

VETTECETERA



Northern California Chapter's Newsletter for the Corvette Enthusiast

Vol. 42, Issue No.4

April, 2020

2020 NCC Officers

Chair	Sharyl Ingham	510 420-0968	sharylingham@gmail.com
Vice Chair	Wayne Yurtin	408 888-5544	wayneyurtin@gmail.com
Secretary	Sandy Houck	707 257-7077	sandyhouck@aol.com
Treasurer	John Tidwell	530 432-2503	sampanjohn@earthlink.net
Membership	Sharyl Ingham	510 420-0968	sharylingham@gmail.com
Judging co-Chairs	Mike Ingham	510 420-0968	michael.ingham248@gmail.com
	John Tidwell	530 432-2503	sampanjohn@earthlink.net
Judging School Coordinator	Bob Grauer	925-922-2207	rob@inanutshell.com
Newsletter Editor	Marci Albers	707 448-4499	marcialbers@gmail.com
CTFA Coordinator	Jeff Blakeslee	707 545-6393	JeffB@BlakesleeElectric.com
Webmaster	Chris Moore	415 939-6581	chrismoore@gmail.com
NCRS President & Region IX Director	Mike Ingham	510 420-0968	michael.ingham248@gmail.com
Librarian	Gary Beaupre	408 733-2845	garybeaupre@comcast.net
Road Tour Coordinator	Ken Albers	707 448-4499	1kenalbers@gmail.com
Sponsorship/Raffle Coord.	Glorie McNay	530-662-7951	amcnay@pacbell.net
Resident Photographer	Don Mullenhoff	925-443-4832	dpm.shop@comcast.net
Refreshments Coordinator	Rick Gower	925-798-7877	gowerr@aol.com
	NCC/NCRS Website	http://www.ncrs.org/ncc/	

**April Chapter Meeting Refreshments
will be provided by
Sandy Houck &
Ken & Marci Albers**

The Scoop **By Sharyl Ingham**

Happy Spring everyone.

When you hear guidance to not hand shake, to not give high five's, to wash hands often, to avoid touching your face, eyes, mouth, nose, to carry disinfectant wipes to wipe door knobs and handles, to cover your mouth with a tissue when you cough and sneeze, and to practice

social distancing, this definitely is not an April Fool's joke.

These are unprecedented times. We are all in this together and together we will prevail. Please remember we are all having to change our behaviors; and this is to protect ourselves, our family and our community. Nobody is invincible!

What would we do without technology? Social media and teleconferencing enable us to connect with family and friends especially in these trying times. Stay connected and check in on your family members often. I hear many Chapters are starting to talk about as well use video/teleconferencing for their meetings. NCC has yet to discuss about the possibility of doing such. I am not convinced it would get more members involved. I feel the members that regularly attend the monthly

meetings like to maintain the continuity of getting together. This seems to be a social gathering that many like to share information about their current projects.

Speaking of the Chapter, we have a Technical meeting scheduled with Joe Lucia on April 11th at 10:00 am. Please plan on attending. There will be plenty of space for social distancing.

Some things we have no control over. It is unfortunate our Spring Meet was cancelled but rest assured we will be back at the Hampton Inn in Suisun City next April 2021. On behalf of the Chapter, special thanks and appreciation to those that made a generous donation; you are the unsung heroes.

Will we have any April Showers? If so, let's hope it doesn't cramp or spoil any of our members' birthday celebrations, starting with Joe Calcagno and Chris Moore sharing April 6th; Marci Albers and Allen Tremain sharing April 8th; Kent Muhlker, April 10th; Paula Wulff, April 12th; Ron Bartow, Ernie Bornstein, and Janet Gower sharing April 14th; Chris Springer, April 16th; Laurel Howard, April 17th; and Linda Pierce, April 21st.

Other noteworthy days in April start off with April Fool's Day, April 1st; Palm Sunday is April 5th; National Beer Day for you beer aficionados, April 7th; Easter Sunday, April 12th; Earth Day is always the same day (volunteer to help beautify America) and National Jelly Bean Day sharing April 22nd; Ramadan Begins at sundown, April 23rd; and if you celebrate Arbor Day (plant a tree) in the U.S. it is the last Friday in April, April 24th.

Keep calm, stay safe, and remain healthy.

A virtual hug to you all!

NCC Meeting Minutes - March 10, 2020

Chairman Sharyl Ingham welcomed everyone to the March meeting. As usual, she asked the attendees to introduce themselves, stating their name, the city where they live, and the year(s) of their Corvette(s). The question of the evening was: Have you ever gone on a cruise? It was a timely question since the Grand Princess was docked in Oakland unloading passengers possibly exposed to the corona virus. Only about third that were present had ever been on a cruise. The point to be made is that the majority of our members seem to be land warriors.

Secretary Report: Sandy Houck

The minutes of the February meeting were approved by the NCC Board via e-mail as submitted by Sandy Houck.

Treasurer's Report: John Tidwell

Sharyl thanked the Meals on Wheels (MOW) liaisons for delivering the Chapter's donation checks.

Membership: Sharyl Ingham

The Chapter now has 103 members.

Editor: Marci Albers

The Vettecetera was distributed on February 2nd.

Webmaster: Chris Moore

Chris continues to keep the website current. Thank you Chris!

NCRS President and Region IX Director: Mike Ingham

A Board meeting is scheduled for this month in Indianapolis. When asked if the Convention in French Lick will be cancelled, Mike said that it was too soon to decide, but that would certainly be the first topic to discuss with the Board members when they meet.

Chapter Top Flight Award (CTFA): Jeff Blakeslee

Sharyl announced that the Chapter will complete the requirement for 6 Technical Articles when the April Vettecetera is published.

Refreshments: Rick Gower

The signup list is complete for this year.

Old Business:

Suisun City, Spring Meet

Mike reported that there were 20 registrations and four cars for flight judging to date.

As of March 16th, Mike canceled the Meet due to COVID-19 concerns, and urged all to attend the Fall Meet in Sonora September 18th & 19th.

Road Tours Update:

Ken Albers changed the date for the Road Tour to Old Sacramento to June 13th.

Sharyl made a brief announcement on behalf of Wayne Yurtin, who had contacted Frank Rodrigues to find out when he would be driving at the Sonoma Raceway. With the given dates, Sharyl asked how many would be interested in going on May 23rd and the majority of the members raised their hands. So May 23rd it is!

New Business:

Can of worms big-time!

Sharyl opened the can of worms suggesting moving the regular Tuesday night meetings that have been in place for umpteen years to Saturday mornings. Oh my gosh, kill the messenger. After a lengthy discussion it might be a good idea to do that someday, but for the time being the Northern California Chapter will continue to meet the second Tuesday of the month at 7:00 p.m.

Technical Session/Meeting

Sharyl announced that Joe Lucia is available and agreed to meet with the members on Saturday, April

11th. Please plan to attend this informative combined Technical Session and April Meeting.

Break/Refreshments:

Thank you to Gary Miranda for providing the cookies. And thank you to Glorie McNay for providing name badge gifts.

Show and Tell:

Rick Gower showed a nice looking voltage regulator for his '62. He described its restoration and the date coding.

Mike Ingham showed an original C1 interior part that covers and protects the taillights from damage due to items shifting position in the trunk. It is a heavier plastic than the reproductions.

Benton Russell showed two Blue Point tools that are used to remove various types of wire terminals from connectors without breaking the wires. These look like really useful gadgets.

Art and Glorie McNay displayed their Road Tour Vests that included pins and badges from the numerous NCRS Regionals and Nationals throughout their years of engagement. Thank you for sharing that part of your life with us!

Adjournment:

Sharyl thanked all for attending the meeting and reminded us to keep calm, wash your hands often, don't touch your face, and stay healthy. The meeting adjourned at 7:50 pm.

Respectfully submitted,
Sandy Houck, NCC Secretary

Verse by the Side of the Road

**GRANDPA'S BEARD
WAS STIFF AND COARSE
AND THAT'S WHAT
CAUSED HIS
FIFTH DIVORCE**

Burma-Shave 1935

This 'n That By Glorie McNay

April Fools Day! There are several possible origins, non-definitive. These days we need a laugh.

As most of you know Art and I are amongst the more senior members of NCRS and we are very serious about sheltering in place. We hope all of you are doing the same.

We miss the neighbor children coming in the afternoon to watch PUPPY PATROL with us. The daily news is constant and discouraging. I have found Hallmark, HGTV, Discovery, and many other channels more entertaining.

We watched a NASCAR virtual race. Initially I thought it was stupid but I ended up glued to the TV. It was fun to see the drivers in their homes competing. Give it a look, it's fun.

Most of all we miss our NCRS events and family. We know it is necessary for a while and respect the gravity of the situation. We pray you will all take necessary precautions and stay well. Can't wait to see you all again.

Submitted by Ken Albers -



Due to rising costs, the NCRS board has decided to branch out.

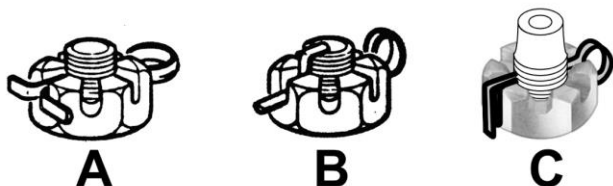
The Lowly, but Essential Cotter Pin By Gary Beaupre

There are a number of slotted nuts on C1, C2, C3 Corvettes, and probably on newer generation Corvettes as well. Slotted nuts are sometimes referred to as castellated nuts or castle nuts, because of the cut-aways in the middle of the upper half of each flat of the nut that make them look like the tops of walls of a medieval castle with cut-out areas for shooting arrows or dumping buckets of something unpleasant down on the invaders. I've learned from Joe Lucia on the NCRS Discussion Board that slotted nuts and castle nuts are not the same thing; slotted is the correct term for the nuts used on Corvettes at locations such as the upper and lower ball joints, tie rod ends, T-arm front pivot bolt, ends of the rear leaf spring, and a number of other locations, especially on cars with automatic transmissions and/or power steering.

Wherever there is a slotted nut, there is supposed to be a cotter pin. None of the six different cotter pin part numbers listed in the '66 Assembly Instruction Manual (AIM) are available from GM. Most, if not all, of the

cotter pins used on the assembly line were unplated, plain steel. GM often did not sell unplated fasteners as service replacement parts because of their propensity for rusting, even while in storage. Presumably, GM thought that customers did not want to buy new parts that were already rusty. So, it might have been possible to buy cotter pins for a given application on a C2 from GM, but the part number would be different from what is listed in the AIM, because the service replacement part was likely zinc plated. The cotter pins in the kits currently sold by the reproduction parts company typically come zinc plated. The presence of shiny zinc cotter pins on a C2 is something that some judges might look for. It's unlikely to result in a deduct since the cotter pin is only one minor part in a line item that has multiple or larger parts, and the deduct for the incorrect cotter pin finish is not likely to approach even one-half of a point. One can purchase unplated, black phosphate, or stainless steel cotter pins from specialty fastener companies, but none of those companies will have a kit made up for Corvette. I recently purchased a kit of 38 cotter pins, zinc plated, from Corvette Central. According to a posting on the NCRS Discussion Board that kit was originally supplied to Corvette Central by NCRS members, Terry McManmon and Pete Lindahl. But at some point, Terry and Pete got out of the cotter pin business and let Corvette Central take over.

When I started thinking about cotter pins, the main question I had was, how are the cotter pins bent after they are inserted thru the nut and bolt end? It turns out, many of the Corvette AIMs show the GM-approved configuration of the cotter pins after bending (in the '66 AIM, cotter pin bending is illustrated on UPC 0, sheet A5). On that AIM page, there are two ways shown to bend cotter pins (A and B in the figure below). It turns out there's a third way that's not shown in that introductory section of the AIM. Page UPC 3, sheet A3 of the '66 AIM deals with A-arms and ball joints. On that page, it shows the cotter pin bending method for the ball joint stud, which is shown in C in the figure below. On the NCRS Discussion Board John Hinckley explained that the third way was required because the camber-caster gage of the front-end alignment machine on the production line needed access to the unthreaded end of the ball joint stud and that access required bending the cotter pin as shown in C.



One thing that none of these drawings indicate is which leg of the cotter pin is the longer of the two. And there always was one leg longer than the other. The final appearance when using methods B and C will be affected by which leg is on top. That's one more thing to figure out in the future. More than you ever wanted to know about cotter pins!

Temp Gauge Inaccuracy Corrected By Jim Lockwood

INTRODUCTION

I recently wrote (see January 2020 Vettecetera) about my investigation into why temperature gauges read higher than actual engine temperature when aftermarket temperature senders are used. This time, I'm going to describe a way to achieve accurate temperature readings with any aftermarket sending unit.

REVIEWING THE PROBLEM

Recall that I discovered the sending units produce their own heat which causes them to falsely report high engine temperatures. I refer to this behavior as "self-heating" since aftermarket senders really do manufacture their own heat.



Illustration 1 – Gauge indicates overheating on an engine at normal temperature.

If the resistance element inside the sender has a good thermal bond with the brass casing, the heat being generated within the sender is dissipated into the 500 pound lump of engine iron and has no effect on the gauge reading. Aftermarket senders appear to lack this thermal bond, so the resistance element has the freedom to heat itself in a thermal runaway condition producing high, false gauge readings.

PRIOR EFFORTS TO ACHIEVE (RELATIVELY) ACCURATE READINGS

From communicating with frustrated Corvette owners and from trolling online forums, it's clear there have been two main tactics in use to achieve an accurate temperature indication: hand selection of a single "good" sending unit from a large number of samples; and the insertion of an adjustable resistor in series with the sender and the gauge.

Hand selecting a sender is exactly what it sounds like. Some number of sending units is obtained and each one is tested in hopes of discovering one which functions correctly. A popular sending unit seems to be a Wells brand TU5. I tried a TU5 along with a few

NAPA TS6469 senders. All showed signs of self-heating. I concluded I had neither the patience nor the bankroll needed to find the one good sender "needle" in the "haystack" of senders.

Breaking the gauge/sender circuit and inserting a series resistor sorta works as long as you keep its significant limitation uppermost in your mind: The temperature gauge is accurate at only ONE temperature. If the actual coolant temperature is greater than that ONE temperature, the gauge will lie to you and lead you to believe the coolant temperature is fine, when it almost certainly isn't.

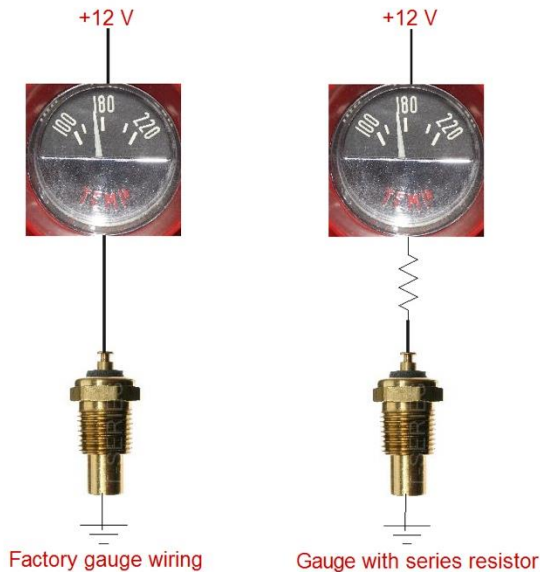


Illustration 2 – Inserting a series resistor gives a false sense of security

The gauge circuit on my Grand Sport vintage racer has just such a series resistor in place, its value chosen such that 180 degrees indicates accurately. At the time, I didn't know anything else to do. From experience, though, I know that when the engine temperature is high enough that boil-over is imminent, the gauge needle stubbornly insists that everything is fine. To put a finer point on that: boil-over is imminent if the gauge needle is only slightly to the right of the 180° mark. That is completely unacceptable.

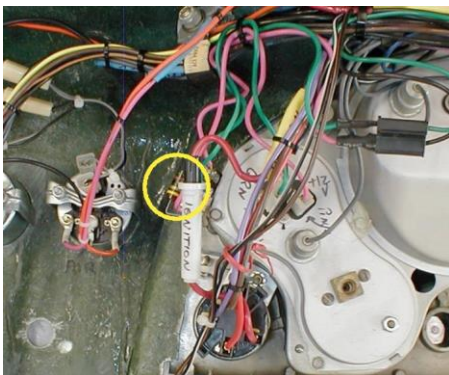


Illustration 3 – I gave in to the temptation to use a resistor on my Grand Sport.

I've been able to get by (read that as "put up with") with a grossly erroneous gauge in my '60 because I usually have an alternate way of monitoring engine temperature. Even so, it just bugs me that the built-in gauge is wrong.

DEVISING A NEW SOLUTION

Since the modern senders are fundamentally not compatible with the vintage Corvette gauges, I decided to separate them, breaking the electrical connection which joins the two.

Instead, I connected the sender to special circuitry which eliminates the sender's ability to self-heat and go into thermal runaway. I also developed circuitry to precisely control the current which drives the gauge. And finally, I connected both of these circuits to a small, extremely cheap (less than \$10) computer which reads the sender circuit and tells the gauge circuit what to do.

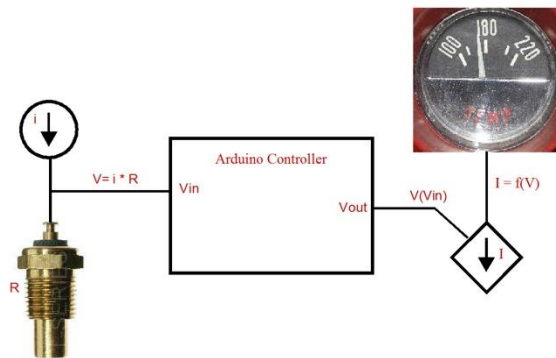


Illustration 4 – Separate gauge from sender and use circuits to give each what it needs to function correctly.

To make this creation produce accurate results I needed to know the characteristics of both the sender and of the gauge. To that end, I recorded the sender resistances while immersed in water at various temperatures between room temp and boiling. I also used several fixed-value resistors to learn the current versus temperature readings of the gauge.

Armed with the information about what the sending unit produces and what the gauge requires, I wrote a program for the \$10 computer which takes in one and produces the other.

But does it work?

Yes. The gauge indication is now stable. Thermal runaway is a thing of the past.

But what about accuracy? To answer that I have to reveal a slightly embarrassing story about debugging my design.

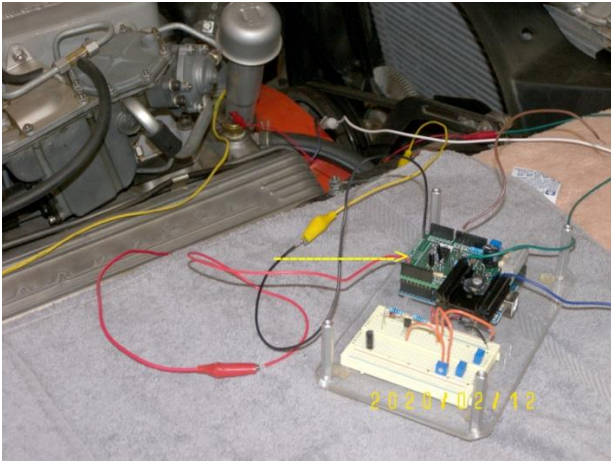


Illustration 5 – The prototype (greenish thing) during initial testing.

The temperature gauge in my '60 was indicating a temperature much less than the 160° opening temperature of the engine thermostat. Yet the upper radiator hose was warm, indicating coolant flow. I checked and re-checked the sender and gauge characteristics. I re-evaluated the support circuits I had designed, and I went over my program with a fine-tooth comb. I made some minor tweaks but could not find anything fundamentally wrong with any of my work.

Then, in a rare moment of mental clarity, I got out my IR gun and took my engine's temperature. To my chagrin and relief, I discovered the gauge was telling me the truth! The engine temperature actually was too cool and it was too cool by a lot. It seems that the engine thermostat is stuck open, preventing the engine from ever reaching normal temperature! Ooops!

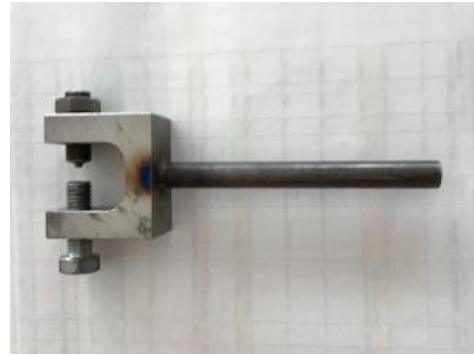
To date, all of my development work has been done with my temperature calibrator thingy haywired into my '60's electrical system. I am very satisfied with the results I've obtained. My next step will be to permanently integrate my design into the vehicle and conceal it.

I'm not interested in going into production with what I've created. I've done the work just to solve an annoying problem brought on by my use of an after-market sending unit. However, I'll make the design and the program code available to anyone who is interested in duplicating my results. Just keep in mind that old saying, "Some assembly required".

Jim Lockwood
jmlckwd@hotmail.com

Rivet Tool Available for Loan

This tool is primarily intended for installing the rebound straps on C1's. If you are interested, contact Mike Ingham at: 510-420-0968 or michael.ingham248@gmail.com



Mass Mailing Clarification

To make the Editor's job easier, I have asked Marci to start utilizing NCRS's Mass Mailing feature to distribute the Vettecetera as well as other NCRS related e-mails from other people. Please do NOT respond to her, respond to the person who authors the e-mail.

Technical Articles Wanted

If you have been thinking about writing up some restoration project you have completed, please do so and submit it for publication. We can all benefit from one another's learning's. If possible, submit your article as a Word document, and any accompanying pictures as .jpg files.

Copyrights

Articles appearing in the Vettecetera are the sole property of their author(s) and may not be reproduced without the express written permission of the author.

Pertinent Information

Send newsletter articles to Marci Albers either by email: marcialbers@gmail.com or snail mail: 3949 Estate Drive, Vacaville, CA 95688. Either way, it needs to be received **by the 25th** of the previous month to make publication.

NCC Dues

NCC dues are \$30 per year. Please start paying via PayPal. If you choose to fill out a membership form it can be found on the last page of the Vettecetera. When and if you have changes (e.g., e-mail address, Corvettes owned) please send those changes to me via e-mail at: sharylingham@gmail.com. Thank you.

Chapter Meeting Location

The location for Chapter meetings is at St. Peter's Episcopal Church located at 6013 Lawton Avenue, Oakland, CA 94618.

Note from the Editor


In order to make things easier, all ads will be printed in the Vettecetera for 3 months. If you would like to run it longer just notify me, and I will run it for another 3 months. Also please notify me if you have sold your items, so I can delete your ad.

Business Card Ads

Annual rates for business card ads are as follows: \$15 for NCC members; \$25 for non-NCC members. Please send your business card along with a check made out to NCC/NCRS to Marci Albers, 3949 Estate Drive, Vacaville, CA 95688.



NCRS
NATIONAL CORVETTE RESTORERS SOCIETY
The National Corvette Restorers Society
Has created a new website
NCRS Classified ADS
The site is open to everyone, not just
NCRS Members
visit
<https://www.ncrs.org>
and click on "member services"
to locate the
NCRS Classified Ads
link



RARE
Raintree Automotive
Restoration Enterprises
Joe Calcagno
P.O. Box 1080 • Soquel, CA 95073
(831) 475 - 4442 PHONE
(831) 475 - 1115 FAX
joe@rarecorvettes.com



FOLSOM CHEVROLET
"WHERE FRIENDS SEND THEIR FRIENDS TO BUY"
12655 Auto Mall Circle • Folsom, CA 95630-8099



MARSHAL CROSSAN
Phone (916) 985-5600
Fax (916) 985-2515
marshal.crossan@folsomchevy.com
www.folsomchevy.com

Alignment Shop

Honesty, Integrity, Quality

1819 N. Texas St., Ste. A
Fairfield, CA 94533
(Behind Food Max)

707-399-7275

Brakes, Suspension and more...

Owner
Gary Steingass



- Spare tire locks
- NOS keys cut to code
- Key codes deciphered
- C2 correct bumper nuts & washers
- NOS Wheel Weights

Gary Beaupre 408-250-0370
email: garybeaupre@comcast.net
Website: www.garybeaupre.com



SAN FRANCISCO
Sports Cars

BRAD GOLDSTONE
PRESIDENT

191 INDUSTRIAL ROAD
SAN CARLOS, CA 94070
415.847.4169 CELL
650.585.2240 OFFICE
BGOLDSTONE@SFSPORTSCARS.COM
WWW.SANFRANCISCOSPORTSCARS.COM



BLAKESLEE
ELECTRIC INC.

INDUSTRIAL • COMMERCIAL
LIC.# 416488

14 West Third Street
P.O. Box 1951
Santa Rosa, CA 95402

Tel (707) 545-6393
Fax (707) 545-9617
JeffB@BlakesleeElectric.Com



David M. Solomon, BS, MBA
Financial Planner
CA Insurance License #0697162
Pacific Financial Group
Prudential Advisors
1731 Technology Drive, Suite 600, San Jose, CA 95110
T 408 755-4004 F 877 840-6619 C 408 203-2595
david.solomon@prudential.com



SPRING Flight Judged Meet Registration Form

FRIDAY & SATURDAY MAY 1ST & 2ND, 2020

Event & Judging Questions Beverly & John LeGate Co-Judging Chairs 408-981-1200
Host Hotel: Golden Sails Hotel, 6285 E. Pacific Coast Hwy., Long Beach, CA 90803
Telephone 562-594-0210 (REQUEST TOWER ROOM/PCH VIEW TO SEE THE CARS)

MENTION NCRS BLOCK HELD UNTIL April 2, 2020 \$119.00 + TAX

THIS IS A FIVE-POINT TWO-DAY JUDGED EVENT!

REGISTRATION OPENS JANUARY 15, 2020.

Cars must be in place by **8:00 AM Saturday**, with a Judges' Meeting at 8:15 AM followed by an owners meeting.

We do request that you register **ON-LINE** or mail in the registration form on or before April 25th 2020.

OPERATIONS CHECK FRIDAY May 1st, 3 PM BY APPOINTMENT. FLIGHT & CONCOURS OWNERS WILL BE CONTACTED.

Fees: Meet Registration Members **\$20.00**(spouse & children under 23 yrs.) **\$25.00 Postmarked after April 25, 2020** \$ _____

Meet registration Guests 1/2 of members' registration: **\$10.00, Postmarked after April 25, 2020, \$12.50** \$ _____

Flight Judging **\$ 95** \$ _____

Sportsman Award **\$13.00 or (No Ribbon \$3)** \$ _____

Concours Judging \$ 50 { } Stock { } Modified \$ _____

Join SCC/NCRS (Must be a NCRS National member) **\$28.00** Link: <http://www.ncrs.org/scc/app.html> \$ _____

Or make checks payable to SCC/NCRS and Mail registration form and fees to: Beverly LeGate

PO Box 2739 Ramona, CA 92065 408.981.1200 beverlylegate@yahoo.com

Total \$ _____

The following information will be used on your judging summary sheet if you are having a car judged.

Please enter the following car for [] Flight Judging 53-2002, [] Sportsman Award, [] Concours { } Previous Award display/Special interest Display (no fee). Please print legibly.

Year _____ Complete VIN # _____

PRIORITY GIVEN TO FIRST TIME FLIGHT JUDGED OWNERS!!

Notice: First come first serve. No cars accepted after April 2, 2020 postmark. Ten Cars Max depending on Judges Availability.

Horsepower _____ Exterior Color _____ Interior Color & Fabric _____

Horsepower, Exterior Color, Trim Color and Fabric entries are mandatory for all vehicles. In addition, 1963 through 2002 vehicles must include all numbers and characters from the Trim Tag or Service Parts Identification Label with respect to Build Date, Paint Code, and Trim Code plus Body Number for 1963 through 1967 vehicles.

Build Date _____ Paint Code _____ Trim Code _____ Body No. _____

[] Convertible, [] Coupe, [] Corvette Driven, [] Corvette Trailered, [] Need trailer parking Miles Driven _____

I would like to help with:

[] Flight Judge, [] Observer Judge, [] Tabulate **JUDGING CERTIFICATE YES OR NO!** [] Flight Judge, [] Observer Judge, [] Tabulate

Name _____ Name _____

Judging 1st Choice _____ 2nd Choice _____ Judging 1st Choice _____ 2nd Choice _____

Ops Interior Exterior Mech or Chassis (circle two) Ops Interior Exterior Mech or Chassis (circle two)

Member, _____ Spouse _____ Guest _____

Address _____

City _____ State _____ Zip _____

E-mail: _____ Chapter Affiliation (if any): _____

Phone (Home): _____ Work: _____ Cell: _____

NCRS National Membership Number (see mailing label on your Driveline or Restorer): _____

REGISTRATION OPENS FRIDAY AT 1PM. ALL ACTIVITIES WILL BE HELD AT THE GOLDEN SAILS HOTEL.

JUDGING SCHOOL TBA FRIDAY 5-6PM # ATTENDING

FRIDAY NO HOST DINNER TBA 6:30PM # ATTENDING

NOTE: ONLINE REGISTRATION FOR THIS EVENT IS ON THE NATIONAL NCRS WEBPAGE!

I **AGREE** to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration...

I **AGREE** to assume risk of any and all damages or injury and to indemnify and hold harmless NCRS, it's officers, directors, agents, employees, chapters and meet workers for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or others occurring during, or as a consequence of this event, wherever located.

I **AGREE** to abide by the NCRS Policy on Drugs and Alcohol (revised 2006). The use of drugs or alcohol by anyone attending an NCRS event including NCRS members, family members, guests, and vendors is prohibited while participating in any judging meet, driving tests and/or road tours.

Please fill in the required information below. You must also provide/bring proof of in-force liability insurance and current registration for the Corvette to be judged. PLEASE INCLUDE COPIES OF YOUR CURRENT INSURANCE AND REGISTRATION CARD IF MAILING FORMS.

Company _____ Policy # _____ Expiration Date _____

Signature _____ Date _____

Northern California Chapter Membership Form



SHARYL INGHAM at 6047 Lawton Avenue, Oakland, CA 94618

ANNUAL DUES: January 1st through December 31st, **\$30; now payable via PayPal through the NCRS website.**

Business Card Ad: \$15 for NCC member, \$25 non-NCC member

Please send a jpeg of your business card to: marcialbers@gmail.com

NCRS Membership Number: _____ **Expiration Date:** _____

(From *Driveline* or *Restorer* Address Label)

You must be an NCRS Member to be a Chapter member

Check as Applicable:

_____ New Member

_____ Renewal

_____ Change of Address

Please Print or Type

Name _____ Birthdate: Month _____ Day _____

Spouse _____ Birthdate: Month _____ Day _____

Street _____ Apt. _____

City _____ State _____ ZIP _____

Home Phone _____

Cell Phone _____

Work Phone _____

E-mail _____

Please list the Year(s) and Model(s) of your Corvette(s) _____

This information will be published in the Chapter's roster.

Please check your exclusions.

_____ Name

_____ Birthdate

_____ Street Address

_____ City _____

_____ Phone

_____ NCRS#

_____ E-mail