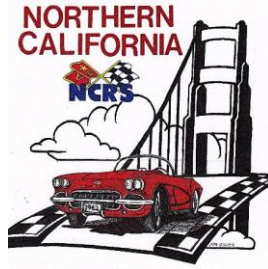


# VETTECETERA



## Northern California Chapter's Newsletter for the Corvette Enthusiast

Vol. 42, Issue No.7

July, 2020

### 2020 NCC Officers

Chair	Sharyl Ingham	510 420-0968	<a href="mailto:sharylingham@gmail.com">sharylingham@gmail.com</a>
Vice Chair	Wayne Yurtin	408 888-5544	<a href="mailto:wayneyurtin@gmail.com">wayneyurtin@gmail.com</a>
Secretary	Sandy Houck	707 257-7077	<a href="mailto:sandyhouck@aol.com">sandyhouck@aol.com</a>
Treasurer	John Tidwell	530 432-2503	<a href="mailto:sampanjohn@earthlink.net">sampanjohn@earthlink.net</a>
Membership	Sharyl Ingham	510 420-0968	<a href="mailto:sharylingham@gmail.com">sharylingham@gmail.com</a>
Judging co-Chairs	Mike Ingham	510 420-0968	<a href="mailto:michael.ingham248@gmail.com">michael.ingham248@gmail.com</a>
	John Tidwell	530 432-2503	<a href="mailto:sampanjohn@earthlink.net">sampanjohn@earthlink.net</a>
Judging School Coordinator	Bob Grauer	925-922-2207	<a href="mailto:rob@inanutshell.com">rob@inanutshell.com</a>
Newsletter Editor	Marci Albers	707 448-4499	<a href="mailto:marcialbers@gmail.com">marcialbers@gmail.com</a>
CTFA Coordinator	Jeff Blakeslee	707 545-6393	<a href="mailto:JeffB@BlakesleeElectric.com">JeffB@BlakesleeElectric.com</a>
Webmaster	Chris Moore	415 939-6581	<a href="mailto:chrismoore@gmail.com">chrismoore@gmail.com</a>
NCRS President & Region IX Director	Mike Ingham	510 420-0968	<a href="mailto:michael.ingham248@gmail.com">michael.ingham248@gmail.com</a>
Librarian	Gary Beaupre	408 733-2845	<a href="mailto:gbs1966@comcast.net">gbs1966@comcast.net</a>
Road Tour Coordinator	Ken Albers	707 448-4499	<a href="mailto:1kenalbers@gmail.com">1kenalbers@gmail.com</a>
Sponsorship/Raffle Coord.	Glorie McNay	530-662-7951	<a href="mailto:amcnay@pacbell.net">amcnay@pacbell.net</a>
Resident Photographer	Don Mullenhoff	925-443-4832	<a href="mailto:dpm.shop@comcast.net">dpm.shop@comcast.net</a>
Refreshments Coordinator	Rick Gower	925-798-7877	<a href="mailto:gowerr@aol.com">gowerr@aol.com</a>
	NCC/NCRS Website	<a href="http://www.ncrs.org/ncc/">http://www.ncrs.org/ncc/</a>	

### The Scoop By Sharyl Ingham

What a wild 4 months we've all been living and witnessed! Two of my own takeaways are how the community has come together and how people are treating each other with dignity and respect. This is how I feel about the NCRS community. I may be partial but the NCRS Board works well as a community putting the members' welfare to the front line making sure the T's are crossed and the I's are dotted with their recent standardized guidelines during this pandemic crisis. Trust me when I say the Board has worked very hard on this. This is not a perfect world and not everyone is going to be happy, but it is what it is.

Hats off to the very talented people that have created some very insightful and beautifully depicted murals. I am very hopeful they will be proudly displayed because never again (I hope) will we go through this unprecedented time.

At the beginning of March, the 2020 Census started sending out their questionnaires. I am sure this might have taken a back seat to your priorities, so at your earliest convenience go to: [www.2020census.gov](http://www.2020census.gov) and complete your questionnaire if you haven't already done so.

Has anyone of you ever had your cc compromised? Well, at the June meeting I asked a question of the members whether they still write their cc #'s on paper and of course many responded they do not which to me is the correct answer. I know we use to do that

back in the 80's or earlier but now with our advanced technology, doing business online is very secure and the safest way. I think when people ask you to write your cc number on paper that should raise a red flag. Protect yourself from inviting identity theft; you are in control of this.

Speaking of doing business online I am encouraging that the members renew their memberships via PayPal. Both John and I would appreciate this new change. Thank you.

Summertime is here so embrace the great outdoors but please be safe in all ways; wear masks as appropriate, wash your hands often, practice physical distancing as I believe we are accustomed to as when we are grocery shopping for example. I wish I could say Mike and I have stopped wiping down our shipped packages but as a matter of practice it is just a new learned habit.

What a bonanza of birthdays and anniversaries during July starting with Marilyn Muhlker, July 1<sup>st</sup>; Jerry and Pat Louer's anniversary and Pauline Cross sharing July 2<sup>nd</sup>; Don and Carol Troyer's anniversary, July 6<sup>th</sup>; Don Troyer, July 7<sup>th</sup>; Michael and Linda Pierce's anniversary, July 10<sup>th</sup>; Lisa Johnson, July 15<sup>th</sup>; Michael Soares, July 18<sup>th</sup>; Don Mullenhoff, July 20<sup>th</sup>; Ed and Barbara Vignone's anniversary, July 21<sup>st</sup>; Carol Troyer, July 22<sup>nd</sup>; Janet Palmer, July 23<sup>rd</sup>; Rick Gower and Marshal Crossan sharing July 26<sup>th</sup>; Mickey Swezey and Bill Cash sharing July 29<sup>th</sup>; and Jaime Gesundheit, July 30<sup>th</sup>. Congratulations and best wishes to you all from Mike and me.

Have a delightful 4<sup>th</sup> of July celebration and remember to eat Ice Cream on July 19<sup>th</sup>, that is a National Holiday as well.

Cars and coffee will be back at St. Mary's College on Sunday, July 12<sup>th</sup>.

I look forward to seeing you at the July 14<sup>th</sup> 7:00 p.m. Chapter Zoom meeting.

Stay safe and healthy everyone. I miss you all.

## **NCC Meeting Minutes - June 9, 2020**

Chairman Sharyl Ingham welcomed everyone to the June meeting at 7:00 pm via Zoom. The chapter hasn't had any in-person meetings for two months due to COVID-19. Sharyl mentioned that she felt it was important for us to stay connected, so she hosted the Zoom meeting. It was well received with fifteen attendees, including Bob Bohm who now lives in Alaska for many years but previously lived in Roseville when he first joined the Chapter. As usual, Sharyl asked the attendees to introduce themselves, stating their name, the city where they live, the year(s) of their Corvette(s) and the question of the evening was: Do

you write your credit card number on paper applications and send them via snail mail? Most everyone said no to the present time but did so in the past. It seems that everyone does things online nowadays that is secure and really is the sign of the times. Sharyl urged caution, saying NOT to send any credit card information via snail mail. There is no security and in these unprecedented times doesn't it make sense to be prudent and don't trust the snail mail?

### **Secretary Report: Sandy Houck**

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

### **Treasurer's Report: John Tidwell**

John reported that there has been no activity during the last few months. Sharyl is urging the members to use PayPal for NCC renewals instead of checks. Reason being that when Sharyl receives the check she has to send to John for depositing and then he has to go to the B of A branch that now is closed near him due to the pandemic. So that is the reason to start using PayPal in the future for renewals.

### **Membership: Sharyl Ingham**

The Chapter now has 102 members. Sharyl continues to send monthly welcoming letters attaching the Vettecetera to new NCRS Members that are within our Region.

### **Editor: Marci Albers**

The Vettecetera was distributed on the first of the month. Marci advocated for more articles.

Mike Ingham mentioned that he is writing an article about his many unexpected adventures while working on Sharyl's '69.

Sharyl asked Marci to remove the refreshment box from the Vettecetera until we are back meeting at the church.

### **Webmaster: Chris Moore**

Chris was absent.

### **Chapter Top Flight Award (CTFA): Jeff Blakeslee**

Jeff was absent. Sharyl announced that the Chapter received a Chapter Top Flight Award for 2019. There will not be any awards for 2020. As a fyi all of our 2020 Chapter accomplishments that were completed within the first quarter will be grandfathered in for the 2021 awards.

### **NCRS President and Region IX Director: Mike Ingham**

Mike reported that the Board's Legal Counsel wrote a Hold Harmless Agreement in response to COVID-19. It will only be enforced until the pandemic has ended. It will be in published in the July/August Driveline. The pandemic has caused almost all events to be cancelled.

So far, the only NCRS event still scheduled in October is the Regional in Texas. Both Central and Southern California Chapters still have their Fall Meets scheduled for October.

No time like the present to start talking about the 2021 NCRS National Convention in Palm Springs. There is enthusiasm and anxiousness for this event because the feeling is that people will all be so ready for it.

#### **Refreshments: Rick Gower**

No assigned refreshments until we are once again meeting at the church.

#### **Old Business:**

The Fall Meet that was to be held in Sonora has been canceled. Mike has notified the registrants.

#### **New Business:**

##### **2021 Spring Meet**

Sharyl has secured room reservations with Hampton Inn in Suisun City for April 17 and 18.

##### **Technical Session/Meeting**

Sharyl stays in contact with Joe Lucia who looks forward to meeting with us whenever we get back to some sort of regularity meeting at the church. Stay tuned.

##### **Concours Judging Flyer**

Finally a flyer to advertise Concours Judging for the modified Corvettes. Sharyl will e-mail it to members.

##### **NCC Book Drive**

Glorie suggested cancelling the Book Drive due to the pandemic. She mentioned there is a lack of books and that people are not comfortable handling or wanting to donate them anymore. We all agreed.

##### **Online Technical Sessions**

Wayne Yurtin, Mark Pellowski, and Gary Beaupre spoke up saying how useful the tech sessions are and hope they will continue even after the pandemic is over. Bob Bohm mentioned how they keep him informed since he for the most part is remote. The other thought is that there are members that will never or seldom travel to other events, so the judging schools keep them engaged.

Since Jeff Blakeslee was absent it was suggested that Jeff Blakeslee should conduct a judging school on his research specking on the differences between early and late '63's. (See what happens when you are absent?)

#### **Judging Manuals**

Allen Tremain said that updates on the 2003 and 2004 car manuals will be coming out.

#### **Show and Tell:**

**Mike** was asked a couple of questions about reformulated oil and fuel since he had Chevron experience. First, whether the removal of zinc in oil for diesels made it unusable for older cars. Mike thought there was still enough zinc to be okay and it's a cost-effective oil. Second, whether ethanol in gas would cause corrosion. Mike thought it is okay if the vehicle doesn't sit for long periods. Others noted that ethanol free gas is available at a high price. See pure-gas.org for locations.

**Sandy Houck** showed One Trip Permits that are sold at DMV offices. They can be used for driving an unlicensed car for one day, such as to a car show or parade.

**Mark Pellowski** talked about progress on his 9-year restoration project of his '65. He recently lowered the body onto the frame using some modified straps.

**Rick Gower** has been watching Jay Leno's Top 10 Memorable Rides on YouTube. He said they are entertaining and recommends watching while we all stay at home.

#### **Adjournment:**

Sharyl thanked all for attending the Zoom meeting.

She noted that as of June 12 our Chapter is 42 years old. There was a question if we were the oldest Chapter and the answer is no. There were 8 Chapters that were formed in 1978 and we are the 4<sup>th</sup> Chapter. Sharyl wished Wayne and John a Happy Birthday as well.

She reminded us to display our flags on Flag day, June 14<sup>th</sup>.

Sharyl announced that the next Zoom meeting is July 14<sup>th</sup>. If anyone knows of anyone who wants to join in to let her know or just send them the link when the time comes. The meeting adjourned at 7:50 pm.

Respectfully submitted,  
Sandy Houck, NCC Secretary

#### **Verse by the Side of the Road**

**COLLEGE CUTIE  
PIGSKIN HERO  
BRISTLY KISS  
HERO  
ZERO  
Burma-Shave 1940**

## **This 'n That** By Glorie McNay

HAPPY JULY!

Congratulations to all of you. So far you have survived COVID-19, (Stage one).

Celebrate Independence Day by staying home and not wearing your mask.

Hang "Old Glory" or put a flag in the window. We are so lucky to be "sheltering in place" in the United States.

Eventually we will welcome stage two. I couldn't envision stage one so I will wait and see what stage two brings.

Have you noticed the increased volume of telemarketers and scam artists. I think they are wearing their masks because I have difficulty understanding so many of them.

We let them go to answering machine or voicemail, it's amazing that so few leave a message and those that do are our entertainment.

So beyond Corona virus we have to stay safe from the scams, please be cautious of all non-familiar names or phone numbers or email addresses.

We look forward to seeing you all when we are fortified with a vaccine.

In case you care it's 104 degrees here today.

## **Temp Gauge Inaccuracy – Part 3** By Jim Lockwood

Previously I've written about thermal runaway causing inaccurate temperature indications in our old Corvettes and how I solved the problem in my own car. More recently I have discovered that a poor ground connection can also result in a temperature gauge indicating erroneously high engine temperature.

Illustration 1 shows the back side of the housing which contains the temperature gauge in a typical '58 - '62 Corvette. The temperature gauge is on the left. The terminal on the left is the connection to the sending unit. The other connection goes to +12V controlled by the ignition switch.

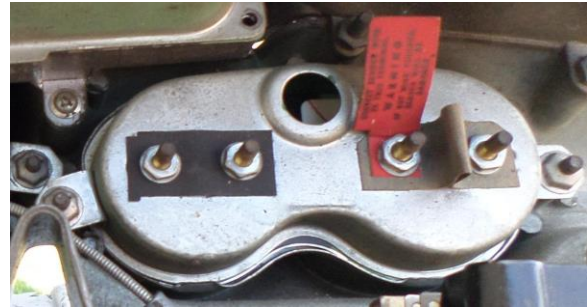


Illustration 1.

The ground connection, internal to the housing, can be seen in Illustrations 2 and 3. In Illustration 2, notice the unpainted area around the holes through which the two wiring connections pass.



Illustration 2.

That unpainted area must make good electrical contact with the shiny metal piece on the back side of the gauge, visible in Illustration 3.



Illustration 3.

Any electrical resistance between that shiny metal area and the gauge housing will make the gauge read high. The degree to which the gauge will read high is directly proportional to the electrical resistance. In the extreme, if there is no connection between those two areas, infinite resistance in other words, the gauge will peg to the far right beyond the 220-degree mark even if the engine is stone cold!

Of course, if the gauge housing isn't well grounded to the instrument cluster and/or if the instrument cluster isn't well grounded to the vehicle, the same kind of

erroneous readings can happen. In either of these situations, you are likely to notice other symptoms.... dim dash lights, erroneous fuel gauge, etc.

So, your take-away is this: That bare area inside the gauge housing is there for a reason. If you are restoring a '58 - '62 instrument cluster, be sure that bare area remains bare and free of corrosion or oxidation.

## One Thing Leads to Another

By Mike Ingham

Sharyl and I trailered her '69 to the Lake Tahoe Regional last September for its first flight judging under Sharyl's ownership. The car scored a 94.5, earning a Top Flight ribbon, but more importantly we learned a lot about what was and wasn't correct about the car, and about things that did not operate as they were supposed to.

Following the meet, I spent some time reviewing the judging sheets and making a "to do" list. We lost 100 points on operations alone, much of which resulted from problems with various instruments on the dash. The odometer reset on the speedometer did not work, and the tach needle tended to hang up in certain spots. The judges also determined that the clock movement had been replaced with a quartz movement at some point in the past. Also, although it would light up when turned on, and station presets worked as they were supposed to, the AM/FM stereo radio didn't make a sound in either mode. Given all of these problems, I elected to start on the to do list by fixing the dash items.

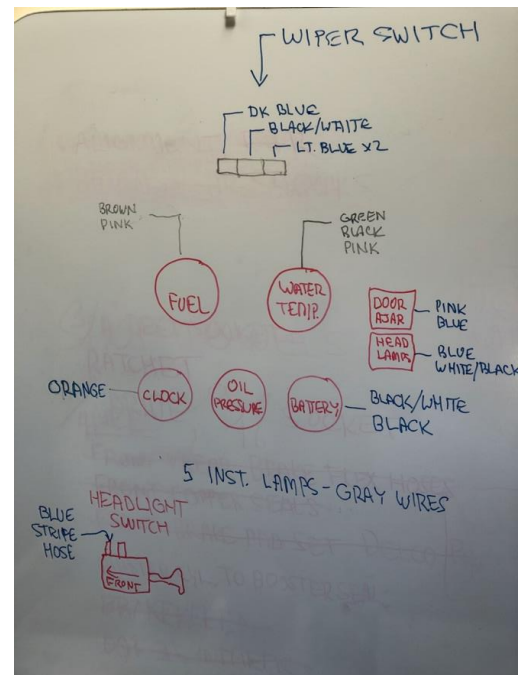
Removing the radio and the various instruments on a '69 coupe is a fairly major undertaking. While removing the passenger-side dashpad, which hides the separate amplifier that is part of the AM/FM stereo radio, is straightforward, removing the drivers-side dashpad in which the speedo and tach are housed is made far easier by removing the steering column first! I began by removing the seats to give myself more room to maneuver in the cramped space. Next came the sill plates and kick panels, then the passenger-side dashpad. Smooth sailing so far.

With the kick panels removed, I decided to test the two radio speakers as I had been advised by Gary Bosselman that speaker failure was common in these cars, particularly cars with sidepipes. Throughout this whole process I relied heavily on guidance from Gary. He is the NCRS manual coordinator for the 1968-69 and 1970-72 TIM&JGs and a C3 expert. Gary gave willingly of his knowledge and was always available when I needed a question answered.

I got out my trusty DVM to check each speaker coil for continuity. Both speakers were shot, so I ordered a new pair from a company in Minnesota called Electro-Tech at Gary's suggestion. They offer an exact replacement at a reasonable price. With the new speakers installed, the

radio now works perfectly both in AM and FM modes, and the "Stereo" indicator lights on stereo stations. One problem solved!

Removing the center instrument cluster is another challenging task as there are two nuts on its lower edge where it fastens to the center console which must be loosened in order to free it up, but they are very inaccessible. I wound up using a tiny ignition wrench of the correct size and loosening the nuts in 1/8<sup>th</sup> turn increments because of the restricted access. The center console pretty much had to be completely disassembled to get it out of the way, but once that was done the rest of the screws holding the center instrument cluster in place were removed and I was able to pull the cluster back as a unit and get access to all of the electrical connections on its backside. However, I wasn't able to pull the cluster out far enough with all of the wiring attached to get a good picture of how things were connected, so I made a drawing on the white board in my garage showing which connectors went to which instrument, and the associated wire colors. I haven't erased that drawing yet.



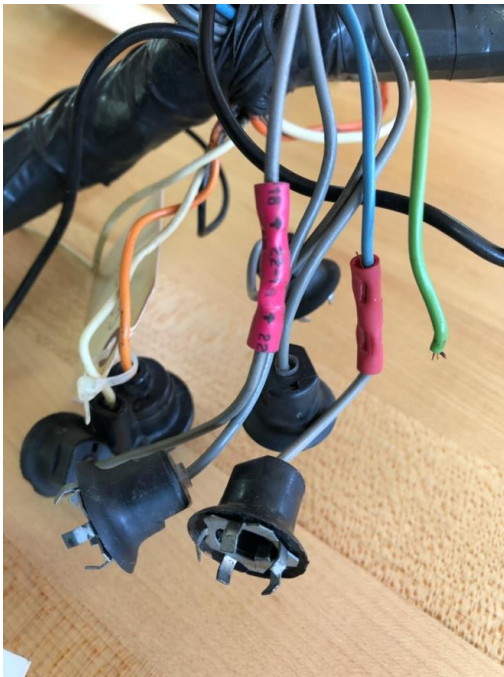
This is a factory air car, so once the center instrument cluster is out of the way, the AC ducting becomes visible. There is a network of ducting behind the dash that directs conditioned air to the various outlets. All of the ducting had an accumulation of dust and grunge, so it was all removed for cleaning.

As noted earlier, removing the drivers-side dashpad is made much easier by removing the steering column first. Of course, I did not take this approach in removing the dashpad but rather tried to get by by just lowering the column as much as I could without actually removing it from the car. In retrospect, the job would

have been far less frustrating with the column completely out of the car.

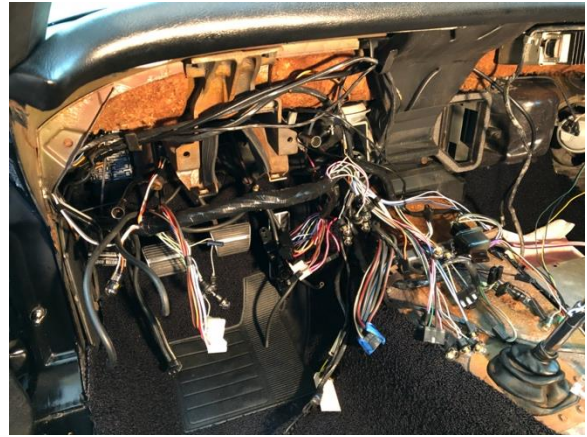
With the drivers-side dashpad out of the car, I carefully removed the speedometer and tachometer and packed them up, along with the center instrument cluster. Sharyl and I drove them to Palm Desert to put them in the capable hands of Brian Tilles at Corvette Specialties of Maryland West for repairs and restoration.

With the dash completely disassembled, I was able to inspect the dash electrical harness. What I found was a number of crimp connectors, broken wires, taped splices, etc; apparently Bubba had been there before me.



I decided to replace the entire dash harness and ordered a new one from Lectric Limited. I had tagged each connector on the original harness as I unplugged things during disassembly, so I was careful in removing the harness from the car not to inadvertently tear off any of the tags as I knew they would come in handy when it came time to reassemble.

Installing the new harness once again required patience, but I took my time working my way away from the fuse block, reconnecting things as I went and referring often to the tags on the old harness for guidance. The harness is like a very fat snake in the area right behind the drivers-side dash pad, and the AIM drawings do not provide much guidance in terms of the exact routing of the harness in this area, which turns out to be quite important. Here is what things looked like with the new harness in place.



Before trying to reinstall the drivers-side dashpad, I installed all of the various instrument bulbs in the harness and connected the headlight switch. With the battery reconnected and the headlight switch in the parking light position, I checked each bulb by grounding its socket. To my amazement, everything seemed to work, so I disconnected the battery and unplugged the headlight switch.

The instruments had come back from Brian Tilles all spiffed up and ready to install, so I put the speedometer and tachometer back into the dashpad, along with the headlight switch and the AC vent assembly. Recognizing that reinstalling the drivers-side dashpad was going to be challenging, I had earlier removed the complete steering column from the car as I should have done in the first place. Even with the column out, holding up the assembled dashpad with one hand while trying to carefully plug each instrument lamp into its proper location, plus reconnect the speedometer and tachometer cables, and various vacuum hoses required both patience and stamina. With everything plugged in, I lifted the dashpad back up under the dash and started the three screws that hold it in place. The dashpad also attaches in two places on the door pillar. The top-most screw went back in fairly easily, but I had to push on the lower edge of the dashpad to get the bottom screw in place.

The next step was to reinstall the steering column, a job I needed Sharyl's help with to get everything to line up correctly. I had Sharyl sit on the floor of the car and support the steering wheel end of the column while I went underneath to line up and reattach the rag joint at the lower end of the column; thank goodness for my lift. With the rag joint reconnected, I excused Sharyl and got back into the car to try to finish reinstalling the steering column. However, when I raised the column up to try to install the two bolts that secure it under the dash there was interference between the column and the lower edge of the dashpad. Basically, the lower edge of the dashpad needed to be moved further toward the front of the car in order for the column to be lifted into its proper location. In trying to persuade the dashpad into position, I managed to crack the plastic structure of the dashpad.

The cause of my problem turned out to be the routing of the dash harness in the area right behind the speedometer and tachometer. There is so little space between the back sides of these instruments and the inner face of the firewall that the harness has to be routed just so in order for everything to go back together in its intended positioning. I took the steering column back out of the car and removed the dashpad to inspect the damage I had caused. Once I had things apart, I concluded that I couldn't properly repair the damage to the dashpad itself. I contacted David Sokolowski to see whether he had a black dashpad available. Fortunately for me he did, and it turned out to be in much better condition than the one originally in the car. After a thorough cleaning, I reassembled the instruments, headlight switch, and AC outlet into the new dashpad. Here is what it looked like before installation.



I studied the wiring diagrams in the AIM and repositioned the dash harness where I thought it needed to be in order to not interfere with the dashpad installation. I reinstalled the dashpad following the same sequence I had earlier and raised it up into position to install the three screws that fasten it up under the dash. This time the two screws that secure the dashpad to the door pillar went back into place easily. Once again I asked Sharyl to help me with the steering column, which required me to explain my earlier screw up, but having done it once before the connection of the rag joint went smoothly and I was able to raise the column up with no interference with the dashpad and reinstall the two bolts that secure it under the dash.

Reassembly continued with the reinstallation of the cleaned AC ducting. I replaced all of the seals at the various joints in the system as I went and finally got everything back into position.

Next came the center instrument cluster reinstallation. I used my whiteboard notes to make sure I got things connected correctly. During his restoration of the cluster, Brian Tilles determined that the oil pressure gauge had also been replaced at some point with a reproduction unit that didn't match the other gauges,

something the judges in Tahoe missed. Fortunately, I had a NOS gauge that Sharyl and I had picked up as part of a lot of '69 parts we bought at Carlisle some years back, so I sent that to Brian and he was able to restore it and install it in our cluster. The cluster was moved back into position while guiding the radio back into its openings at the base of the cluster.

Finally, the passenger-side dashpad and the center console were reinstalled. With everything back together and all wires connected, it was time to start the car and see if everything worked as expected. With the engine running, all of the external lights worked as expected. All of the instrument lights work, as does the dimming function of the headlight switch. Both the hazard flashers and the turn signals work as they should, the cigarette lighter works, and the radio works. The only problem I noted was that the battery voltage gauge in the center cluster does not register either charge or discharge. I talked with Brian Tilles about this and he suspects a poor connection somewhere in the circuit for the gauge. I am investigating that and will track down the problem sooner or later.

In any case, the reassembled dash area looks far better than it did when I began to work on this part of my to do list.



There are lots of other items on my to do list and I'm working through them as I gather the parts I need. Next time you see the car it will certainly look better under the hood than it did as I have spent considerable time

cleaning, and I expect it will do much better on its operations judging next time out. I haven't put the seats back in the car yet as we are considering replacing the front carpets since they were not installed properly at some point earlier in the car's life. As I said at the start, one thing leads to another.

### Miscellaneous for Sale

**1984 Corvette ---only 16450 miles--**  
4 speed w overdrive--excellent condition---black ex.-  
- graphite in.---always garaged---all original--  
no mods.--ncrs correct---glass top---  
selling some of my Corvette collection. Gary Dole----  
530-945-8084



**1993 Corvette 40th anniversary edition convertible--factory option hardtop--excellent condition-- low miles--46200--always garaged--all original--no mods.--ncrs correct--selling some of my Corvette collection, Gary Dole ----530-945-8084**

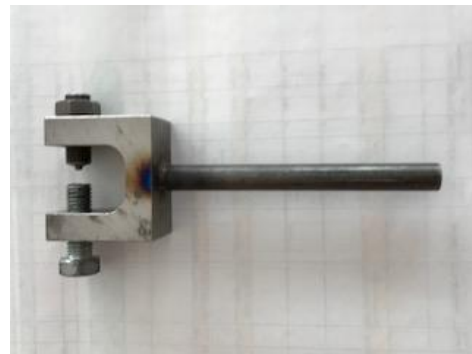


**2003 Corvette 50th anniversary edition convertible--10300 miles-- 6 speed-- shows like new--always garaged-- all options--one owner--selling some of my Corvette collection. Gary Dole 530-945-8084**



### 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](mailto: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](mailto:marcialbers@gmail.com) or snail mail: 3949 Estate Drive, Vacaville, CA 95688. Either way, it needs to be received **by the 25<sup>th</sup>** 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](mailto: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



**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](mailto:marshal.crossan@folsomchevy.com)  
[www.folsomchevy.com](http://www.folsomchevy.com)



- 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](mailto:garybeaupre@comcast.net)  
Website: [www.garybeaupre.com](http://www.garybeaupre.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



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



**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



**David M. Solomon, BS, MBA**  
Financial Planner

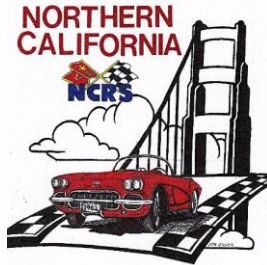
CA Insurance License #0G97162  
Pacific Financial Group

**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



## 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 \_\_\_\_\_ [SEP]

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 [SEP]

\_\_\_\_\_ Phone

\_\_\_\_\_ NCRS#

\_\_\_\_\_ E-mail