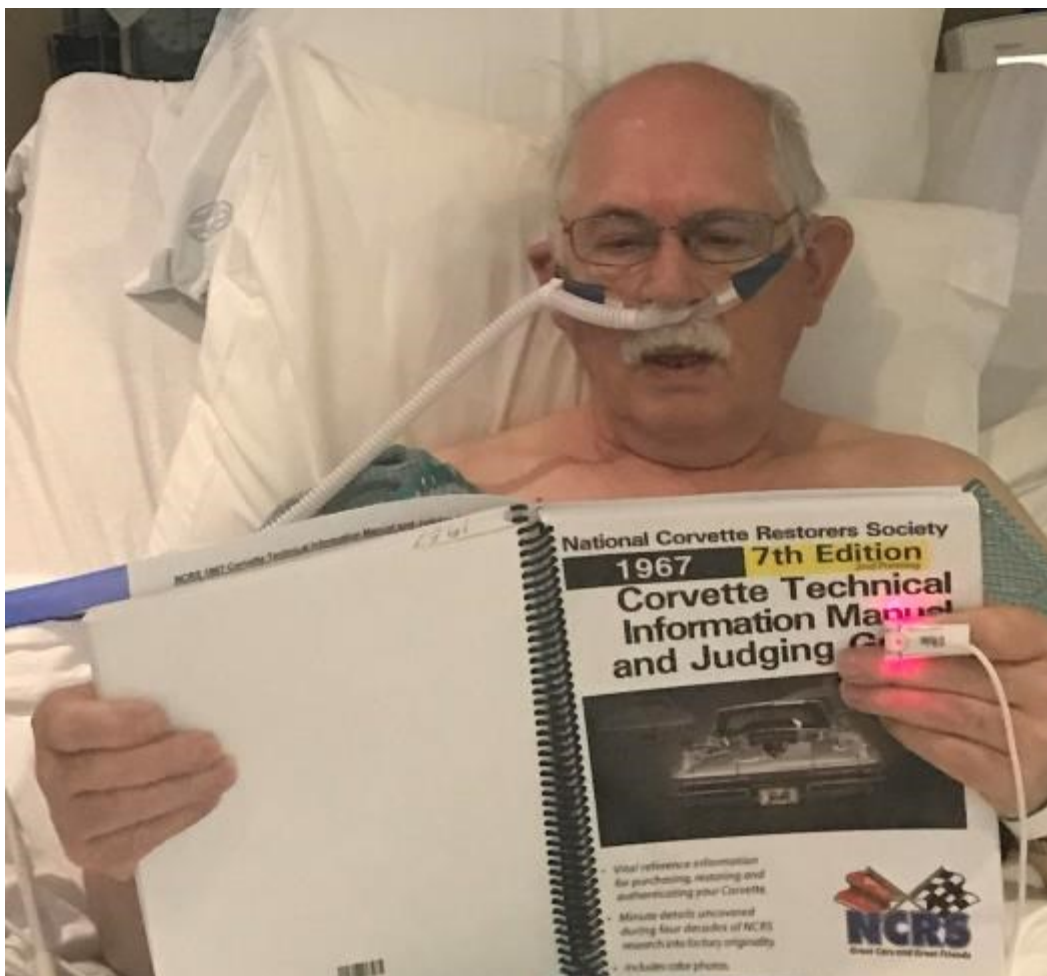
American Royal BBQ—
Sept. 2018

What A Ride !..... A Tribute to Vern Green

Vern,

Thanks for the opportunity to meet and get to know you. Your gentlemanly kindness and pleasant attitude has touched us all. It has been a real honor to be able to call you Friend, and to enjoy your enthusiasm to learn more about the NCRS and Corvettes in general. I know you really enjoyed the cars and especially your Special NCRS Top Flight “Garage Sale” find. May God Bless you and keep you safe with your loved ones. We’ll meet again down that unending Corvette Road. Until then.....

Harry & Everyone at NCRS Kansas City



Tony Stein's Project '66 BB—Part 2

The anticipation of that beautiful new interior carpet (and the tedious job of removing the old!)

By: Tony Stein
Kansas City Chapter judging chairman

As I continue the restoration of my 1966 Corvette project, it became time to remove the old interior. Once I removed the seats and dash, I was pretty much left with the old, ugly carpet. So on a Saturday morning after meeting my friend Herb Force for breakfast at the Corner Café in Riverside, Missouri, I began removing the old black carpet. The carpet itself came up pretty easily. With a pull here and a tug there, the carpet wasn't much of a problem. What I was left with was the jute underlayment. That's when the real "fun" began.

The original jute underlayment used on C2 Corvettes was something close to a horse-hair mat that is attached to the fiberglass flooring with a strong glue. At first, I hoped that the jute would come up as easily as the carpet itself. It wasn't meant to be. That jute underlayment wasn't going to come up without a fight.



Tony Stein's Project '66 BB—Part 2

My first attempt to remove the jute underlayment was trying to pull it off as I did with the carpet. The upper layers of the jute came up, but the lower layers remained stubbornly attached to the fiberglass. I next bought a steel bristled brush. I hoped that as I combed the jute, it would remove the remaining jute fibers. Although the steel brush did remove some additional jute fibers, it just wasn't the final answer. Pulling didn't work; brushing didn't work. I needed to find a new procedure.



I decided to try lacquer thinner since I thought that perhaps that would soften the adhesive. By now, it was 1:00 p.m. and lunch time. Before I left for lunch, I poured about a quart of lacquer thinner and soaked the stubborn back stowage area for an hour in hopes that it would cause the adhesive to let go. When I returned from lunch, I was happy to see that the adhesive had softened, and the jute became much easier to remove with my metal scraper.

Tony Stein's Project '66 BB—Part 2



I now knew that I had the procedure to remove the remainder of the jute underlayment. Over the weekend, I soaked portions of my floor boards with lacquer thinner. After letting each section soak for about an hour, I used a nice scraper to remove all that ugly and stubborn jute. I am pretty happy with the results. Eventually, I was able to remove all of that nasty, stubborn jute and most of the glue. Now the interior is ready for new carpet. That will be another story.

For safety purposes, if you decide to use this technique, you should use good eye protection, rubber gloves and do it in a well-ventilated area.

Tony Stein's Project '66 BB—Part 2



Jim Cianciolo - They are Still Out There...

Jim's 1958 Corvette 9/30/18

I am Jim Cianciolo. I and my brother John have been members of the Kansas City Chapter of the NCRS for over 30 years. Many of you know me as the caretaker of the Fawn Beige 1961 Corvette which I have owned for over 28 years. I'd like to share with you the story of my current restoration project.

Four summers ago, I drove my white 1959 Vette to a local car cruise in Overland Park. Another car owner was inspecting my car and asked if I knew anyone who was interested in buying a 1958 Corvette.

"Yeah, sure me," I said as I thumbed my chest. He says, "Well, I know this guy who has one and he might want to sell it. You can call him if you want." These rumors most always prove to be untrue, but what the heck, I took his phone number.

Three days later John and I were in a garage in Shawnee Kansas looking at a pretty decent old car. Sure enough, it was a 290 HP, four speed, two top Fuelie that looked like it was stuck in 1970. The exterior color is Charcoal with a red interior. Someone, sometime painted the coves red (yuck!) to match the inside. Tricked out with Cragars, she only needed a surf board in the passenger compartment to complete the look. Cosmetically, she was just plain ugly. But a good inspection proved that she has a good frame and body panel fit with only a little bit of previous fiberglass repair. The owner fired her up and I drove it around his neighborhood.

After three weeks of intense negotiations, a little with the owner but mostly with my wife, a deal was made. I bought the car during the 2014 NCRS National Convention in Overland Park. I drove it straight from Shawnee right to the Overland Park Convention Center and parked it outside the Hall. What fun it was to talk with many NCRS members about my find on the day I bought it.

I was still several years away from retirement but I knew that restoring the 58 would be my next full time job. So for those four summers, I drove the car a total of 985 miles. It has about 90K miles now. It ran OK but the throttle response was not right and it would stall from a dead stop. I began research to determine exactly what I have. This summer I started disassembling the car and as I progress I'll submit additional installments of the process.

Sixty years ago Chevrolet produced 9168 Corvettes of which 1007 were 290 HP fuel injected. This car also has a four speed and a 4:56 Posi of which there were only 295 produced. It has two tops, a Wonderbar and heater but no sun visors or windshield washer system. This car is fairly rare. I have some ownership documentation back to 1962. There is some physical evidence that it had been raced.

Jim Cianciolo - They are Still Out There...

Now to make this doubly fun, my brother John owns a 1958 290 HP fuel injected Corvette. Our cars are 107 serial numbers apart. They were produced during the same week in March! How cool is that?

Even though the car is nearly complete, it needs a total frame off restoration. The interior, convertible top and weather stripping are useless. The paint needs to be removed and most everything plated. I intend to do as much of the restoration myself as I possibly can. I started disassembly in mid-June. So far everything is removed from the car. It is now only a fiberglass shell on a frame.

The Rochester fuel injection unit has been shipped to a well-known guru for a total restoration including plating and testing on a C1 Corvette. The engine has been disassembled and machined. It will go to the engine builder soon. I delivered some of the chrome to be re-plated to a reputable shop while at Corvettes at Carlisle this August. And now I have begun the challenging task of stripping old paint off old fiberglass.

I feel like I've only dipped my toe into the ocean. This is a BIG task. Not only will it take a lot of time, it will also take a lot of \$\$\$\$\$\$. It is not for the faint of heart. I hope it is also not for the fool hearted (me). However, I believe that what I learned on restoring my Fawn 61, I can bring this to completion



Jim Cianciolo - The are Still Out There...



Jim's Fuelie at the NCRS National 2014



290 HP Brothers!!

Jim Cianciolo - The are Still Out There...



Jim's Fuelie at the NCRS National 2014



Jim Cianciolo - The are Still Out There...



Observations from Carlisle 2018



The Cianciolo Brothers, John, Jim, Greg and a Friend went to Carlisle to raise funds for Jim's 1958 290 Hp Fuelie Restoration project. They were very selective in which parts they were willing to part with. As you can see, they may not have raised much in the way of financial help for Jim.

However....They Had Lots of Fun.....Regardless!!

Observations from NCRS National in Las Vegas



Brad Hillhouse—Top Flight 1968 at NCRS National 2018—Las Vegas



Observations from NCRS National in Las Vegas



Observations from NCRS National in Las Vegas



Observations from NCRS National in Las Vegas



65 Years of Corvette Styling Changes



Observations from NCRS National in Las Vegas

↓ 1954 Corvette Before & After Rollover Accident!! ↓



I first met James Larkin in Laughlin, NV when we judged his '54 in April, 2017 as a potential Bow Tie candidate. Then I saw him again in Vegas in July, 2018. He recounted the tale of how he was involved in a total rollover accident upon leaving Laughlin. His tow SUV was hit by a huge gust of wind and blown off the road, with 24' trailer in tow. The trailer went airborne and over the SUV before landing off the highway. The '54 survived with lots of damage and required near total restoration. The hole in the rear fender was caused by a spare generator he had stored in the rear fender well. Fortunately there were amazingly no serious injuries, and this Classic vehicle and owners were spared to enjoy another day on display!



Observations from American Royal BBQ Show



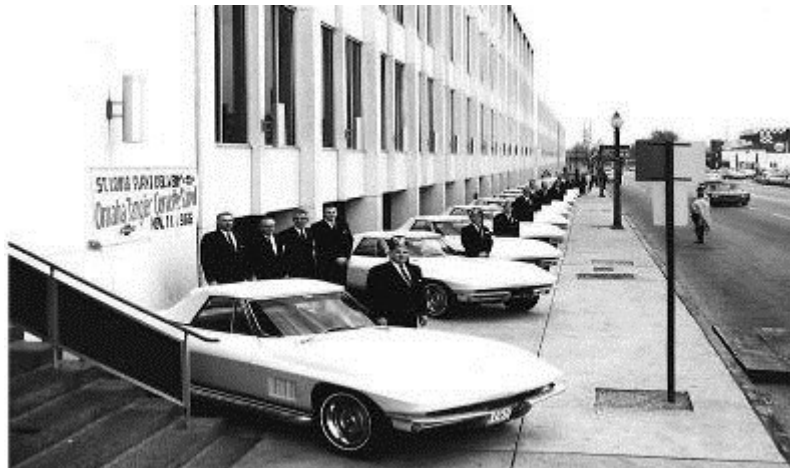
Observations from the Web

These are sightings that members have send to me which they thought would be of interest to the general membership in the Newsletter.



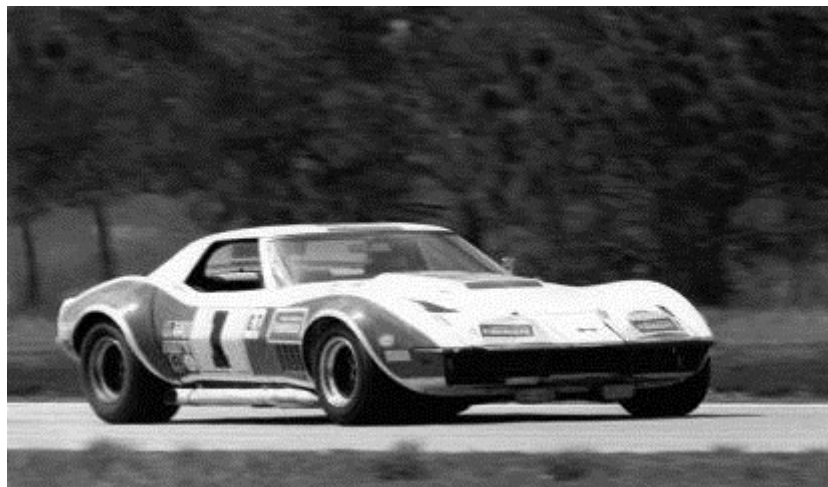
Observations from the Web

These are sightings that members have send to me which they thought would be of interest to the general membership in the Newsletter.



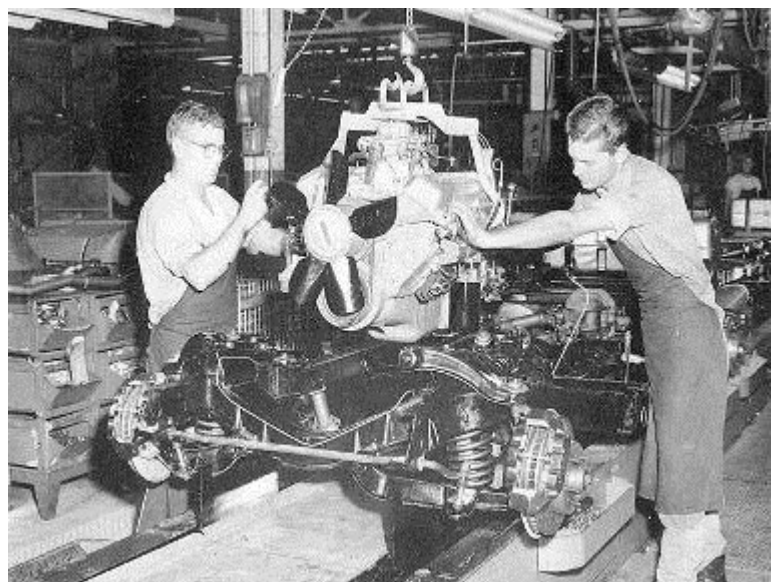
Observations from the Web

These are sightings that members have send to me which they thought would be of interest to the general membership in the Newsletter.



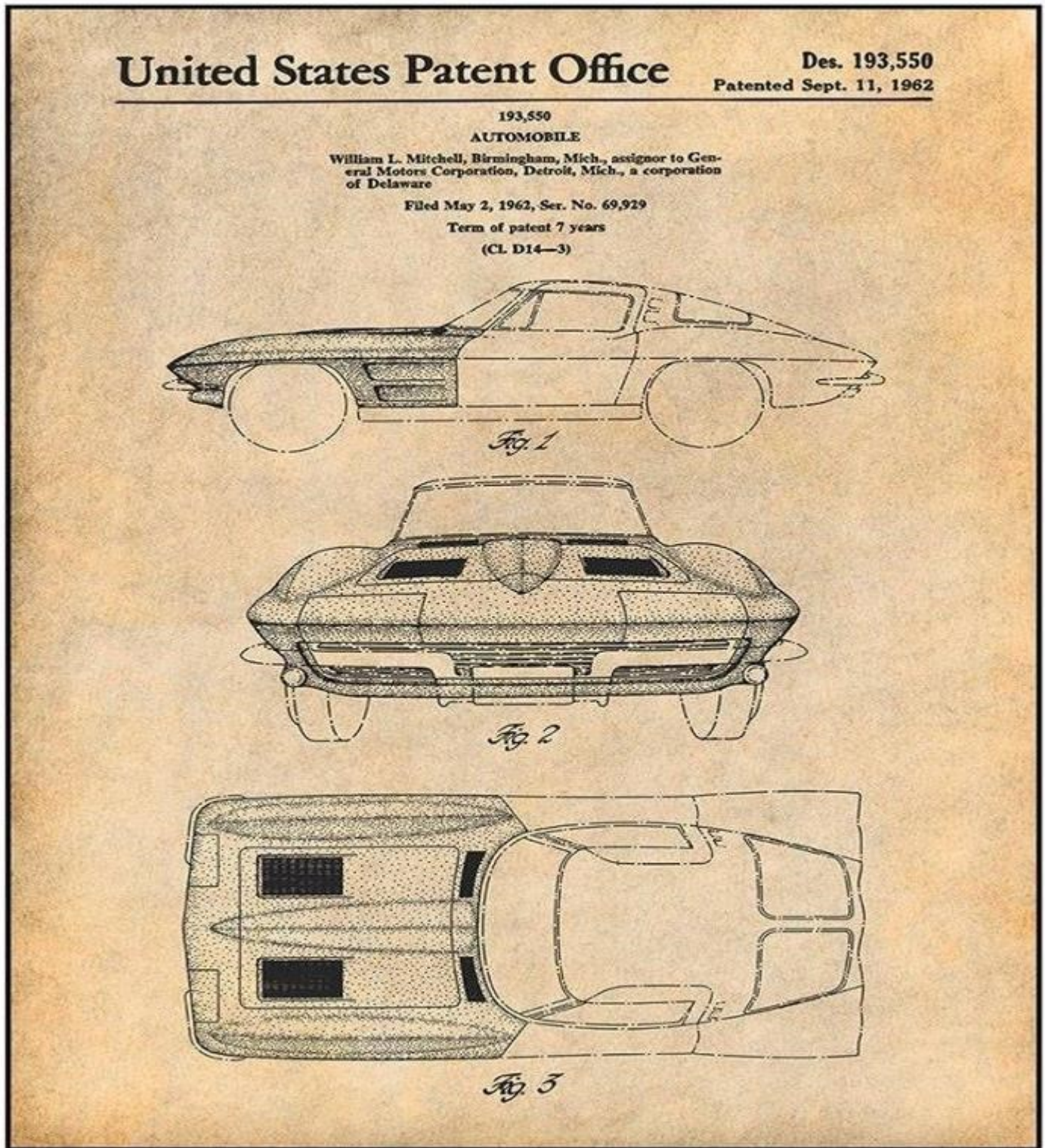
Observations from the Web

These are sightings that members have send to me which they thought would be of interest to the general membership in the Newsletter.

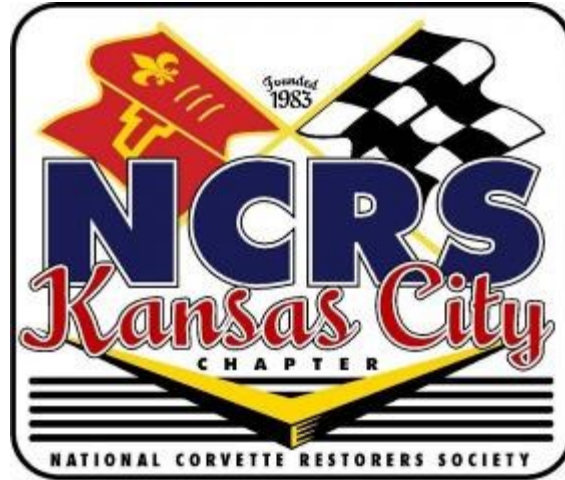


Observations from the Web

These are sightings that members have send to me which they thought would be of interest to the general membership in the Newsletter.



KC Chapter Nomination Dinner



Hereford House Nomination Dinner

5001 Town Center Drive, Leawood, KS 66211

November 10, 2018 (6 PM Drinks - Dinner @ 7:15 PM)

For Starters

Crisp Green Garden Salad

Entrées (Choose One on Arrival)

7 oz. Filet Mignon

The steak lover's steak; tender, juicy and cooked to perfection.

12 oz. KC Strip

The steak that made Kansas City famous!

North Atlantic Salmon

Oven-roasted and topped with garlic herb butter.

Chicken Piccata

Boneless breasts of chicken dusted in flour then pan seared and topped with artichoke, tomatoes & capers in a rich bechamel sauce.

Accompaniments

Baked Potato & Mixed Vegetables

Dessert

Vanilla Cheesecake

\$ 45 per person

with 2 Drink tickets per Membership—you can pay at the Dinner

RSVP to Daniel (info@classicautorod.com) by 11/2

Kansas City Chapter 2018 NCRS Calendar

DATE	EVENT	LOCATION	TIME	DESCRIPTION
October 5-7	Eureka Springs Weekend & Road Tour	Eureka Sp, AR	All Day	Leave on Thursday, return on Sunday
October 9	Monthly Meeting	Gambino's Pizza 8725 Bourgade Lenexa, KS 66219	6 PM Eat 7 PM Meeting	Technical Presentation TBA
October 25-28	NCRS Texas Regional Meet	Embassy Suites 7600 John Q Hammons Drive Frisco, TX 75034	See Driveline	Registration in NCRS Driveline
November 10	Nomination Dinner—\$ 45 per Person	Hereford House, 5001 Town Center Dr Leawood, KS 66211	Cocktails at 6pm Dinner at 7pm	Food, Announce 2019 NCRS Officers and Door Prizes!!!

Kansas City Chapter 2019 NCRS Calendar

January 5, 2019	Annual Kansas City Holiday Dinner & White Elephant Exchange	Junior Services League Building	Appetizers 6 PM Dinner 7 PM Exchange 8 PM	
January 8	Monthly Meeting	TBA		
February 12	Monthly Meeting	TBA		
February 20-23	NCRS Florida Regional Meet	Sun & Fun Air Field Lakeland, FL	Thursday thru Saturday	Great WINTER Getaway for KC Members!
March 12	Monthly Meeting	TBA		
March 15—17	NCRS Judges Training Retreat	DFW Lakes –Hilton Convention Center Dallas, TX	Daily 8 AM to 6 PM Group 1 & 2	Great Training Opportunity for Novice and Perspective Judging Hopefuls. 20 Judging Points Awarded
April 9	Monthly Meeting	TBA		
April 11—13	NCRS Queen City Regional Meet	Sharonville, OH	Daily 8 Am to 5 PM	Great Event with large Swap Meet and normal NCRS Judging Events
April ??	Kansas City Spring Judging Event	TBA	Cars in Place by 8 AM Judging starts 9 AM	Opportunity to hone Judging Skills and introduce New NCRS Concours Judging Class of Cars

Corvette Museum—GM Supplier Discount



Supplier DISCOUNT



MUSEUM OFFERINGS

GM Supplier Pricing Available for Members

GM is proud to continue offering Members of the National Corvette Museum the GM Supplier Discount for 2018. You can save hundreds, even thousands, on eligible, new Chevrolet, Buick, GMC and Cadillac vehicles.

Take advantage of the discount by contacting Stephanie Morrill (270-467-8837) or Becky Madison (270-467-8836) for your authorization number.

Upon obtaining an authorization number, simply take it to a participating dealer and use it by 12/31/18. Not available with some other offers.

Support Our Sponsor!!

Cable-Dahmer Chevrolet Buick—GM—Cadillac

Marty Dahmer—Amanda Ledezma




CABLE-DAHMER
CHEVROLET

MIKE HOOPER
New & Pre-Owned Sales

1834 S. Noland Rd. • Independence, MO 64055

mhooper@cabledahmer.com
www.cabledahmer.com

Direct (816) 521-7537
(816) 254-3860


CORVETTE
GRAND SPORT

Sales

**103rd &
Wornall**

**Parts &
Service**

Both Locations

Sales

Noland Road

Kansas City Chapter Officers for 2018

Position	Email	Telephone
----------	-------	-----------

Chairman

Daniel Rechtfertig

info@ClassicAutoRod.com

816-805-5380

Vice-Chairman & Website Coordinator

John Hecker

jhecker@kc.rr.com

913-207-3697

Judging Chairman

Tony Stein

anthonystein@att.net

816-753-1500

Treasurer

Hal James

james_hal@yahoo.com

573-424-8550

Membership

Daryl Vohs

JDVohVette@yahoo.com

913-244-8364

Secretary

Top Flight Chapter Administrator

Gary Martin

GMartin625@aol.com

816-524-3751

Newsletter Editor

Harry Ledgerwood

Toyvettes@gmail.com

816-863-3420

Corvette Museum Liason

Dana Forrester

Dana@danaforrester.com

816-478-0427

Website Manager

Vern Green

are6809@gmail.com

913-269-9648

Featured Corvette Ad from the Past

gauges, a brake system warning light, even a fiber-optic monitoring system for the running lights. The rest of the message you get from your fingers on the wheel and the seat of your pants. It's a meaningful man-machine relationship.

Corvette 

The car that talks back.

