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## *Classic Corvette Newsletter*

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May 2022

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

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### Chapter Award Winners at KC Judging Meet



**Social Director's message**

JOIN US FOR OUR  
NCRS SUMMER PICNIC  
DATE: JUNE 4<sup>TH</sup> TIME: 3:30PM

SHAWNEE MISSION PARK  
SHELTER HOUSE #8

BBQ WILL BE FURNISHED BY  
JACK STACK  
DRINKS AND WATER WILL  
ALSO BE FURNISHED

PLS BRING EITHER A SIDE

DISH OR A DESERT

FUN AND GAMES ARE INCLUDED

RSVP:

R.NORRIS@SBCGLOBAL.NET  
OR JON SHAFER  
913-488-2592



## Vice Chairman

Notes from John Hecker on judging events

On the road judging started with Cindy and I going to Stuart Iowa for a Heartland Chapter event April 1 & 2. Cindy drove while I was still recovering for eye surgery. Jim Curtis drove up and we both showed our cars at the event to receive a Sportsman Award. There were 4 cars being judged at the event.



Next road trip was to the Regional in New Orleans Louisiana. Cindy drove us again while I was still recovering from eye surgery. Several Kansas City chapter members attended. The total car count was down. There were maybe about 30 topflight cars. We heard a few cars signed up but did not make the event.



## Vice Chairman continued

Next road trip was to the Oklahoma chapter event in April. A few of the Kansas City chapter attended and help with the judging. There were 4 cars being judged at the event



Next road trip was to Omaha for the Nebraska Chapter event. Again, we had a few Kansas City Chapter members there to help with the judging. There were 3 cars being judged at the event.





## Vice Chairman contined

At the Kansas City Chapter event the Sportsman Awards were handed out for the first time. Three Club members received them. Mike Towel, Jim Cianciolo and John Hecker. There were 5 cars being flight judged. Several chapter members were there to help with the judging.



## Editor's message

To All KC Chapter Members,

Hello,

I want to thank everyone for their photo's, articles, and suggestions. It has generated a lot of discussion as to what members are wanting.

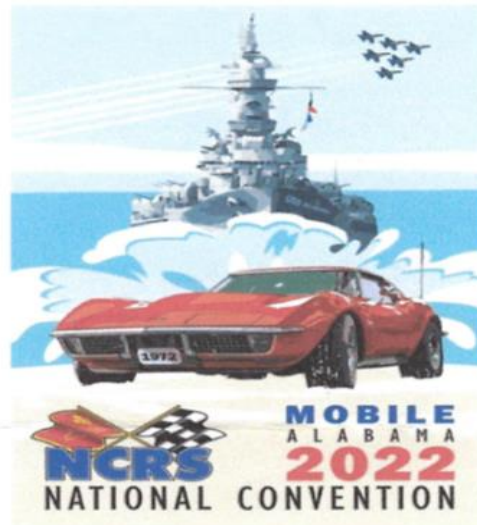
Starting this month, we will have ad's. These are for members only. The ad's I received will be run in this edition only. If you want them in the next edition, you will need to resubmit them. This is the best way I know not to run out of date ad's. I am trying to have the newsletter come out every two months, so the next edition will be the end of July. I was also asked about the size of the ad. The size you send may not be the size you get. It all depends on fitting it on the page.

There has been a lot of interest and discussion generated about a membership list with email and phone numbers. I will be working on this. If you do not want to be on the list, please email me at [jhecker@kc.rr.com](mailto:jhecker@kc.rr.com) by June 12<sup>th</sup>. After that date I will start working on the list. I plan to send this list out as an email. I do not plan on posting it on the website.

Again, I want to say thank you for the photo's and articles. Please keep them coming. We don't have a newsletter without them.

Cindy

## Region VII Director



February 28, 2022

Dear Kansas City Chapter,

On behalf of the NCRS Convention Team, thank you for your donation towards the 2022 Convention in Mobile.

The success of every Convention hinge on the support and participation of the membership, so your contribution is very much appreciated. We look forward to seeing you in Mobile.

Best regards,

A handwritten signature in blue ink that reads "Sheryl Baglan".

NCRS Convention Team

# Corvette Restoration

**...and the Preacher asked, “Are you into old Corvettes?”**

By: Tony Stein, NCRS No. 4600

It was back in May of 2017 when I visited my son David, his wife and my three young grandkids down in Houston, Texas. It was a fun weekend of family time and energetic grandkids. When Sunday morning rolled around, my son asked me if I would go to church with them. “Church?”, I asked. “David, I only brought blue jeans and Corvette shirts. I don’t have any church clothes!”. David reassured me and said, “Dad, we just set up folding chairs in a Karate dojo and have services there. You’ll fit in just fine.” So at the risk of being struck by a bolt of divine lightening, I found my cleanest Corvette shirt and blue jeans, got dressed and headed to church with my son and his young family. As promised, the make-shift church was nestled in among boxing bags and workout equipment in a commercial strip mall. A podium was at the front of uneven rows of folding chairs filled with casually dressed churchgoers. After a few songs and electric guitars playing old hymns, a young man named Troy went to the podium and gave a very nice sermon. It wasn’t “preachy”. It was a nice, well-thought-out talk about some very practical life issues that we face in our world today.

After the sermon, I made it a point to go up to the young preacher and thank him for his thoughtful words. He was a young man in his mid-thirties with a young family of his own. As we shook hands, he looked down at my shirt and asked, “are you into old Corvettes”? I said, “well, as a matter of fact I am. Why?” He responded by saying that before he became a preacher, he was a car-picker. He told me that he was aware of an original 1966 Corvette convertible big block car that had been in long-term storage, and asked if I was interested?

Wow, I didn’t expect that.

I told him that I was. He told me that the car was owned by a Houston-based attorney who took it as a legal fee from a client who didn’t have the money to pay for a legal defense to a case twenty-five year earlier. The attorney took the car as payment and “stored” it at a car service station in Hempstead, Texas where it sat forgotten. Several weeks later when I finally received a few photos of the car, the word “storage” was an interesting choice of words. The car appeared to be a red 1966 convertible big block car, but also seemed to be the dumping site for pizza boxes and trash from the old service garage where it sat since the early 1990s. The tires had dry-rotted and the car just looked terrible. I was still intrigued.

Here are a couple of the photos that I initially received:





Time passed and I was finally able to contact the owner and work out some conditional terms for the purchase of the car. Those conditions involved me flying to south Texas and look at the car. I flew to Houston, rented a car and drove an hour to where the car was being kept in Hempstead, Texas. The building was a shabby old metal building that appeared to be older than the car itself. When I arrived, I was greeted by Jerry the garage owner while he was eating fried chicken and drinking a Dr. Pepper. Somehow the garage owner was able to air the tires up long enough to push the car onto his two-post lift for me to inspect the car. Mind you, looking at a restoration project of this magnitude takes imagination because you have to evaluate it both on how it appears now but also imagine the possibilities. Is the car original? Are there signs of damage or abuse? Which original parts were still in place? Are the VIN and trim tags in place and original to the car? Are there rust issues? Is this Lazarus project worth bringing back to life?

The pizza boxes and trash had been removed by the time I got to Jerry's shop, and I was able to carefully inspect the car. The good news: it was an original car! The bad news: it was an original car! It was ROUGH, but when I examined the frame and under body, it appeared to be the nicest frame that I had ever seen. There were no signs of rust or repairs anywhere. The body appeared to be a no-hit body and was a great restoration candidate. I did notice, however, that the fender wells and engine bay appeared to be the home of hundreds of mud daubers. It was unbelievable. After my evaluation of the car, I decided that I would meet with the owner and work out our deal. Two hours later, I purchased the car.

The next chore was to transport the car back to Kansas City. After working out the professional transport of an undriveable car, the car arrived at my friend Herb Force's restoration shop in Platte County, Missouri. No doubt when my new project left Jerry's garage, there must have been a housing shortage for every mud dauber in south Texas!

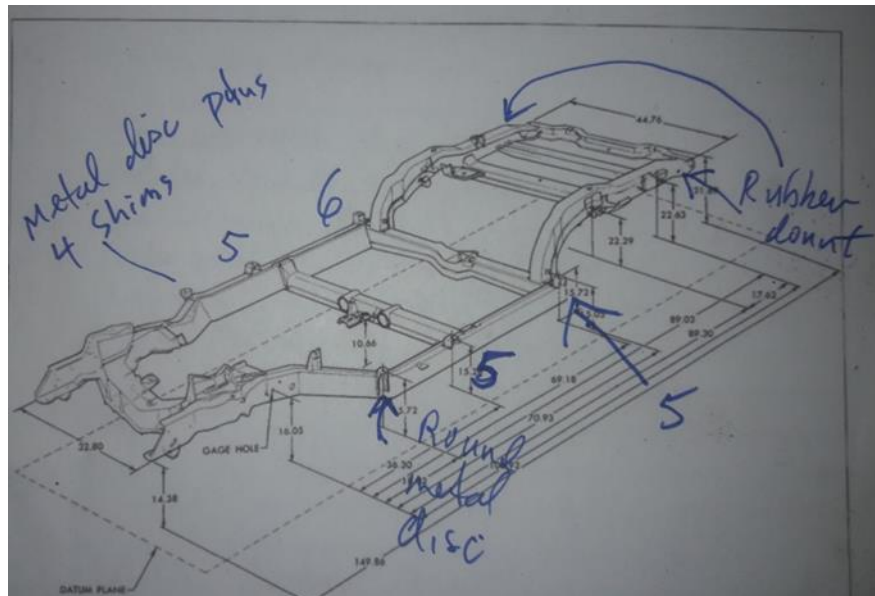


Herb and I started pulling the body that weekend. If you have ever seen a body pulled from its chassis for the first time since the car was manufactured, it is a real treat. An original car will communicate with you about its original features. It's important to pay attention to what the car is showing you. I always take hundreds of photos to document the "before" so that I can understand how the car was built and better understand how to later re-assemble the car.

It took about a day to prepare for the body pull. The "things to do list" is a long one, and you have to perform each step to avoid the unavoidable cracks and pops. Before long, the body was lifting off the frame and we had separation.



The frame hadn't been exposed like that since the car was built on April 15, 1966. I was eager to investigate. I noticed that the frame was really smooth and undamaged (though dirty). I quickly found the two original "secret" VIN stamping locations on the frame which confirmed that the frame was original to the car. About ninety percent of the original frame stencil was still plainly visible on the passenger side frame rail. I also counted the shims so that I could replace the correct number of shims at each location. I made the following chart to help keep this for future restoration purposes:



The remaining weekend was spent disassembling the chassis. Cad parts were put in one box; black phosphate parts were put in another box. It is really important to do your homework to know which type of plating was used for each plated part. Sometimes you can tell by examining the part, but typically the parts are rusted enough that a restorer must either consult one of the NCRS judging guides or learn from experience. The larger metal parts, including the frame itself, were ready for sandblasting. In two weeks, my sandblasting was done and it was time to start the rebuild.

Now the restoration of the chassis sub-assemblies began. Trailing arms, steering box and half-shafts were shipped off to Bair's in Pennsylvania. The differential was locally rebuilt. Three of the four ball joints were removed and replaced with riveted ball joints. While these sub-assemblies were being rebuilt and restored, I started my least favorite part of a body-off restoration: preparing parts to be replated. It is very satisfying to reuse the original bolts, special nuts and other plated parts. However, that involves hours of taking those smaller parts to the media blaster to clean each part. Then each part is taken to the bench grinder to polish each with a soft wire wheel. Finally, it was time to deliver those parts to the two platers that I have used and trusted for years. I'm lucky to have quality platers to handle these plating jobs in Kansas City



As my sub-assemblies were completed, it was time to start the rebuilding process. Herb and I placed the freshly coated frame on four jack stands, and we began the chassis restoration process. This is where all those photographs taken during disassembly really come in handy. If someone wants to do a restoration, your digital camera is one of the most important restoration tools that you can use. Photographing the “before” and utilizing the Assembly Instruction Manual (AIM) and TIM JG is really helpful when it comes time to rebuild your project. Before long, the chassis restoration was in full gear. I like to discover any signs of paint daubs or other manufacturing features that were still discoverable. These include paint daubs on various chassis components, frame stencils, shim marks, job numbers and other marks and identifiers placed during the original manufacturing process.

Eventually, the chassis restoration was complete. I always try to be as faithful to the car restoration as possible. The goal is to restore the car to appear as it did when it was manufactured and delivered to the selling dealer. As a side note, I learned through NCRS that my car was manufactured on April 15, 1966 and delivered to Tamson Chevrolet in Danville, Virginia before finding its way to south Texas.





The engine was rebuilt and reinstalled on the chassis.





Eventually, the body was repaired, repainted and reinstalled back onto the completed chassis.



By the end of 2019, I finished the restoration, and I was ready to begin campaigning the car at Flight events. With the effects of Covid on our regional and national events, judging was delayed. When 2021 rolled around, regional judging events resumed. I first took the car for regional judging at the Cedar Rapids, Iowa event where our friends in the Heartland Chapter always do a great job. Then in July, 2021 it was off to the National Convention in Palm Springs where the car scored 99.1 and earned its National Top Flight award.

I'm now enjoying it on nice weekend drives, because people are like cars: we were built to move!





Many thanks to my close friends who helped me along the way: Herb Force, KC Strawmyre, Rick Barrack, Gene Leonard, Marco Hartner, Mark Gordon, and many others. I couldn't have done it without your help. Lastly, thanks to the young south-Texas preacher named Troy who made this story possible.

Let's get technical

**Zinc Parkerizing / Phosphating Concentrate Medium Gray**

**Terry McCale**

**March 8, 2022**

**Kansas City NCRS, Chapter Meeting**

Step A: Find some parts to coat. These are hood hinges from my 1970 Chevelle



Step B: Thoroughly sand blast the parts to coat. Try to sandblast parts as close to the coating process as possible to keep them clean





## Let's get technical continued

Step C: Here are some of the containers I use to coat the parts.



Step D: Here is the one burner stove I use to heat the parts.





## Let's get technical continued

Step E & E': The burner takes a small propane bottle. Only use distilled water for the coating bath.



Step F: Here is the oil can I use to coat the parts once I dry them off with my air hose. Make sure they are dry as soon as possible to prevent any surface rust.

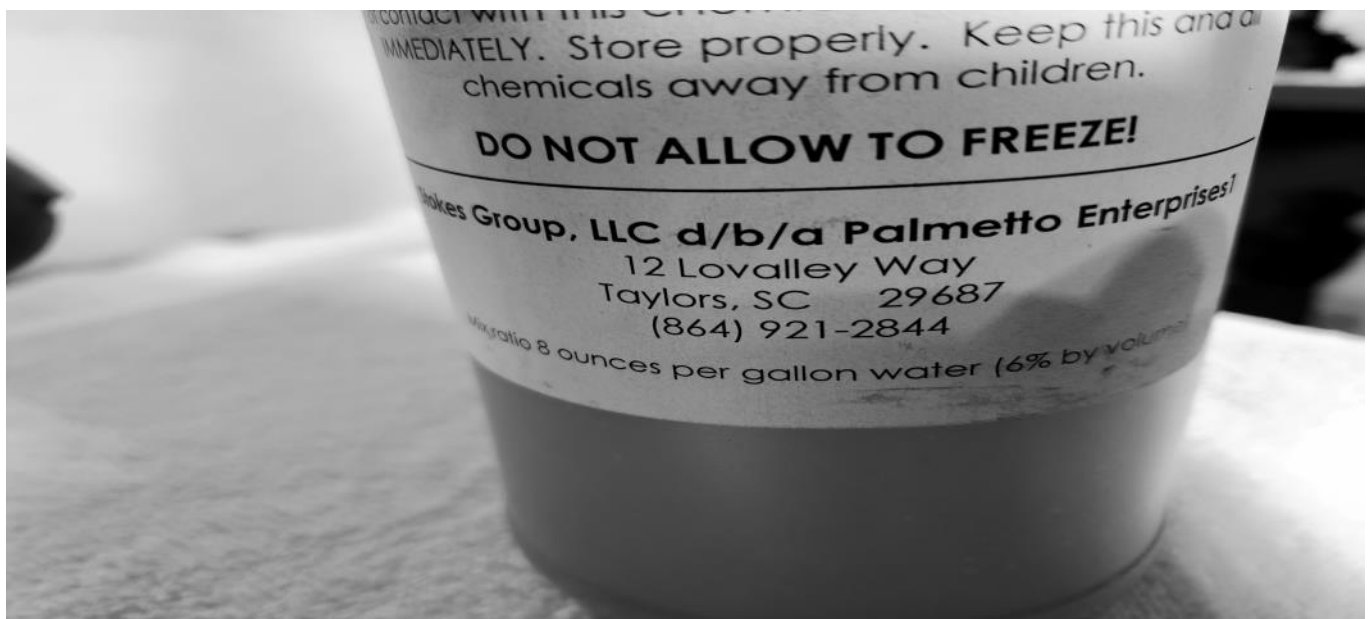


## Let's get technical continued

Step G. Here is the clock I use to time how long the parts are in the solution. I leave the parts in the solution for 15 minutes



Step H: Here is the solution I use for coating the parts. You can call the 864 number they will send it to you in the mail. The gray solution takes 8 oz per gallon of water. It usually lasts for about three batches of material. You can tell when the material needs to be refreshed by the lightness of the coating.





## Let's get technical continued

Step J & J': Here I am coating a set of hood hinges for my 1970 Chevelle. After the 15 minutes in the solution, I immediately dump them in clear tap water to rinse. Make sure that you dry thoroughly. Keep the temperature of the bath around 180 to 200 degrees. Just below the boiling point of the water (212 degrees).

In conclusion, the process is very simple. The cost of the solution is reasonable and the processing equipment is fairly inexpensive. I have several of the parts on my 1973 corvette for many years and they seem to be holding up okay. Not sure how they would hold up if used in an everyday driver car. Painted parts seem to chip when I try to put them back on the car. This also allows you to coat in small batches and avoid minimum charges. It is also easier to track where the parts go when you are done.





## Kansas City Chapter 2022 NCRS Calendar

DATE	EVENT	LOCATION	TIME	DESCRIPTION
June 4 Saturday	<b>Club Picnic</b>	Shawnee Mission Park	See Flyer	
June 14 Tuesday	<b>Monthly Club Meeting</b>	Pizza Shoppe in Blue Springs	6 PM Dinner 7 PM Meeting	<b>Coordinated by Charlie Dryer</b>
July 12 Tuesday	<b>Monthly Club Meeting</b>	Old Shawnee Pizza 6000 Roger Rd Shawnee, Kansas	6 PM Dinner 7 PM Meeting	
July 24—28 2022	National Convention <b>Year of the 1972</b>	Mobile, Alabama	Mon—Thurs	<b>Vehicle Judging &amp; Tech Sessions</b>
August 9 Tuesday	<b>Monthly Club Meeting</b>	Smokehouse BBQ 19000 E 39th ST Independence, Mo	6 PM Dinner 7 PM Meeting	
August 25—27	<b>Corvettes Carlisle</b>	Carlisle Fairgrounds Carlisle, PA	All Day	World's Largest Cor- vette Show & Swap Meet
September 13 Tuesday	<b>Monthly Club Meeting</b>	Stone Canyon Pizza 15 Main Street Parkville, MO	6 PM Dinner 7 PM Meeting	

## Kansas City Chapter 2022 NCRS Calendar continued

DATE	EVENT	LOCATION	TIME	DESCRIPTION
October 11 Tuesday	<b>Monthly Club Meeting</b>	The Other Place 22730 Midland Drive Shawnee, Kansas	6 PM Dinner 7 PM Meeting	
Tuesday November 9	<b>Monthly Club Meeting</b>	Grinders K.C. 417 E. 18th Street K.C., Mo.	6 PM Dinner 7 PM Meeting	
Saturday November 12	<b>ANNUAL Nomination Dinner</b>	Hereford House 5001 Town Center	5:30 PM Coctails 6:45 Dinner 7:30 Door Prizes	<b>This is THE Annual DO NOT MISS Event! Fun, Great Food &amp; Super Friends!</b>
November 22 Monday	<b>2023 Club Event Planning Ses-sion</b>	Details to Follow	Details to Follow	



**NCRS Nebraska Chapter**  
**"LAST BLAST 2022"**  
**Two Day Super Chapter**  
**Flight & Concours Judging Meet**  
**Commonwealth Flight Hangar -**  
**Lincoln Nebraska**



**SAVE THE DATE!**

**Friday & Saturday, September 23 & 24, 2022**

**Registration Opens August 1, 2022**

Concours, Sportsman & MOE Corvettes welcome!

Corvettes from all 5 Generations for judging

NCRS members from 8+ states at this meet

Three Judging & Tech Schools on Friday & Saturday

1953 Corvette under restoration on display

**NEW FOR 2022:** Thursday night Welcome Barbecue & Social

Friday Private tour "Speedway" Museum of American Speed

Friday night banquet & charity auction

All meals included with your registration

More information: **[www.NCRSNebraska.com](http://www.NCRSNebraska.com)**

*For all NCRS members attending Judging Schools &  
Judging both days, this will be a 5-point weekend*

**Event Contact:**

**Brad Hillhouse: Judging Chairman**

**[BradHillhouse@yahoo.com](mailto:BradHillhouse@yahoo.com) 402-730-6898**



## Club Ad's

**Harry Ledgerwood**  
NCRS # 2901

**Toyvettes@gmail.com**  
CELL - 816-863-3420

*Buying & Selling*  
**Corvette**  
Scissor Jacks  
1953 thru 1969



### CORVETTE TODAY

The only podcast dedicated to Corvette!

On all podcast platforms and YouTube [www.CorvetteTodayPodcast.com](http://www.CorvetteTodayPodcast.com)

Hosted by NCRS-Kansas City member Steve Garrett

## Club Ad's

### For Sale:

A pair of C6 (off a 2009) stock mufflers. \$60 for the pair.

Four C6 wheel rims (off a 2009) silver painted with center caps. \$100

Jerry

(816) 779-0025 (land line)

### Unloved Corvette Wanted

I know that the C3 body style, particularly the plastic bumpers ones are the ugliest and most unloved Corvettes of all time. Underpowered, uninspired styling, boring, blah blah, I've heard it all. Regardless, I love the C3 body style and want to learn more about them by purchasing, repairing, preserving and then working thru the NCRS judging system. Many of you know I have had a 1981 for 20 years that I worked thru Bowtie & McLellan judging in 2019-21. Last summer I purchased a 1979 L82 that had been sitting untouched for years and after repairing a multitude of issues, and it will be going to Mobile AL for Bowtie & McLellan judging. Recently I purchased a 1979 L48 and it is beginning its trip down the Bowtie road. It has been so fun learning the differences between my 1981, the 1979 L82 & 1979 L48 and the nuances of each car. It has made me a better judge on these cars learning each one of them bolt by bolt. If you know of a 1974-1982 Corvette that has been sitting unloved in the garage, let me bring it back to its former glory. The prior owner of my 1979 L82 has been thrilled to see her baby back on the road again and earning awards as I have kept her updated with the progress from unloved to Top Flight. Original unrestored cars are preferred, and aging and patina is just fine. I love them with some character!

Thank you for any leads!

Brad Hillhouse

402-730-6898

BradHillhouse@yahoo.com

### Wanted:

A pair of C2 door panels

A C2 frame

Contact : Larry Dade at larrydade@aol.com

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