



No-Name Newsletter

Quarterly publication of the Carolinas Chapter
National Corvette Restorers Society

<http://ncrscarolinaschapter.org>

Fall September 2008

VOLUME 13 NUMBER 3

CHAIRPERSON'S COMMENTS

Jimmy Gregg

For those of our membership who did not attend the 2008 NCRS National Convention in St. Charles, you missed a good one. There were lots of very high quality cars and some really Southern style hospitality shown by the St. Louis and Kansas City Chapters. The Carolinas Chapter did not have a very large quota in attendance, but we more than made up for it in exuberance.

For the brave souls who went on the Carolinas Road Tour led by yours truly, I commend you. I learned that when you hit the detour button on a GPS, you are not guaranteed a paved highway; in fact, I am not sure we could even call the trail we were on at one point a road. I think Lewis and Clark were the last people to travel the road we managed to find. We all made it through with only a HUGE amount of dirt after two miles of dirt trails. A little water and all the cars sparkled again. On the next day under a "GPS Detour" again I saw the magical sign – PAVEMENT ENDS. Fortunately, this time I had the common sense to turn around and backtrack to a fully paved road. What an adventure. Tom Green and his wife hosted the last night out BBQ and I can tell you we have a long way to go to one-up Tom's garage – what a palace!!!

Do not forget to mark your calendars for the Carolinas Chapter that will be held in Wilkesboro, September 26–27. We will be at the same place as last year, and we have decided to have the business meeting and awards presentations on Saturday night after the BBQ Dinner. If this works we will continue it, and if not we can always go back to the old Sunday morning meeting. The registration form is in this newsletter, and a late fee is applicable .

Also mark your schedules to attend the SE Chapter Meet in Sevierville, TN, in conjunction with Corvette Expo on October 17–18. It is always a grand event with some very high quality cars to be judged. As most chapter events go, judges are always needed. I sent the registration form to all email chapter members earlier, but in case you lost it, visit the SE website at ncrssoutheastchapter.com.

Planning for the 2009 Speedway Regional is in high gear. Janet Kennedy and I met with all parties involved from the Embassy Suites Hotel, speedway, Levy Restaurants and Convention Bureau on July 29 and moved things along. Alan Beaver is working on polo shirts and Jay Morrison is working on judges' tee shirts and Speedway Regional pins. We are planning to keep this event very low key as compared to the 2007 Regional as the primary purpose of the event is to test the facilities for the 2010 NCRS Convention and allow NCRS members to make progress toward 2010 NCRS awards at the convention. We still need lots of help in 2009 as any regional is a handful to manage.

VICE CHAIRPERSON'S COMMENTS *The End of an Era..... Bob Young*

After a few years of no Corvette Carlisle for me, Lynne and I decided to accept an invitation from close friends of ours in Pennsylvania to join them for the weekend of Corvette festivities. Certainly not a new adventure for us, but since we had that gap in attendance I thought it would be worthwhile. That is was, in more ways than one!

We packed according to the weather forecast that I checked online (although as a safety factor, we both did pack a pair of jeans and a jacket, knowing what that weather can be sometimes in spite of reading otherwise) and also took extra footwear—sneakers, loafers, and sandals. We were ready for any options now...our attire would be extremely casual only, and shorts and tees were in order.

After years of packing the '91 convertible, I had learned to pack a week's worth of clothing without a blink, all fitting in the car somewhere. This included bulky sneakers, a pair under each of the headlamps under the hood! We were taking the newer '04 for the jaunt, and loaded up munchies, wine, beer, swimwear, towels and the like, plus our regular suitcase that we have not let sit idle the entire summer. Also packed was a pair of totes that were full to the brim. I was prepared to stuff all of these items into the newly found trunk of the convertible, starting with stuffing the three compartments under the aftermarket trunk mat that I had purchased recently. Satisfied that they were packed tightly, I loaded in all of the other stuff, and much to my surprise, I had a LOT of additional room....LOVE this car!!! So much better than the old '91, now tucked safely under cover in the storage building, not quite neglected, but close to it!

Eight hours later, to tune of 27.8 mpg, we arrived at the Carlisle campground, joining our friends in their huge motor home. Their identical Commorative convertible was there also. (They were the inspirations for us purchasing ours!). We were set for the Corvette events to come—let's get at it, which we did the next day, arriving a bit after eight the next morning. Breakfast was near the fun meet parking area on the hill, a good feed that would carry me over until lunch!

My Corvette shopping list was short, so short that I did not have one, and neither did my buddy. We started in the manufacturers' area looking mostly at items for the newer Corvettes. An array, previously seen only in catalogs, now in the flesh. Very impressive display in the GM tent, where I all but fell in love with the red ZR1 that I could have sworn whispered buy me—ouch, that was tempting and beautiful. I also liked the charcoal ZR1 factory car, S/N 008EX, displayed in another tent. All in all, I spotted about five of the newest and greatest Corvettes ever. I also chatted with a guy who claimed his brother had taken delivery of one two weeks prior. I was unaware that they were available to the general public at this time. I had never taken the time to go through this area before and found it very interesting.

We ventured into my former territory, where all of the used Corvette parts could be found, what a disappointment this was, but then again, I am a diehard mid-year fan, so my interest is mainly focused on those parts. I found VERY FEW applicable parts, lots of the usual junk, but not much in the way of nice rare or unusual parts for these cars. Very few body parts were noted, and over the two days spent there, we did cover most, if not all, of the grounds. What's happening here??? Well, I believe eBay sales have really had a negative impact on folks bringing the parts to the meet, and I cannot help but believe that we are experiencing ***the end of an era***. It is my thoughts that most of the rare parts that used to be displayed for sale, even with hefty price tags, are now in the hands of

collectors or have been captured for use on the restored cars of the past number of years. I had confirmation of this with a call from my old and fanatical '63 collector, who was already back home after 1½ days of disappointing shopping. He normally buys thousands of dollars worth of parts during this event, but he left early and all but empty handed, stating that things had finally dried up. Well, that might be true, and certainly reflective of this year on the fairgrounds. It would be interesting to see if ANYONE reading this actually had success finding that rare and needed part there.

I am glad that I did not have a shopping list to fill! I can recall a number of years back when I was in the need of parts for my restorations and was able to find a nice N03 gas tank for my silver Z06, a master cylinder (ouch, there went \$5.2K for those two items) for the saddle tan car, and almost any additional item I needed. Sundays were always the day for bargains as I picked through the miscellaneous boxes of junk, finding headlight bucket parts and original bolts at give-away prices. Since I did not pick through any boxes while there, I am unsure that parts like that are even available, and certainly the items would not be for pennies on the dollar as before. Then again, things like that can be expected with the passing of time. I believe that I could find almost any part for my '91 though, but fortunately it is not in need yet!

One of our highlights of the Corvette Carlisle event, and one I had NEVER attended, was the parade of Corvettes in downtown Carlisle. What a hoot that was....we arrived shortly before 6 PM, ventured to a pub midway down the parking area. They shut down that entire series of blocks to traffic, eventually winding up with four lanes of Corvettes that extend some three or four blocks long! There we joined a boisterous crowd of Corvetters over a cold brew that we sipped on the sidewalk in front of this establishment. Shortly before 7 PM the Corvettes started appearing, side-by-side. It was impressive for sure as they came by in every color and model year. It seemed to be dominated by the C5-C6s, most of which had Borla or equivalent exhaust systems. They sounded great! By now a huge crowd had gathered, all willing to shout words of encouragement to the drivers to prove their worth I would surmise. Some responded with a loud rev of engines, while others complied with a blast of smoke from screeching tires, only to be flagged down by some very fast police on bicycles. I am unsure if they were ticketed or not, but the crowd loved it. Me included, although I would be reluctant to do it, I love to see others.

We relaxed on Sunday morning, enjoyed another great breakfast cooked outside on the grill, and then helped repack the motor home for the short drive back to their home. I had thoroughly enjoyed our two days at the meet (four days at the campsite), got to chat with several old friends that I see only at Corvette meets, and managed to pick up a few trinkets for the shop. This was a productive adventure even if I still believe it is the end of an era, a time that will never be duplicated as it used to be – such is life for sure!

The trip home was a pleasant one, as could be expected, until we hit north Charlotte, where heavy rains had prevailed. Approaching Waxhaw, we were inundated with very heavy rains, slowing to a crawl due to lack of visibility and 3-4" of rain on the road surface. On arriving home, the roads were dry...go figure, but I believe we have an invisible umbrella in our area protecting us from the downpours. I did check the rain gage and it registered just over 4" so we did have much-needed rains while we were gone.

It seems this summer has been one of on the road again" for us, with only a couple of weekends spent at home – a great bit of that time was nursing a very sore back on my part, and little has been done in the shop during that miserable time while at home. As a result of that, not much progress on the *F* car, but I have received the newly upholstered seats for the car and have managed to do some

small tinkering and assembling here and there. The past few weeks life is almost back to normal, thanks to a watchful wife who kept me from overdoing....even my typing fingers are still active – but then again, they did not rest much during this downtime as I spent a great deal of time online checking car stuff!

Corvette Carlisle also is my marking the end of the summer. It used to begin with my attendance at Bloomington, but since being here in NC, summer actually starts around May for us. Somehow I still hang on to that deadline, but wait, AutoFair is just around the corner.

With that said, guess it is time to call it a day and shoot this in for publication – I look forward to our meet at Wilkesboro and anticipate seeing folks that I have not caught up with since our previous meet there. Drive carefully and do “save the wave”,

FROM THE JUDGING CHAIR

Reba Whittington

Carolinas Members Recognized at National 2008 National Convention

I have just returned from the 2008 National Convention in St. Charles, Missouri. It was a great event with 140+ cars judged or displayed. For the most part, the weather was cooperative. Cloud cover kept the temperatures down on the day we judged Bowties outdoors. Rain moved in on Thursday, which was not a problem until cars began exiting the convention center to load into the trailers. I am sure many under-carriages looked very different then.

Two Carolinas Chapter members took home awards with their cars. Mike and Toni Sams received a Duntov Mark-of-Excellence with their 1957, and Dick Bridges garnered a fifth star for his 1965 Bowtie car.

At the membership meeting on Monday night, Freddie Grimm and John Pirkle Jr. were acknowledged as 400-level judges, the maximum recognition for that. Mike Sams and Rich Vaughan achieved the 300 level of judging, while Bob Aue and Gary Jaynes became Masters. Toni Sams received her Master Tabulator pin.

Car Entries for Fall Judging Meet

Don't forget that we have our annual fall judging meet coming up in Wilkesboro. Due to time, we are limiting each class (C2, C3, etc.) to only two cars this year. There were two C2s on the waiting list for the May judging in Monroe. Both owners opted to have their cars judged at the next meet. However, since there are no C1s or C3s, we will be able to judge all four C2s entered.

Judges for Fall Meet

For all those attending the fall meet in Wilkesboro who want to judge, don't forget to register **before** the meet. Judging teams are made up in advance from the list of pre-registrants. And don't forget to notify Duane if your plans change and you cannot attend. I had to redo teams on Saturday morning at our last two meets because some master judges did not show and did not call.

Summary of Board of Directors Meeting Minutes July 25, 2008**Reports to the Board**

President Vito Cimilluca thanked Joan Burnett and the St. Louis and Kansas City Chapters for all of their hard work in putting on a very successful meet. He also thanked Bill Sangrey for the success of the Road Tour.

Vice President Mark Lincoln echoed Vito's sentiments and commented on the success of the National Convention and Road Tour. Mark also reported the 2009 National Convention planning committee is on target with their timeline. Mark also stated that next month he will send out invitations for the 2012 National Convention proposals to those chapters in the western area of the U.S.

Secretary Cece Nelson announced elections are coming up for Regions VII, VIII and IX. Nominations must be in by August 10, 2008. Voting runs from September 1 – October 31.

Membership Chairman Gary Mortimer reported we now stand at 15,400 members.

National Judging Chairman Roy Sinor suggested an international award be developed for our international chapters (except Canada). Vito asked Murray Forman, Chairman of the Australia Chapter to form a committee from the international chapters, consisting of chapter chairs and judging chairs and Tom Barr to investigate this suggestion.

National Corvette Museum Representative John Pirkle reported the Museum has dedicated an 8'x10' space dedicated to the NCRS. They will also erect a plaque dedicating the library and archives in honor of the NCRS.

Public Relations Officer Carlton Colclough reported that 45 to 55% of the chapters currently participate in the NCRS Matching Funds Program. He also reminded everyone that the donations must be in the form of a chapter check to the charity in order to be eligible for matching funds.

New Business

The board agreed that the Restorer and Driveline mailings will use the USPS "sack" system for two mailings to monitor delivery time and cost.

Roy Sinor reported Authentication Library Vol. 1 is well received and Vol. 2 should be ready in two months. It will deal with mid-year protecto plates.

Keith Biggers has stepped down as 1967 Team Leader. The board extended its appreciation for Keith's long standing service. He will be succeeded by Nick Culkowski. Roy also thanked Keith for his many years of service.

If some of Roy's Judging Chairman messages look familiar, it's because he will be recycling some of his earliest wisdom, which is as worthwhile today as it was in the past.

The board agreed regional registrations for regional meets will close no sooner than four weeks before the event date to allow car owners ample time to register.

British Columbia and New Zealand Chapters were awarded full chapter status.

NCRS Foundation

The NCRS Foundation has received about \$77,000 in contributions from members and raised approximately \$10,000 at the St. Charles National Convention. It was agreed that a more defined mission statement was needed for the foundation. The target date for the revised mission statement is October 1, 2008.

Carolinas Chapter Board Members

Chair	Jim Gregg	704-847-5408	tio2jim@aol.com
Vice Chair	Bob Young	704-843-7156	rlyoung63@aol.com
Treasurer	Mike Cranford	704-849-2981	Mike427cranford@aol.com
Secretary	Carole McIntyre	704-785-4194	chipmunk51@charter.net
Judging Chair	Reba Whittington	336-667-4226	rebals5@aol.com
Asst. Judging Chair	Duane Ravenberg	336-474-1602	dravenberg@triad.rr.com
Regional Representative	Dick Whittington	336-957-6106	dickwhittington4@aol.com

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Nuts and Bolts : Literally (#2) – Fan Bolts

This is the second in a series of articles on some original bolts for Corvettes. I can assure every reader that there are exceptions and additions to my application theory and examples. If you read this or any of my dissertations on bolts and disagree or want to make additions, feel free to call or email me with your opinions.

This article will address the bolts that hold the fan and water pump pulley to the water pump. They are the same for small block V-8s, as well as big-block engines, with the possible exception of length. My theory is that the length of the bolt was determined by the options on any particular car and what pulleys it had.

General Motors Group 8.900 is where the fan clutch/pulley to water-pump bolt was traditionally found. But I have been informed that that section is now in a generic parts book for fasteners, screws and other related items. About the only common factor I can determine is that all are fine-thread 5/16, grade-8 bolts, and tend to be cadmium or zinc plated.

In the photographs below are what I believe to be original examples of fan bolts. I can almost assure you that there are several not in my collection. (For those who think a delta mark or Dorman brand will work–WRONG!!). I have seen “TR”, and an occasional “WB” also. The general rule goes: If it period correct, it could have been used. As you can see from Photo # 2 there are at least three lengths: 3/4, 7/8, and 1 “.



Photograph # 1 shows three of what I think are the more common head marks. They are S, L8, and UR.



Photograph # 4 shows some other possibilities. They are SB, SBC, AS. The last bolt in Photo # 4 is black phosphate that could be used in later years. It has a head mark of AM and is only partially threaded.



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Call Alan Beaver for chapter hats, shirts, and jackets.

FOR SALE

1. NOS 1965 – 1967 Powerglide neutral safety and BU light switch
Many back issues of *The Restorer* and *Driveline* magazines donated by a fellow NCRS member. These are to be given away to a needy home. Call me if you are interested in filling out your collection. Help me get rid of these before Libby does.

Used copper radiator for a midyear, reasonable
JIM GREGG 704-577-9812 tio2jim@aol.com
3. Body dollies made – Contact Doug Aldridge 704-764-3765
4. Collection of *Corvette News*, *NCRS Driveline*, *NCRS Restorer*, *NCCC Blue Bars*, and *Vette Vues* and *Corvette: The Sensuous American*
All in MINT Condition!!!!
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6. 1964 vette -327/300+HP--rebuilt with new Edelbrock manifold and Edelbrock carb.
Lynn Cavin 704-564-7902

Dues are Past Due

If you are on this list your dues are past due and this will be your last newsletter.

Send \$15 for each year of renewal to:
Carolinas Chapter
NCRS / PO Box 2692
Matthews, NC 28106

Tom	Maxwell
Dale	Fiet
Mickie	Elmore
Ed	Morris
Kenneth	Watts
Paul	Bonk
Wally	Crawford
Knox	Donald
Danny	Garris
Robert	Turner
Danny	Burnstein
Gary	O'Sullivan
Bill	Lundberg
Thomas	Fennell
Wesley	Schrom
Ken	Bullard
Freddie	Grimm

**FUTURE EVENTS: REMEMBER THAT IF YOU ATTEND ANY NCRS EVENT,
YOU MUST REGISTER PER NCRS GUIDELINES**

Chapter and Area Events

Every Saturday night	Cruise-In, Good Old Days Café Highway 51, Charlotte
First & third Friday night	Cruise-in at South 21, Matthews
September 26-28, 2008	Judging & Annual Business Meeting, Wilkesboro
October 17-18, 2008	SE Chapter Meet, Corvette Expo, Sevierville TN
November 8, 2008	Judging School, SC
December 20, 2008	CCNCRS Christmas Luncheon – Concord
February 21, 2009	CCNCRS Nuts & Bolts, Pinehurst, NC
April 22 – 25, 2009	Speedway Regional – Concord, NC
June 13, 2009	CCNCRS Judging School – TBA
November 14, 2009	CCNCRS Nuts & Bolts – TBA
December 19, 2009	CCNCRS Christmas Luncheon – Concord

2008 Regionals

Sept. 11-13, 2008	Northwest Regional	Bend, OR
Oct. 23--25, 2008	Lone Star Regional	Waco, TX

Conventions

2009	July 12 – 16, 2009	San Jose, California
2010	July 13 – 18, 2010	Concord, NC
2011		Novi, Michigan

**NCRS Carolinas Chapter Fall in the Foothills, at Wilkesboro, NC,
September 26-27, 2008**

Flight Judging, Annual Business Meeting, and Election of 2009 Officers

Holiday Inn Express (336) 838-1800 40 rooms held until Sept. 10; ask for NCRS rate of \$80

FRIDAY

3:00 PM Registration Opens
6:00 PM All Cars in place on Show Field
Dinner on your own
8:30 PM Judging School



SATURDAY

8:00 am Registration Opens
8:30 am Judges' and Car Owners' Meeting
8:45 am Judging Begins
2:30 PM (approx.) Local road tour
6:30 PM BBQ / Awards Presentations
8:00 PM Business Meeting / Elections

NCRS membership required for attendance and the judging portion of this meet.

For Information contact Jim Gregg 704-847-5408 (tio2jim@aol.com)

For judging questions, contact Duane Ravenberg 336-474-1602 (dravenberg@triad.rr.com)

PLEASE PRINT CLEARLY

Name _____ NCRS # _____

Names of Family Members Attending or Guest _____

Address _____ City _____ ST _____ ZIP _____

Phone _____ Email _____

Meet Registration Fee (family) before Sept. 1	All NCRS Members	\$20	<u>\$ 20</u>
Car Entry Flight judging (limited to 2 per body style C1, C2, etc.)		\$ 30	_____
Sportsman Class		\$ 20	_____
Display of Star Bowtie Duntov McLellan Crossed Flags winner	<i>Circle type of entry</i>		no charge
Saturday Cookout per person		\$ 12	_____
Late fee (postmarked after Sept. 1) <u>NO CARS AFTER THIS DATE!!</u>		\$ 10	<u>10</u>
Total Enclosed		\$	_____

I would like to judge 1st Choice Years _____ Section _____ Judging Level _____
2nd Choice Years _____ Section _____ Tabulate _____

Registered car information

YR _____ BODY STYLE _____ PAINT CODE _____ TRIM CODE _____

VIN _____ ENG. _____ H P _____

INSURER _____ POLICY# _____ EXP. DATE _____

Make Checks Payable to: Carolinas Chapter NCRS

Mail to Duane Ravenberg 258 Running Stream Lane, Thomasville, NC 27360-7810

HOLD HARMLESS CLAUSE

WHEREAS OWNER VOLUNTARILY ENTERS HIS / HER VEHICLE IN THIS EVENT IT IS AGREED:

1. OWNER WILL INSURE VEHICLE AGAINST LOSS, DAMAGE, AND LIABILITY AND PROVIDE PROOF OF SUCH.

2. OWNER HEREBY AGREES TO INDEMNIFY AND HOLD HARMLESS CC/NCRS, ITS OFFICERS, DIRECTORS, AGENTS, EMPLOYEES, OR ASSIGNS FOR ANY ACTS OR OMISSIONS WHICH MAY RESULT IN THE THEFT, DAMAGE, OR DESTRUCTION OR INJURY OCCURRING DURING THIS EVENT, WHEREVER LOCATED.

3. OWNER, IN ATTENDING THIS EVENT, DOES SO VOLUNTARILY, AND AGREES AND ASSUMES THE RISK OF ANY AND ALL DAMAGES TO HIS / HER VEHICLE OR INJURY TO HIM / HER SELF OR OTHERS AND HOLDS CC / NCRS HARMLESS.

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