

Classic Corvette Newsletter

Winter 2019

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

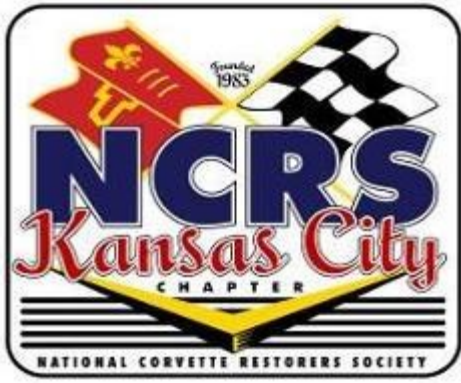


A Very Merry Christmas To All !

.....



And a Happy, Healthy & Prosperous-New Year !



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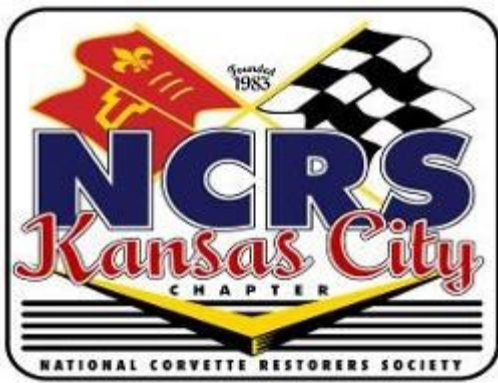
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Chairman’s Message

Well as this, our last newsletter of 2019 should arrive before the real winter season sets in so we can snugly read this and reflect on some excellent times we enjoyed as a Chapter this past year. I particularly enjoy this reflection to understand what went great and why it went great, what other Chapters did and what we can repeat, modify and even improve upon. I was blown away by Nebraska’s mini Regional as a late-in-the-season 2019 Nebraska Chapter blow-out. It was a four-car judging event but included a nice and fancy, real cloth napkin type reception dinner with excellent presentations over the course of 2 days. It was a local event but was attended by 70 some folks and many legendary judges, five other Chapters’ Chairmen and six other Chapters’ Judging Chairmen. It was a blast and only a few hours away! I don’t know how many of us can attend the Nebraska events next year but highly advise it. Another thing Nebraska does better than anyone IMHO (which means in my humble opinion in the new texting language) is Nebraska is huge into Social Media so if you miss something, you can see what you missed and not miss it again the next time! We locally also had a great number of other truly wonderful judging events in Wichita, Des Moines and Oklahoma and appreciate these efforts of Chapters within a few hours drive from Kansas City because they always come with an invitation to us here in the Kansas City Chapter. It really places us in the Cat Bird’s seat geographically to enjoy a huge number of NCRS activities very close by. I genuinely hope many of you who have schedules that are opening up as you retire, or just prioritize it, are able to begin participating in the judging process, either as an OJ and refining your knowledge or as a Judge and also refining your knowledge. It is noteworthy that many people who plan these events are retired and watching their fixed budgets as they balance hosting a great event while also endeavoring to keep this sustainable for us by keeping costs as low as possible.

Locally, I personally believe a cornerstone to 2019’s Chapter success was observed when Dana Forrester called me up and said he obtained us space at the 2019 Auto Show, if we wanted it. If we wanted it??!!! WOW! Without much notice several members were able to bring their cars to the event and I was told by many people that our exhibit was the best exhibit of the show. We had amazing Corvettes, behind velvet ropes, on both sides of the main walkway through Bartle Hall and an information table, manned almost always. We had a lot of people stop by to learn about the NCRS, share stories about their Corvettes, learn about what to look for and even participate in our mock judging events presented on the hour throughout the weekend. I used my 1963 Coupe as the guinea pig vehicle to judge so amateur judges could take liberties with my car and not another member’s car that wasn’t there.



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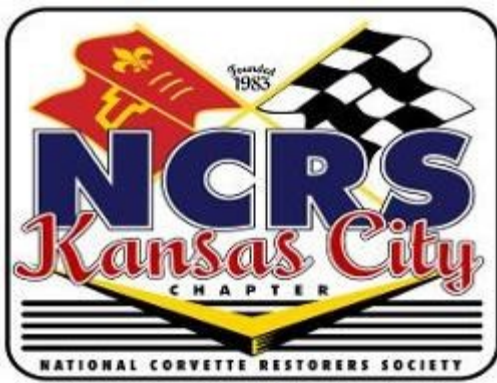
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All these judges, many Corvette lovers, came to really appreciate how detailed we were in drilling down on points being less about opinion and more substantive based, with the objective to help an owner with comments, deductions or not. While the primary motive in practice judging was to develop interest in the NCRS, it was a super quick and basic judging experience that didn't drag on and bore anyone but yet still allowed for people to learn a few elements of a very technical process. Many judging practices were limited to only two or three items on Chassis Flight judging but with the consult of the manual, discussion and a little CDCIF, nothing more could be covered without losing interest. However, many judges returned and had multiple Judging experiences back-to-back if they wanted greater exposure. I think we would definitely benefit seeing more of this type of general public engagement if incorporated throughout the NCRS in general.

The All GM Car show was also another huge hit out of the park. We raised a lot of money to help a lot of great kids and their families and you should be proud of yourself as Chapter members. Thank you. The general public finally swung this year into the event being less about cut throat competition between GM vehicles and it being all about the kids. The 50/50 pot was won by a young kid working in the BBQ truck yet he donated his whole winning to the kids, Cable Dahmer donated a great engine and many folks brought in gifts and donations of their own. The representatives of Children's Mercy were very touched at the level of sincere support and engagement demonstrated by everyone there. This was a transformative year in the show and I'm so proud to be amongst such wonderful Chapter members for all your effort. Thanks too Harry for being the ring leader.

Speaking of that, we are typically a bunch of folks with, generally, pretty established personalities. Fairly set in our ways. It is an unenviable position for anyone to be amongst such defined personalities as many circles would simply have that a recipe of competition. Who has a better car, who has a more expensive car, who has this and who has that. In our Chapter however, we seem to have a nice little element of humility carried for the most part by everyone and something which I see as welcoming to new people. A measure of our quality is often simple remarks by just new people and the encouragement they receive and we have received a lot of compliments to this accord. Never is there something that needs done that someone doesn't volunteer to do or help carry the load. This was nicely demonstrated in the last local judging event this fall with the introduction of Concours at the Chapter level and all of the folks who stepped up to judge there as well as in Flight Judging.



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Please keep in mind that we have a number of items on our website ncrskc.com that may be of great interest to us. Specifically, a growing list of positive experiences received by members from local vendors is on our website as well as all upcoming activities.

For 2020, locally we have both Spring (location and date TBD) and Fall judging events, the All GM Car Show, monthly Chapter meetings, Corvette weekend in Eureka Springs, other nearby Chapter activities PLUS anything else that comes up which we will surely jump on. Have fun in the snow and see you in a few days at the White Elephant Party on January 4th!

Daniel Rechtfertig
Chairman

Vice—Chairman’s Message

2019 was a good year for our NCRS Chapter. We are on track to complete our Chapter Top Flight Award again for 2019 making it our 10th earned.

I want to thank all of the Kansas City Chapter members that help make the KC group successful. I also want to thank all of our out of state members that support us when they can.

I was able to attend 3 Regional events and the National event this year. At each event there were several of our KC NCRS members judging and participating. Its great to see all of those that can attend.

This year we had 2 local chapter judging events where we had a variety of year groups of cars. At the fall event we did our first Concours class judging car. This was a great way for out new members to start judging or be an observer judge to start off. Thanks to all the members that brought a car and those that helped with the judging.

This year our all GM car show was a great success raising money for Children’s Mercy Hospitals. Again I want to Thank all members that helped make this a great event. I look forward to another good year in 2020. See you at next year’s events. **John Hecker**



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Judging Chairman's Message

From the Judging Field

(Tony Stein, Judging Chairman)

As 2019 closes, we can look back at a very successful year for the Kansas City Chapter. We held two chapter judging events. In our Spring judging event held at Carl French's shop, Kent Schoneman achieved a Top Flight award for his 1957 Aztec Copper car, Todd Erickson achieved a Second Flight for his 1970 Daytona Yellow convertible and Brad Hillhouse earned a Top Flight for his 1981 Corvette Red coupe. Later in September, we held a second chapter judging event at Carl French's shop that included the following flight awards: Top Flight for Kevin Riley's 1967 Marina Blue coupe, and Top Flight for Steve Kessler's 1972 White Coupe. In addition, our chapter hosted the first judging for NCRS Concours judging led by our Concours Team captain Daniel Rechtsfertig: the following awards were earned: Daniel Rechtsfertig's 1963 coupe: Blue Ribbon, and a 427 award for Robert Rauscher's red coupe. Congratulations to each of you for your well-deserved awards.

A number of our members achieved benchmark master judging awards that deserve recognition:

Brad Hillhouse: 100 point Master Judge
Daniel Rechtsfertig: 200 point Master Judge
John Hecker: 200 point Master Judge
Harry Ledgerwood: 300 point Master Judge
Gene Leonard: 300 point Master Judge
Tony Stein: 400 point Master Judge

Many thanks to our judging team leaders and members who stepped up and served as flight judges and observer judges. We look forward to moving forward as a strong chapter for a fun and successful 2020. Happy holidays, and I look forward to seeing you on *the judging field*.

Best regards,
Tony Stein,

Some Early NCRS Observations

The following 4 pages were discovered by Richard Andrews as he was perusing through some old back issues of the now defunct Corvette News magazines, put out by GM and sent to new owners who sent in the page out of their Owner's manual.

This will be a three-part remembrance of when the NCRS got started, and amazingly how the term "Concours" came into use at the very beginning of our organization. Now many years later we are learning to apply that terminology to a totally different version of the Corvettes we pride ourselves in owning and enjoying.

These articles are reproduced from Corvette News issues dating from October/November, 1974 (the year the NCRS was founded by John Amgwert, Dick Campbell, Joe Chess, Tom Essig, Sam Folz, Jay Kellogg and Gary Mortimer.

Following in Part 2 and Part 3 came from issues dated October. November, 1976 and October/November, 1978. These also came from those issues of Corvette News.

A BIG Thanks to Richard for discovering these tidbits of our early organization's history and how it was portrayed to the general Corvette owners through the distribution of Corvette news magazines.

CONCOURS I
CONCOURS II
CONCOURS III

CONCOURS THREE



(Editor's Note: It seems that every summer, regardless of what other events Corvette Clubs hold, there's always a concours d'elegance somewhere on the docket. CN had invitations to personally attend at least ten such events. Had we had the time, we would have been delighted to have gone to every single one. However, it just wasn't possible, so we asked a number of clubs if they would have one of their members cover the events for us. We did manage, due to a last minute change in travel schedules, to take in the concours at Wapakoneta, Ohio. We'd like to thank Rich Hoskins for covering the concours held by Northern Rays, Ltd. and John Hildebrandt for his coverage of the event at Cedar Point.)

CONCOURS I



Little did the *Corvette News* Staffers realize it would be like old home week when they decided to travel to Wapakoneta, Ohio to attend a concours put on by the National Corvette Restorers' Society.

As we pulled into the parking lot behind the Holiday Inn, we were happy to see some very familiar faces. There was Joe Chess—all smiles and hand extended. Gary Mortimer wasn't far behind. Neither was Tom Essig. Already busy polishing up their Corvettes at one corner of the lot were Dora Pense and Ken Hooley. And Felix Napier and Sam Foltz also extended a special welcome.

We had met them all, and more, two years ago in Flint when they were members of the Classic Corvette Club '53-'55. (See *CN*, Dec/Jan 1973.)

Jay Kellogg of Vandalia, Ohio, told us the story.

"The other club had members from all over the country and membership just kept growing so fast, it was hard to keep track of everyone. The Classic Corvette Club '53-'55 concentrated mostly on models from those three years.

"Well," continued Jay, "it just got harder and harder to find parts for these early models. We wanted to expand the show to include later models to give more people a chance to show off their fiberglass beauties.

"This is the first meet we've held since we formed the new club. Gary Mortimer is the president. I'm first vice-president and Tom Essig is second vice-president. We're really pleased with the turn-out. We've still got a lot of 1953 and 1954 models that showed up, but there are some other great 'Vettes here too, including Steve Hero's matching '63s."

We asked Jay about his beautiful '54.

"I bought the car as a junker four years ago," Jay told *CN*. "In 1955, the car had been in a flood and they found it three miles downstream. I found it sitting out in a cornfield behind a body shop. The entire back end had been

burned when they tried to replace the brakes. Very few of the parts were there. Part of the grill was missing. The convertible top was gone and very little of the chrome was left."

How much did he pay for the car?

"I'd guess about \$1200," said Jay. "In 1966, my mother gave me a new pick-up truck. I drove it for four years and traded the truck even for the car. I've put about \$3,000 into it in the three-and-a-half years it's taken me to refurbish it, and it's taken two Best of Shows."

Gary Mortimer, president of the newly-formed National Corvette Restorers' Society, is the proud owner of four Corvettes—a '54, '57, '63 and a '68.

Gary, who hails from Cincinnati, told *CN*, "I got started on a '63 split window coupe which I bought new and put 70,000 miles on. I saw an ad in the paper about five years ago for the 1954. I took a look at it and, although it needed a lot of work, I couldn't pass it up. It still needs a lot of work. Right now I'm working on the '57."

We asked Gary what his wife thought about owning four Corvettes.

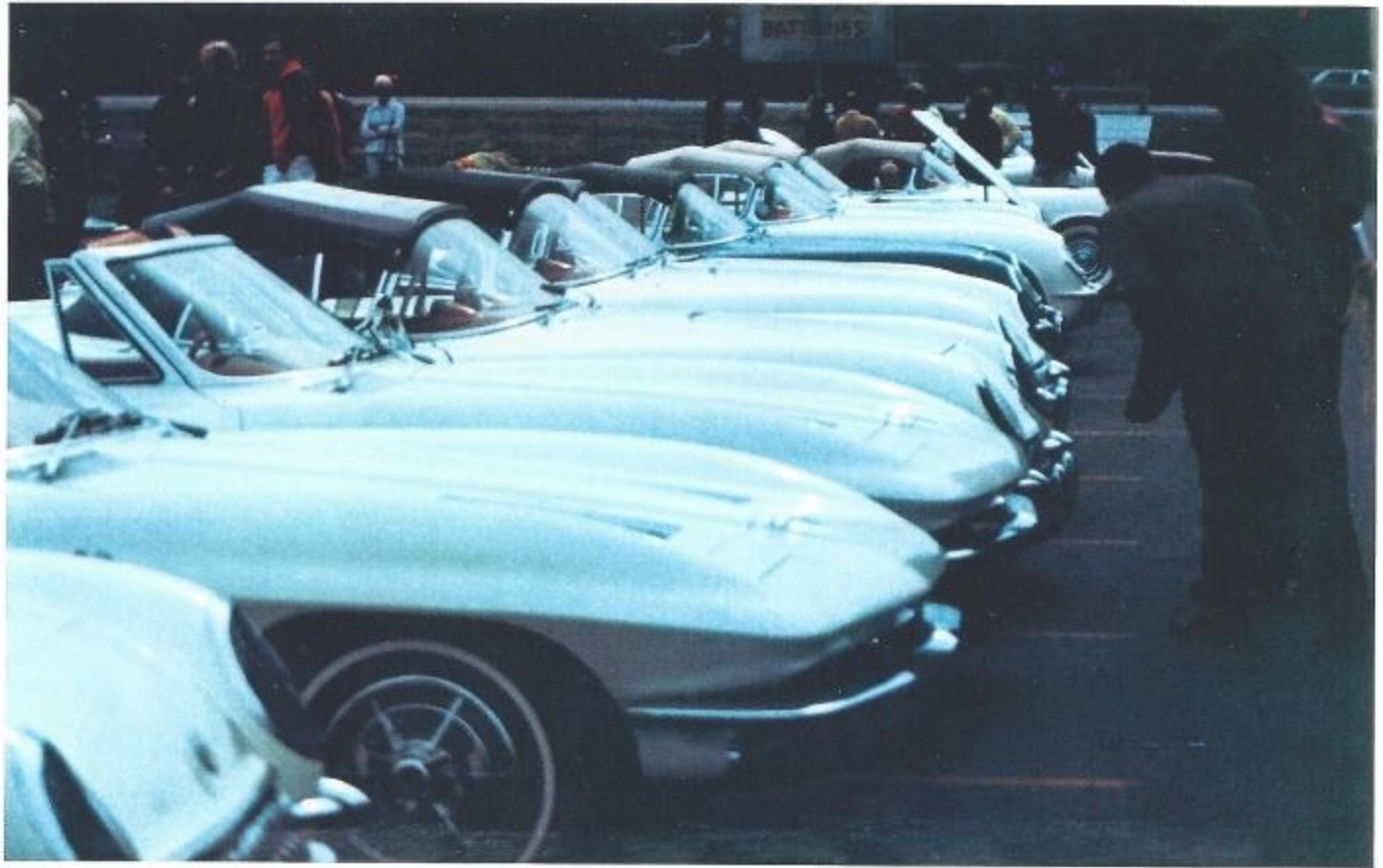
"She was skeptical at first," said Gary. "It was money going out for something that could have been better spent on the family. Now she's as big a Corvette bug as I am and even tracks down parts for me."

In conjunction with the concours, the club also had a great swap meet.

"We've really got some great parts to swap," Gary told us. "Someone even has a 1953 radiator tank for sale. I've never seen one before. There's a 1957 fuel-injection unit and also a '60 FI unit still in the case."

The price?

"I didn't ask," said Gary. "I looked at a couple of air cleaners and, to me, the prices were unbelievable."



Across the parking lot, a very handsome trailer caught our collective eye, particularly when we saw a beautiful '54 emerging from it. We walked over to have a chat with the owner and thus met Ray Frick of Mishawaka, Indiana.

Ray told CN he bought the car in 1954 from the father of a close friend.

"Although the car was in excellent condition when I bought it, I've done quite a bit of work on it. Everything is original, including the tires. They've got 39,000 miles on them and still have a lot of tread left. My 15-year-old son thinks the car is the greatest thing in the world."

We asked Ray about the trailer.

"I recently sold a '63 split window primarily to buy the trailer, which I had made by Wells Kargo in Elkhart, Indiana," said Ray. "I had it designed with two doors on either side so I can open the doors of the 'Vette easily without getting them banged up. I just picked the trailer up last week and it's a super job."

Had he entered the car in any shows?

"I entered the car in the Cavalcade of Wheels in South Bend," said Ray. "It won First in Class last year and just missed a First Overall by a couple of points. I also showed the car at the National meet in Indy and won a First but the competition wasn't nearly as good as it is here. That's the thing I like about this group of people," continued Mr. Frick. "You're showing against a large group of cars from the same year and the competition is really tough."

A gleaming red '55 stood out brightly in a row of thirteen white beauties. We found the owner to be Chris Delaney of Muncie, Indiana.

"I bought the car about a year ago," Chris told us. "It was a bit shopworn but, otherwise, it was in relatively good condition. It won First in Class at the Indy meet and it also

took the prize for Ladies' Choice. I think it was the red color that did it. But everything is original—except the jack."

We asked Chris if he had any more at home.

"This is it right now," said Chris. "We had a '65 coupe which we bought new and kept for about 8 years. Now my wife and I are really sorry we let it go."

One of the CN staffers knew the feeling. She foolishly sold a '58 two years ago. Well—live and learn!

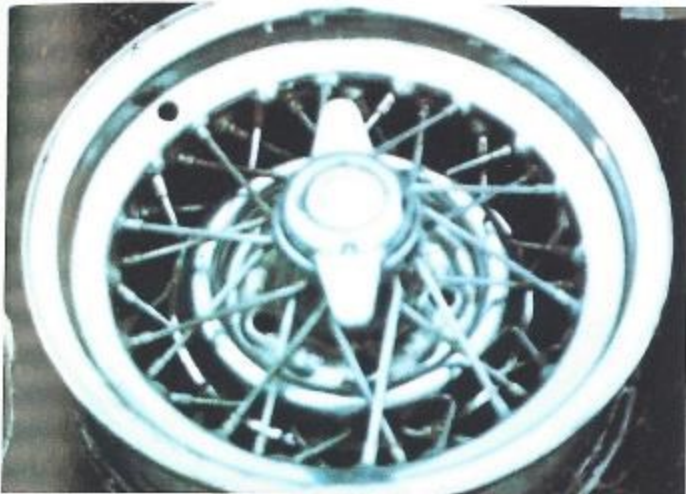
We had to take a long look at the matched pair of '63 Corvettes that belonged to Steve Hero and his wife—one a convertible, the other a split window coupe. Both are white with red interiors and both are in mint condition. Steve told CN, "We really have a ball with these two cars. Last year we took the coupe on a two week camping trip. We laid the backs of the seats down and slept in the car. We didn't need a trailer or a tent. Just a couple of sleeping bags, a few bits of luggage and our bathing suits. It was great."

Before a tech session in the afternoon with Sam Foltz, the club members were given ample time to grab a bite of lunch, go on a shopping spree in the delightful shops at the Holiday Inn, and visit the Neil Armstrong Air and Space Museum.

This tribute to Wapakoneta's own Neil Armstrong—the first man on the moon—is situated directly behind the Inn. Organized and directed by the Ohio Historical Society, it has exhibits on loan from the National Air and Space Museum of the Smithsonian Institution, NASA, the U.S. Air Force Museum and private collections.

The architecture of the building itself is quite dramatic. Inside, special audio and visual effects are used to create a total space experience. And in the Astro Theater, you can take a walk through space!

A delicious banquet was served after the tech session and the judging awards were presented.



1953-1955—SENIOR CLASS

- 1st—Sam Folz, Kalamazoo, Mich.—'53*
- 2nd—Jay Kellogg, Vandalia, Ohio—'54*
- 3rd—Charles Saganek, Trenton, Mich.—'54*

1953-1955—JUNIOR CLASS

- 1st—Ray Frick, Mishawaka, Ind.—'54*
- 2nd—Preston Dulaney, Muncie, Ind.—'55*
- 3rd—Ken Hooley, Goshen, Ind.—'53*

1953-1955—PRIMARY CLASS

- 1st—James Delabar, Xenia, Ohio—'54*
- 2nd—M. L. Young, Laurelville, Ohio—'54*
- 3rd—Larry Riggle, Indianapolis, Ind.—'54*

1958-1960 CLASS

- 1st—Gary Justice, Miamisburg, Ohio—'58*
- 2nd—James Delabar, Xenia, Ohio—'60*

1961-1962 CLASS

- 1st—Don Benz, Cincinnati, Ohio—'62*

BEST OF SHOW

- Jay Kellogg, Vandalia, Ohio*

PEOPLE'S CHOICE

- Preston Dulaney, Muncie, Ind.*

TRAVEL AWARD (DRIVEN)

- Joe Chess, Houghton Lake, Mich.*

TRAVEL AWARD (TRAIERED)

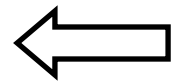
- Ray Frick, Mishawaka, Ind.*



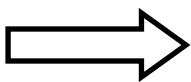
Observations from KC Chapter Fall Judging Meet



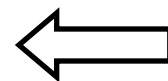
Kevin Riley's
1967 Coupe
427/435 HP.
Top Flight
Award and is
ready for more
future Judging
& Awards



Steve Kessler's
recently purchased,
pretty original 1972
Coupe. Top Flight
Award



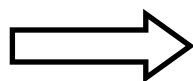
KC Chapter Fall Judging Meet—Concours Class



Robert Rauscher's beautifully modified 1971 Coupe. Concours Modified awarded the NCRS 427 Award



Daniel Rechtfertig's beautifully modified 1963 Split Window Coupe. Concours Modified awarded the NCRS 427 Award



Brad Hillhouse - Another Award!



Brad Hillhouse trailered his Original 1981 Corvette to the Texas Frisco Regional in October and earned the coveted Performance Verification Award.

Way to GO again Brad!!

Tech Article - Removing a Dipstick Tube

Kent Schoneman

My new (to me) '65 was delivered a couple weeks ago. Although I had looked it over and driven it a couple weeks prior to pulling the trigger, the owner (non-Corvette guy) had the oil changed at his local shop prior to shipping. Unfortunately I discovered that the upper dipstick tube was broken off even with the block – great!.

First order of business was complete disassembly of the driver side of the motor: exhaust manifold, shielding, spark plugs, etc. Considered several options – and tried a few - for getting it out.

I finally arrived at one that worked. A friend of mine welded a nut to the top of a paint can opener (Lowe's) and attached to a small slide hammer with the other end (the one with the small hook) so I could try and catch the edge of the tube.

After several attempts I decided that was never going to work so I sawed off the bottom end of the opener and bent the "round" end at a 90 degree angle. Greased up a 3/8" fine thread bolt added a fender washer and slipped the bolt through the round end of the opener. Several blows – and the last one from a friend of mine with a little more oomph than I could muster at that point – and it finally popped out. Got a new one from Corvette Central, put it in the freezer overnight, and borrowed a homemade tool from an engine-builder friend of mine to drive the new one in. The pictures should tell the story. All in all a great way to spend the better part of a day and a half – remember this is a fun hobby, right?



Tech Article - Making Correct U-Joint Caps

FINDING AND INSTALLING CORRECTLY CONFIGURED C2 U-JOINTS

By: Tony Stein

Kansas City Chapter Judging Chairman

A portion of C2 Chassis judging involves the evaluation of the halfshaft/driveshaft U-joint configuration. The line item on the Chassis judging sheet allocates five points for the driveshaft and halfshaft assemblies. These components are subject to CDCIF evaluation. The original factory U-joints had flat caps and no zerk fittings. See Photographs 1 and 2.



Photo # 1



Photo # 2

Unfortunately, finding correctly configured replacement U-joints is challenging because the original GM U-joints are limited and expensive, and the modern non-zerk U-joints generally available today have caps with stepped caps. See Photographs 3 and 4. When I have judged C2 chasses at Regional and National events, I typically encounter replacement U-joints with “stepped caps”. Notice that the outer portion of the stepped cap is raised above the recessed central area with the letters in the field. This cap does not have a typical factory configuration, and will typically receive a 1-point deduction for configuration.

Tech Article - Making Correct U-Joint Caps



Photo # 3



Photo # 4

One option in restoring the halfshafts and driveshaft is by finding NOS original U-joints. Photograph 5 shows an original GM box with part number. Unfortunately, these are becoming very difficult (and expensive) to find.

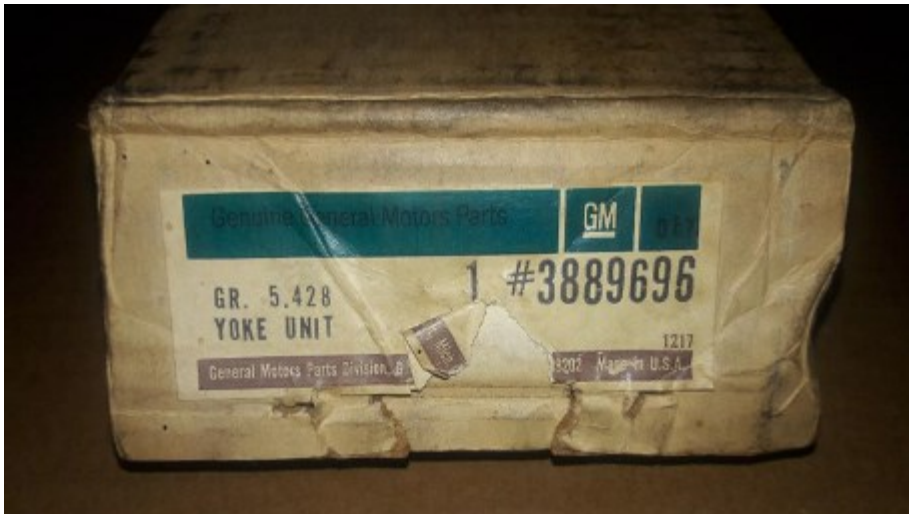


Photo # 5

There is a cheaper alternative that I have found works very well. It is easy to purchase U-joint bodies with no zerk fitting. Long Island Corvette and other Corvette parts restoration companies sell this variety. However, those parts come with the stepped U-joint cap. I discovered that Ecker's sells U-joints with flat caps although the Eckler's U-joints come with zerk fittings. The Eckler's U-joint part number is show in photograph 6.

Tech Article - Making Correct U-Joint Caps



Photo #6

My simple solution is to purchase the non-zerk U-joints and separately purchase the Eckler's U-joints (about \$18.00 apiece) and carefully remove the flat caps from the Eckler's U-joints and install them onto the non-zerk U-joint bodies. The caps can be removed with relative ease. It is important not disturb the roller bearings in the caps. This is a good time to verify that all of the roller bearings are in place and well-greased. Once the Eckler's caps are installed onto the non-zerk U-joint bodies, simply install the U-joints into the halfshafts and there is no issue with the configuration of the U-joint caps.

This is a simple technical solution for a commonly encountered Chassis deduction. Good luck and I'll see you on the judging field.

By: Tony Stein
Kansas City Chapter Judging Chairman

Tech Article - Removing Broken Bolts

How to remove a broken rusty bolt from a Corvette

Working on your Corvette is always a good day. That is until you break off a rusty bolt. Of course, it usually happens on the bottom of the car so you need to do the repair while standing on your head! This bolt that broke was a 7/16 bolt that mounts the front lower bumper brace to a 1968 Corvette. It needs to be removed to replace the front lower spoiler or adjust the bumper braces to close up the typical C3 front bumper gap.

One of the methods I like to use to remove a broken bolt is to weld a nut onto the remaining bolt to break it loose. It doesn't work as well on small bolts or in places where there is plastic or carpet nearby. But on larger bolts, here is my method:



You can see from the pictures that the bolt broke off with the threads half way out. Now part of this is my fault as when the bolt started turning extremely hard, I should have stopped, run the bolt back into the hole and start working it back and forth until it freed up. Instead being careful, I just got a bigger ratchet and sadly the head of the bolt snapped off. Ugghhh, easy project just got more difficult. I got a matching 7/16 nut, threaded it all the way onto the remaining bolt threads and then got out the mig welder. You can see that I turned up the heat setting and turned down the wire feed. This is an attempt to get the bolt much hotter while only putting a small amount of wire into the nut. The heat being added is what really makes the process work well. The heat will help break the remaining rust holding the bolt tight. It may take you several times welding a nut on, breaking it off, rewelding another bolt back on, just keep at it. Work the bolt or nut back and forth adding lubrication as you go and you can get the broken bolt out without having to drill or tap it out.



Tech Article - Removing Broken Bolts



I have used this method on rusted in seat belt bolts, differential bolts, half shaft flange and axle bolts and more. When you have something to weld to, this is much more successful than drilling it out and having to retap the bolt hole. I hope this helps you the next time your day of fun goes bad!

Brad Hillhouse

Kansas City Chapter Member

& Nebraska Chapter

Judging Chairman

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.

Caption this !!



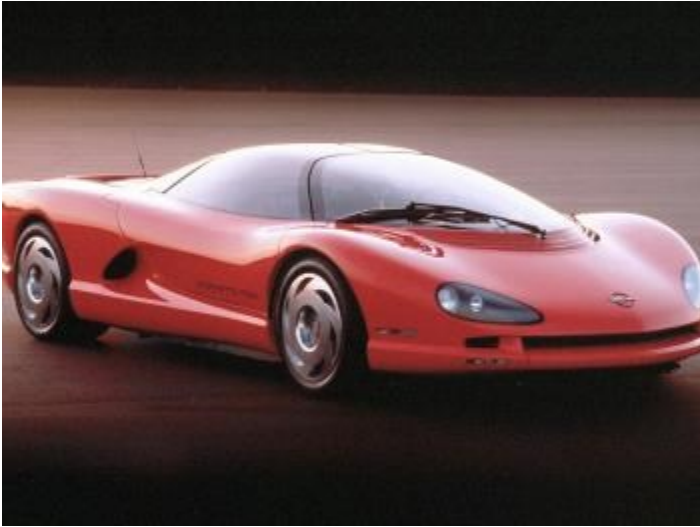
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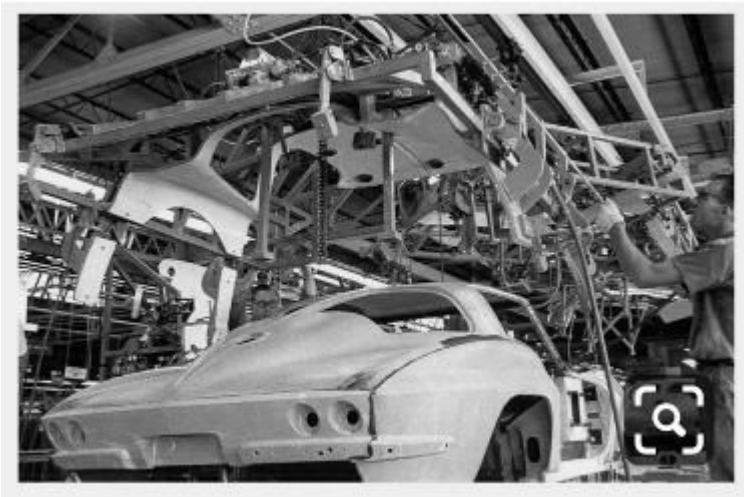
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Observations from the Web

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



Early Photos of Interest

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



Courtesy of Wichita Chapter

Judging Process - Deduction style scoring system with 4500 points divided and assigned over five scoring areas. Mechanical, Exterior, Interior, and Chassis Teams judge for Originality and Condition. (80 of 4500 points are assigned to cleanliness.) The Operations Team assess Functional Operation. Scoring sheets are annotated and reviewed with the owner. (Returned to the owner after event recording.)

Full or Major Deductions are signed off by the Team Leader.
Disputes: Judges --> Team Leader --> Event Chairman --> National Judging Chairman

Tabulation of Score Sheet Results
 Top Flight: 94% or above (270 points)
 Second Flight: 85-93.9% (675 points)
 Third Flight: 75-84.9% (1125 points)
 Driving Bonus: 1% per 100 miles

Judge Basic Ops Functions
 Every line worth 20 points (C1 C4 C5)
 Every line worth 25 points (C2 C3)

Judging Standard is Performance as Designed

Bonus Points for: Fire Extinguisher, Battery Cut-Off Switch, NCRS Decal

No provision for repair or adjustment during judging

NCRS Flight Judging
 Judging Standard: Car as delivered from the factory with typical dealer prep

Mechanical **Exterior** **Interior** **Chassis**

Originality

Condition

FIRST Judge Originality THEN Judge Condition
 At least 10% of Originality must remain to judge Condition (No Condition Points if Originality <10%)

Originality judged without regard to Condition.
 Condition judged without regard to Originality.

Cannot judge the Originality/Condition of a missing part.

Condition Judging
 Standard Deductions (Effort needed to Repair/Restore)

Soap & Water Cleanable is DIRTY not damaged (Cleanliness Deduction)
 Standard is dealer prep clean

Missing: 100%
 Dealer Prep New: No Deduction

Minor Aging/Damage: 1-25% (Easy to R/R)
Moderate Aging/Damage: 26-50% (Needs Substantial R/R)
Severe Aging/Damage: 51-75% (May NOT be R/R)

Condition Notes

Damaged Components may become: Torn, Bent, Scuffed, Faded, Scratched, Discolored, Water Spotted, Frayed, Duff, Split, Pitted, Dented, Worn, and or Rusty

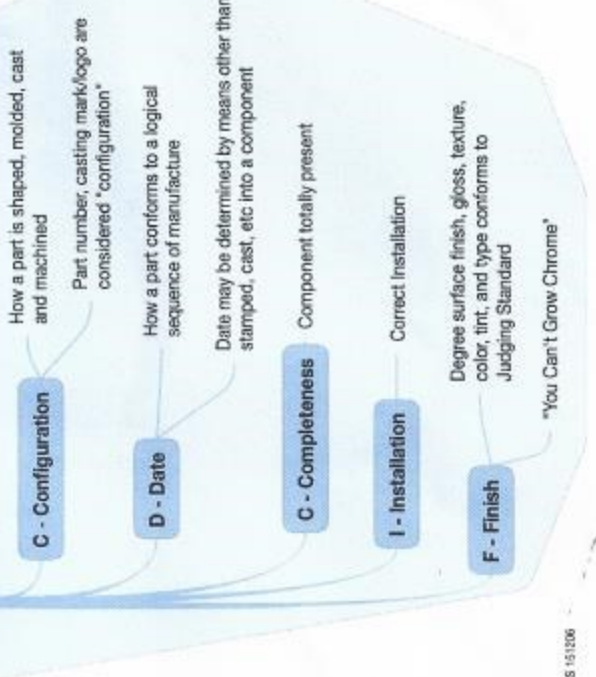
Interior -- Fabric: Tears, Cracks, Aging, Scuffing, Fading, Paint: Fading, Chips, Scratches. **Trim:** Plating Pits, Rust, Dents, Scratches. **Plastic:** Cracks, Scuffs, Instrument Face: Fading, Steering Wheel: Cracks, Stains.

Mechanical & Chassis -- Paint: Aging, Chips, Natural Surfaces: Rust & Corrosion. **Chrome/Znk/Cadmium/etc:** Plating Deterioration.

Exterior -- Paint: Fading, Chips, Scratches, Discoloration, Permanent Water Spotting. **Chrome:** Pitting, Scratches, Dents, Discoloration. **Stainless:** Dents, Scratches. **Emblem:** Fading. **Tire:** wear, Stains.

Standard Deduction Table

- Use Standard Deduction Table for:
- 1) Engine Block Cylinder Cases
 - 2) Batteries
 - 3) Tires
 - 4) Windshields, Door Glass, Roof Panels, Plexiglas-Vinyl Windows
 - 5) Headlamps
 - 6) Stainless Steel or Aluminized Replacement Components
 - 7) Altered Cars Horsepower/Color/Interior
 - 8) Trim Tag or Service Parts Identification Label
 - 9) Added or Deleted Options
 - 10) Body Color
 - 11) Body Paint
 - 12) Body Fiberglass and Component Fit
 - 13) Originality deductions are NOT based on the fact an item is GM Service Replacement / GM Lic-Repro or a Non-OEM Part. Items are judged on overall correctness as installed.
 - 14) GM Approved Dealer-Installed Accessories
 - 15) Factory Recall Modification
- Items significantly dissimilar as installed will receive a Standard Deduction of 100% for Originality, e.g. Mustang hubcap
- Use C.D.C.I.F. Matrix System to Judge APPEARANCE of Originality in All Other Areas



NCRS 151206

Kansas City Chapter 2020 NCRS Calendar

DATE	EVENT	LOCATION	TIME	DESCRIPTION
Saturday January 4	Holiday Party	Jr. Services League 3122 S Cryler,Indep.	Snacks 6 PM Dinner 7 PM	Annual White Elephant Holiday party
Tuesday January 14	Monthly Club Meeting	Tim's Pizza 17201 E 40 Hwy	Eat @ 6 Pm Meeting @ 7 PM	Technical Presentation TBA
Tuesday February 11	Monthly Club Meeting	Stone Canyon Pizza Parkville, MO 64152	Eat at 6 PM Meeting at 7 PM	Technical Presentation TBA
Tuesday March 10	Monthly Club Meeting	Gambino's Pizza Lenexa, KS 66219	6 PM Eat 7 PM Meeting	Technical Presentation TBA
Tuesday April 14	Monthly Club Meeting	Cable Dahmer Indep, MO	Snacks @ 6 PM Meeting @ 7 PM	Technical Presentation TBA
April 18 ?? Not Confirmed	Spring Judging Meet	We need to find a suitable indoor	Location if possible	Anyone with suggestions, contact Daniel or Tony
Tuesday May 12	Monthly Club Meeting	Tim's Pizza 17201 E 40 Hwy	Eat @ 6 Pm Meeting @ 7 PM	Technical Presentation TBA
Tuesday June 9	Monthly Club Meeting	Stone Canyon Pizza Parkville, MO 64152	Eat at 6 PM Meeting at 7 PM	Technical Presentation TBA
June 20—22	Bloomington Gold Show	Indiy Speedway	Daily	
To BE Announced	ALL GM Charity Car Show	Direct Auto Indep, MO		ALL Proceeds Donated to Children's Mercy Hospitals
July	NO Club Meeting			
July 19—23 2020	NCRS National Convention Year of the 1970!!	French Lick Resort Indiana	Mon—Thurs	French Lick Resort is Host Hotel
Tuesday August 11	Monthly Club Meeting	Gambino's Pizza Lenexa, KS 66219	6 PM Eat 7 PM Meeting	Technical Presentation TBA
August 22—24	Corvettes Carlisle	Carlisle Fairgrounds Carlisle, PA	All Day	World's Largest Corvette Show & Swap Meet
Tuesday September 8	Monthly Club Meeting	Cable Dahmer Indep, MO	Snacks @ 6 PM Meeting @ 7 PM	Tech Session TBA
Saturday September 19	Fall Judging Meet	Midwest Corvettes Kearney, MO	Cars Placed 8 AM Judging 9 AM	Open to Pre-registered Cars Only based upon availability
Tuesday October 13	Monthly Club Meeting	Tim's Pizza 17201 E 40 Hwy	Eat @ 6 Pm Meeting @ 7 PM	Tech Session TBA
Saturday November 7	ANNUAL Nomination Dinner	Hereford House 5001 Town Center	6 PM Coctails 7:15 Dinner 8:30 Door Prizes	This is THE Annual DO NOT MISS Event! Fun, Great Food & Super Friends!

Support Our Sponsors!!

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Featured Corvette Ad from the Past

A Classic piece of Vintage Advertisement.....Timeless!!

You pull up to a traffic light. Heads turn. You look in the rearview mirror. Eyes follow. Corvette's that kind of car. The kind of car that makes you feel the whole world is watching. The kind of car that brings out the driver in you. And why not? Everything's in your favor. Sleek aerodynamic fuselage. Four-wheel disc brakes. Independent suspension all around. Even V8s available up to 427 cubic inches. That's the real beauty of Corvette. It does all the work, you get all the credit.

Corvette 

Superiority complex.



Corvette Sting Ray Convertible, Sports Class winner of Motor Trend's 1969 Achievement Award