

# VETTECETERA



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

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NCC/NCRS Website <http://www.ncrs.org/ncc/>

### The Scoop

By Sharyl Ingham

Summer came and went in a flash, didn't it?

Here's two important items for your "To Do" list: make an appointment for your flu shot; and remember to carry your vaccination card.

It appears there is a bit of normalcy happening, especially with the children going back to in-person learning at school. I am excited about them getting back to being with their friends. I feel the children are smarter than some of us adults when it comes to what they've learned about staying safe during the pandemic. We can learn from them. And now with the air quality so dang polluted with smoke, the masks are now an extra layer of

protection from breathing the smokey air. What I have heard from the kids is that they don't have issues with wearing masks because this means they can once again be with their friends.

Please be watchful with school back in session; be careful driving and don't pass those stopped school buses, the kids may be crossing the street, and look out for those cars with open doors because the kids may be getting in and out of their parents' cars.

On behalf of the NCC, a big shout out and thank you to Gary Beaupré for sharing his

knowledge with his **four** tech articles included in this publication. Way to go Gary! Speaking of articles, hey Jeff and Bill, how is the '63 early to late differences article coming along?

There are sure a lot of members that were born or married in this Autumn month, starting with David Potter, September 3<sup>rd</sup>; Dan Johnson, September 5<sup>th</sup>; Patricia Louer, September 6<sup>th</sup>; Laura Rodrigues, September 10<sup>th</sup>; Suellyn Bennett, September 12<sup>th</sup>; the Aivaliklis' and the Hunter's anniversary sharing September 13<sup>th</sup>; the Bennett's anniversary, September 16<sup>th</sup>; Gary Hiltunen and Glorie McNay sharing September 17<sup>th</sup>; Tony Stein, September 18<sup>th</sup>; Roger Schmidt, September 21<sup>st</sup>; Ivan Yurtin, September 22<sup>nd</sup>; and Ken Albers, September 27<sup>th</sup>.

Technically, the last day of summer is September 6<sup>th</sup>; Patriots Day/911 Remembrance Day is September 11<sup>th</sup>; Grandparents Day, September 12<sup>th</sup>; Yom Kipper begins at sunset on September 15<sup>th</sup>; the first Day of Autumn is September 22<sup>nd</sup>; and get this, National Coffee Day is September 29<sup>th</sup>. Uh, doesn't that seem a bit odd to have coffee being recognized one month after the entire month of August was devoted to coffee lovers?

The Chapter's Fall Mini-Meet is Saturday, September 25<sup>th</sup>, at Charley Lillard's in Woodland. Please register soon if you haven't already done so. It is refreshing to know there aren't any point chasers in NCC because this is the perfect meet to come and judge for the love of the hobby and want to be amongst your friends. For those of you coming, please bring a folding chair.

Hope to see you on our Chapter Zoom meeting on September 14<sup>th</sup>, as well as at the Fall meet.

## **August 10, 2021 NCC Meeting Minutes**

Chairman Sharyl Ingham welcomed everyone to the August meeting at 7:00 pm via Zoom. The church meeting room is currently not available due to COVID. We had 24 attendees, including new members Rob Walters from Danville and Richard Smith from Santa Cruz. Sharyl asked the attendees to introduce themselves, stating their name, the city where they live, and the year(s) of their Corvette(s). Sharyl's question of the evening was: Do you start your morning off with a cup of coffee and

do you make it yourself? It was an eye-opener that only a few do not drink coffee. Sharyl announced that August is National Coffee Month.

Secretary Report: Sandy Houck  
The July minutes were approved.

Treasurer's Report: John Tidwell  
John received 37 membership renewals via PayPal during the year. And now is receiving registration monies for the Fall Mini-Meet.

Membership: Sharyl Ingham  
Two more new members joined NCC, bringing the total to 110.

Editor: Sharyl  
Mike published the Vettecetera last month.

Please call Mike if you have any Vetteceteras from the years 1979 through 1998. He is trying to put together a complete archive for the NCC library.

Webmaster: Chris Moore  
Chris was absent. He continues to update the webpage that includes the older Vettecetera publications. If you have any photos that you want included, please send them to Chris.

Chapter Top-Flight Award (CTFA): Jeff Blakeslee  
Jeff received the Chapter Top-Flight Award banner sticker for 2019 at the National Convention. Although the CTFA program is on hold this year, the Chapter continues with the listed activities and tech articles.

Old Business:  
Sharyl reported that she, along with nine volunteers, had a Convention Postmortem Meeting with Kristen Holmes. The team noted some improvements to deal with but believe there was little that needed to change.

Currently there are 25 members of the National Convention Team. Sharyl felt the success of the Palm Springs Convention was due to the villagers that came out in full force to support the Convention. There has been good feedback from members. She also mentioned that if there is something you want to volunteer for on the Committee to please call Mike.

Sharyl mentioned that many Chapters participated in the Chapter Challenge with their \$100 donations and she, of course, hopes the

Chapters will continue to make donations to future Conventions. Sharyl feels it sends a good message by supporting the Convention because it shows our team spirit by working together.

NCRS President and Region IX Director: Mike Ingham

Mike continued the report on the Palm Springs Convention. The number of cars judged and displayed was less than normal, however, the number of people attending was typical for a Convention in the West.

The financials for the Convention have not yet been completed.

The McNays received the President's Award.

Rick Gower noted the increased interest in C4s and C5s.

New Business:

Fall Mini-Meet:

We are looking forward to the Fall Mini-Meet at Charley Lillard's car barn in Woodland on September 25. Glorie said that provisions will be made for COVID protections. Charley's garage is spacious and will allow for social distancing. Glorie asked that we bring our own chairs. Mike said that no more than three cars will be judged.

Suisun City Spring Meet, April 22-23, 2022:

We finally have a contract with the Hampton Inn & Suites for a rate of \$139. There is a block of rooms under "VET".

Casual Saturday Meetings:

Glorie proposed periodic get-togethers where members could meet at local parks or other open spaces. It was agreed that this would be a way we could reach out to members and meet in-person. Sharyl suggested three times a year and start in November. Jeff Blakeslee offered to take the lead and will start a list of various locations. It was also suggested that Ken Albers could lead road tours to the parks. Please give Jeff your ideas of possible venues.

Show and Tell (and other news):

Wayne Yurtin's C2 Restoration business sponsored a Cars 'n Coffee on July 24 at a local café. About 40 cars showed up. The next one will be in September.

Bob Grauer asked if the NCC Roster is available. Sharyl will provide it to those who

request it but cautioned discretion and that it is not to be shared outside of NCC.

Rick Gower noted that on-line judging classes will continue through year end. Rick also mentioned Monterey Car Week and the Cobra Experience open house are coming up.

Glorie said there will be a parade in Petaluma on Veterans Day, featuring Vets in Vettes at the front of the parade.

Ken Albers said the IMSA race in Monterey on September 11-12 will have a Corvette Corral with Chevy representatives. There will also be a fun parade lap.

Sandy Houck showed a horn from her '67. After she took it off, she realized that it was the wrong part number for a C2.

Jo Houlihan asked what the Convention swag item attached to a key fob is. It is a "Clean Key" to use for opening doors and pressing buttons without the need to touch.

Adjournment:

Sharyl urged all to register for the September Mini-Meet.

The next Chapter meeting will be September 14 via Zoom. We do not know when we will be able to again meet at St. Peter's Episcopal Church in Oakland.

Sharyl thanked everyone for joining in the meeting and reminded us to stay safe and wear masks as directed.

The meeting adjourned at 7:55 pm.

Respectfully submitted,  
Sandy Houck, NCC Secretary

## **Burma-Shave**

Salesmen, tourists  
Camper-outers  
All you other whisker-sprouters  
Don't forget your Burma Shave

## **BURMA-SHAVE 1937**

## **This 'n That**

**By Glorie McNay**

On and on it goes. Fire, Flood, Pestilence and War. We cannot begin to thank all those protecting us. Can we not at least do what little we can. Get our COVID booster shots when they become available. Get your

regular flu shot now. Why now? Because our hospitals and emergency rooms are at capacity with the current COVID variant. Continue washing hands, keeping our distance when possible and avoid crowds if possible. When I see people wearing masks I am grateful, it's a sign of respect. Not just because of COVID but as smoke protection. It's a small thing but we are making room in the emergency system for those who need it. STAY SAFE, STAY WELL, STAY VIGILANT, STAY POSITIVE and smile behind the mask.

### Welcome New Members

Please join with me welcoming the following new members to the NCC:

David Love, Dublin  
Varna Love III, Galt

### How to Make your own A-Arm/ Lower Seal Staples from Plain Steel Wire

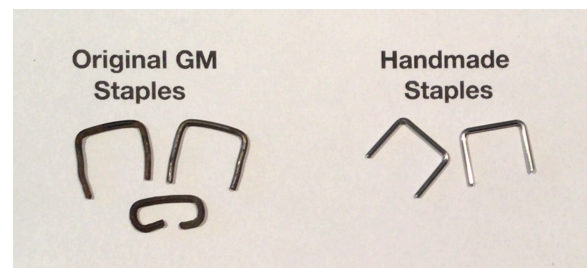
By Gary Beaupre

Earlier this year, I tried to buy "correct" staples for my A-arm dust shields and lower fender skirt seals, and I found that all the usual vendors now only sell stainless steel staples. In most cases the stainless is magnetic, so will likely pass a magnet test, but it will never rust, and stainless steel has a hue that is different from plain steel (From experience I also know that stainless cotter pins look obviously different from plain steel cotter pins, and stainless cotter pins are much more difficult to bend over the legs.). Because of those reasons, I wanted to use non-stainless staples. I read on the Technical Discussion Board (TDB) that the original GM staple wire was 16-gauge. So, I purchased a 25-foot spool of 16-gauge steel wire (with a galvanized coating, which I knew would need to be stripped off) from Amazon. Only after I got the 16-gauge wire and started to work with it did I realize something didn't seem right. The wire felt too stiff and the diameter looked too large. I measured the wire diameter and it was 0.0625". I then measured the diameter of the wire for several of the original staples from my car and they all measured around 0.047". It turns out the manufacturer of the specific wire I bought on Amazon must have been using the Steel Wire Gauge (SWG) system to describe the wire gauge, although that was not mentioned anywhere on the packaging or on the Amazon webpage. The other common wire gauge standard in the US is the American Wire Gauge, or AWG. In the SWG system, 16-gauge is 0.0625". In the AWG system, 16-

gauge is 0.0508". So, buyer beware when buying spooled wire on Amazon.

Given that I was now back at square one, I decided that rather than dealing with tightly coiled wire supplied on a spool, I would switch to another choice based on a tip on the TDB from James Groome. James said he made staples from TIG welding rod, which comes as straight pieces of copper coated mild steel. For just over \$20, I purchased the minimum of 2 lbs of TIG welding rod in 0.045" diameter, which came in the form of approximately 125 pieces, each 3-foot long.

The 0.045" diameter was as close as I could get to the wire diameter of 0.047" for the original GM staples removed from my car. The copper coating on the TIG wire is easily removed in about 2 minutes using 400 grit sandpaper, leaving 3-foot-long bare steel pieces that can be easily cut with linesman pliers into segments to be formed into staples. When making staples from wire, Doc Rebuild claims the wire should be cut into 1.5" long segments, but I found the resulting legs incorrectly overlapped after I tested several staples on the A-arm flaps on my car, which meant the legs were too long. Instead of cutting the wire into 1.5" segments, I wound up cutting the wire into 1 3/8" long segments. I used a pair of needle nose pliers of the right width (from measuring several original GM staples removed from my car.) to hold the central crown region of each wire segment, and using the flat surface of a vise, I bent the two legs to 90 degrees to form each staple. The next image shows several original GM staples on the left, and several of my handmade staples on the right.



For my '66, each A-arm flap used 11 staples, each large lower seal used 4 staples, and each small lower seal used 2 staples. With 2 of each flap/seal needed per car, that's a total of 34 staples. I wound up using less than two 3-foot-long pieces of the TIG wire to make all of my staples. So now I still have more than 120, 3-foot-long pieces of TIG wire remaining,

enough to make staples for at least 60 more cars. If anyone wants to make their own plain steel staples, I'm happy to give them some 3-foot lengths of TIG wire.

## **"Touchless" Coil Spring Installation/Removal Tool**

By Gary Beaupre

I have a system to remove C2/C3 coil springs that does not use any hooks or fingers that touch the coils and would scratch the coils or damage the paint if your coils are painted. The tool is modeled after a system that Tom Nowak shows in a YouTube video:

<https://m.youtube.com/watch?v=K0COGAbOdi0>

Watch Tom's video to see how the tool is installed and works. Being extremely safety conscious when it comes to removing or installing coil and leaf springs, the system uses extra strong, monster nuts (1 1/16" across the flats), extra thick flat washers (1.25" OD, 3/16" thick) and Gr B7, 5/8" rod. The 5/8" threaded rod attaches to a thick metal block below the lower A-arm, secured to the two lower shock mount holes; the rod comes up thru the shock mount hole in the upper A-arm.



I used this system to install NOS coil springs in my '66 with the body off the frame and no engine present, but someone on the Technical Discussion Board says it will work with the body on the car and the engine installed. I'm guessing you may need to remove some engine accessories (e.g., alternator) to provide adequate access for a ratchet or wrench to turn the large nut on the upper end of the tool. The tool is free to borrow, but it's too large and heavy to ship cheaply, so hand delivery or pickup will have to be arranged.

## **A Live and Learn Experience Bench-Testing C2 Heater/Fan Blower Motors**

By Gary Beaupre

Since purchasing my '66 more than 20 years ago, I've been continually on the lookout for certain spare parts, with correct date codes

when appropriate, to have on hand should some original part on my car stop working. Over the years I've acquired a spare carburetor, starter, alternator, voltage regulator, fuel pump, and water pump. For a reason I can no longer recall, I've managed to acquire three spare heater/fan blower motors, GM #5044555. The original blower motor from my car has a 6-66 date code, which is consistent with the late July '66 build date of my car. I also have spare blower motors with date codes of 2-66, 3-66, and 4-66. Each of those three spare blower motors is dated within the 6-month time frame from the build date of my car to be acceptable for judging.

I have no exact recollection of when I purchased these motors, other than it was more than 10 years ago and less than 20, although I'm sure it was through eBay. Nor do I have any recollection of how those motors were described in the eBay auctions in terms of function or dead-on-arrival guarantees. Before I removed the original blower motor from my car, I didn't check its function, so I don't know how well it worked. This past week, I started to think about putting the blower motor back in my car. Each of the four motors needs to be cosmetically restored. But before doing that I wanted to bench test each motor to determine how well they work, to make sure each is indeed a good candidate for a cosmetic restoration. Unfortunately, to power up the motors, I don't have a spare 12-volt car battery. But my brother-in-law recently gifted my wife a 12-volt, lithium-ion portable car jump starter to keep in her car, which I thought would be perfect for bench testing various Corvette electrical parts, such as the blower motor, headlamp motors, horns, etc. Being rather electrically challenged and generally fearful of electricity, I thought the jump starter would be trivial to use, having one cable with a red alligator clip at the end, and another with a black alligator clip, which obviously correspond to + and -/ground. Being ever leery of electricity, I decided to test one of my spare blower motors first and not my original motor, in case I managed to somehow damage it. I connected the + jumper lead to the only electrical terminal on the motor, and I connected the - jumper lead to the metal case of the motor, after sanding off some paint to make sure I had a good electrical ground. Unfortunately, the fan cage on the first motor I tested did not spin. All that happened is the jump starter device made some incessant beeping noise and a digital display flashed some strange flashing lights,

which I had no clue as to their meaning. I then connected my second spare blower motor and repeated the same process, with the same result. Bummer. I then tried the third spare motor and magically, it worked! I then tried my original motor and found it did not work. Bigger bummer. I then repeated the test on the one motor that worked and this time it didn't work. I repeated the tests of all four motors and now none of them worked. I thought the one motor that had worked a few minutes earlier perhaps got fried during my test, although I never smelled anything that suggested a burned-out motor. It was then that I reread some postings on the NCRS Technical Discussion Board (TDB) about bench testing electrical motors and I found an interesting posting by Dick Whittington who made this comment about jump starters: "Newer chargers will not power up without a battery attached." This made me think that somehow the jump starter was not doing what I thought it should be doing, i.e., it was not supplying 12-volts DC to my blower motors. At this point I decided to buy an adjustable, regulated DC power supply (Kungber Adjustable Switching Regulated DC Bench Linear Power Supply), which I found on Amazon for \$73, including tax. At that price point, I found a unit that could be adjusted from 0 to 30-volts and output a maximum of 10 amps. Units with a 30-amp capacity can cost \$150 or more. But I took a wild guess and assumed that items like blower motors, horns, and headlamp motors shouldn't draw more than 10 amps under normal conditions if the items were working reasonably well. Two days after I placed the Amazon order, the power supply showed up on my doorstep. Fortunately, the power supply didn't have many buttons and knobs, so it was perfect given my rudimentary electrical skills. I turned on the power supply, plugged in the two cables to the + and - terminals on the front of the unit, set the voltage to 12 volts, and connected the other ends of the two cables to my first spare motor. Like magic, the motor spun up. I then reduced the voltage to 5.9 volts, which one person on the TDB said corresponds to the middle fan speed setting, and the motor continued to operate, but at an appropriately lower speed. Then I set the power supply to 2.6 volts, corresponding to the lowest voltage reported on the TDB. The motor appropriately slowed down again and ran smoothly. I then tested the original blower motor from my car, and it too functioned very well. The third motor I tried would not spin at the lowest voltage setting, which is a known failure mode

reported by several people on the TDB. Probably the lubricant in the bearings has dried up and the lowest voltage setting doesn't supply enough power to overcome the increased bearing friction. That motor did operate fine at the middle and high voltage settings. The fourth motor I tested worked at all three voltage settings/speeds, but it had a loud bearing noise. So, I'm happy that my original blower motor seems to work fine and it will be the first of two that I plan to clean and repaint. And I'm happy that I have a functional spare blower motor. I also have two motors that failed that I can use as book ends to keep other parts from falling off a shelf in my garage.

This was very much a live and learn experience, starting with a demonstration that I don't know what a modern jump starter is really doing. In addition, had the jump starter done what I hoped it would do, I would have been misled into thinking that three of the motors worked fine, but I wouldn't have tested the motors at voltages other than 12-volts and therefore I would have missed the failure of the motor that didn't spin at the lowest voltage setting. The other thing that the adjustable power supply did is show the current that the device being tested is drawing, which could be diagnostic of a pending problem with some motors if the current draw is high. Again, I don't think most jump starters will show the current. In short, it's helpful to use the right device when bench testing motors.

### **Painting Circumferential, Colored Stripes on a C2 Driveshaft**

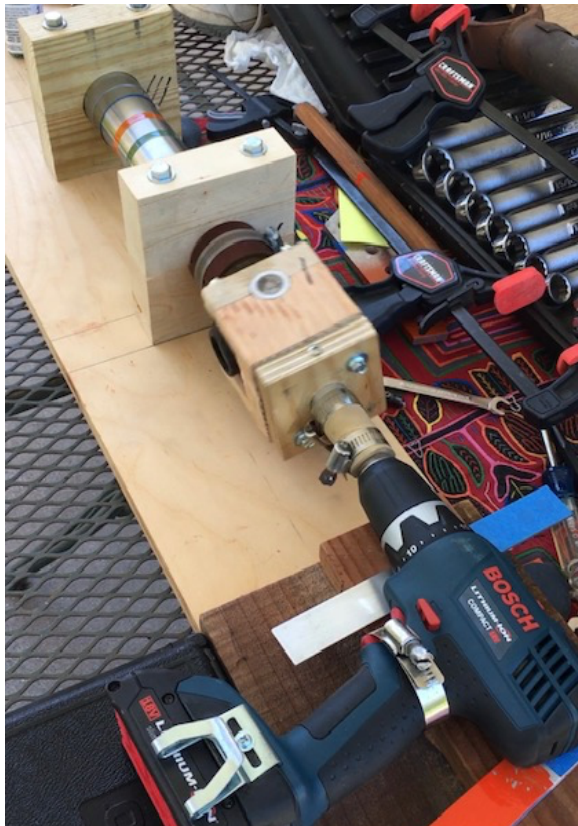
By Gary Beaupre

There is substantial evidence that C2 driveshafts had two circumferential colored stripes painted on them. The stripes were added to the driveshaft at the plant where driveshafts were manufactured, and specific colors were used to identify Corvette driveshafts. This was done because the plant that made the driveshafts was making hundreds of thousands of driveshafts each year for different GM makes and models and they needed a simple visual method to know which driveshafts were for Corvettes.

There is a lot of debate and conjecture on the NCRS Technical Discussion Board about which end of the driveshaft the stripes were closest to, the width of each stripe, the distance between stripe centers, and the distance from the end of the driveshaft to the first stripe.

Based on my review of the evidence, I chose answers to those questions that I was comfortable with. There is also conjecture about how the paint was applied to create the stripes. After reading all the discussions I could find, it is my opinion that the most logical way the stripes were painted is when the driveshaft was being rotated, either at the time of balancing, or when the end yokes were being attached with circumferential welds. It is also my belief that the paint was applied freehand with a small brush, and that no tape was used to mask off the two edges of each stripe. Applying tape would simply have taken too much time given the number of driveshafts being made each day. Also, there would be no justification for taking the time to make the edges of each stripe look perfect.

An NCRS friend of mine in Massachusetts, Joe Randolph, fabricated a simple, but elegant, fixture to rotate a driveshaft. He limited himself to materials he had on hand in his home workshop. He used leftover lumber, some fasteners, two sheets of very thin metal shim material, some large hose clamps, a short section of flexible tubing and a variable speed drill motor to create a system that allowed him to hold and spin a driveshaft at slow speed.



The image above shows the key components of the system. (In this image my two test stripes are already painted.)

The section of the driveshaft that received the two stripes is positioned between two wooden journals that encircle the driveshaft, with thin metal shim material clamped around the driveshaft to prevent the rotating driveshaft surface from being scratched by the wooden journals. One end of the driveshaft has its universal joint captured by a wooden box that in turn is attached via the flexible tubing and a metal rod that is secured in the chuck of the drill motor. The flexible tubing is essential because it's not really feasible to get the axis of the drill motor chuck to line up perfectly with the axis of the U-joint and driveshaft. I used a hose clamp around the handle and trigger of the drill motor and I could finely adjust that clamp to squeeze the trigger and therefore have both hands free to position and steadily hold the paint brush.

Once Joe had sufficiently debugged and improved his prototype system, he sent everything to me so that I could paint the stripes on my driveshaft. All I had to supply was my own variable speed drill motor. Since I like to practice things before performing them, I took a short section of my old rusty driveshaft and had a friend with a lathe turn down the outer diameter to give me a nice smooth surface on which to paint the stripes. The second image shows a close-up of the two test stripes I painted.



It's not possible to tell in this photo, but the edges of the two stripes are not perfect. When looking closely at the stripes it's clear that the edges were not masked off with tape. After my practice stripes were done, I painted the stripes on my newly retubed driveshaft. Once I was done using the system, Joe told me to keep everything and offer to let anyone else use it who asked. So, let me know if anyone wants to borrow the system. It's reasonably easy to use. The most challenging task is getting the chuck of the drill motor as closely

aligned as possible with the driveshaft axis. That takes a bit of fiddling. If it's poorly aligned, it will result in a herky-jerky rotation that makes painting nice stripes challenging. The cost of shipping the system anywhere in the US would be around \$20.

### **Mass Mailing Clarification**

To make the Editor's job easier, we are 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 the Editor, 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. 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 Mike Ingham by email: [michael.ingham248@gmail.com](mailto:michael.ingham248@gmail.com) 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 needed, a membership form may be found on the last page of the Vettecetera. When 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) Thanks.

### **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.

### **Parts for Sale – Mostly C1**

2 4-barrel carburetors on intake manifold 3739553 w/air cleaner, plus hoses & gas lines. Dual-point distributor, P/N 1110891, 9F27. Bell housing #403  
2 fan clutches.  
Steel valve covers.  
22 T-3 headlamps.  
Water pump #3771.  
Stainless steel moldings for 58-61, some NOS.  
61 side emblems.  
Trunk weatherstrip.  
Misc. parts, hoses, pulleys.  
63 and 64 hubcaps.  
Assembly manuals: 56-57, 59, 61, 62, 64.  
Parts catalog 1953-81.  
Chilton manuals: 1963-82, 1963-72, 1980.  
Holley carb shop manual.  
If interested, contact Don Maich (#6331) at 925-672-4998.

### **Parts Wanted**

Want to buy a reproduction jack for a '62. Also looking for a nice damage-free inner heater box for a non-AC '67. If you have any of these items, contact Rick Gower at 925-798-7877 or [gowerr@aol.com](mailto:gowerr@aol.com)



**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.



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## 2021 - 2022 Event Calendar

### 2021

September 10 <sup>th</sup> - 12 <sup>th</sup>	IMSA Races @ WeatherTech Raceway Laguna Seca	Laguna Seca
September 12 <sup>th</sup>	Second Sunday at the Shipyard 9-11: 707 W. Hornet Ave	Alameda, CA
September 14 <sup>th</sup>	NCC Meeting	via Zoom
September 25 <sup>th</sup>	NCC Fall Judging Mini-Meet*	Woodland, CA
September 26 <sup>th</sup>	4 <sup>th</sup> Sunday on Solano Avenue 8-10: 1825 Solano Avenue	Albany, CA
	*Registration form in this issue.	
October 10 <sup>th</sup>	Second Sunday at the Shipyard 9-11: 707 W. Hornet Ave	Alameda, CA
October 12 <sup>th</sup>	NCC Meeting: Nominations for Officers	via Zoom
October 15 <sup>th</sup> /16 <sup>th</sup>	CCC/SCC Joint Fall Judging Meet*	Buellton, CA
October 21 <sup>st</sup> - 23 <sup>rd</sup>	NCRS Texas Regional	Frisco, TX
October 24 <sup>th</sup>	4 <sup>th</sup> Sunday on Solano Avenue 8-10: 1825 Solano Avenue	Albany, CA
	*Registration form in this issue.	
November 9 <sup>th</sup>	NCC Meeting: Elections for Officers	via Zoom
November 14 <sup>th</sup>	Second Sunday at the Shipyard 9-11: 707 W. Hornet Ave	Alameda, CA
November 28 <sup>th</sup>	4 <sup>th</sup> Sunday on Solano Avenue 8-10: 1825 Solano Avenue	Albany, CA
December 12 <sup>th</sup>	Second Sunday at the Shipyard 9-11: 707 W. Hornet Ave	Alameda, CA
December 14 <sup>th</sup>	NCC Meeting	via Zoom
December 26 <sup>th</sup>	4 <sup>th</sup> Sunday on Solano Avenue 8-10: 1825 Solano Avenue	Albany, CA



SHARYL INGHAM at 6047 Lawton Avenue, Oakland, CA 94618

**ANNUAL DUES:** January 1st through December 31st, **\$30; now payable through the NCC/NCRS website at:** <https://www.ncc.ncrs.org/>

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

Please send a jpeg of your business card to: [sharylingham@gmail.com](mailto:sharylingham@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  
\_\_\_\_\_ Zip  
\_\_\_\_\_ Phone  
\_\_\_\_\_ NCRS#  
\_\_\_\_\_ E-mail

# NCRS Northern California Chapter Fall Judging Mini-Meet Registration

## Saturday, September 25, 2021

NCRS members and their guests are invited to attend NCC's Fall Judging Mini-Meet to be held at the Charlie Lillard's garage located at 35222 County Road 24, Woodland, CA 95695. For anyone coming from afar, there are multiple hotels at the nearby I-5 exit, about 8 miles from Charlie's garage: Hampton Inn, Holiday Inn, Comfort Suites, and Fairfield Inn. The phone number for the Hampton is 530-662-9100.

**General Meet Information**

Sharyl Ingham 510-420-0968 [sharylingham@gmail.com](mailto:sharylingham@gmail.com)

**Judging Information**

Mike Ingham 510-420-0968 [michael.ingham248@gmail.com](mailto:michael.ingham248@gmail.com)  
 John Tidwell 530-432-2503 [sampanjohn@earthlink.net](mailto:sampanjohn@earthlink.net)

**Event Schedule – Saturday, 4/24**

7:00 am – 8:00 am - Registration  
 8:30 am - All cars in place  
 9:00 am – finish - Flight Judging

NCRS Membership Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Name: \_\_\_\_\_ Spouse/Companion: \_\_\_\_\_

Non-NCRS Guest \_\_\_\_\_

Address: \_\_\_\_\_ Email: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone: \_\_\_\_\_

**Note: Register online at [www.NCRS.org](http://www.NCRS.org) starting July 1 and save \$10 on your family registration fee.**

**Event Registration**

\_\_\_\_ Family Registration Fee (required for all registrants) **\$30**  
 \_\_\_\_ Guest Fee (non-NCRS member) @\$10 Each \$ \_\_\_\_\_

**IN ORDER TO PROVIDE QUALITY JUDGING, WE RESERVE THE RIGHT TO LIMIT THE NUMBER OF CARS JUDGED. PREFERENCE WILL BE GIVEN TO CARS THAT HAVE NOT BEEN JUDGED BEFORE, AND IN ORDER OF DATE REGISTRATION WAS RECEIVED**

**Cut-off date: September 4, 2021**

CORVETTE REGISTRATION (One Registration form per car) (Circle ONE) Driven / Trailered

Year \_\_\_\_\_ CID/HP \_\_\_\_\_ Coupe \_\_\_\_ Convertible \_\_\_\_ Complete VIN \_\_\_\_\_

Ext. Color \_\_\_\_\_ Int. Color \_\_\_\_\_ Material (Circle ONE) Cloth / Vinyl / Leather

**For C2 & Newer** Body Build Date \_\_\_\_\_ Body # \_\_\_\_\_ Paint Code \_\_\_\_\_ Trim Code \_\_\_\_\_

**Note: Corvette registrations must include a copy of title or current DMV registration, plus a copy of current insurance certificate.**

____ Flight Judging Entry	@\$95	\$ _____
____ Concours Judging Entry    ____ Stock    ____ Modified	@\$50	\$ _____
____ Sportsman Entry	@\$15	\$ _____
____ Special Display    Bowtie – Duntov - McLellan – Hill – Crossed Flags – American Heritage (circle one)	FREE	
<b>Note: All registrants must pay family registration fee.</b>		<b>TOTAL \$ _____</b>

**Make check payable to: NCC/NCRS** and send completed application to:

Sharyl Ingham, 6047 Lawton Avenue, Oakland, CA 94618-1802 510-420-0968 [sharylingham@gmail.com](mailto:sharylingham@gmail.com)

**No refunds after September 4, 2021**

JUDGING/TABULATION PARTICIPATION (Check if needed:  Please see reverse side for second judge/tab participant information.)

Name \_\_\_\_\_ Judging/Tabbing Level \_\_\_\_\_

I would like to judge: 53-62 \_\_\_\_ 63-67 \_\_\_\_ 68-82 \_\_\_\_ 84-96 \_\_\_\_ 97-02 \_\_\_\_ I would like to tabulate: \_\_\_\_

Chassis \_\_\_\_ Exterior \_\_\_\_ Interior \_\_\_\_ Mechanical \_\_\_\_ Operations \_\_\_\_

Anyone attending this event, whether you bring a Corvette or not, must register and sign the following Hold Harmless Agreement. Anyone bringing a Corvette, whether to be judged or not, must read and sign the following Hold Harmless Agreement. Proof of registration and in-force insurance must be provided, most preferably in advance with your registration application, or at the Meet Registration Desk when you check in, BEFORE the car can be Operations Checked and / or placed in its final location.

**HOLD HARMLESS AGREEMENT**

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, its officers, directors, agents, employees, Chapters and event 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. The use of illegal drugs is prohibited by anyone attending an NCRS event. The use of alcohol is prohibited by anyone participating in an NCRS event (includes while on the judging field, participating in driving tests and/or road tours), except during social events. **I have read and AGREE to comply with the COVID-19 hold harmless provisions on the inside front cover of the Driveline magazine.**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



**SCC/CCC/NCRS**  
**Fall 2021 Flight Judged Meet**  
**Special FIVE POINT MEET!**  
**Friday and Saturday October 15<sup>th</sup>, 16<sup>th</sup>**  
**@ Mendenhall's Museum of Gasoline Pumps &**  
**Petroliana**  
**24 Zaca Street in Buellton, CA**



**Host Hotel – Pea Soup Andersen's Inn at 51 East Hwy 246 Buellton, CA 805-688-3216**

**A block of rooms has been reserved for NCRS Members until September 15th**

**Event & Judging Info. please contact: Bev LeGate 408-981-1200 OR Steve Shrefler 805-440-4067.**

**Registration opens July 15<sup>th</sup>, MUST be in by October 1<sup>st</sup>, 2021 to avoid late fee.**

**Go to NCRS.ORG for on-line registration preferred.**

Family Registration:	\$ 25.00 <b>\$37.50 After October 1st</b>	\$ _____
Non-Member Guest(s):	\$ 12.50 Each # _____	\$ _____
Flight Judging	\$ 95.00	\$ _____
Sportsman Award Ribbon	\$ 13.00 <b>No Ribbon \$3.00</b>	\$ _____
Concours Judging Stock _____ Or Modified _____	\$ 50.00	\$ _____
Saturday Catered BBQ Lunch \$40 each, <b>Chapter matches \$20, you only pay \$20 each.</b>		\$ _____
(Includes Entrance to the Museum Friday and Saturday		<b>Total: \$ _____</b>
Registration Will Open @ Noon FRIDAY, OCTOBER 15 <sup>TH</sup> . A FLYER WILL BE SENT TO ALL REGISTRANTS.		

Checks are payable to **SCC/NCRS** and mail to: Beverly LeGate P.O. Box 2739 Ramona CA 92065

**Name/s** \_\_\_\_\_ **Spouse/Guest** \_\_\_\_\_  
**OWNERS MUST BE PRESENT FRIDAY FOR OPERATION AND CHASSIS JUDGING AT 1-5PM. THIS IS A TWO-DAY JUDGING EVENT.**

**Address** \_\_\_\_\_

**E-mail:** \_\_\_\_\_ **Chapter Affiliation (if any):** \_\_\_\_\_

**Phone** (include area code) \_\_\_\_\_ **NCRS National Membership #:** \_\_\_\_\_

To help judge please list your preference. Judging Classes are: 53-57, 58-62, 63-67, 68-72, 73-77, 78-82, 84-89, 90-96 97-99, 2000-2004

First Name \_\_\_\_\_ Level \_\_\_\_\_ 1st Choice \_\_\_\_\_ 2nd Choice \_\_\_\_\_  
 Flight Judge  Observer Judge  Tabulate Circle preferred area - **Ops Mech Int Ext Chassis**  
 First Name \_\_\_\_\_ Level \_\_\_\_\_ 1st Choice \_\_\_\_\_ 2nd Choice \_\_\_\_\_  
 Flight Judge  Observer Judge  Tabulate Circle preferred area - **Ops Mech Int Ext Chassis**  
 Flight Judging  Sportsman Award  Bowtie display/Special interest Display (no fee).

Year \_\_\_\_\_ Complete VIN # \_\_\_\_\_

Horsepower \_\_\_\_\_ Build Date \_\_\_\_\_ Body Number \_\_\_\_\_

Exterior Paint Color \_\_\_\_\_ Exterior Paint Code \_\_\_\_\_

Interior Color \_\_\_\_\_ Fabric \_\_\_\_\_ Interior Trim Code \_\_\_\_\_

The above info is REQUIRED. Use Vehicle Trim Tag or Service Parts Identification Label for **Build Date, 63 – 67 also need Body Number**

Coupe  Convertible  Corvette Driven  Corvette Trailered  Need trailer parking

**Flight Certificate Yes or No** \_\_\_\_\_ **Available to Judge Friday 1PM Yes or No** \_\_\_\_\_  
**Insurance Co.** \_\_\_\_\_ **Policy #** \_\_\_\_\_

**Expiration Date** \_\_\_\_\_

**Signature** \_\_\_\_\_ **Date** \_\_\_\_\_ **HOLD**

**HARMLESS:** 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.

**Covid-19 Rules:** the National Corvette Restorers Society, Inc. (NCRS) will follow the mandates that are currently in place on that given day and at that given event location for all NCRS events as set forth by the United State Centers for Disease Control (CDC) or another branch of the US federal government, Public Health Agency of Canada, European Centre for Disease Prevention and Control, any host state and/or local government, and/or a private host facility.