

VETTECETERA



Northern California Chapter's Newsletter for the Corvette Enthusiast

Vol. 44, Issue No. 10

October 2022

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

Chairman's Message

By Bob Grauer

The first thing I want to offer is the Board's best wishes and thoughts to those who live in the foothills and forest areas of California who may be dealing with the annual fire season. Rain is expected and I hope that this minimizes the threat that we all experience living in this beautiful state.

Our monthly Zoom Chapter meetings have been a resounding success. There is nothing positive to say about the Covid pandemic. It has, as matter of substance, given NCRS an opportunity for improved and expanded communication throughout the Chapter membership. With that said, the Board voted unanimously to extend monthly Zoom meetings. If you need connection information,

please email Mike Ingham and he will make sure you receive our link.

Our Board meetings are more than minutes and scheduling. We discuss Corvette topics of the day. Meetings are held the second Tuesday of the month at 7:00PM PST. They generally last no more that 1½ hours. We invite everyone to join in. In addition, members asked if we could also meet in person. We agreed to hold one meeting, non-Board subject matter, once a quarter, at various locations. The first "cars and camaraderie" (thanks Jeff B) event will be at the Emil Villa's Hickory Pit in Walnut Creek on Saturday October 15th at 1:00PM. "Breakfast, lunch, pie, coffee, and of course car-talk". If you want to swing by for a cup of coffee or see some friends, please RSVP me. I expect a small gathering and we will see how it goes. Next event will be in January,

possibly in the Santa Rosa area. Again, please RSVP me if you intend to attend.

I have added a Tech Board discussion committee to the Zoom Chapter meetings. If judging is the heart of NCRS, then the Tech Board is its "pulse". Rick Gower and Gary Beaupre' are on the job and our first meeting (September) was very well received by the Zoom participants. Gary (and Rick) did an outstanding job of clueing us all in on key topics that affect our members. If you have a Tech Board subject that you find to be of importance, let Rick or Gary know and it will probably be included in their agenda.

While on the subject, every NCC NCRS Board member can form committees to assist them with their Board responsibilities. Too often, the members assume a 1-person army is all that is necessary to fulfill Chapter responsibilities. I can tell you all that in the 18 years since I was last Chapter Chair, NCRS has outlined many challenging requirements for its Chapters. Often, meeting these requirements is heavy lifting for one person alone. Those Board members that wish to initiate committees to assist them are welcome to do so. Most importantly, your membership in NCC might be more rewarding if YOU volunteered a little time and expertise to this Board. You will have my full support.

This month we found it necessary to cancel the fall judging event in Brentwood. Two reasons- first, the cars that we expected were not ready or available for the event. Second, we were short judges and registration. If your car is soon to need qualified judging, I recommend that you contact Mike Ingham or John Tidwell and let them know your timeline as early as possible. We need cars to judge. We understand that many of our members cars are in retired status. Bring them out as Sportsman. If an event doesn't draw enough cars, we must cancel and that is not our best option. We want to schedule events around a timeline that benefits our member's needs. Our 2023 spring meet is tentatively planned for the Los Gatos, CA area in early April. More details will follow. If this works within your timeline, please let Mike and John know.

The Board is looking for members with class judging experience to manage the judging school requirement at Chapter events. If you are interested in these openings, let Mike and John know. C1-C2-C3-C4-C5 class instructors are wanted. Happy to combine classes based

on your confirmed expertise. Mike and John will approve. They have complete authority on this topic.

NCC had a tech session at my warehouse on September 24th to discuss engine stamp pads and trim tags. Thirteen people attended, enjoyed coffee and donuts, and asked lots of good questions.

Join us for the Zoom Chapter meeting October 11th at 7:00 PM! Hope I see you on October 11th, and on the 15th.

Stay safe.

NCC Meeting Minutes September 13, 2022

Chairman Bob Grauer welcomed everyone to the August meeting at 7:00 pm via Zoom. We had 15 attendees. Being Bob's first meeting as Chairman, he asked us to introduce ourselves and describe our history with Corvettes. Some had had so many previous Corvettes, it was hard to remember all of them.



Past Chairperson Appreciation:

Bob expressed how Sharyl had gone above and beyond with extreme efforts. All of us thanked Sharyl for her years in leading our Chapter.

Secretary Report: Sandy Houck

The August minutes were approved.

Treasurer's Report: John Tidwell

John was absent, but Bob said that the August Treasurer's report indicates that the Chapter is healthy.

Membership: Sharyl Ingham

We have 113 paid members.

Judging Update: Mike Ingham

Mike noted that there are two new National Team Leaders. Joe Scafidi for '63-'64 cars, and Dan Young for '67. Those members who have noted errors in the '63 manual can expect to see corrections. The updated '65 Judging Manual 7th edition is now available. Unfortunately, there are no cars registered to be judged for our Fall Meet scheduled for Oct. 7 and 8.

Gary Beaupre said that all the NCRS literature prices will increase on November 1. Mike said that all costs (paper, binding, and shipping) are up and most manuals will be \$10 more.

Webmaster: Chris Moore

Chris keeps the website working well and the newsletters are posted. Bob noted that the Restorer and The Driveline are still printed and mailed. Mike clarified that digital versions are available on the NCRS website and that The Driveline can be searched online.

Chapter Top-Flight Award (CTFA): Jeff Blakeslee

Jeff reported we are good on the variable activities, but we need a road tour, cars to be judged, and a charity event for required activities. Glorie McNay suggested a road tour to Petaluma for the Veterans Day Parade.

NCRS Region IX Director: Mike Ingham
Mike recently met with the Regional Chapter Chairs via Zoom. The NCRS Board has been discussing a SWOT (strengths, weaknesses, opportunities, and threats) analysis.

Calendar: Bob Grauer

Sept. 16-17	SCC Fall Meet, Culver City
Sept. 24	Tech Session, San Leandro
Oct. 7-8	NCC Fall Meet, Brentwood
Oct. 11	NCC Meeting via Zoom
Oct. 20-22	Lone Star Regional, Texas
Nov. 8	NCC Meeting via Zoom

New Business:

Technical Discussion Board: Bob has appointed Gary Beaupre and Rick Gower to be a new committee to discuss some of the top topics from the NCRS discussion board. This month Gary noted:

1. Most posts are rants and rumors,
2. Tributes are posted about members who have recently died, and that NCRS staff needs to be informed,
3. Very interesting posts about Bring a Trailer sales,
4. The search algorithm does not work well when using 3-character or less words,
5. Corvette Central, Coker Tire, and Paragon are now owned by the same company,
6. And finally, how amazing Joe Lucia's recall of part numbers is.

NCC Spring Meet: Wayne Yurtin is planning the meet to be held in Los Gatos. The Los Gatos Lodge has a large parking lot and reasonable prices.

Quarterly In-person Meetings: Bob will schedule these quarterly on weekends to encourage us to talk about our cars. He asked for ideas on dates and locations.

Open Forum:

Bob and others discussed the new 2023 Z06 pricing hikes, frustrations, and dealer allocations. Bob asked for suggestions on Covid protocols. We agree that masks should be recommended for high-concentration in-door activities. Bob is looking for members who are willing to develop Judging Schools. Sandy Houck said that the WSCC organized a nice Corvette parade at the IndyCar race in Monterey.

Adjournment:

The meeting adjourned at 8:40 pm. The next zoom meeting will be October 11.

Respectfully submitted,
Sandy Houck, NCC Secretary

Count your age by friends, not years, count your life by smiles, not tears.

By Sharyl Ingham

Please join me in celebrating the following member birthdays and anniversaries this month, starting with Connie McGue and Jim Lockwood sharing October 1st; Jeff Howard, October 11th; Donna Hunter and Bob Kennard sharing October 12th; Jerry Louer, October 13th; Alex Aivaliklis, October 15th; Reneé Aivaliklis, October 16th; Don Hooper, October 17th; Michelle Carlton, October 18th, and Gary Beaupré, October 28th.

October Holiday Insights

Breast Cancer Awareness MONTH: "We wear **PINK** in October." International Coffee Day, October 1st; Yom Kipper, starts at sunset, October 4th; World Smile Day, 1st Friday of the month, October 7th; Columbus Day, 2nd Monday of the month, October 10th; Sweetest Day, 3rd Saturday of the month, October 15th; National Chocolate Day, October 28th; and Halloween, October 31st.

Burma-Shave

HIT `EM HIGH, HIT `EM LOW
IT'S ACTION ROOTERS CRAVE
MILLIONS BOAST, MILLIONS TOAST
THE ALL-AMERICAN SHAVE

BURMA-SHAVE 1933

This 'n That

By Glorie McNay

It is amazing to me how few people, particularly younger, lack simple common sense. That part of the brain that assess a situation or question and by process of the combined knowledge and experience or just the obvious comes up with a solution or possibilities. The need to GOOGLE almost anything rather than thinking some things through is rampant and not always helpful. Learning spelling, times tables and just writing things down creates memory. They stimulate the brain and create common sense. An electronic device can do all these things, but there many times where common sense and logic should prevail. Why would anyone hand a cashier a ten-dollar bill and a penny when the bill came to \$9.76?

Transmission Speedometer Gears

By Joe LeMay in Joe's Garage

How many of you have a speedometer that does not read correctly? You may have purchased the car that way. You may have changed transmissions? Does a 50-mph reading feel like you are going 70? You want it to work correctly but do not understand how to adjust the speedometer reading. It is really simple to do.

The items you need to know are your current rear end ratio and the amount of difference between the indicated speed and actual speed. I used Googlemaps on a predetermined drive and recorded the indicated odometer reading. I came up with a difference of mileage being 18% lower than actual. The fix was really easy.

There are only a couple of parts to the speedometer at the transmission. That is the area of concern and the items to be adjusted. The speedometer parts are the transmission drive gear, the transmission driven gear, and the speedometer gear fitting ("bullet") that holds the driven gear.



OEM AC Delco gears were used in Muncie 4-speed, Muncie 318 3-speed, GM T10, GM Super T10, Saginaw 4-speed, GM T5, Powerglide, and 200 & 350 transmissions. We are going to concern ourselves with the Muncie, T-10, Muncie 318 3-speed, and Powerglide here. There are various gear sizes and number of teeth that will produce different speedometer readings. First, we are going to discuss what might be used in the transmission.

The drive gear is the speedometer gear inside the transmission that is assembled onto the end of the mainshaft (output shaft). To change drive gears, the transmission must be out of the car, and the tailhousing removed.

For manual transmissions with 57-70 27-spline output shaft (3sp, T-10, Muncie), there are three (3) sizes of drive gears; the outside diameters are 1.76", 1.84", and 1.92." Most often, the OEM installed drive gear is 8-tooth, but the 7-tooth and 9-tooth size is also available. However, sizes other than 8-tooth are rarely used.

There are two (2) diameter sizes of driven gears: 0.870" and 0.810" OD. These are the plastic gears that are assembled on the bullet and inserted into the transmission. They come in 17-25 tooth versions. The driven gears must be used with the correct corresponding size drive gear. The 17-22 tooth driven gears are smaller in diameter (0.810") and must be used with the large diameter (1.84") drive gear. The 22-25 tooth driven gears are larger in diameter (0.870") and must be used with the small diameter (1.76") drive gear.

There is also a 6 tooth, 1.92" OD drive gear that is only used with the 20-tooth steel driven gear. This will result in the correct setup for a 4.56 rear end ratio and stock size tires. Only use these gears as a pair and do not use them with any other combination.

You must use the large/small diameter drive gears with small/ large diameter driven gears. They must be compatible, do not mix these. If you install a large driven gear (22-25 teeth) with a large drive gear, the plastic driven gear will be destroyed in a short time. If you install a small driven gear (17-22) with a small drive gear, , it probably will not engage, or at best, it will minimally engage for a very short period of time before the outer edges of the plastic wear down until it will not engage at all. When the gears do not mesh, the speedometer cable will not turn.

From the factory, transmissions installed in cars with a 3.55-down rearends will usually have the larger 1.84" diameter drive gear and will use the smaller diameter (0.810") driven gears. Transmissions installed in cars with a 4.11 rearend will have the smaller 1.76" diameter drive gear and use the larger diameter (0.870") driven gear. Early C1s most likely use the 1.76" drive gear as they were 3.70 or 4.11.

Note there are large and a small diameter 22 teeth driven gears. The large 22-tooth gear is green and the small 22-tooth gear is gray (some call it silver). You will need to measure

the driven gear to determine which drive gear is installed.

A factory installed transmission in a car that originally had a 4.11 rear, will most likely have the small 1.76" drive gear and none of the small driven gears will work with it. To change to a numerical lower rear ratio, the transmission will have to be removed and disassembled to swap out the 1.76" drive gear to the larger 1.84" drive gear. The tail housing cannot be removed with the transmission in the car.

If you have a transmission with a 1.76" drive gear and want to install a rear gear that is numerically lower than 3.70, there are two options. The first is to remove the transmission and install a larger 1.84" drive gear. The easiest alternative is to obtain a speedo adapter. Adaptors are available to either reduce or increase in speed of the output side of the adapter. They screw onto the existing speedo bullet fitting on the transmission. The adaptor option is certainly the easiest to get the correct ratio, but it may be a hassle as well as interfere with the shifter linkage.

Here is another issue that you may want to attend to when rebuilding your Muncie. A 68-70 Muncie used a plastic drive gear that was retained on the tail shaft with a metal spring clip. When you rebuild your later Muncie, if it has the plastic drive gear, you may want to replace it with a pressed-on steel gear. It is very common for the teeth on the plastic drive gear to wear excessively. To replace it requires removing the tail housing.

Now armed with enough knowledge of how the speedometer gearing works, it is time to calculate the new gears that you will need. Using the Speedometer Gear Chart below, calculate the size of the driven gear that is needed. Hopefully, you will not be faced with changing drive gears or using an adaptor.

Changing a driven gear is very easy. It is also an opportunity to fix an oil leak. The bullet has an O-ring around its OD where it fits into the transmission. There is also a seal where the driven gear fits into the bullet. O-rings and seals are readily available.

For my own issue, I had a red 21 tooth driven gear installed and got the correct result by dropping to a 20-tooth gear. On my drive to Lake Tahoe, the odometer read 1.8% higher

than the 450-mile Googlemaps calculation; a very acceptable figure.

Here are the combinations that will give you the correct driven and drive gears for standard height 6.70-15 tires.

Speedometer Gear Chart			
Axle Ratio	Driven Gear	Drive Gear	Calculated Ratio
4.56	20	6	4.46
4.11	25	8	4.18
-	24	8	4.01
-	23	8	3.85
3.70	22	8	3.68
3.55	21	8	3.55
3.36	20	8	3.35
-	19	8	3.18
3.08	18	8	3.01
2.87	17	8	2.85

- o Calculated driven gears are based on normal 6.70-15 bias ply tires giving 747 revs/ mile and the formula listed below:

Driven Gear Teeth = Drive gear teeth x axle ratio x tire revs/mile ÷ speedometer factor (usually 1007 for early GM)

Tailshaft differences: There is one additional item that we have to discuss. The 3 and 4-speed transmission tailhousings in Corvettes came in two different variations. There was a difference in the width of the tailhousing near the location of the speedometer driven gear fitting. They can be grouped into early and late versions for the purpose of determining the bullet fitting and driven gear requirements.

The 1955-1960 tailhousings used in Chevrolet 3 and 4 speed transmissions were wider than the later tailhousings. This can be seen visually in the area where the speedometer bullet with transmission driven gear is installed. The early version had a configuration that required a deep reaching bullet with corresponding longer speedometer driven gear. The later ones including the Muncie M-20 to 22 had a configuration that required a shorter bullet and corresponding shorter speedometer driven gear. Here is a fitting comparison photo.



EARLY VERSION: The SM318 3-speeds for 1955-1957 to VIN 200, used a 3722946 tailhousing. There was no vent on the top of the tailhousing. From 1957-60, a 3737450 tailhousing was used. There was no date code on the earliest tailhousings. After May 1957, there is a date code to the left of the casting number. There were also cutouts in end of tailhousing that were removed by 1959. These early versions can be identified by a rounder appearance in the area of the bullet when compared to the later version.

Early BW 4-speeds used tailhousing casting number T10-7, -7A. There is no recess around where the bullet is inserted.

LATER VERSIONS: The SM318 3-speeds for 1961-62 Corvettes used a 3787067 tailhousing. There was a date code to the left of the casting number. These can also be identified by a vertical flat area below the casting number where the bullet is inserted.

Later BW 4-speeds used casting number T10-7B, -7D. These can also be identified by a recess around where the bullet is inserted. Muncie M-20, 21, 22 had tailhousings with later configuration speedometer bullets.



3-speed 3737450



T10-7A



3-speed 3787067



T10-7B



M20

From measurement taken: The earlier transmission driven gears are longer at 2.9" versus the later gears at 2 1/4". The earlier

bullet must insert into the tailhousing for a longer distance and is 2.55", versus the later bullet at 1.78". One can feel the depth difference as there is a machined stop for the bullet and gear in the tailhousing.

My Measurements	Early	Later
Bullet overall length	2.55	1.78
Bullet depth into transmission	1.78	1.2
Driven Gear Overall length	2.9	2.25
Driven Gear Diameter, 18-22 tooth	0.80	0.80
Driven Gear Diameter, 22-25 tooth	0.87	0.87

From the 1963 Parts book for the speedometer gear fitting, part number 3708147 was 2 5/8" inch length and used on passenger cars, pickups, and Corvettes through 1960, except 4-speeds. Then the fitting was shortened and switched to part number 3775589 for later applications. It appears the early parts did not have the provision for an oil seal on the end of the fitting. The reproductions that I have, include an oil seal recess.

Gear specifications and part numbers. These are available from many vendors.

Drive Gears - 27 spline shaft (there are other PN for 32 spline shaft).

- 6T Steel: 1.92" OD - PN 3845079
- 7T Steel: 1.76" OD - PN 9785023
- 8T Steel: 1.76" OD - PN 3708145
- 7T Steel: 1.84" OD - PN 18-110-006
- 8T Steel: 1.84" OD - PN 3708144, 18-220-007
- 9T Steel: 1.84" OD - PN 18-110-010

Driven Gears

20T steel driven gear must be used only with 1.92" OD 6T drive gear PN 3845079.

This is used on stock 4.56 rear end gear. The dimensions are as follows:

- 20 tooth steel dimension - 3.15" x 0.72", PN 3845071 early
- 20 tooth steel dimension - ~2.41" x 0.72", PN 3860329 later

Part numbers for the transmission driven gears in the **EARLIER** tail housings are as follows:

18-21T 0.81" diameter driven gears must be used with a 1.84" OD drive gear PN 3708144. These are used on stock 3.55 and numerically lower rear end gears. The dimensions are as follows:

- 18 tooth brown - 2.9" X 0.81", PN 3756762 Early
- 20 tooth blue - 2.9" X 0.81", PN 3708246 Early
- 21 tooth red - 2.9" X 0.81", PN 3708142 Early

22-25T 0.87" diameter driven gears must be used with a 1.76" OD drive gear PN 3708145. These are used on stock 3.70 and 4.11 rear end gears. The dimensions are as follows:

- 22 tooth green - 2.9" X 0.87", PN 3708699 Early
- 24 tooth yellow - 2.9" X 0.87", PN 3708143 Early
- 25 tooth white - 2.9" X 0.87", PN 3738400 Early

Part numbers for the transmission driven gears in the **LATER** tail housings are as follows:

17-22T 0.81" diameter driven gears must be used with a 1.84" OD drive gear. These are used on stock 3.70 and numerically lower rear end gears. The dimensions are as follows:

- 17 tooth purple dimension - 2.25" X 0.81", PN 3987917
- 18 tooth brown dimension - 2.25" X 0.81", PN 3987918, 3860341
- 19 tooth white dimension - 2.25" X 0.81", PN 3987919, 3860342
- 20 tooth blue dimension - 2.25" X 0.81", PN 3987920, 3860343
- 21 tooth red dimension - 2.25" X 0.81", PN 3987921, 3860344
- 22 tooth grey (silver) dimension - 2.25" X 0.81", PN 3987922

22-25T 0.87" diameter driven gears must be used with a 1.76" OD drive gear. These are used on stock 3.70 and numerically higher rear end gears. The dimensions are as follows:

- 22 tooth green dimension - 2.25" X 0.87", PN 3860345
- 23 tooth black dimension - 2.25" X 0.87", PN 3860346
- 24 tooth yellow dimension - 2.25" X 0.87", PN 3860347
- 25 tooth orange dimension - 2.25" X 0.87", PN 3860348

If you do not have a standard size tire, you will need to obtain the tire height and determine the revs per mile.

- 1) Tire revs per mile - get from the tire manufacturer, or calculate:
 $\text{Revs/Mile} = 20168 / \text{tire diameter in inches.}$
- 2) DRIVE gear teeth x axle ratio x revs per mile / 1007 = DRIVEN gear tooth count.
(GM speedos turn 1007 rpm @ 60 mph or 1007 revs per mile)

Now you have all the information you need. If your speedometer is off by a small amount, it may be possible to change the driven gear by one tooth count up or down. Remove the speedometer bullet and count the number of teeth on the driven gear. Order the next larger or smaller size and try it out.

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.

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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 Meetings

Chapter meetings occur on the second Tuesday of each month. Meetings are being held via Zoom, and the Zoom link is distributed to all Chapter members on the preceding Monday.

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 or found what you were looking for.

Parts for Sale

Differential C2 and C3. Casting 3899143 (69-79) 3:36 Posi. Have front yokes that fit a C2 (3 ½ inches) and second yoke that fit C3 (4 ¼ 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

Tools For Sale

Auto rotisserie - Cost \$1,400 plus freight. Used once, sell for \$1,000 with much extra tubing.

Gantry crane - cost \$1,200 plus freight, sell for \$800 with free electric hoist.

Contact John Tidwell at 916-201-6061 or sampanjohn@earthlink.net

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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2022-2023 Event Calendar

2022

October 7 th /8 th	NCC Fall Judging Meet - CANCELLED	Brentwood, CA
October 11 th	NCC Meeting	Via Zoom
October 14 th /15 th	Arizona Chapter Fall Judging Meet	Mesa, AZ
October 15 th	NCC Cars and Camaraderie - Emil Villa's - 1:00 PM	Walnut Creek, CA
October 20 th -22 nd	Texas Lone Star Regional	Frisco, TX
November 8 th	NCC Meeting	Via Zoom
December 13 th	NCC Meeting	Via Zoom
	2023	
January 10 th	NCC Meeting	Via Zoom
February 14 th	NCC Meeting	Via Zoom
February 23 rd -25 th	Florida Regional	Lakeland, FL
March 14 th	NCC Meeting	Via Zoom
April 11 th	NCC Meeting	Via Zoom
April 14 th /15 th	NCC Spring Judging Meet	Los Gatos, CA
May 9 th	NCC Meeting	Via Zoom
June 1 st -3 rd	Pittsburgh Tri-State Regional	Altoona, PA
June 8 th -10 th	North Central Regional	Rochester, MN
June 13 th	NCC Meeting	Via Zoom
July 11 th	NCC Meeting	Via Zoom
July 23 rd -27 th	NCRS National Convention	French Lick, IN



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