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## *Classic Corvette Newsletter*

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*July/August 2022*

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

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**CONVENTION !!!!!!!!!!!**





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#### **Chairman's Message**

Greetings Kansas City NCRS Chapter Members! I think we have all had a crazy busy summer so far! Patti Norris and I were talking about how it just seems the world is super busy these past few months---hopefully a sign that the Pandemic is subsiding and everyone is trying to catch up from being out of circulation.

We had a great judging event at Vintage Vettes in May---THANKS goes out to everyone who contributed to make the event successful and especially our judging chairman Tony Stein for all of his hard work and long hours to dot the T's and cross the I's. Also THANKS to Jack Wallace who was a very gracious host. The hotdogs and hamburgers was an extremely nice touch that I think everyone appreciated and enjoyed as well!

Following up in June we had our Chapter Picnic. A little rain didn't keep us away. Our Social Chairperson Patti Norris set us up in a covered area in Shawnee Park so no one got wet. The rain stopped most from driving their Corvettes---but it didn't stop our Richard Andrews from driving his 5-Star Bowtie 71 Roadster---Great Job Richard! Thanks go out to Patti and Roland Norris, Barbara Stein and Lisa Shafer for coordinating a great event. Also John and Cyndi Hecker for coordinating and bringing the Jackstack BBQ!

Our June Chapter meeting was at Pizza Shoppe in Blue Springs. We followed up with a tour of Route 66 Corvettes with Charlie and Aaron Dryer as our hosts. We then had a C1 chassis judging school put on by Don Tharp and Jim Cianciolo on Jim's brother (John's) 58 Fuelie that is undergoing a complete restoration. The cap to the night was starting the Fuel Engine! Thanks to all our hosts at Route 66!

Our July Chapter meeting was at Old Shawnee Pizza with Harry Ledgerwood presenting a class on C1, C2 and C3 Jacks and Handles.

Next week is the NCRS National Convention in Mobile, AL. Lisa and I are attending and hope to see many of you there. Our Chapter normally travels very well---it is things like this that go along way on the National Level for a possible National Convention in KC!

We have replaced the Grinder's location for our November Chapter meeting with Pizza Shoppe in Blue Springs. The acoustics in Grinder's will not work for our Chapter unfortunately---they were a gracious host and we appreciate what they did for us in May.

Our next Chapter meeting is at Smokehouse BBQ in Independence for Tuesday August 9<sup>th</sup>---Dinner at 6 PM and Meeting from 7-8:30. Larry Dade will be presenting his spreadsheet for Chapter Member Contact information, Vendor List and Car Pages. Larry has put in a lot of time and effort into a database that we can all use as a resource when working on and restoring our Corvettes!

## Chairman's Message Continued

Our next Social Event is the KC Automotive History Driving Tour. This will be Saturday September 3<sup>rd</sup> from 10 to 12. Plan to drive your cars on this event as we caravan with a guide who will show us old dealerships and other Automotive places of interest over this past decade! (Contact Patti Norris at [r.norris@sbcglobal.net](mailto:r.norris@sbcglobal.net) to reserve spot. Tickets are \$10 per person on the website <https://kansascityautomuseum.com/events/driving-tour/> .

I hope to see each and everyone of you at the next Chapter Meeting at Smokehouse BBQ!

*Jon F. Shafer*

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### **Vice Chairman's Message**

NCRS Vice Chairman notes by John Hecker

At the Indiana Regional in Auburn back in April Jim Curtis attended with his 1995 Convertible. He was there for a PV. He passed so congratulations Jim.

At the Nationals in Mobile Alabama, there were several Kansas City Club members in attendance . I counted seventeen members which includes members from states outside of Kansas and Missouri.

On Monday evening several awards were given out. The Top Flight Master Judge 200 Club new members are Gary Neimanis and Ken Walley. The Top Flight Master Judge 300 Club new member is Brad Hillhouse. Next was the Top Flight Master Judge 400 Club new members Harry Ledgerwood and Gene Leonard. One Master Judge Red Hat new member was added Brad Hillhouse. Congratulations to all.

Four members Trailered their cars for Flight Judging. Ken Walley earned a National Top Flight award for his 1963 Red Coupe. Hal James earned a National Top Flight award for his 1966 Silver Coupe. Brad Hillhouse earned a 4 StarBowtie award and the Mark of Excellence - McLellan award for his 1979 Blue Coupe. Jim Curtis earned the Mark of Excellence - Hill award for his 1995 Red Convertible. A lot of hard work went into this so Congratulations to all.

During the travels to the Nationals Hal James gets the hard luck award. His trailed lost a wheel. Part of the hub broke off. The happened south of Memphis on Saturday Night. He was able to rent a U-Hall trailer and continue Sunday to Mobile. The deadline to unload your car on Sunday is 5 PM. Harry helped by talking with Dave Brigham to get an extension to the parking rule. Hal made it in around 6 PM. Way to go Hall.

Tuesday morning it was announced that a non-club member had tested positive for COVID-19 at the Convention. Four members from the Wichita, Kansas club left that morning. Dallas and Kerri had been in close contact with the C2 member that had tested positive. Our C2 judging team members all came down with COVID-19 after leaving the event. I hope all are doing well now.

Hope to see you at upcoming events.

As a reminder check the NCRS web site for new events.

John



**Jim Curtis's Hill Award Car**



Brad Hillhouse's 4 Star Bowtie and McLellen car





## Ken Walley's Top Flight Car



## Master Judging Awards

Left to Right

Ken Walley, Gene Leonard, and Harry Ledgerwood + friend





## Master Judging Awards and a Red Hat

Brad Hillhouse and Gary Neimanis





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### Social Director's Message

On June 4th we had our picnic at Shelter #8 at Shawnee Mission Park. The rain was sporadic but it did not dampen anyone's spirits. Richard Andrews drove his 1971 5\* bow tie car. We were set up under a shelter house that kept us and the food very dry. Jack Stack catered the meat and the beans. Members furnished the sides and deserts. Food and drinks filled up 4 tables. Members got to take home boxes for a later snack. The picnic ended at 6 but the conversations lasted much longer.

New Event --- Driving Tour sponsored by the KC Auto Museum

A historical tour of how transportation shaped Kansas City from streetcars to race cars, interurbans to interstates, the tour showcases the iconic changes to the city over the last couple of centuries.

Sign up at the KC Auto Museum website.

Cost \$10.00 per car. Starts at 10 am and finishes at 12 pm. Saturday September 3rd

If you have any questions you can message me at [norrispatt8@gmail.com](mailto:norrispatt8@gmail.com)





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### **Editor's Message**

It was my decision to delay this edition so we could get the information from the National Convention into this issue. Again, it is amazing the participation by our members at this Convention. Kansas City showed up in a big way and we should be very proud of our club.

I want to thank everyone for there support on this newsletter. There is no way that this could be done with out the support of our members. The articles, the pictures, the suggestions. All are valued and appreciated. Keep it up.

I am planning on the next edition being the end of September. Please send articles, ads, pictures, etc before September 19th.

Thanks again,

cindy

## Late Model C4 Door Panel Repair

Jim Curtis

When I purchased my 1995 dark red metallic convertible in April 2017 with 26,500 miles, I knew little about Corvettes! It is amazing how much I have learned about the car and Corvettes in general, but I know I am still a neophyte to the Corvette world.

As I got to know more about the car, I became aware of several minor issues. For example, the power antenna operation was inconsistent, the driver's side window would go up too far and compress the window seal too tightly and the door panels were "floppy" at the top. After researching on the Internet and reviewing the Factory Service Manual concerning the window going up too far, I determined that I had a broken front window guide, so I removed the driver's side door panel. After removing the door panel, I discovered cracked support ribs on the door panel – common on a late model C4. This article is about the repairs I made to the door panels.

Please note that I have repaired both door panels and the photos may be either the driver or passenger door panel. Per the GM design the top of the door panel should "hook" over the frame of the door, but on my car the top of the door panel would not stay "engaged" with the door structure.



## Let's Get Technical Continued



These are the steps I followed to remove the door panel (similar on both doors):

- 1) Use a door panel trim tool to “pop” out five trim panel buttons at the lower section of the door panel. As these may be brittle, it might be wise to pre-purchase replacement parts.
- 2) Use a small screwdriver to “pop” off the door lock button. It connected to the door lock rod by pressure and comes off easily.
- 3) Remove the courtesy light by prying down and out on the top side first. You can then gently work the lamp holder out of the door panel.
- 4) Remove the three screws within the inside handle bezel (one of them is behind the courtesy light).
- 5) Remove two screws in the armrest filler panel.

- 6) Gently lift the door panel from the bottom working the electrical connections and trim pieces through the openings in the door panel as applicable. It is necessary to work the door panel around the door lock rod – it is clumsy but doable.
- 7) Disconnect the electrical connections for the various connectors to allow for the removal of the panel.

The reason for the “floppy” door panel was due to the “cracked” internal support “ribs” on the door panel. With these



“ribs” cracked, the door panel flexed enough to allow the top to disengage from the door frame structure. The door panel could be reengaged with the door frame only to pop off when shutting the door.



## Let's Get Technical Continued

To repair these cracked ribs, I used two different methods: on the driver's side door panel I used light gauge metal that I cut to fit and painted black. These strips were pop riveted and epoxied to each of the ribs.



On the passenger's door panel I used flat plastic strips that I cut to fit and epoxied to the ribs.



Both methods appear to have worked successfully, the door

## Let's Get Technical Continued

panels remain structural sound and engaged to the door frame. However, the metal strip approach provided more support, and I would recommend it for the driver's side door as it gets more use. I followed the steps noted above for the reinstallation of the door panels.

Warning: make sure you properly seat the door release actuator rod into the molded support on the door panel – failure to do so may cause the door release to fail when opening from the inside.

In summary, I would rate this effort as a medium skill level – primarily due to the possible damage to plastic parts during the removal, repair, and reinstallation.



## Club Ad's

**Harry Ledgerwood**  
NCRS # 2901

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For Sale. 1967 Convertible, L79, 4 speed, factory A/C, FACTORY side pipes, good trim and vin tag, engine pad is correct with good broach marks, aftermarket knockoff wheels and good frame. Original dash pad and carpet (with the corn rows). The original color of the car is white, but it is currently painted red with correct black vinyl interior and top. Have the hard top but needs to be restored. I have owned the car since summer of 2013. \$99,950.00, Tim Lang, Overland Park Ks. cell 913.707.5799, [timlang06@gmail.com](mailto:timlang06@gmail.com)

Jack Wallace wanted to let everyone know that he may have extra room to haul members cars to Frisco in October. Cost would be \$750 for round trip,

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## Convention Pic's





## Convention Pic's





## Convention Pics

