

See the following information on this late notice Technical Seminar and Judging Training.

March 13, 2010

9 AM to 12 PM with lunch following (Pizza)

The Restoration Station, 250 Hiawatha Trail, Springboro, OH. 45066 ( 937 ) 743-3007

Please let John Ballard or Dale Maris know if you are attending so we can get a head count for food.

Hi John,

I wanted to extend to the Queen City NCRS chapter an invitation to share in something that doesn't come along everyday.

Among the restorations going on in my shop is a '67 convertible that belongs to a client in PA., that is among the most detail-oriented restorations I've done. This car is presently mounted on our rotisserie, but won't be for too much longer. The body is completely stripped, and we have completed the underside floor restoration. We have now moved onto the inside floor restoration. We are restoring every square inch of this Corvette, including areas that will be covered in glue and carpeting. We have removed every reinforcement and mounting plate to the floor, dash and toe pan, restored these pieces and re-riveted them to the body. The idea is that the car has to look like it did each step of the way at the factory, and be photo documented each step of the way. This means that no glue can be present at this step, no paint can be visible in a crease or a crevice at that step, and so on. This car, of course, will be judged NCRS when completed. The beauty of this situation is that while this St. Louis '67 is showing off its completely restored dark fiberglass floor, black seat reinforcement plates and green zinc chromate birdcage on the rotisserie, 10 feet away is an A.O.Smith '65 showing off its restored white fiberglass floor, green zinc seat plates and green zinc birdcage (all restored) up in the air on a rack. Makes for a unique and timely visual inspection and judging documentation.

Along with these two cars are two '61's, one in paint and one in gelcoat - both going for flight judging. One '61 is off our rotisserie and on a body cart. I will display this '61 on a rack next to the A.O. Smith '65 so the chapter can look at body assembly, different colors / materials on two generation Corvettes.

Also going are a '67 car from Arizona in for paint and engine work; a '70 convertible with bodywork, paint, engine work and interior restoration, nearly finished; and our "bag and tag" client's '67 with our paint, ZZ383 GMPP engine and Accel warmed-up tuned port injection, power rack and pinion steering, custom exhaust, and a long list of other mods, but, follows my credo of "burn no bridges" which means it can all be put back.

I'm only extending this invitation to you because I think this is a pretty cool opportunity for your

club members to see what they normally wouldn't be able to see at a judging meet, and to put into perspective the differences not only year-to-year, but factory-to-factory. It might likely be a very long time – if ever – that two extreme restorations like this are at the same stage at the same time in the same shop (talking about the midyears) with a solid axle – in nearly the same stage – just a few feet away. The props for this session are on a silver platter.

This is late notice, but with regard to the fact that the '67 won't be on the rotisserie too much longer, I'm thinking of a Saturday seminar / session on Mar 13. I've also extended an invitation to Lake Erie chapter for this date, but not sure how many will make the trip. I'm hosting Miami Valley on the 6<sup>th</sup>, and might have a pretty full shop on that day. This, again, is late notice, but I think by the time the Indiana chapter meet is over, the '67 might be on the ground.

Let me know if this is of interest,

Best,



Jeff Bernhardt, The Restoration Station, president

National Corvette Restorer's Society, National Team judge

Dayton Concours d'Elegance judge, 12 years

National Corvette Certification Board, Bloomington Gold judge, 12 years (retired)

**Corvette Fever** magazine, "Resto Clinic" columnist, contributing editor

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