

VETTECETERA



Northern California Chapter's Newsletter for the Corvette Enthusiast

Vol. 44, Issue No. 5

May 2022

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

The Scoop

By Sharyl Ingham

Every person has a responsibility to behave with integrity, honesty, and fairness. If the quality of integrity is absent in the person, how can it be present in HER ideas?

NCRS is 48 years old and has a legacy of its own. The nuts and bolts of the organization were based on honesty and integrity that, in my opinion, has now been compromised.

The Northern California Chapter was formed on June 12, 1978. As far as this Chapter goes, the members tend to be a close-knit family always helping and supporting each other as well as others when asked to look at cars in our area for those that live in another state. What better way to demonstrate and promote

our passion for the hobby but by being a good Steward or Ambassador for the organization. What I know for sure is that these Chapter members have a lot of integrity and continue to receive kudos for their honesty and fairness when looking at cars for others and when flight judging cars. The Chapter's practice is to take a limited number of cars for judging to ensure that the owners have a positive judging experience as well as to avoid burning out our judges.

Speaking of which, we had a very successful Spring Meet in Suisun City, judging three beautiful Top-Flight cars. The weekend started with Bob Grauer having a well-attended judging school on ECL codes, followed by a group dinner at the Ironside Bistro. Glorie's raffle was as usual was over the top with her

compadre in crime, Art, who charmed folks into buying raffle tickets, and Sophie Tidwell and Marci Albers assisting Glorie. If you have yet to attend, it is almost as good as a bucket list item that I believe people look forward to. Thank you to all that attended and especially those who brought their cars to judge; Beth, Ken, and Janet for doing such a great job tabbing the judging sheets so efficiently; and Sophie and Sandy for handling everything outdoors. It was such a solid event with what seemed like a well-oiled machine. Congratulations and thank you one and all for welcoming and being such great hosts!

Flight Awards:

1963: Top Flight, Doug Wathor
1967: Top Flight, Tony Gregory
1971: Top Flight, Mick Dreeling

Duntov Display:

1965, Bill Cash

Special Interest Display:

1964, Jeff Blakeslee

Sportsman Ribbons were presented to:

1963, Don Cheema
1967, Jerry Fuccillo
1967, Sandy Houck
2003, Dana Richard, plus Longest Driven
2017, Arthur McNay

As a bonus and surprise, Mike was presented with a plaque from the three California Chapters thanking him for his dedication and contributions to the NCRS organization, extremely well-deserved Mike!

May the Fourth be with you. Any Star Wars fans out there? Glorie, get your light saber out because May 4th is Star Wars Day. Our kids grew up with Star Wars and passed that passion on to our grandkids. It is an era that will be lived and relived. I am sure you will agree that Willow looks like an Ewok. 😊

Take note of the other noteworthy May holidays, starting with May Day, May 1st; Star Wars Day, May 4th; Cinco de Mayo, May 5th; Mother's Day, May 8th; Armed Forces Day, May 21st; National Wine Day (for the wine aficionados), May 25th; and Memorial Day, May 30th.

Please join with me in extending happy birthday wishes to the following members, starting with Leah Michaud, May 2nd; Barbara Vignone, May 3rd; Toni Koffman, May 11th; Ron

Bartow, May 14th; Max Hamilton, May 18th; Diane Blakeslee, May 19th; Leo Michaud and David Stashik sharing May 20th; Jim Truffa, (a milestone celebration), May 24th; Karen Calcagno, May 29th; and Frank Cafferata, May 31st.

Always stay safe and I'll see you on Zoom on May 10th.

April 12, 2022 NCC Meeting Minutes

Chairman Sharyl Ingham welcomed everyone to the April meeting at 7:00 pm via Zoom. We had 28 attendees. Sharyl asked us to introduce ourselves, stating our name, the city where we live, and the year(s) of our Corvette(s). Her question of the evening was: Are you going to sign up for the next COVID booster? The response was mixed; some are undecided or waiting for more information. Sharyl's comment was that although it is a matter of choice, the bottom line was that it is important to protect yourself.

Secretary Report: Sandy Houck

The March minutes were approved as submitted.

Treasurer's Report: John Tidwell

John was absent.

Membership: Sharyl Ingham

We now have 110 members.

Editor: Mike Ingham

Mike thanked Bob Bohm for submitting his technical article. Mike hopes that the members continue to submit articles.

Webmaster: Chris Moore

Chris reported that all is in order and three years of Vetteceteras are now posted on the website, www.ncrs.org/ncc. There was a suggestion about having a video on our Facebook page. Most likely there will be more discussion about this sometime soon.

Chapter Top Flight Award (CTFA): Jeff Blakeslee

Jeff will likely attend the Mobile convention and receive our banner sticker. The alternate plan is to have Wayne pick it up if Jeff is not present. Jeff has filed our 1st quarter report noting that the Chapter needs a Road Tour. If you attend meetings or events and you drive your Corvettes, that should get reported to him. What used to happen when we had in-

person meetings, people would drive their Corvettes and we got credit for that. As a joke Sharyl suggested that we have a Road Tour to Wayne Yurtin's garage, which has yet to be built.

NCRS Region IX Director: Mike Ingham
Mike has attended two Zoom Board meetings since the Florida Regional Meet. The proposed change to the NCRS Bylaws regarding election of the President is gathering signatures amongst many Chapters. It would require the candidate announcement 45 days prior to the annual meeting. Glorie McNay also noted that it should also require a posting of candidate qualifications.

Old Business:

Mike and Sharyl attended the Louisiana Regional Meet. Art McNay was recognized as the oldest NCRS judge. Sharyl mentioned that the day he did Operations, the winds were strong enough to blow him over. This was most unusual for that time of year.

Suisun City Chapter Meet, April 22-23:

There will be 1-`63, 2-`67's and 1-`71 to be judged. Mike mentioned that there would be 2 display cars and 8 Sportsman entries. Sharyl has made Friday dinner reservations for the group at the Ironwood Bistro. The reason for the change is because the Cast Iron Grill's policies changed and wouldn't work for the Chapter. Bob Grauer will give a presentation about ECL codes for mid-year cars. And of course, Glorie will conduct the raffle.

Show and Tell (and other news):

Glorie showed her new cell phone to replace the one lost at the New Orleans Regional Meet. She lost all her contacts so please give her your information.

Rick Gower reported that Dr. Rebuild is no longer selling parts to customers who identify as NCRS members.

Mike Ingham has the fuel injection unit off of his `57 and plans to take it to Jim Lockwood for restoration.

Ed and Barbara reported that the Southern California Chapter Spring Meet will be at the end of April. Four mid-year cars will be judged.

Dave Houlihan asked about the differential on Mike's `57. It is a positraction but appears to

be for a `62. Dave noted the axle lengths are different.

Ken Albers said that a `65 396 is available for sale in Vacaville, reportedly in pieces with lots of parts. Sharyl suggested that Jeff Blakeslee needs a new project. (She will find a way to spend your money).

Dana Richard noted that Reliable Carriers no longer offers a discount to NCRS members; apparently due to being very busy.

Adjournment:

Sharyl wished us Happy Easter. The next meeting will be May 10th via Zoom. The meeting adjourned at 8:00 PM.

Respectfully submitted,
Sandy Houck, NCC Secretary

Burma-Shave

THE HAPPY GOLFER
FINDS WITH GLEE
THE SHAVE THAT SUITS HIM
TO A TEE

BURMA-SHAVE 1935

This `n That

By Glorie McNay

Those of you that missed our spring Chapter meet missed a good time and some beautiful cars. The raffle was a success and I thank all who donated items, bought tickets, and hopefully had fun. Now it's time to start putting things aside for the next raffle. Remember, we are a discerning group with eclectic tastes, so anything is welcome.

Now I am going to voice some of my opinions. This may be my last article. I am happy that the NCRS Board rushed to accept the proposed modifications to the Bylaws with regard to the election of the President. How could they not. Someone may have been waiting in the bushes to one up her. Now that all is said and done, I would like to know the platform the candidate would have proffered in a respectable election.

As a NCRS family member I cannot vote, and I guess I will never earn that right because a separate membership would be required. We have already spent a fortune working for and promoting NCRS. That said, I consider us a total membership as you have been my extended family for decades. I have known

and worked with many wonderful, dedicated women who rarely receive individual recognition, only that which is coupled with the member spouse. It breaks my heart that the first woman to be elected as NCRS President comes forth in such a devious way. She has a lot to live up to.

...and the Preacher asked, "Are you into old Corvettes?"

By: Tony Stein, NCRS No. 4600

It was back in May of 2017 when I visited my son David, his wife and my three young grandkids down in Houston, Texas. It was a fun weekend of family time and energetic grandkids. When Sunday morning rolled around, my son asked me if I would go to church with them. "Church?", I asked. "David, I only brought blue jeans and Corvette shirts. I don't have any church clothes!". David reassured me and said, "Dad, we just set up folding chairs in a Karate dojo and have services there. You'll fit in just fine." So, at the risk of being struck by a bolt of divine lightening, I found my cleanest Corvette shirt and blue jeans, got dressed and headed to church with my son and his young family. As promised, the make-shift church was nestled in among boxing bags and workout equipment in a commercial strip mall. A podium was at the front of uneven rows of folding chairs filled with casually dressed churchgoers. After a few songs and electric guitars playing old hymns, a young man named Troy went to the podium and gave a very nice sermon. It wasn't "preachy". It was a nice, well-thought-out talk about some very practical life issues that we face in our world today.

After the sermon, I made it a point to go up to the young preacher and thank him for his thoughtful words. He was a young man in his mid-thirties with a young family of his own. As we shook hands, he looked down at my shirt and asked, "are you into old Corvettes"? I said, "well, as a matter of fact I am. Why?" He responded by saying that before he became a preacher, he was a car-picker. He told me that he was aware of an original 1966 Corvette convertible big block car that had been in long-term storage, and asked if I was interested?

Wow, I didn't expect that.

I told him that I was. He told me that the car was owned by a Houston-based attorney who took it as a legal fee from a client who didn't have the money to pay for a legal defense to a

case twenty-five year earlier. The attorney took the car as payment and "stored" it at a car service station in Hempstead, Texas where it sat forgotten. Several weeks later when I finally received a few photos of the car, the word "storage" was an interesting choice of words. The car appeared to be a red 1966 convertible big block car, but also seemed to be the dumping site for pizza boxes and trash from the old service garage where it sat since the early 1990s. The tires had dry-rotted and the car just looked terrible. I was still intrigued.

Here are a couple of the photos that I initially received:



Time passed and I was finally able to contact the owner and work out some conditional terms for the purchase of the car. Those conditions involved me flying to south Texas to look at the car. I flew to Houston, rented a car, and drove an hour to where the car was being kept in Hempstead, Texas. The building was a shabby old metal building that appeared to be older than the car itself. When I arrived, I was greeted by Jerry the garage owner while he was eating fried chicken and drinking a Dr.

Pepper. Somehow the garage owner was able to air the tires up long enough to push the car onto his two-post lift for me to inspect the car. Mind you, looking at a restoration project of this magnitude takes imagination because you have to evaluate it both on how it appears now but also imagine the possibilities. Is the car original? Are there signs of damage or abuse? Which original parts were still in place? Are the VIN and trim tags in place and original to the car? Are there rust issues? Is this Lazarus project worth bringing back to life?

The pizza boxes and trash had been removed by the time I got to Jerry's shop, and I was able to carefully inspect the car. The good news: it was an original car! The bad news: it was an original car! It was ROUGH, but when I examined the frame and under body, it appeared to be the nicest frame that I had ever seen. There were no signs of rust or repairs anywhere. The body appeared to be a no-hit body and was a great restoration candidate. I did notice, however, that the fender wells and engine bay appeared to be the home of hundreds of mud daubers. It was unbelievable. After my evaluation of the car, I decided that I would meet with the owner and work out our deal. Two hours later, I purchased the car.

The next chore was to transport the car back to Kansas City. After working out the professional transport of an undriveable car, the car arrived at my friend Herb Force's restoration shop in Platte County, Missouri. No doubt when my new project left Jerry's garage, there must have been a housing shortage for every mud dauber in south Texas!



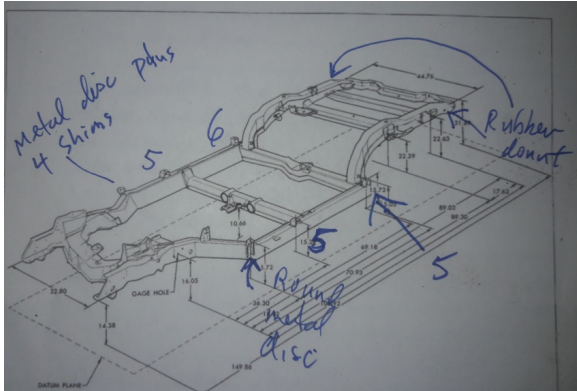
Herb and I started pulling the body that weekend. If you have ever seen a body pulled from its chassis for the first time since the car was manufactured, it is a real treat. An original car will communicate with you about its original features. It's important to pay attention to what the car is showing you. I always take hundreds of photos to document the "before" so that I can understand how the car was built and better understand how to later re-assemble the car.

It took about a day to prepare for the body pull. The "things to do list" is a long one, and you have to perform each step to avoid the unavoidable cracks and pops. Before long, the body was lifting off the frame and we had separation.



The frame hadn't been exposed like that since the car was built on April 15, 1966. I was

eager to investigate. I noticed that the frame was really smooth and undamaged (though dirty). I quickly found the two original "secret" VIN stamping locations on the frame which confirmed that the frame was original to the car. About ninety percent of the original frame stencil was still plainly visible on the passenger side frame rail. I also counted the shims so that I could replace the correct number of shims at each location. I made the following chart to help keep track of this for future restoration purposes:



The remaining weekend was spent disassembling the chassis. Cad parts were put in one box; black phosphate parts were put in another box. It is really important to do your homework to know which type of plating was used for each plated part. Sometimes you can tell by examining the part, but typically the parts are rusted enough that a restorer must either consult one of the NCRS judging guides or learn from experience. The larger metal parts, including the frame itself, were ready for sandblasting. In two weeks, my sandblasting was done, and it was time to start the rebuild.

Now the restoration of the chassis sub-assemblies began. Trailing arms, steering box and half-shafts were shipped off to Bair's in Pennsylvania. The differential was locally rebuilt. Three of the four ball joints were removed and replaced with riveted ball joints. While these sub-assemblies were being rebuilt and restored, I started my least favorite part of a body-off restoration: preparing parts to be replated. It is very satisfying to reuse the original bolts, special nuts and other plated parts. However, that involves hours of taking those smaller parts to the media blaster to clean each part. Then each part is taken to the bench grinder to polish each with a soft wire wheel. Finally, it was time to deliver those parts to the two platers that I have used

and trusted for years. I'm lucky to have quality platers to handle these plating jobs in Kansas City.

As my sub-assemblies were completed, it was time to start the rebuilding process. Herb and I placed the freshly coated frame on four jack stands, and we began the chassis restoration process. This is where all those photographs taken during disassembly really come in handy. If someone wants to do a restoration, your digital camera is one of the most important restoration tools that you can use. Photographing the "before" and utilizing the Assembly Instruction Manual (AIM) and TIM&JG is really helpful when it comes time to rebuild your project. Before long, the chassis restoration was in full gear. I like to discover any signs of paint daubs or other manufacturing features that were still discoverable. These include paint daubs on various chassis components, frame stencils, shim marks, job numbers and other marks and identifiers placed during the original manufacturing process.

Eventually, the chassis restoration was complete. I always try to be as faithful to the car restoration as possible. The goal is to restore the car to appear as it did when it was manufactured and delivered to the selling dealer. As a side note, I learned through NCRS that my car was manufactured on April 15, 1966, and delivered to Tamson Chevrolet in Danville, Virginia before finding its way to south Texas.



The engine was rebuilt and reinstalled on the chassis.



Eventually, the body was repaired, repainted, and reinstalled back onto the completed chassis.



By the end of 2019, I finished the restoration, and I was ready to begin campaigning the car at Flight events. With the effects of COVID on our regional and national events, judging was delayed. When 2021 rolled around, regional judging events resumed. I first took the car for regional judging at the Cedar Rapids, Iowa event where our friends in the Heartland Chapter always do a great job. Then in July 2021 it was off to the National Convention in Palm Springs where the car scored 99.1 and earned its National Top Flight award.

I'm now enjoying it on nice weekend drives, because people are like cars: we were built to move!



Many thanks to my close friends who helped me along the way: Herb Force, KC Strawmyre, Rick Barrack, Gene Leonard, Marco Hartner, Mark Gordon, and many others. I couldn't have done it without your help. Lastly, thanks to the young south-Texas preacher named Troy who made this story possible.

Welcome New Members

Please join me in welcoming the following new members to the NCC:
Don Cheema, Danville
Tony & Martha Gregory, San Jose

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

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Pertinent Information

Send newsletter articles to Mike Ingham by email: michael.ingham248@gmail.com 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 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 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.

2020 Corvette For Sale

NCC member Mike McGue's brother's 2020 Corvette is for sale. It is a 2LT coupe, torch red over a black interior, with only 3,400 miles on it. The asking price is \$95,000/OBO. The car is presently located in Michigan City, Indiana, so the pictures below are all that are available at the moment. If you are interested, please contact Mike directly at 1-847-975-8135 or lcftmike@aol.com



Parts for Sale

Differential C2 and C3. Casting 3899143 (69-79) 3:36 Posi. Have front yokes that fit a C2 (3 1/2 inches) and second yoke that fit C3 (4 1/4 inches) Was running with no problems when removed from my 63.

1963 AM Wonder Bar radio. Lost no points in operations and interior flight judging.

58-60 front license plate bumperettes. NOS Have GM labels.

1978-1982 L-82 valve covers. Very good condition. NOS in GM boxes.

Original early 1963 battery hold down shield, received a 1-point deduction for condition in flight judging.

Original early 1963 lower engine plug wire shields set. Some flaking in flash chrome.

Contact Jeff Cheney 925-212-3012 or email jeffcheney210@gmail.com

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

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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2022 Event Calendar 		
May 10 th	NCC Meeting	Via Zoom
May 19 th -21 st	Carolinas Regional	Greenville, SC
May 30 th	California Automobile Museum Vettes & Vets Car Show*	Sacramento, CA
June 10 th -11 th	CCC Spring Judging Meet*	Paso Robles, CA
June 14 th	NCC Meeting	TBD
July 24 th -28 th	NCRS National Convention	Mobile, AL
July 30 th -August 1 st	SACC National Convention	Carson City, NV
August 9 th	NCC Meeting	TBD
August 18 th -20 th	Northwest Regional	Redmond, OR
August 25 th -27 th	Corvettes at Carlisle	Carlisle, PA
September 13 th	NCC Meeting	TBD
October 11 th	NCC Meeting	TBD
October 27 th -29 th	Texas Lone Star Regional	Frisco, TX
November 8 th	NCC Meeting	TBD
December 13 th	NCC Meeting	TBD

* Registration form may be found later in this issue.



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/>

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.

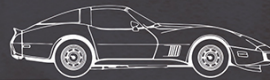
_____ Name
_____ Birthdate
_____ Street Address
_____ City
_____ Zip
_____ Phone
_____ NCRS#
_____ E-mail

CALIFORNIA AUTOMOBILE MUSEUM'S

MEMORIAL DAY



Car Show



ALL MAKES AND MODELS

Featuring Vettes & Vets



CALIFORNIA AUTOMOBILE MUSEUM



SACRAMENTO, CA

MONDAY

MAY 30

8 A.M. - 1 P.M.

Memorial Day Car Show: Monday, May 30th, 8 a.m. to 1 p.m.

Register your car for the California Automobile Museum Veteran's Day Car Show!

First 100 pre-registrations will get a complimentary gift bag so make sure to register early for the car show to reserve your spot. Awards will be presented for first and second place in 10 different categories.

Registration is \$30 per car but general admission to see the event is

free to the public. A portion of registration fee and donations will go towards supporting a Veteran's non-profit organization selected by the California Automobile Museum.

7:00am - Set-up

7:30am - Vendors Set-up

8:00am - Registration Open

9:00am - Registration Closes

9:00am - Judge's Meeting

10:00am - Color Guard

12:00pm - Veterans Group Donation Presentation

12:15pm - Award Presentation

1:00pm - Tear-down & Clean-up

Register your car here: <https://www.eventbrite.com/e/cam-veterans-memorial-day-car-show-car-registration-tickets-301970741617>

Spring Judged Meet

Friday & Saturday June 10 & 11, 2022

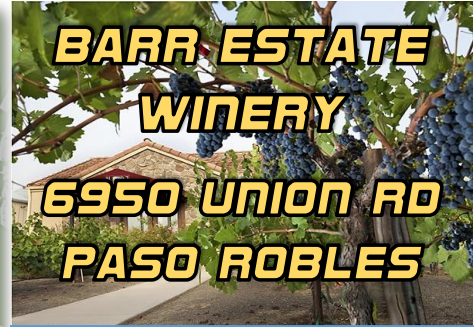
Barr Estate Winery 6950 Union Rd,
Paso Robles



Day 1 Judging 1pm & School Friday 4pm

Day 2 Judging on Saturday 8:00am

Event & Judging Information: Steve Shreffler (805) 994-7102



**BARR ESTATE
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**6950 UNION RD
PASO ROBLES**

Hotels- *NCRS special pricing in the works*

La Quinta Inn & Suites 2615 Buena Vista Rd, Paso Robles 805-239-3004

Adelaide Inn 1215 Ysabel Street Paso Robles 805-238-2770

Family Registration \$25

Non-Member Guest(s)...\$10 Each _____
Flight Judging.....\$70 _____
Concours Judging.....\$45 _____
Sportsman.....\$5 _____
Display.....Free \$0 _____

TOTAL _____

**REGISTRATION & REFUND DEADLINE IS
JUNE 3RD**

Register online or make check payable to:

CCC/NCRS

Mail to:

Ron Bartow, 540 Ide Street
Arroyo Grande, CA 93420

I will attend Dinner Friday Night Yes # of Guests _____

Name _____ Spouse _____ Guest _____
Street _____ City _____ State _____ Zip _____
E-mail _____ Phone (____) _____ NCRS# _____

I wish to help Judge Judging Level _____
First Name _____

I wish to Tabulate
Level _____ Name _____

First Choice (Circle one)

Interior Exterior Mechanical Chassis Operations

Generation Preferred (Circle one)

C1(53-62) C2(63-67) C3(68-82) C4(84-96) C5(97-99)

Second Choice (Circle one)

Interior Exterior Mechanical Chassis Operations

Generation Preferred (Circle one)

C1(53-62) C2(63-67) C3(68-82) C4(84-96) C5(97-99)

Vehicle Information

Flight Judge Sportsman

Bowtie/Special Interest/Display (no fee)

Year _____ VIN _____

Engine _____ Horsepower _____

Coupe Convertible Driven Trailered

Trailer Parking Needed Miles Driven _____

Release and Waiver of Liability (Hold Harmless agreement)

I AGREE: X _____ Date _____

To insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration. 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. 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. I acknowledge COVID waiver inside Driveline cover.

Build Date ___ / ___ / ___ Body Number (63-67) _____

Exterior Color _____ Paint Code _____

Interior Color _____ Fabric _____ Trim Code _____

Chapter Affiliation (if any) _____

Insurance Co _____

Policy# _____

Expiration Date ___ / ___ / ___