

# VETTECETERA



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

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May 2023

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### Chairman's Message

By Bob Grauer

This will take a bit more time than my previous articles for the newsletter. NCC finished the spring judging meet at Los Gatos just this past Saturday. I am still collecting feedback, but the overall consensus was that the event was a positive experience for most members. I received many notes of appreciation via email as well as at the event. Before I get in too deep, I want to thank the following individuals for their enormous contributions; Mike and John for approving and constructing a Top Flight 5-point judging event (our first ever), Sharyl and Sophie for their tireless registration/food/beverage/tabulation (& team) working on our behalf, Sandy and Chris for their complete support, and most important, Wayne for guiding this entire effort. Wayne put together the hotel, the bus, the dinner, the cars, the chassis, the race cars, the T-shirts

(that he personally contributed) and he still had time to judge while answering everyone's questions. Not an easy task but this is what NCC is all about – people working together. Thanks to every volunteer that tabbed or pushed /pulled the chassis into Mike and Sharyl's transport (big thanks to George Gadda for allowing us to use his chassis for the tech session!). Thanks to Mike and Sharyl for providing their transport, loading it up, lots of time and energy! Appreciation to the Yurtin's, Ingham's and Tidwell's from everyone present and from our board! Big Thanks to Joe and Karen Calcagno for donating their time and expertise for our C1 tech school. We cannot thank them enough! Thanks to Dave Slikkers, our newly minted Michigan member, for providing for the cost of our transport over to the restaurant!

Back to feedback – this was the first opportunity to see the chapter in person, in large numbers (I think Mike said that we may have set some NCC record for cars and attendance at an NCC chapter event – at least that’s how it sounded) and at the chapter’s best. That was the goal. I was pleased to meet so many Zoomie’s (Zoomer’s?) in person. I tried to get around to everyone and if I missed you, I regret that sincerely. I wanted to meet everyone! All of the board members collected feedback at the event and much of that is being/will be passed to me so the board can improve on the things we can do better and lock in the things that we did well. While the feedback was nearly all positive or congratulatory, we also heard a negative or two and we will definitely improve in those areas, wherever we can do so. The board will definitely consider returning next April to Los Gatos and look forward to another quality judging event!

On to other topics – Member Q&A

At Los Gatos I had the opportunity to field some questions (and concerns) from a few members. If I missed your question in this forum, feel free to ask again! 1) Charity contribution to Meals on Wheels? – Yes, the board approved six MOW locations @ \$200/apiece (plus the hope that NCRS will match that contribution to total \$2400). Our paperwork has been submitted to Mike Ingham, our Region 9 Director. 2) Are we going back to the raffle at events? I think that many would like to but it’s a maybe until we can find a prize structure worthy of our members contributions. 3) Did we make money at Tucson? No, the chapter had a small loss of just under \$500. 4) Why did we lose money at Tucson? Food costs for judges meals & the reception were higher than anticipated/expected. 5) Is NCC planning on going back to Suisun City. Not at this time, NCC will however use the fall judging event to visit areas outside the Bay Area to benefit member geography. 6) Are any of the NCC board members being comp’d at these events? No, not one. 7) Does NCC comp special guests for meals as necessary? Yes, it’s a courtesy to acknowledge their contribution. 8) Since Chris is the new NCC treasurer, will anything change? Possibly, the board has a financial committee that consists of the Chairman, the Vice Chairman and the Treasurer. They will collect and identify topics for the full board to consider and vote on. Every voting member, as defined in the bi laws, will have the opportunity to discuss the topic and vote. No

event will be held without a board vote (and if requested by a board member, a membership vote). No funds will be spent without the same process. As a 501©7 we are limited regarding our revenue collections and how we spend funds to self-promote the club. 9) Am I pleased with the NCC board? Yes, 100%. 10) Why don’t young people participate in NCRS? The answer rolled up late on Saturday afternoon- it was ORANGE wrapped, bagged, and nitrous powered. Unfortunately, Chevrolet does not care to market the Corvette to young owners and the costs of C8 ownership (talking to the dealers here), before modification, is prohibitive. The auctions and dealers have made ownership of classic Corvettes difficult for the majority of younger enthusiasts. 11) Will NCC consider chapter judging events at a member’s private home? Pending an actual vote- Not at this time. The logistics of managing a chapter judging event including the necessity for hotels, restaurants, private amenities and the new 5-point judging program make the residence event obsolete. Tech sessions and judging schools separate from chapter judging events however will be enthusiastically considered by the board, including members private residences or business location.

## **June Food Drive**

As noted in the calendar later in this issue, our June NCC meeting will be an in-person meeting at St. Peter’s Church, 6013 Lawton Avenue, Oakland 94618, where we used to meet prior to the pandemic. The meeting will be on **Wednesday** evening, June 14<sup>th</sup> beginning at 7:00 PM.

This is our opportunity as a club to give to a community where many less fortunate people need our assistance, including the elderly and children that go hungry every day. Please bring canned and/or dry goods to donate to the Alameda County Community Food Bank.

## **NCC Meeting Minutes April 11, 2023**

Chairman Bob Grauer welcomed 27 members to the March meeting at 7:00 pm via Zoom. He asked us to introduce ourselves and welcomed new member Don Tofft from Newark.

Secretary Report: Sandy Houck

The March minutes were approved by the Board.

Treasurer's Report: Chris Moore  
John Tidwell is completing the accounting from the Tucson Regional Meet. He will give Chris the Treasurer's records at the Los Gatos Meet.

Membership: Sharyl Ingham  
We now have 114 paid members.

Webmaster: Chris Moore  
Chris was absent.

Tucson Regional Meet: Mike Ingham  
Sharyl Ingham reported it went extremely well with 122 registrations and 30 cars. Mike Ingham commented that the outside judging venue worked very well. John expects that it will be close to breakeven.

New Business:  
NCC Spring Meet, Los Gatos: Mike Ingham and Wayne Yurtin  
Mike reported that five cars will be flight judged, one C1, three C2s, and one C3. Wayne has planned a 2-hour Tech Session on Friday for Joe Calcagno to discuss a '57 chassis.

Chapter Top-Flight Award (CTFA): Jeff Blakeslee  
Jeff reviewed some of the requirements. An in-person meeting in June and a charitable event will count. Also discussed getting out checks to Meal on Wheels in our counties.

NCRS Region IX Director and Vice President: Mike Ingham  
The 2025 National Convention is being planned for Las Vegas. The 2026 convention will be someplace on the East Coast.

SCC Spring Meet, Fallbrook: Ed Vignone  
It will be at the end of the month. Ed reports they will have a full judging field.

NCC Fall Meet, Sonora: Jerry Fuccillo and Bob Grauer  
Bob has signed the contract with the Heritage Inn for September 22 to 23.

Goodguys West Coast Nationals Proposal: Bob Gauer  
Bob is considering renting a small inside booth or a larger outside booth for an NCRS NCC display in August at the Alameda fairgrounds. This is a good opportunity to promote NCRS Concours judging.

Technical Discussion Board: Gary Beaupre and Rick Gower  
Rick was absent and Gary did not have anything to report.

Calendar: Bob Grauer  
May 9 NCC Zoom meeting  
June 14 (Wed) NCC In-person meeting  
July 23-27 French Lick, IN National  
August 25-27 Goodguys event proposal  
Sept. 22-23 NCC Sonora Fall Meet  
Early October NCC Road Tour TBD

Corvette and other Car News:  
Mike said that NCC member Marshal Crossan is no longer affiliated with Folsom Chevrolet. There is now a new Chevy dealer in downtown Oakland that has five new Corvettes including a Z06.

Bob and others discussed the 2023 Z06 prices. Also various comments on cars for sale at Bring a Trailer.

Adjournment:  
The meeting adjourned at 8:05 pm. The next Zoom meeting will be May 9.

Respectfully submitted,  
Sandy Houck, NCC Secretary

## **Food For Thought**

**By Sharyl Ingham**

I think it's an understatement when I say our Chapter's Spring Meet sprang in Los Gatos, April 13-14, with our largest Sportsman turnout ever, as well as having 2 Race Cars and a '57 Chassis on display.

Congratulations to the following NCC Members on achieving their Flight awards:

John Ross	1958	Top Flight
Don Cheema	1963 SWC	Second Flight
Brady Esch	1963 SWC	Second Flight
Gary Miranda	1965	Top Flight

This was Don's and Brady's first time being judged, and we hope it was a great education for them to learn about their car so they can make good decisions on what needs to be fixed, replaced or more extensive work to be done. On a personal note, Mike and I took the '62 to a Regional for its first time being judged. Oh my, that was an eye-opener but again very educational, but we could have saved ourselves some grief had we first had it judged at a Chapter Meet. All hindsight now, so take it from us, start with a Chapter Meet.

One other very important thing I will add is that we need more judges. We did have more OJ's than usual and that is how we all started. So those of you that OJ'ed, you are on the right road.

During the meet I introduced myself to the many new faces that attended, and I am happy to report that we have three new NCC members as a result

I want to again thank the NCC for the plaque you presented to me for my tenure as NCC Chairman. As I have often said, I am very honored and grateful for your support.

I also want to thank Dana Richard for his very thoughtful gift commemorating the Tucson Regional, it is a beautiful example of his craftsmanship!

Thank you ALL for your attendance and participation. This was a great meet!

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

**By Sharyl Ingham**

Please join with me in sending best wishes to the many members celebrating May birthdays, starting with Leah Michaud, May 2<sup>nd</sup>; Barbara Vignone, May 3<sup>rd</sup>; Dana Richard, May 9<sup>th</sup>; Toni Koffman, May 11<sup>th</sup>; Ron Bartow, May 14<sup>th</sup>; Max Hamilton, May 18<sup>th</sup>; Diane Blakeslee, May 19<sup>th</sup>; Leo Michaud and David Stashik sharing May 20<sup>th</sup>; Jim Truffa, May 24<sup>th</sup>; Karen Calcagno, May 28<sup>th</sup>; and Colette Pellowski, May 31<sup>st</sup>.

I always feel the month of May is noteworthy!

May Day, May 1<sup>st</sup>, is halfway between the spring equinox and the summer solstice. May 1<sup>st</sup> is also known as International Worker's Day.

Mother's Day is ALWAYS the second Sunday of the month, something I'm sure you all remember. After all, if it weren't for your mom, where would you be?

Memorial Day is ALWAYS observed on the last Monday of May. This is a federal holiday honoring those who died while serving in the U.S. armed forces. Memorial Day is also the unofficial beginning of summer. However you celebrate this holiday, please be safe.

### **Burma-Shave**

POLITICAL PULL  
MAY BE OF USE  
FOR RAZOR PULL  
THERE'S NO EXCUSE

**BURMA-SHAVE 1932**

### **This 'n That**

**By Glorie McNay**

While driving to Tucson in driving rain we were amazed at the number of cars that did not have their headlights on. When will they get it through that daytime running lights do not activate the taillights?!?

I tried a hack I saw on Facebook and am so pleased with the results I'm sharing. Whenever you put a load of wet laundry in the dryer add a couple or three dry hand towels or kitchen towels. The whole load will dry much faster. The hack suggested a bath towel, but I don't have the space usually. I now keep three dry hand towels on my dryer and add them to every load. With the cost of utilities these days quicker dryer times make sense.

### **Mid-Year Fan Clutches**

**By Tony Stein, NCRS No. 4600**

From 1963 through 1967, mid-year Corvettes were equipped with a fan clutch as part of their engine cooling system. To meet its supply needs, General Motors purchased fan clutches from two vendors: Eaton Corp. and Schwitzer Corp. This article is intended to help members identify the proper factory look of production mid-year fan clutches.

**The Eaton-style fan clutch design.** The Eaton-type fan clutch was in use on the Corvette from 1963 through 1967. It was designed and built with a coil type thermostatic element [see Figure 1].





1963-1964



1965-1967

Figure 1 – Eaton-style fan clutches.

The front of the Eaton-style fan clutch is a stamped metal plate with circular raised areas. The face of the 1963 and 1964 Eaton units are typically silver in color. The 1965 through 1967 Eaton clutches have a gold cadmium dichromate finish. Notice that the opposing edges have two sections with no fins. This feature is only found on mid-year Eaton-style fan clutches. The back of the Eaton type has a series of parallel lines that terminate in curved ends [see Figure 2].



Figure 2 – Eaton-style fan clutch back.

The Eaton fan clutch has an integrated shaft and mounting flange which attaches to the water pump. The shaft has a uniform diameter. There should not be any taper to the diameter of the shaft. The shaft and mounting flange are a one-piece unit which is plated with a black oxide finish [see Figure 3].



Figure 3 – Eaton-style fan clutch shaft.

The Eaton-style was used for both small block (part no. 3814137) and big block (part no. 3857530) cars. The only configuration difference between the Eaton small block and big block units is the length of the shaft. The small block shaft is 1.8 inches long whereas the big block shaft is 1.5 inches long. The reason for the big block's shorter shaft is the need to pull the fan away from the radiator for better circulation and air flow. Four ½" wrench-sized hex nuts with lock washers attach the fan clutch to the painted fan.

**Stamping and date coding.** The Eaton-style fan clutch utilized black ink stamping on the face of the fan clutch to designate a big block or small block unit. The use of silk screening is incorrect. The letters **CJ** are stamped on the front of a small block fan clutch, and **CK** on a big block fan clutch. It is still unclear when the **CJ** stamping began since the big block engine was not introduced into mid-year Corvette production until the 1965 model year, commencing in late February/early March 1965. Until then, only one style of fan clutch would have been used. After the introduction of the L78 396 c.i./425 hp engine, a need to differentiate between the fan clutches became more important. Whether the **CJ** stamping was used prior to the introduction of the 1965 L78 engine is still being researched. Certainly, by mid-production 1965, the **CJ** and **CK** ink stampings would have been used through the end of mid-year production in 1967.

A date code will also appear on the front face of the Eaton-style fan clutch. An alpha numeric alpha designation should be ink stamped and used on these units. The first date character is a letter, which represents the month of production. A=January, B=February, etc. The second character is a number and represents the date of production. 1= the first day of the month, etc. For example, if the first two digits in the date code read B2, then the date would be decoded to mean February 2<sup>nd</sup>. The last digit will be alphabetic, and it represents the year of production. The annual codes are based on a decade system. For example: A=1960, B=1961, C=1962, etc.

Examples:      B2D = February 2, 1963.  
                    H8E= August 8, 1964.  
                    F23G = June 23, 1966.

Eaton-style fan clutches have more recently become available for purchase from General Motors. The modern Eaton units look similar to the mid-year fan clutches but there are differences. Those differences include an orange seal where the shaft attaches to the back of the fan clutch unit, the use of silk screening, and the absence of the two opposing, unfinned sections in the outer finned circumference, and the configuration of the front face. Although the modern Eaton fan clutches may not be ideal for judging purposes, they make a lot of sense for just regular driving purposes.

**The Schwitzer-style fan clutch design.** The Schwitzer-style fan clutch was in use on the Corvette from 1963 through 1967. It was designed and built with a flat, rectangular bi-metallic thermostatic element [see Figure 4].



Figure 4 – Schwitzer-style fan clutch.

The front of the Schwitzer-style fan clutch has a stamped metal rectangular plate with the words: THIS SIDE UP (repeated in several lines). The front also utilizes a multi-pointed star-shaped silver face. The face plate above the rectangular metal plate has the following stamping:

Patented in USA  
Patented in Canada in 1961  
Other Patents Pending

The back of the Schwitzer-style fan clutch has a series of parallel straight lines emanating from the back of the fan clutch body that radiate to the outer edge of the fan clutch [see Figure 5].



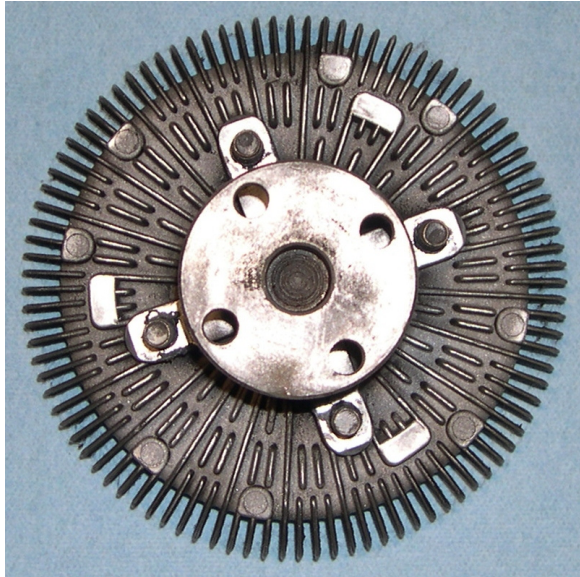


Figure 5 – Schwitzer-style fan clutch back.

The Schwitzer fan clutch has a one-piece shaft and mounting flange which attaches to the water pump. The shaft has a step approximately midway from the mounting flange to the back of the fan clutch. The thicker back half of the shaft and mounting plate are painted silver, and the forward thinner portion of the shaft is natural steel [see Figure 6].



Figure 6 – Schwitzer-style fan clutch stepped shaft.

This type was used for both small block (part no. 3814560) and big block (part no. 3857531) cars. The only difference between the Schwitzer small block and big block units is the length of the shaft. The small block shaft is 1.8 inches long whereas the big block shaft is 1.5 inches long. Because the big block shaft is shorter, less of the step design is visible. The Schwitzer mounting flange used with mid-year Corvettes is noticeably thinner than the Eaton style mounting flange. After its use as a mid-

year fan clutch, Schwitzer redesigned the mounting flange and made it thicker during C3 production to avoid cracking and other metal failures experienced during mid-year production. If you see a Schwitzer fan clutch with a noticeably thicker mounting flange, then it dates to post mid-year production. Four ½" wrench-sized hex nuts with lock washers attach the fan clutch to the painted fan.

**Stamping and date coding.** The Schwitzer-style fan clutch also utilizes ink stamping on the face of the fan clutch to designate a big block or small block unit. The use of silk screening is incorrect. The letters **CJ** are stamped on the front of a small block fan clutch, and **CK** on a big block fan clutch. The stampings used on the Schwitzer fan clutch are much smaller than those used on the Eaton unit.

Many, but not all, Schwitzer fan clutches are dated. When date coding began is still not clearly known, but there have been reports of date codes during the 1965 production. No dated Schwitzer fan clutches have been reported prior to the 1965 production year. Unlike the Eaton fan clutch that exhibits the date code on the front face, the Schwitzer unit's date code is found on the rim of the mounting flange. The date code is stamped into the metal edge. An example would read SC 9.18.66. The SC stands for Schwitzer Corp. 9.18.66 stands for September 18, 1966.

Over the last few years, a reproduction Schwitzer fan clutch has been offered to collectors. The configuration differences include no stamping on the front face of the fan clutch, unpainted lower mounting shaft and mounting plate, and some require 9/16" nuts to attach to the fan. I hope that this information is useful to members preparing for future flight judging. This is an item that chassis judges are paying greater attention to during flight judging. Special thanks to Richard Jones from the New Mexico Chapter for allowing me to photograph his restored fan clutches for this article.

### Welcome New Members

Please join with me in welcoming new NCC member Scott Lucas from San Ramon, CA.

### Mass Mailing Clarification

We are utilizing NCRS's Mass Mailing feature to distribute the link to the Vettecetera each month, as well as other NCRS related e-mails

from other people. Please do NOT respond to the e-mail, 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](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 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.

### Cars For Sale

1953 E53F001298 Unique opportunity to own a Duntov / Concours level '53 in the 70<sup>th</sup> year of the Corvette. Serious buyers/inquiries only. Contact Gary at [polowwhite53@gmail.com](mailto:polowwhite53@gmail.com)

### Parts for Sale

1966 Muncie M20 transmission with linkage. Very low original miles. Last used in 1968, stored since. Still has original factory

markings on gears. Comes with new gasket set. \$1,300.00. Email me for photos. Contact Steve Giovannini [CCPG@mediacombb.net](mailto:CCPG@mediacombb.net)

### 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)

### 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](mailto:sampanjohn@earthlink.net)

Engine Hoist - Pittsburgh Heavy Duty 1-Ton Folding Shop Crane. Purchased from Harbor Freight less than one year ago. Used only a handful of times for a car restoration project. Works perfectly and is in excellent condition. Asking \$175. Body Dolly - Body dolly made from uni-strut. Used for the restoration of my 1966 Corvette but will work on all 1963-1967 Corvettes. It is in excellent condition and worked well. Asking \$400. Contact Jeff Taylor at 707-299-9148 or [jtaylor6399@gmail.com](mailto:jtaylor6399@gmail.com)

### Manuals Available

Over the years we (NCC) have accumulated a small collection of Corvette factory service manuals and other technical literature in our library, where they continue to collect dust. We have decided to offer these documents to NCC members on a first come-first served basis in the hope that you can put them to better use. If any of the following documents match a Corvette that you own and you would like to have it and are willing to pay the shipping, please contact Mike Ingham.

A small donation to the Chapter would be welcome.

Year	Title
1962	AIM x2
1953-78	Chassis & Body Parts Catalog
1984-90	Corvette Parts & Illustration Cat.
1984-92	Corvette Parts & Illustration Cat.
2005	Service Manual, Books 1 & 2



It's time to get revved up! Our Veterans' Memorial Day Car Show is back on May 29th from 8 a.m. to 12:30 p.m!

We will be back in the CalPERS lot under the overpass and as always, all makes and models are welcome. If it rolls, bring it by! Even if it doesn't roll but it's cool, tow it on down!

Pre-Registration is \$30 while Day-of Registration goes up to \$40 and will only be available from 8 a.m. to 9 a.m. so don't procrastinate! Head to the link below and register that sweet, sweet ride for all to see. You know you want to!



## Business Card Ads

Business card ads are free for NCC members.  
Please send your business card to Mike  
Ingham, 6047 Lawton Avenue, Oakland, CA  
94618-1802.



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	2023 Event Calendar 	
May 9 <sup>th</sup>	NCC Meeting	Via Zoom
May 29 <sup>th</sup>	Veterans' Memorial Day Car Show*	Sacramento, CA
June 1 <sup>st</sup> -3 <sup>rd</sup>	Pittsburgh Tri-State Regional	Altoona, PA
June 8 <sup>th</sup> -10 <sup>th</sup>	North Central Regional	Rochester, MN
June 14 <sup>th</sup>	NCC Meeting - In person, no Zoom, Wednesday evening.	St. Peters Church
July 11 <sup>th</sup>	NCC Meeting	Via Zoom
July 23 <sup>rd</sup> -27 <sup>th</sup>	NCRS National Convention	French Lick, IN
August 8 <sup>th</sup>	NCC Meeting	Via Zoom
August 24 <sup>th</sup> -26 <sup>th</sup>	Corvettes at Carlisle	Carlisle, PA
September 12 <sup>th</sup>	NCC Meeting	Via Zoom
September 14 <sup>th</sup> -16 <sup>th</sup>	Ontario Regional	Ontario, Canada
September 22 <sup>nd</sup> -23 <sup>rd</sup>	NCC Fall Judging Meet	Sonora, CA
October 9 <sup>th</sup>	NCC Meeting	Via Zoom
October 19 <sup>th</sup> -21 <sup>st</sup>	Texas Regional	Frisco, TX
November 15 <sup>th</sup>	NCC Meeting - In person, no Zoom, Wednesday evening.	St. Peters Church
December 12 <sup>th</sup>	NCC Meeting	Via Zoom

**\*See ad earlier in this issue.**



SHARYL INGHAM at 6047 Lawton Avenue, Oakland, CA 94618

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

scroll to the bottom black box

click on membership

click on renew chapter

next

choose chapter

follow the prompts

**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 \_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

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

\_\_\_\_\_ Name

\_\_\_\_\_ Birthdate

\_\_\_\_\_ Street Address

\_\_\_\_\_ City

\_\_\_\_\_ Phone

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

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