

SOUTHERN NEVADA CHAPTER

NEWSLETTER – JUNE 30, 2022





Volume 5 Number 2

VIVA VETTE

<https://www.lasvegasncrs.com>

CHAIRMAN'S MESSAGE



It is with great sadness that I write to advise you of the passing of our much loved and admired friend and Vice President of our Chapter, Frank B. Lewis. I am sure that you would like to join me in offering our deepest condolences to Frank's wife Sandy, family and loved ones at this difficult and sad time. Frank will be greatly missed here, and he remains in our hearts.

Thanks to our members for supporting me during my first six months as Chairman. There is a small nucleus of members who are the backbone of our Chapter, and I would like to see more of our members attending our meetings.

We are grateful to Don and John our Co-Judging Chairmen, for their recent NCRS judging class on June 14th. It was very informative, especially to us NCRS newbies. They are planning ahead for a flight judging, sometime in October, and we also thank Jack Gordan and Atomic Motors for providing their facility to do our activities.

On a recent Zoom call with Mike Ingram NCRS West Coast Regional Director and other Chairs, Mike informed us that next year's National 2023 will be at Hampton Roads, Virginia. For 2024, they're in the process of evaluating two locations including Reno Nevada and our own South Point Casino in Las Vegas. As Chapter members we should all be campaigning NCRS to bring the convention back to Las Vegas. Please see me for who you can contact and follow up.

This coming July 8, 9 and 10, I will be leading a group of Corvettes up to Utah for Cedar City Days. The Car Show on Saturday is optional. There will be a cookout on Sunday at Brian Head, so come out and beat the heat, and contact me for more information and lodging consideration. 702-289-9549

Remember The Southern Nevada NCRS Chapter is only as strong as its members, so please try to participate in our group activities.

Happy Corvette Motoring! **SNC Chairman Frank Fopiano**





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NATIONAL CORVETTE RESTORERS SOCIETY

Southern Nevada Chapter Board Members

2022

Leadership	Assigned	Contact
Chairman	Frank Fopiano	ffopiano@yahoo.com
Vice Chairman	Frank Lewis	franklewis@dslextreme.com
Judging Chairman	Don Stefanich	dstefanich@cox.net
Secretary	Frank Lewis	franklewis@dslextreme.com
Membership Manager	Bridget Edwards	bridgetlv76@gmail.com
Treasurer	John Buchholz	jabsname3@embarqmail.com
Webmaster	Gene Belin	genebelin@gmail.com
Newsletter Editor	Felipe Wentzel	felipebw99@gmail.com



NAME THE MISSING MEMBER





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JUDGING CHAIRMAN'S MESSAGE

We held a judging class on June 14th at Atomic Motors, with ten club members participated in this class. Three teams were created with 3+ members assigned to each team. One of the teams was assigned Interior, another team was assigned Exterior, and the third team was assigned Chassis for judging. Each team member was issued a packet of information that included summaries of NCRS judging guidelines. It also included selected score sheets for each of the judging sections. The selected score sheets included highlighted sections that were to be focused on during this training exercise. The intent of this exercise was for each participating member to take the highlighted score sheets to the Corvette being judged, examine the area that is specified and enter deductions (if any) in both Originality and Condition. The filled in score sheets were then collected and reviewed. Steve Ciaccio with his extensive judging experience reviewed the score sheets and asked relevant questions regarding areas reviewed and deductions. Hopefully this process made all participants more confident with the judging process and would be willing to participate in future judging events.



We used John's 1960 Corvette for this exercise, considering it would be an excellent choice since it is basically a "Restomod" and not a mostly original Corvette typically entered for Flight judging. This would give all participants the opportunity to identify areas that are not original and judge accordingly.

This judging class was very important, as our Chapter is sponsoring a Judging Event this fall. Instead of three sections and selected areas of each section, all five sections will be judged with each including a full set of score sheets which typically include four pages. We will need five teams and a minimum of two club members per team to support this event. Obviously, we need more than ten members to account for any contingencies and provide for backups.

Between now and the judging event in the fall, if any of you have any questions regarding judging, please contact either John or me. It is my hope that the judging event will be successful and enjoyed by everyone that participates.

We hope to see you there,

Don Stefanich and John Buchholz, SNC Judging Co-Chairs.

If you plan to attend, please RSVP to Don or John at dstefanich@cox.net or jabsname3@embarqmail.com





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MEMBERSHIP RENEWAL

*Welcome our newest member Gary Suppe from Boulder City
1973 Corvette Red Coupe*

2022 BARGAIN \$25 CHAPTER MEMBERSHIP

REMEMBER TO RENEW YOUR NATIONAL MEMBERSHIP

Contact: Bridget Edwards; bridgetlv76@gmail.com



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2022 NCRS NATIONAL CONVENTION

SATURDAY JULY 23RD THROUGH THURSDAY JULY 28TH VISIT NCRS.ORG



BATTLE HOUSE RENAISSANCE MOBILE ALABAMA





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ON THE LIGHT SIDE



A Texas rancher was visiting a farmer in Las Vegas, and so the proud Las Vegas farmer showed him around. "Here is where I grow tomatoes, cucumbers, and squash. Over there I built a play set for my kids, next to the doghouse," the farmer said. The land was tiny, and the Texan was surprised by its small size. "Is this all your land?" he asked. "Yes," the farmer said proudly. "This is all mine!"

"You mean this is it? This is all of it?" the Texan said incredulously. "Yes, yes, this is really all mine!"

"Well, son," said the Texan, "back home I'd get in my car before the sun'd come up and I'd drive and drive and drive, and when the sun set, why, I'd only be halfway across my land!" "Oh, yes," replied the Vegas farmer wistfully, "I used to have a Corvette like that."





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Red Rock Country Club Dinner



Several members accepted Vegas Vette's April 11th invitation to dine at the Red Rock Country Club, even with strong dusty winds that threatened the evening. Chef Will encouraged us to bring our Corvettes and display them in the valet area. A time of fun meeting fervent Las Vegas Corvette enthusiasts.



*The modified '65
was a surprise
greeting inside
the Red Rock
Lobby Entrance!*



JOHN AND JANET'S 1960 RESTORATION BEAUTY

I found my 1960 by a fortunate fluke. A friend at work knew I was into old Corvettes and one day back in 2004 he walked into my office and told me he had seen one at a garage sale the past weekend. I asked him where the garage sale was and he gave me the approximate location, so after work that night I went to the neighborhood he mentioned, in Las Vegas and knocked on doors asking if the people who lived there had an old Corvette for sale.

Most of the people thought I was nuts or drunk and politely closed their door in my face. However, I was not to be denied and soon I found one guy who said he thought he saw one at a garage sale a couple of blocks over, and so off I went to the new block. After only three houses, I talked to a woman through a closed door who said that her husband had the car and it was still for sale but, he would not be home until after 8-pm so I would have to come back. So, at 8:30 I went back to talk to the husband. I looked at the car and it was rough but it ran so we negotiated a price and I took it home.



What a sad little beast, if you can imagine a red velour interior, a tattered dash pad, a damaged and poorly repaired front and rear fender, a 1972 passenger car engine and powerglide transmission, and tires you could see the air in, because they were so bald. Janet wanted to have me committed, but I explained to her that it was just a driver and a reference model for the rebuild of the 1961 C1 I had in my garage since 1987. Grudgingly, she allowed me to keep it and we moved the 1961 over to my rental house temporarily. It only took about a week for my son and I to tear out the interior and open up the engine and find water in the oil. Oops! So now I had to "Splain" to Janet that my driver was going to be a slight rebuild before I could drive it. To make matters worse I had a friend at the house who had a \$100k 1950 Ford Woody for his weekend driver and thought I should share in his restoration misery. So, my friend and Janet, in concert explained to me that any job worth doing is worth doing right – *SHOOT!*

I began by searching the paperwork to find the original engine, and found it had been swapped out by a shop in Lake Havasu and was probably "*sleeping with the fishes*" as an anchor for a dock or something. Next best thing was a new engine, and so off I went to the local Chevy dealer to find out about a new engine.

After about an hour of blabbering about the virtues of crate motors and why I should buy something more than a basic 350, I found myself the owner of a new ZZ4 Crate motor, a TH350 trans with a new torque convertor (with a 1700 RPM stall speed) (when the transmission came in it was actually a souped-up version of a TH400 but that is another story).

When I went home and told Janet and my friend about my new purchase, instead of congratulating me on my new purchases they told me that I could not put that new running gear in my old car, so while I was waiting for my purchases my friend suggested we "lift off the body" and redo the frame. That did not seem too tough so I ordered the Noland Adams restoration book and tape on how to do it. My friend immediately left for his second home in Mexico. So now what was envisioned as a two-person beer drinking project was a one-man challenge.

Well, I got the body off with my engine hoist (*another story*) and put it on a homemade dolly to get it painted while I worked on the frame. Another story developed as no one wanted to paint a body off the car. I hauled it all over town and even left it at a shop to get it painted for 90 days only to have the owner tell me after that time that he could not honor the original estimate and the price went up by a factor of three. Back I went with my trailer to pick up the parts and to find another place to do the work. I finally found a guy that owned a body shop and was a hotrodder, who agreed to paint the car in his spare time if I could leave it for at least 90 days. Bingo - Done Deal!! After all I was still working on the chassis. No engine yet.



Again, with my friend haunting me from Mexico and Janet telling me to do it right, I proceeded to take every nut, bolt and screw off the car to rebuild or replace everything. Rebuilding the rear springs was a challenge because Corvette Central was no longer loaning out the crimper so I bought the bands anyway and made my own crimper (thank God for Harbor Freight). I rebuilt the rear end with new seals and bearings and set the lash with some of my old engineering tools. The frame was sand blasted and painted, I ordered new stainless steel brake lines (*another story*) and a Master Power Disk Brake Conversion for the front wheels. While I was at it, I put larger drums and brakes on the back. Now on to the front with all new kingpins and bushings, tie rods and ball joints, resized radiator, new fuel lines, boiled out fuel tank, I had a chassis ready to roll.

The engine arrived with the trans and all of the parts needed to put it in, so in it went. It took a new rear trans mount and a rebuilt drive shaft but otherwise it slipped right in. A week later the body was done so I brought it home. By now I had installed a new electric hoist so the engine hoist was relegated to the back yard. Before I installed the body, I put in a new wiring harness from Lectric Limited and made plans to go to Hot August Nights for the maiden car show the following summer. Then came a crash course in interiors.

The seats went to Corvette America. The dash pad, carpets, door panels, etc. all came from Al Knoch. The gauges were sent off to DM Restorations in N. Carolina, the windshield posts were sent off to Corvette Central to be repaired and all was right in the world. My friend from Mexico came back to help me with the final assembly and while he was under the dash doing something all of the wiring began to smoke, what the heck? It seems that he found a loose black wire under the dash and connected it to a hot lead (black is a hot lead, right??) ~~not~~ unfortunately in a C1 Corvette black is a ground lead for the dash - @#%\$@!! Back to the drawing board.

We stripped out all of the ground leads in the harnesses which of course were fried, and put in new ground leads throughout the car (I did the wiring this time).

The car went back together and actually ran. Another friend came over to look at the car and stated *"you need to polish the trim better; simple chrome polish does not work well enough."* Off to Harbor Freight I went to buy two and not one buffer/grinders (everyone knows two tools are better than one). I removed all the trim and used the buffing wheels until they looked like they were chrome plated.

Everything was back in the car just in time to load onto the trailer to Reno for Hot August Nights. When it came off the trailer it ran terribly so I took it to a friend's hot rod shop to have him look at it. After repairing two loose and two broken spark plugs (I took the engine right off the pallet and forgot to go back and check it out) and adjusting the transmission so it did not break the wheels loose, every time it shifted, it was ready to drive. Now I had a car for the biggest car show in the West.



The transmission, I ordered was a TH350 from Jet through the local Chevrolet dealer. When it arrived it was a TH400 that appeared to be beefed up. I called Jet and they told me that the trans I received had been built for drag racing and would handle up to 1000 HP and the truth was that they had decided to get out of the transmission business so they sent me that transmission because they wanted to get rid of it. Since it was new, I decided to keep it (for the price of a stock TH350).

The only problem was that the shift points were set so high that every time it shifted the tires broke loose on the shift so I had to have the shift points reset to make it a little more street friendly. I felt I was set up a bit because they did not tell me about the switch until after I received the transmission.

It performed nicely and that's my story and I am sticking to it!



JUNE 14TH FLIGHT JUDGING SCHOOL



ON JUNE 14TH WE HOSTED A "HANDS ON TRAINING CLASS," WITHIN OUR JUDGING SCHOOL, INSTEAD OF A SLIDE PRESENTATION STYLE OF CLASS. OUR PLAN WAS TO USE A REAL CORVETTE THANKS TO JOHN AND JANET'S '60, WITH THE ACTUAL JUDGING MANUALS AND JUDGING SHEETS FOR THAT CORVETTE IN AN OPEN DISCUSSION TYPE SETTING TO HELP EVERYONE MORE FULLY UNDERSTAND JUDGING, AND FEEL MORE COMFORTABLE WITH THE PROCESS.

STEVE CIACCIO, OUR EXPERIENCED JUDGE, OFFERED TO LEND US HIS EXPERTISE TO SHOW US HOW JUDGES NAVIGATE THE JUDGING PROCESS AND FORM THEIR OPINIONS ON THE CARS THEY ARE JUDGING. TO DO THIS ON AN ACTUAL CORVETTE SHOULD HELP US TO VISUALIZE THE JUDGING AND SCORING PROCESS.

OUR GOAL IS TO CREATE ENOUGH EXCITEMENT FOR PEOPLE WILLING TO BE INVOLVED WITH THE CHAPTER AT OUR SECOND JUDGING EVENT TENTATIVELY SCHEDULED FOR SATURDAY OCTOBER 8TH. WE HOPE THAT IT WILL BE AT ATOMIC MOTORS WITH JACK GORDAN'S PERMISSION, AND SO WE WILL BE EXCITED TO HAVE YOU ALL JOIN US!







A TYPICAL DILIGENT JUDGING PACKET PREPARED BY JOHN AND DON FOR A MORE TEACHABLE EXPERIENCE

TROY PYLES '55 FOR SALE



OUR FRIEND TROY PYLES NCRS MASTER JUDGE IS SELLING HIS '55, AND RECEIVED A SCORE OF 98.8 AT NCRS NATIONALS AND IS A VERY RARE, AND DESIRABLE PENNANT BLUE. THE COLOR WAS DISCONTINUED APRIL 1, 1955 AND IT IS ESTIMATED ONLY 12 '55'S WERE PAINTED THAT COLOR. THIS BEAUTY WAS FEATURED IN "CORVETTE MAGAZINE" Troy: 435-704-1419



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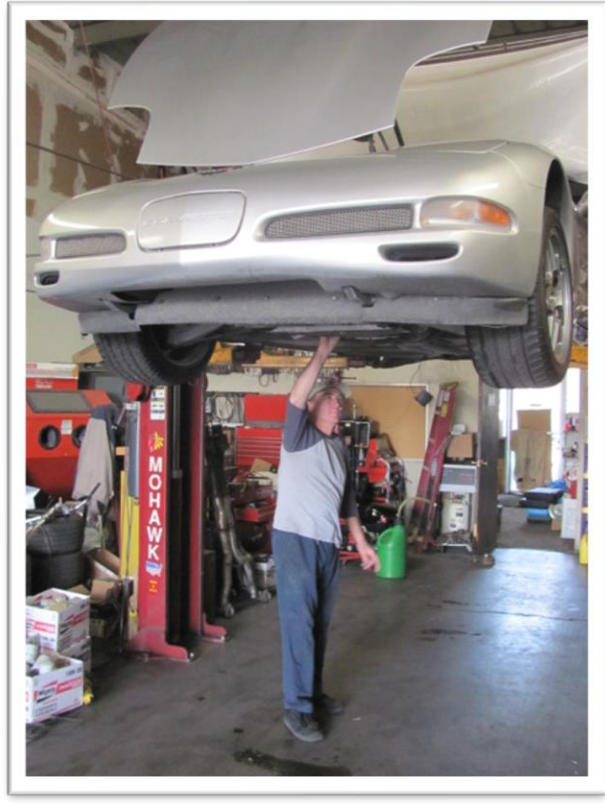
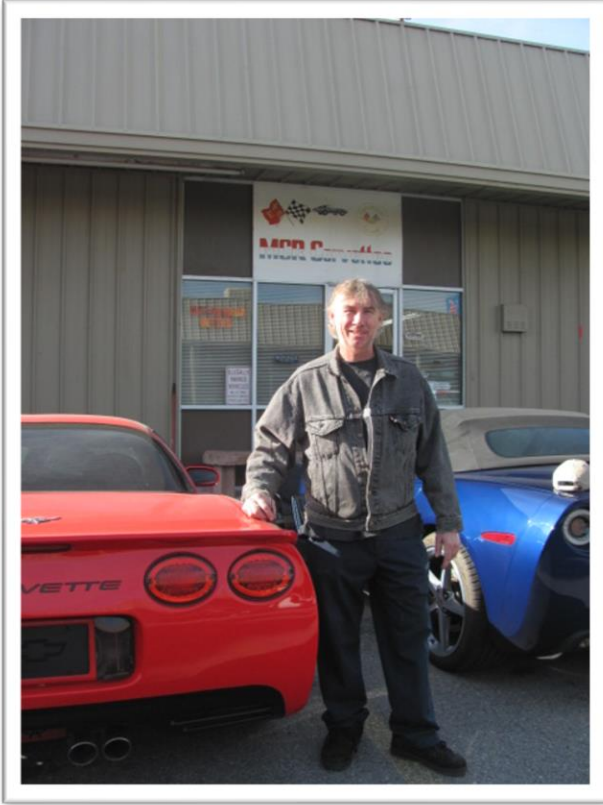
CORVETTE LUG NUGGETS



- The Chevy Big-block is a legendary V8 motor that offered huge displacement and horsepower. The base 454 cubic inch motor – or 7.4 liters – made 390 horsepower of a 1970 Corvette. This was an incredibly respectable amount of power for this time in American motorsports history, marking the big-block as a solid choice to power any vehicle – not restricted to General Motors products. Many custom cars have made use of the 454 big-block since its original release in 1970.
- 1982 was a dark year for Corvette enthusiasts. Many auto enthusiasts prefer to use manual transmissions, as they are more fun to drive and offer better control (which is very important in racing). So, many people were disappointed when Corvette never released a car equipped with a manual transmission back in 1982, favoring automatics. Though this may have been an attempt at entering the future of car design, it was misguided due to a failure to understand the desires of their customers. The manual transmission as an option, was reintroduced as a 1984 C4 Corvette.
- The C3 generation was scheduled to launch in 1967 but was delayed because Arkus-Duntove was not satisfied with the aerodynamics of the model and wanted to resolve the problems in the wind tunnel. However, in the 1967 Corvette Stingray, the exterior trim fender vents and hood were removed and retooled.

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CORVETTE PARTS FOR SALE

I have numerous NOS, original, and reproduction parts for the C2 Corvette

Here's a short list of some of the items available:

- NOS side pipe covers (in original GM boxes)
- NOS upper & lower A-Arm bushings ("Harris")
- NOS 66/67 exterior Corvette emblems (in original GM boxes)
- NOS 65-67 speedometer cable
- NOS 65-67 fuel gauge (in original GM boxes)
- Original GM 2" exhaust pipes (set of fronts)
- Original T-3 headlight bulbs
- Original set of convertible window glass (date-coded)
- Original 66/67 set of GM exhaust manifolds
- Reproduction "aluminized" side pipes (new)
- Reproduction 65/66 teakwood steering wheel (mint condition)
- Reproduction 67 rear filler panel, black glass (new)



Please email me with any questions
at: 6T7Corvette@gmail.com



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THE MARKET PLACE



I have an amazing cool collection of GM Chevrolet Corvette dealer promotional models. Some of these were limited edition, and some are very rare models. MINT condition in their original boxes. Selling them individually. Please message me with any questions. sacvet60@ciaccio.us

The Southern Nevada Chapter offers a couple of shirt colors, with the Chapter logo. Contact John Buchholz for more information.

jabsname3@embarqmail.com

702-897-0077





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Corvette sales brochures would have been available at your Chevrolet dealers. You would have to persuade the dealer to share one, to help you decide the options you want when placing your order, although most can be downloaded today from the Corvette website.

*Over the years we can see that these brochures got creative and more extravagant. The marketing language is fun too. Show your Corvette and leave one on the front seat. Here are a few hard to find, that are brand new, and for only 15 bucks with one half, going to our Chapter. I have a few others, please ask.
Felipe*

2002



2019



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**2022 CHAPTER EVENT SCHEDULE NCRS WEB SITE [HTTP://WWW.NCRS.ORG](http://www.ncrs.org) CLICK EVENTS LINK
*CHECK FOR CANCELLATIONS***

2022

- | | |
|-------------------|---|
| JULY 12 | CHAPTER MEETING AT 6:30 PM – ATOMIC MOTORS, 704 W SUNSET ROAD |
| JULY 24-28 | NATIONAL CONVENTION, MOBILE ALABAMA |
| AUGUST 9 | CHAPTER MEETING AT 6:30 PM – ATOMIC MOTORS, 704 W SUNSET ROAD |
| OCTOBER 8 | JUDGING MEET SATURDAY (TENTATIVE) AT – ATOMIC MOTORS |
| DECEMBER | CHRISTMAS CELEBRATION GATHERING – MORE DETAILS TO COME! |

DON'T FORGET "THE CAR SHOW ON EASTERN" BY CELEBRITY CARS, EVERY SATURDAY MORNING FROM 7:00AM TO 10:00AM, SANSONE PARK PLACE 9500 S. EASTERN AVE 89123. EASTERN NEAR THE 215.



NEVER MISS "THE GREAT GATHERING" AT ATOMIC MOTORS SATURDAYS FROM 10AM – 2PM!





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CORVETTE LINKS

NCRS

<https://www.ncrs.org/>

CORVETTE FORUM

<https://www.corvetteforum.com/>

BOWLING GREEN ASSEMBLY

<https://gmauthority.com/blog/gm/gm-facilities/gm-usa-facilities/gm-bowling-green-plant/>

CORVETTES AT CARLISLE

<http://carlislemediasite.com/carlisle-events/corvettes-at-carlisle/default.aspx>

NATIONAL CORVETTE MUSEUM

<https://www.corvettemuseum.org/>

BLOOMINGTON GOLD

<https://www.bloomingtongold.com/>

CORVETTE MAGAZINE

<https://www.corvette-mag.com/>





IN MEMORIAM

FRANK B. LEWIS

VICE PRESIDENT NCRS SOUTHERN NEVADA CHAPTER

MARCH 2022





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CORVETTES ARE ALL WE DO

FOR MORE INFORMATION CONTACT JOHN BUCHHOLZ
JABSNAME3@EMBARQMAIL.COM 702-897-0077



THANKS TO ALL MEMBERS WHO CONTRIBUTED WITH SUBMISSIONS AND SUPPORT!

Thank You