

Shiftin' Gears

ECCINERS

New Year's Day

Garage Tour



Spring 2025 Volume 19 Issue IV

The Newsletter of Central California Chapter

*Don't Forget Central California
Chapter's upcoming Spring Meet
in Buellton, CA in May*



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 SeaProOffice@aol.com



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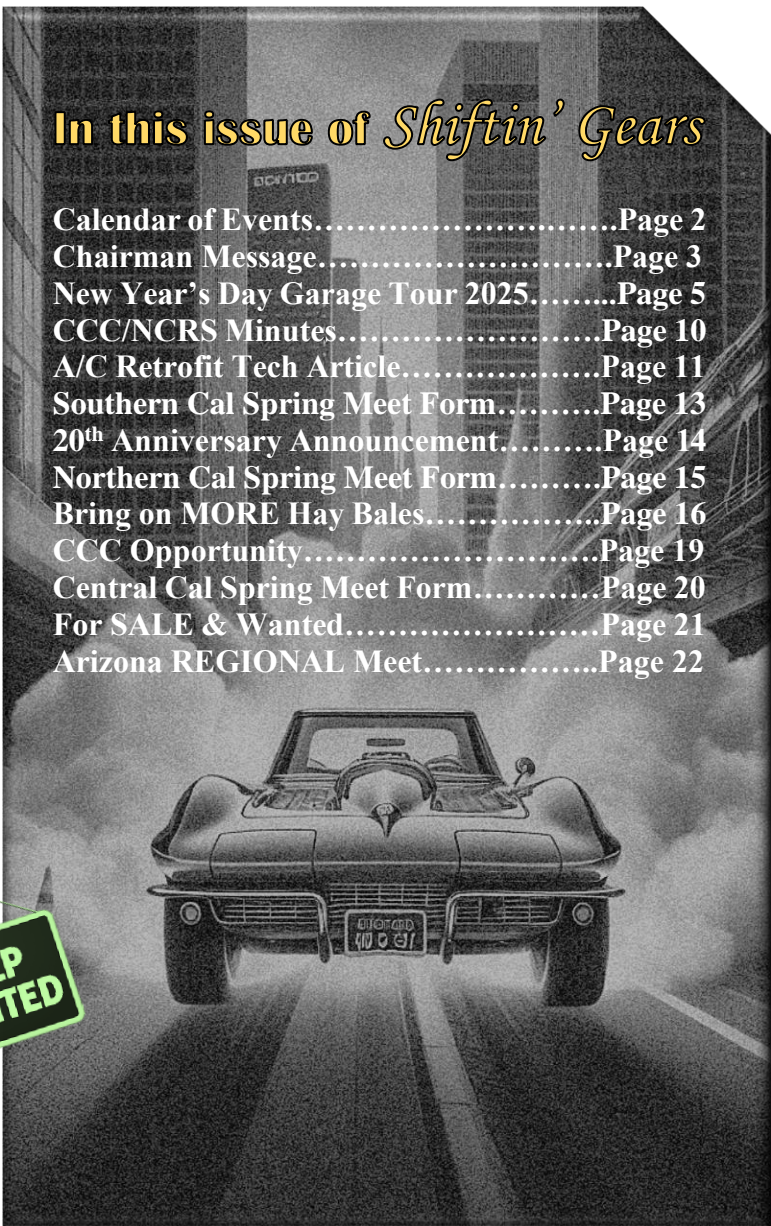
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On the front cover:

(Top Photo) Stop 2 on the NYD Garage Tour, Ceechetti Garage.

(Bottom Photo) A.I. picture of Corvette in Solvang, CA

Top photo Beth Bartow
 Bottom AI picture by Ron Bartow

CENTRAL CALIFORNIA CHAPTER CALENDAR OF EVENTS 2025



**March
28th –
29th**

**Southern Cal NCRS
Judged Meet
Cathedral City
Jessup Auto Plaza**

**Info:
Bev LeGate
408-981-1200
Registration page 13**



**April
11th –
12th**

**Northern Cal NCRS
Judged Meet
Los Gatos Lodge**

**Info:
Mike Ingham
510-420-0568
Registration page 15**



**April
15th –
17th**



**CCC Road Tour
Yosemite is the
planned destination**

**Info:
Harold Davis
805-772-6795
Harold5862@Charter.net**



**May 1st
5pm**



**CCC Board Meeting
Zoom
meeting**



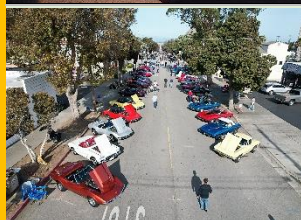
**Info: Ron
805-481-3343
All Members
Welcome!**



**May
1st -3rd
2025**

**Arizona Regional
Renaissance Phoenix Glendale Hotel**

**Info:
Garry Mion
chairman@arizonanncrs.com**



**May
3rd**



**NCRS DISPLAY
At a non-NCRS Event
Morro Bay
Car Show**

**Info:
Harold Davis
805-772-6795
Harold5862@Charter.net**



**May
16th -
17th**

**CCC NCRS Spring
Judged Meet
Buellton, CA
Pea Soup Andersen's Inn**



**Info:
Larry Guevara
805-701-6442
Registration page 20**



Jim Collins

NCRS Chairman

Central California Chapter

Hello fellow CCC NCRS Members,

2024 ended on a high note for our Chapter! Beth Bartow did an outstanding job ensuring we met all the criteria for NCRS Top Flight Chapter recognition, showing that we are truly thriving.

Financially, we are in great shape. We have completed our non-profit registration with California and filed our federal tax form with the IRS. As always, we could use a few more helping hands. If you're interested in volunteering, please send me an email, and we'll find a way to match your passions with the needs of our Chapter.

Mark your calendars for our 2025 CCC Spring Judged Meet on May 16th and 17th in Buellton, CA, at the Pea Soup Andersen's Inn. We need volunteers for judging and



event operations—your help will make a big difference! Also, don't miss the Morro Bay Car Show on May 3rd, where CCC member Harold Davis will coordinate another impressive all-Corvette exhibition featuring over 40 Corvettes. This year, we'll also have an NCRS display to showcase the benefits of NCRS membership.

Looking ahead, the 2025 NCRS National Meet in Las Vegas is from September 7th to the 11th. It's a fantastic 4-day event dedicated to everything Corvette. I'm planning to attend, and I hope to see many of you there as well.



We also need to gear up for a Tech Session this year. Are you working on an exciting project? Whether it's restoring a window regulator, or a '65 fuel injection unit, we'd love to come over and hear all about it. Share your ideas and projects with me via email. Let's help make 2025 another stellar year for our Chapter!



jimcollins.cars@gmail.com

Jim Collins
CCC/NCRS Chairman

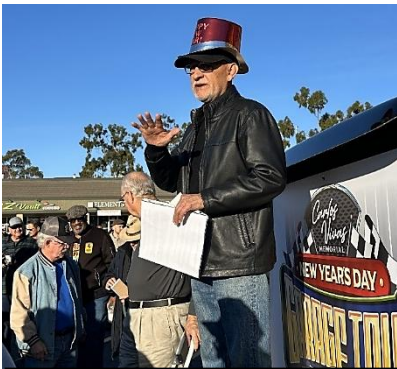
New Year's Day Garage Tour 2025

Story by Omar Aviles & Beth Bartow



Behind the scenes, months in the making, a team of car enthusiasts met monthly well in advance to discuss locations for the Carlos Vivas Memorial New Year's Day Garage Tour. The team discussed possible locations and contacted owners of garages seeking willingness to be included in this special event. Once a list of possible stops had been made, the next step was to map out a possible route that works for everyone. Finalized route instructions were worked out and then printed up to be dispersed ahead of time for up to 200 cars. More than two hundred participants were in attendance since most travel in groups of two or more per vehicle.

Many owe a "Thank you" to this planning team for making this all possible. The planning team included: Jim Corcoran, Paul Stevenson, Bill Cross, Omar Aviles, Steve Cochran, Ron & Beth Bartow. Also, deserving credit, Southpaw Sign Company provided all the banners and signs for each garage stop.



Omar Gives Welcome Speech

CCC's Vice Chairman Omar Aviles performed the announcement for the large gathering of Garage Tour participants, explaining the procedures and a bit of a preview of the route (without spoiling the surprise). An extra bonus, he announced that the garage tour for 2026 is planned to be fundraiser for Multiple Sclerosis (MS)!

What a splendid day it turned out to be for a Garage Tour! The sun was shining, the weather was warm, and the turnout was fantastic with enthusiasts driving their classic cars, hot rods, pickup trucks, muscle cars, antiques, daily drivers, and of course, Corvettes.

The drive to our first stop was picturesque, cruising along winding roads in the countryside surrounded by vineyards and horses grazing in the fields. Our journey brought us to our **First Stop**, Jason Len's Garages. Jason's impressive collection featured European antique cars, classic European and Japanese motorcycles, with each collection meticulously housed in a series of garages. A fun slot car racing display



Slot Car Racing



Stop 1 Jason Len



The Motorcycle Room

showed us the kid in Jason Len! Every Saturday at our own Pismo Donut Derelicts car gathering, enthusiasts wait to see which amazing vehicle Jason chooses to bring!

Stop 2 Cecchetti Garage

We continued through backroads to **Stop two**, George Cecchetti's shop. (JR Cecchetti is one of CCC's newest members). Here we admired an array of classic cars, hot rods, and an extensive collection of antique pedal cars. George was a wonderful host, and his lovely wife went out of her way to bake delicious homemade cookies and sweet breads to share with all the participants.



**JR Cecchetti
Project
Corvette**



**George's
'57 Nomad**



**Soap Box Racers,
Pedal Cars & More**



George Cecchetti

As we continued to our **Third stop**, the tour took us to the Five Cities area: to the Montgomery collection of C10 Trucks. There were restored C10's, as well as a few going through restoration. It was a nice showcase of the beauty of these vintage trucks. Enthusiasts were excited to visit this garage as tour participants didn't know of Montgomery's garage's existence. From outside it is unassuming and tucked away in a residential area.



Continuing through an industrial section of town, brought us to our **Fourth stop**, Lazze Inc. At this stop we were treated to a metal working demonstration by Lazze, a true Master metal worker. He crafts and shapes car body panels from what were previously just flat sheet metal panels. It was a fascinating display of skill and artistry. Extraordinary was the talent of this skilled craftsman.



Our **Fifth stop** was at Garza Garage, where we saw hot rods and custom cars in various stages of progress, along with an automobilia art collection, and even a band practice studio on site. There we met his young grandson who is encouraged in his musical pursuits, and he is currently gaining proficiency in three instruments.

**Stop 5 Garza's Garage
Cars, Guitars, Hot Rods,
Automobilia**



The **Sixth and final stop** of the day was Rugged Radio. Owner Greg Cottrell opened his business on New Year's Day along with his diverse private collection of motorcycles, cars, and specialty off-road vehicles. In addition, an art collection and studio encouraging self-expression hosted by his wife Jody was not to be missed. To top it all off, we enjoyed delicious Mexican favorites from Taqueria El Güero taco truck on site, who's owner Oscar came out on New Year's Day, having planned and prepared food ahead of time just for our group.



What a wonderful way to spend New Year's Day! It was a fun-filled tour for everyone. See you all at next year's New Year's Day Garage Tour, if not sooner!

Photos by Beth Bartow and Annette Aviles



CCC/NCRS Minutes



Thursday Nov 7, 2024, 5:00 pm via Zoom

Board Members (X indicates present)					
Chairman	Jim Collins	X	Membership Chair	Craig Landen	
Vice-Chairman	Omar Aviles	X	Webmaster	Wendel Hans	X
Judging Chairman	Larry Guevara	X	Newsletter Editor	Ron Bartow	X
Judging Administrator	Bruce Fosdike	X	Treasurer, Secretary, Chapter Awards	Beth Bartow	X

1. **Welcome / Introductions:** Board Members present indicated by X on the meeting minutes. Additional Guest List: Mike Ingham, Jim Makofske. Meeting called to order at 5:12 PM.

2. **Approval of 7/25/2024 meeting minutes:** Ron Bartow approves minutes as printed. Omar Aviles 2nd. All say aye. Minutes approved.

3. **Chairman's Report:** Chairman Jim Collins would like to report that the end of the year is near and the CCC chapter is doing fine. Financially we are good. Our membership is holding steady with a few members who did not renew their membership and a few new members. Harold Davis has arranged several all-Corvette events during the year for not only NCRS members, but any Corvette owner. The events were excellent, and my thanks go out to Harold and Ardith for hosting them. We had one judged event this year. Our Newsletter was an all-digital publication this past year and we can thank Ron Bartow for creating a quality publication. Right now, we are doing what is needed for a Top Flight chapter.

Several months ago, the membership was notified in the Newsletter that we needed two members to volunteer for our Board of Directors. So far no one has done so. We are fortunate to have a dozen or so members who are involved with the Chapter activities. But we need more. It is a concern for me as I look to the future of the chapter.

2025 will bring us another Judged Meet opportunity in May. The NCRS National Meet will be in Las Vegas and so some of you may want to attend that. I plan to. I would like to hear suggestions for activities that our members would like to attend.

NCRS and its chapters, including ours, is an important network of Corvette enthusiasts who can share the history of the Corvette including all the details of how the cars were built and what is considered to be correct and original. What a great reference repository that is available to us all. One of the good things we can all do is share our knowledge of our cars with other Corvette enthusiasts.

So here is a challenge for all the members: Have you self-judged your own car? Get the Judging Guide and the Judging sheets and proceed to fill out the Judging sheets in detail. Try it.

Membership meeting elections/voting procedures and a chapter bi-laws amendment 7.1 to hold Board Meetings quarterly need to be discussed. If anyone has ideas for events, please let me know: Jim Collins at collins.cars@gmail.com

4. **Vice-Chairman's Report:** Vice-Chairman Omar Aviles asks members that after booking reservation at hotel for CCC Spring Judged Meet, please advise Secretary Beth Bartow (805-710-3111), so she can manage reservations and order more rooms if needed.

5. **Judging Chairman Report:** Judging Chairman Larry Guevara reports that CCC Spring Judged Meet is scheduled for May 16 & 17 at Pea Soup Andersen's Inn in Buellton. Book your reservation ASAP (805-688-3216) and tell them, "NCRS Corvette Club date May 16". Larry is interested in a Fall Meet in Oxnard at a dealership called Crown Exotics. Larry will contact them for approval of use of their facility.

6. **Judging Administrator Report:** Judging Administrator Bruce Fosdike will have the Spring Meet registration online early January.

7. **Secretary/Treasurer / Records recording:** Secretary Beth Bartow will continue making minutes, agendas for the CCC Board Meetings. Treasurer: CCC Checking account holds a balance of \$7427.35. Since our last Board Meeting, Income included a membership of \$28 Expenses include \$159.90 to Ron Bartow for annual Zoom expense. Records Recording: Chapter Awards program for 2024 was submitted for the 3rd quarter. CCC won a Top Flight Chapter Award for 2023.

8. **Membership Chairman:** Membership Chairman Craig Landen sent a report that CCC has 68 family members with 2 new members, and he has sent the Board his latest roster. He is flying today.

9. **Newsletter Editor:** Newsletter Editor Ron Bartow reminds CCC members that the quarterly newsletter is coming up and submissions need to be into Ron Bartow by November 15th. Winter Newsletter will go out to members by December 1, 2024. Ron also is working on a high-resolution copy of the Newsletter. Ron would like to include a Judging Chairman report in the Newsletter.

10. **Webmaster:** Webmaster Wendel Hans updates the CCC web page and has attached CCC Newsletters. Facebook has video to meet Chapter Award guidelines. Beth needs to ad photos and invite members.

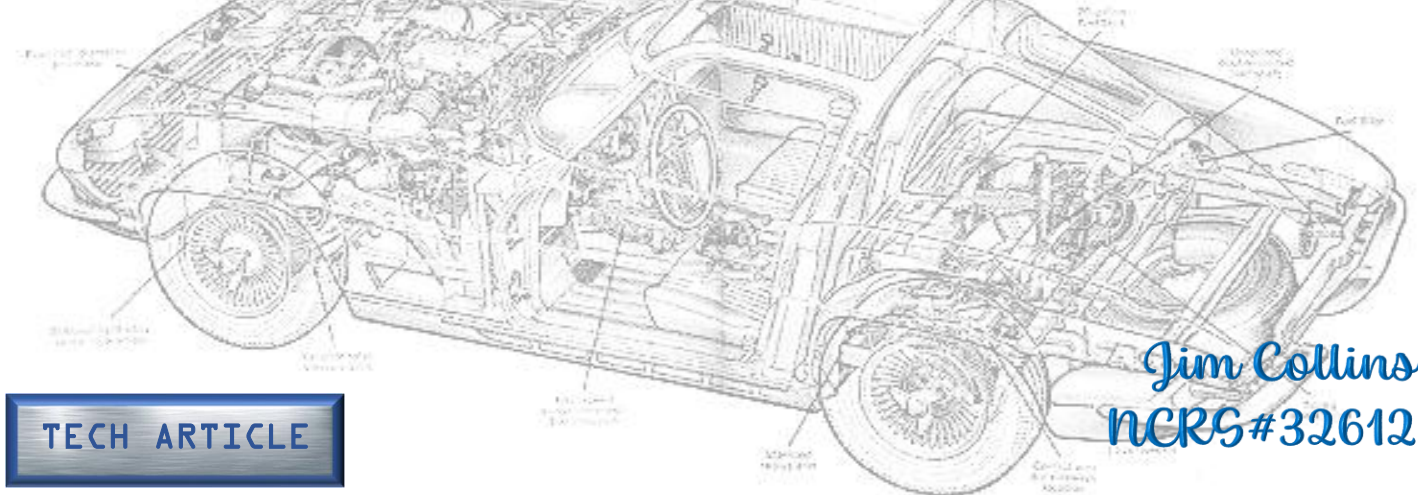
11. **Activities and Event Planning:** Harold Davis will be conducting Stand Alone Charity Holiday Toy Drive on Saturday November 16, 2024. 2025 Events include: Harold Davis plans many road tours during the year and charity Toy Drive in November. Harold also helps with the May 3 Morro Bay Car Show with NCRS Display at Non-NCRS event. CCC Spring Judged Meet date of May 16 & 17 with Judging School. Left to plan for 2025 include a technical seminar, membership meeting and voting on a charity for donation.

12. **New Business:** Motion by Jim Collins, CCC Needs to change Bylaw 7.1 to read quarterly meetings instead of monthly meetings. Motion is 2nd by Larry Guevara. All Board members say Aye. Motion Carries Bylaws changed. Ron will update this Bylaw change and send the update to Board Members. All Board members agree to keep their current Board positions for next year. NCRS President Mike Ingham states we have new National Board Members in 3 regions. Mike also states that promoting and marketing NCRS is important as we have an aging group, and we have lost many members in the last few years.

13. **Meeting Adjourned:** Larry Guevara motions to end membership meeting. Omar Aviles 2nd. All say Aye. The **dates for 2025 Board Meetings will be: 2/6, 5/1, 8/7, 11/6 via Zoom at 5:00 pm.** (Happy Hour)

Minutes created by CCC Secretary Beth Bartow

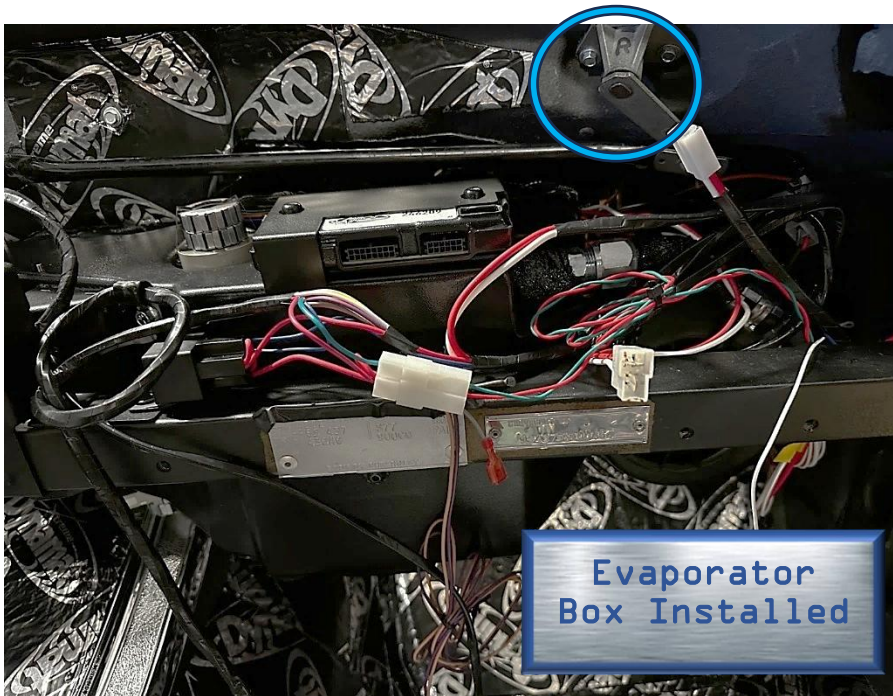
ANOTHER VINTAGE AIR INSTALL



TECH ARTICLE

In 2024 I installed a *Vintage Air* brand heating/AC unit in my 1965 Corvette coupe. I read a lot of articles on how to do this and all had a common theme: It is difficult to install but operates just great. I must agree it *is* difficult to install. One of our chapter members also recently installed a *Vintage Air* unit in his C2 coupe and it was difficult. But we both learned a few things in the process, and I would like to share some of my experience with the installation.

I was able to remove the dash and dash pads from the car making access to the area behind the dash so much easier. I also did not have the windshield installed, which provided even easier access.



The biggest issue was installing the evaporator unit (the box that goes behind the dash and mixes the hot and cold air). It mounts on the firewall using a plate supplied by *Vintage Air*. The two heater hoses, and two refrigerant hoses, go from the evaporator through the passenger kick panel vent opening, up through the fresh air plenum and out the hole on the firewall where the stock heater fan motor was installed. Getting these hoses in was quite difficult. The evaporator goes behind the “Z Bar” and uses two brackets to attach to it. The evaporator box rests on top of the transmission tunnel. All with very little wiggle room to spare. In the photo the evaporator is behind the Z Bar. Note the wiper arm (blue circle) location barely above the evaporator box. The wiring is not finished at this

point.

Here are some key points:

1. The evaporator not only sits on the transmission tunnel, but it also sits on the right leg of the shifter console. The *Vintage Air* solution? In the instructions they say to cut off the right leg of the shifter console. Easy. But why ruin a \$1200 part? On the bottom of the evaporator box is a cylindrical stepper motor that operates one of the flapper doors inside the box. See the photo below. It wants to sit right on the shifter console leg. So, let it sit there? Well then, the evaporator box sits too high and interferes with the windshield wiper motor arms. Most installers will figure out a way to wiggle the evaporator box away from the console leg. I

ected to modify the mounting brackets on the firewall and move the evaporator $\frac{3}{4}$ " toward the center of the car. Now the evaporator stepper motor sits on the transmission tunnel and there is enough room for the wiper motor arms. The shifter console leg slides easily into place. In looking at the photo below it is the left motor that is the problem. This is how the motor sits now that I moved the evaporator box toward the center of the car. The motor on the right actually clears the leg of the shifter console. It should be noted that the transmission tunnel has not been cut or modified, leaving it as original.

2. Flexible air ducts. The ducts are very flexible and easy to use. The kit provides a generous extra 4 inches of ducting. The ducts must make very tight turns to connect to the five outlets. Since I moved my evaporator $\frac{3}{4}$ " toward the center I also pushed some of the air ducts further to the driver's side. This created a conflict with the driver side center console cover. The cover won't fit without modification.
3. Attach the two heater hoses and the small diameter refrigerant hose to the evaporator. Attach the fitting to the large diameter refrigerant hose and run the hose through the vent into the C2's engine compartment. Then maneuver the evaporator behind the Z bar while shoving the other 3 hoses through the vent into the engine compartment. Don't give up. There is a block off plate with 4 holes that covers the kick panel vent. The hoses need to be run through this plate before starting to push the hoses through the vent opening. After the hoses are thru then maneuver the plate into position and screw it down. The large diameter refrigerant hose can be attached to the evaporator now. It is tight, but accessible.
4. The standard Vintage Air refrigerant hose offering is a thick wall hose with fittings that must be crimped on with a large tool. Possible options: Buy/borrow the big crimping tool? Take the hoses to an AC shop when crimping is needed? After the hoses are installed and ready to be attached to the compressor, take the car to an AC shop and have them do it. Or, Vintage Air also offers a different hose with an entirely different crimping system called E Z Clip. A special pair of pliers attaches the clips to the fittings. It's quite clever. The hose has a thinner wall, making it more flexible. The fittings can be clipped while they are in the car and removed using the same tool. This is the way to go. It's more expensive, but well worth it.
5. Refrigerant hard lines: Good fit.
6. Wiring: Not a lot of room to fit it all behind the glove box.
7. Vents: Ok. Room for improvement. There are a lot of space constraints where to place and control the vents.
8. Compressor: This is optional with the Vintage Air kit. In my case my engine came with a compressor and so I did not need one from Vintage Air
9. Condenser: The installation was very good.
10. Drier: The hard lines all fit just right. It *did* interfere with the right-side horn, and I had to put a spacer on the horn bracket to make it work.



I looked at the Vintage Air kit for a C3 Corvette. They set up the four hoses to route directly through the firewall! This is so much easier. Why didn't they do that for the C2? I called them and there was no explanation other than this is what they have been offering for the C2 over the last 10 plus years. Conclusion: 10 years of history unimpeded by progress.

It should be noted that the Vintage Air system as set up for a C2 is a recirculating air arrangement. No outside air unless a window is opened, or the driver side floor vent is opened.

Maybe later this year I will get to finish the restoration on my car, start the engine and run the AC. I am optimistic the Vintage Air system will work well.



SCC NCRS 2025 SPRING JUDGED MEET



Hosted by Dan Jessup of Jessup Auto Plaza, Cathedral City

TWO-DAY FIVE-POINT Event Friday & Saturday March 28th & 29th, 2025

All Registration and Judging Events will be at Jessup Auto Plaza 68111 E. Palm Canyon Drive, Cathedral City, CA 92234

Event & Judging Questions Beverly & John LeGate Co-Judging Chairs 408-981-1200
beverlyLegate@yahoo.com

ONLINE REGISTRATION OPENS November 15th ONSIGHT REGISTRATION 3-5PM OPS TEST 3-5PM

Fees: ONLINE REGISTRATION PREFERRED!

NO HOST DINNER THE YARD HOUSE # _____ Yes Judging School Joe LeMay Presents # _____ Yes

Meet Registration Members	\$25.00 (INC. SPOUSE & children under 23 yrs.)	After March 1, \$40.00	\$ _____
Guests ½ of members registration:	Per guest \$13.00	NON-NCRS MEMBER	\$ _____
Flight Judging	\$95.00	OWNERS MUST BE PRESENT BOTH DAYS (instructions to follow).	\$ _____
Concours	\$50.00	[] Stock [] Modified	\$ _____
Sportsman	\$4.00	No Ribbon \$14.00 With Ribbon	\$ _____
Display (DUNTOV, MCLELLAN, HILL, CROSSED FLAGS, ETC.)			\$ FREE

Cancellation Refunds Prior to March 15, 2025 Registration Closes March 21ST, 2025

Mail your check to Beverly LeGate P.O. Box 2739 Ramona CA 92065

Name _____ Spouse _____ NON-NCRS Guest _____

Address _____ City _____ State _____ Zip _____ E-mail: _____

Telephone Home/Work or Cell: _____ **NCRS National Membership #:** _____ Chapter Affiliation (if any) _____

The following information will be used on your judging summary sheet if you are having a car judged. Enter the following car for:

[] Flight Judging 53-2007, () Sportsman () Display DUNTOV, MCLELLAN, HILL ETC. ___ Year _____ VIN _____

Horsepower _____ Exterior Color _____ Body Cove Color _____ Trim/Interior Color & Fabric _____ **Horsepower, Exterior Color, Trim Color and Fabric entries are mandatory for all vehicles. In addition, 1963 through 2007 vehicles must include all numbers and characters from the Trim Tag or Service Parts Identification Label with respect to Build Date, Paint Code, and Trim Code plus Body Number for 1963 through 1967.**

Body Build Date Code _____ Paint Code _____ Trim Code _____ Body No. _____

[] Conv [] Coupe [] Corvette Driven, [] Corvette Trailered, [] Need trailer parking Miles Driven _____

Proof of current Registration and Insurance Required. SEND COPIES OR UPLOAD ON THE NATIONAL NCRS WEBSITE

Insurance Company _____ Policy No. _____ Expiration Date _____

Interested in Judging () Tabulator () Interested in C1 () C2 () C3 () C4 () C5 () C6 () **Circle 3 OPS. INT. EXT. MECH. CHS**

HOTEL: MOTEL 6 69570 Highway 111 Rancho Mirage CA BLOCK: NCRS Telephone: 800-544-4866 BLOCK ENDS

3/14/25 Cancellation By 3-25 HOLD HARMLESS: 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. [https:// bevwww.ncrs.org](https://bevwww.ncrs.org) LINK

Signature _____ *Date* _____



ncrs.org/cc



3 new logo choices above. Original below
 Send your thoughts to your CCC Editor:
ncrsccl@aol.com



WE HAVE NOW ENTERED THE DISTANT FUTURE.
 20 years have passed since the Central California Chapter of NCRS was formed in 2005. Just before the robots take over, we should decide if we wish to update our CCC logo. Please join in the decision. 3 choices are shown, and our original logo is below. You may also send in your own version of a logo. Or ignore it all and wait for the robot uprising next week.



NCRS Northern California Chapter Spring Judging Meet Registration

Friday/Saturday, April 11/12, 2025

NCRS members and their guests are invited to attend NCC's Spring Judging Meet to be held at the **Los Gatos Lodge**, 50 Los Gatos – Saratoga Road, Los Gatos, CA 95032 (800) 231-8676. Rooms are available at rates of \$109, - \$169, plus tax. The group code is NCRS.

General Meet Information

Jeff Blakeslee 707-396-3843 JeffB@BlakesleeElectric.com

Judging Information

Mike Ingham 510-420-0968 michael.ingham248@gmail.com

Event Schedule - Friday, 4/11

2:00 pm – 4:30 pm - Registration
 4:30 pm – 6:00 pm – Judging School – C1-C5 Interiors
 6:30 pm – 8:00 pm – Dinner at the Grille

Event Schedule – Saturday, 4/12

7:30 am – Registration
 8:00 am – Coffee & Donuts
 8:15 am – Judges/Owners Meetings
 8:30 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 starting January 1 and save \$10 on your family registration fee.

Event Registration

____ Family Registration Fee (**required for all registrants**) **\$50**
 ____ Guest Fee (non-NCRS member) @\$20 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: March 28, 2025

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 @\$150 \$ _____
 ____ Concours Judging Entry Stock Modified @\$50 \$ _____
 ____ Sportsman Entry @\$40 \$ _____
 ____ Special Display Bowtie – Duntov - McLellan – Hill – Crossed Flags – American Heritage (circle one) FREE
Note: All registrants must pay family registration fee. **TOTAL \$ _____**

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
No refunds after March 28, 2025

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 ____ 97-04 ____ 05-07 ____ I would like to tabulate: ____
 Chassis ____ Exterior ____ Interior ____ Mechanical ____ Operations ____

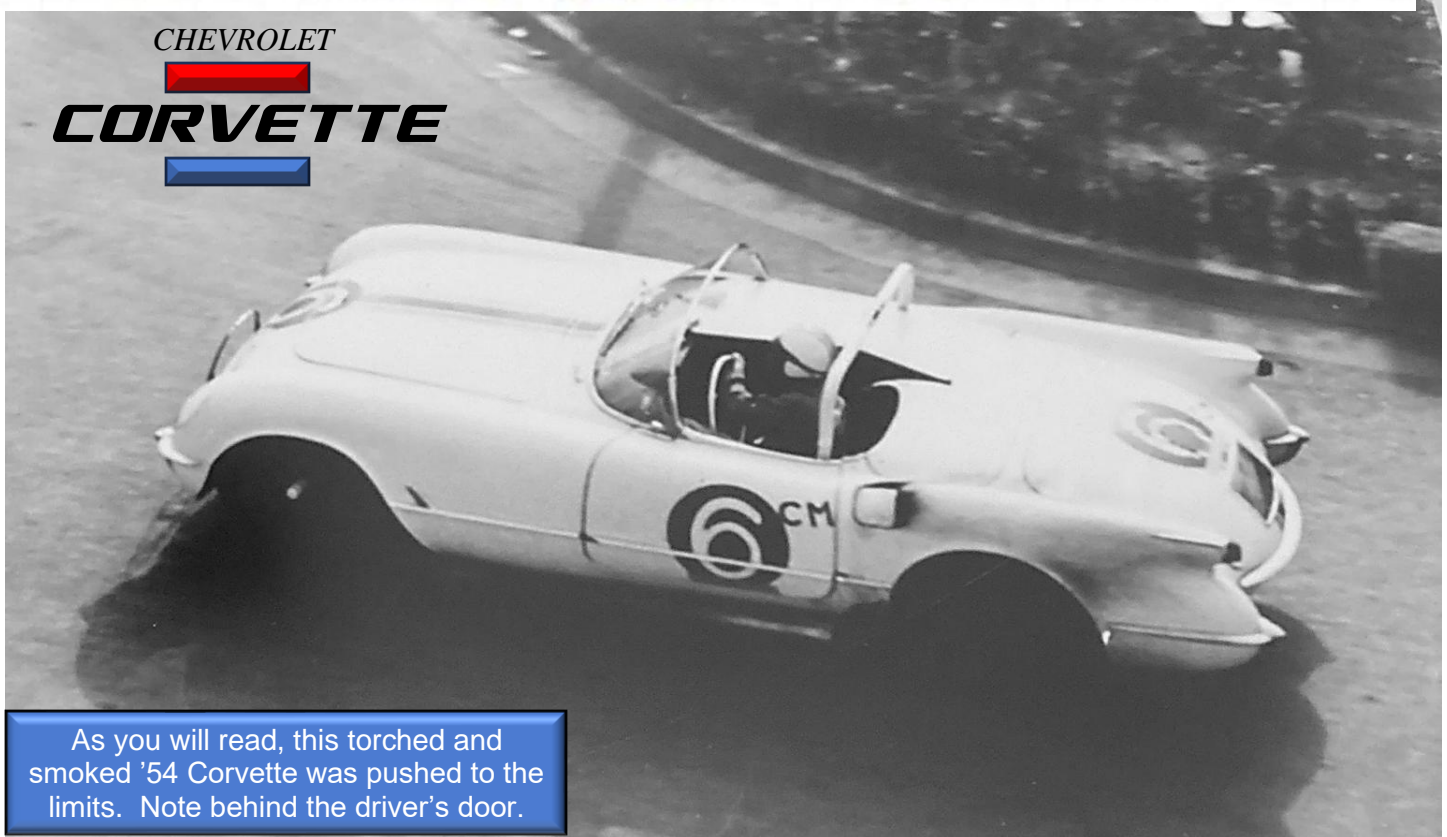
Anyone attending this event, whether you bring a Corvette or not, must register and sign the following **Hold Harmless Agreement**.
 I AGREE to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration.
 I AGREE to assume the 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 that 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.
 Click here to read the complete NCRS Hold Harmless Rules & Regulations for Events (<https://www.ncrs.org/home/hold-harmless.php>)

Signature: _____ **Date:** _____

Bring on *more* Hay Bales

Bryan Hill

NCRS# 98



Oklahoma in the mid-'50s was a hotbed of all types of auto racing. The Oklahoma City Timing Association (OCTA) was the host club for the 3rd Annual National Hot Rod Association (NHRA) national drag races at the Oklahoma City fair grounds while the Oklahoma Region of the Sports Car Club of America's (SCCA) was the region where Carol Shelby won his first sports car road race.

By 1958, the SCCA had divided the State into two Regions: the Oklahoma Region, and the North Eastern Oklahoma Region. There was a simple rationale for this division in that the Oklahoma Region, centered in Oklahoma City was more interested in rallying than racing while the North Eastern Region was very racing oriented. The North Eastern Region, centered around Tulsa, had many very wealthy members due to the number of large oil companies in the area. Given that wealth, the Tulsa members had an interest in racing the best European sports cars available, especially Ferraris. The Oklahoma City group was more Jaguar and Corvette oriented, together with a number of hot rodders and their home built specials.

In 1958, the two Regions decided to co-sponsor a Regional SCCA road race called the *Petite Prix* at the Oklahoma City fairgrounds. The fairgrounds were almost new and included a very well-maintained dragstrip that had hosted the NHRA Nationals the year before.”

As a 15-year-old high school junior growing up in Oklahoma City in the mid ‘50s, I could hardly wait to acquire my learners permit leading to a driver’s license on my 16th birthday. The first thing I did with my learners permit was to apply for membership in the Oklahoma City Timing Association (OCTA). The OCTA was the operator/custodian of the local JAYCEE dragstrip and put on drag races there every weekend from Spring until late Fall. The dragstrip was one of the best in the country at the time with a 3,000 foot paved strip plus an additional 600 feet of “run off”. On my 16th birthday I was accepted for full OCTA membership and immediately started helping put on the weekly drags. Eventually I was invited to become a “go-fer” on one of the many hobby drag teams.

Not long after that, the OCTA was selected by the NHRA as the Club that would put on the 3rd Annual National Championship Drag Races at the OKC OCTA dragstrip. All club members were expected to be workers at those races. I was assigned to the staging lane crew. Our job was to make sure that the right cars, in the right class got up to the starting line on time. If there was an incident on the track, we jumped in the back of an old pickup truck and got out on the track to clean up the mess, spread oil dry and get the show back on the road. I was given an arm band with an embroidered “NHRA OFFICIAL” on it. *I was in hot rod heaven with that arm band!*

After the races, which were later featured in all the hot rod magazines, my racing team continued to race our drag car, which was a 1948 Fiat Toppolino with a 302 ci GMC straight-6 engine with *five* (yes, **five!**) two-barrel carburetors.



Not THE, but a '48 Fiat Toppolino

The owner and driver was Jimmy, who was about 24-years-old and absolutely *loved* racing. However, the Team/car had only limited success, and when Jimmy got an offer to sell the car less engine at a very good price, he sold the car. Then we had a race team *without* a race car. However, things were about to change; Jimmy’s street car was a ‘56 Corvette, and he was not only a member of the OCTA, but also the Oklahoma Region of the SCCA. The Oklahoma and Northeastern Oklahoma Regions were going to co-sponsor a Regional points race at the Oklahoma City Fairgrounds and use the dragstrip as part of the 1.9 mile road race course. Jimmy got the team together and said that we should go sports car racing with the GMC 6 race motor. Jimmy knew where a ‘54 Corvette without an engine, transmission and lots of other parts was for sale and it could be bought for about \$100. The guys thought that it would be lots of fun to race with the sporty car guys, but didn’t think that we had a chance to be anywhere near the front. Jimmy thought otherwise and said that the GMC engine had so much torque, and the course had so many really tight hairpins, that we had a chance to be in the top 4 or 5 in modified class.

Jimmy bought the car. We found a complete rear axle assembly and leaf springs out of a totaled ‘58 Corvette at a local salvage yard. Jimmy bought a brand new manual transmission from a local Chevy dealer at the dealer’s cost. We also got the brakes off the same totaled ‘58, and lots of other useful bits and pieces.”

Over the next few months the ‘54 was changed from its derelict status into a fairly presentable race car. The five carburetor intake manifold was replaced by one with three carbs. The entire rear suspension, posi-differential, and rear brakes came from the totaled ‘58, with front brakes cobbled together from a set of Corvette backing plates combined with Oldsmobile drums and shoes. We put spacers under the front springs, added some kind of “heavy duty” shock absorbers up front and a larger radiator also out of an Oldsmobile. The engine installation was pretty easy and the engine already had a set of cast iron (Fenton?) headers. One of my jobs was to connect those twin headers to a single tail pipe. A roll bar was fabricated, a racing seat belt installed, and a cover over the passenger seat was fabricated.

Once the car was driveable, we worked through the problem list without too much trouble. Jimmy started practicing for the *Petite Prix* race using the dragstrip and surrounding fair grounds streets that would make up the road course.

When the SCCA race weekend finally came, the Team was really elated, and we thought our race would be lots of fun. We were classed in C Modified along with a number of specials and some modified road cars. The stand-out in the group was a car from Arkansas named the *Checkerboard Special* which looked something like *Old Yeller*. We passed tech inspection without any issues, although one of the tech inspectors was a Ferrari guy and kind of held his nose when inspecting our '54.

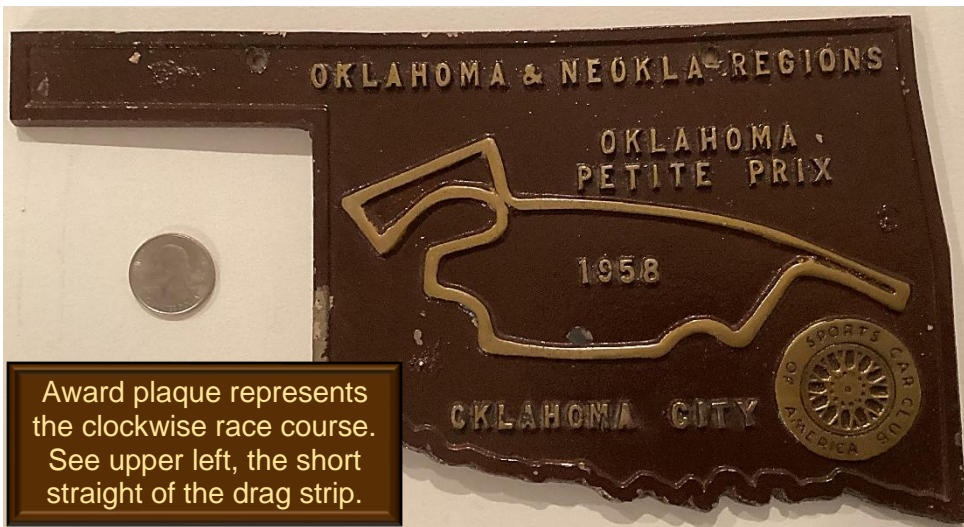
When the the qualifying was complete, the three fastest times in practice were all held by Tulsa Region members, and all were driving Ferraris.

When the racing schedule was provided to the participants, C and D Modified divisions were combined, creating a fairly large race group. Within this combined group was the current SCCA division D Modified National Champion. Our Team still hoped to do well, but any visions of being up front had evaporated.

Our Petite Prix race was scheduled for 10 laps, and when the green flag dropped Jimmy initially just tried to keep out of trouble. On about lap three the cars had pretty well settled into competitive groups with similar lap times. Evidently Jimmy felt pretty comfortable and started to move up. He quickly showed that the low end torque of the 6 engine was very well-suited for the infield portion of the course, but what surprised almost everyone was how fast the car was on the two long straightaways. After all,

that engine had been built for dragstrips and yet it still shined. By lap 10, Jimmy was up to 2nd place, and the whole Team, and much of the crowd were becoming really excited that an old 6 cylinder Corvette might finish ahead of some real sports cars.

Jimmy really put his foot down to the floor on that final lap. When, coming off the dragstrip section, he braked hard and downshifted, the engine backfired out the end of the exhaust. Unfortunately, that



Award plaque represents the clockwise race course. See upper left, the short straight of the drag strip.

almost 17 year old kid (me) that crafted the exhaust system, had terminated the exhaust pipe right under the fuel overflow for the gas tank. During the race, gas had accumulated under the filler cap and had spilled down the side of the car, which now caught **fire!** A black flag was immediately displayed at the start/finish line for Jimmy. (*a black flag in racing is a serious signal that a driver must leave the race. The black flag can indicate disqualification, or it can order a driver to return to the pits*) However, since Jimmy was on the *last lap*, he kept racing the **burning** Corvette all the way to the finish line! Jimmy finished the race in 2nd place, and 1st in Novice. The Team actually went pretty crazy over what Jimmy had just accomplished. No one on the Team ever thought we could actually do what we did, and it was *absolute madness!*

That evening there was a huge party hosted by the two clubs, and the Tulsa Racers provided many cases of French Champagne and real Champagne glasses for the nonstop drinking and toasting. At the end of this really great evening someone in the Tulsa group made a toast to this race being one of the best ever and then threw down his glass, breaking it on the pavement. Everyone thought that was the best idea ever, and pretty soon about 300 shattered glasses lay on the ground.

No one in the Tulsa group seemed concerned in the least. One of the very wealthy Tulsa racers was a gentleman named Anatoly (Toly, affectionately known as “the mad Russian”) Arutunoff. Toly had rented those glasses from a catering service and simply told them there had been an accident and paid for all the glasses.



Anatoly (Toly) Arutunoff

The only time Toly would come to mind over the years was when the Team would get together, and with each retelling of the race the shattered glass count would go up. However, sometime in the late 1990's I was again accepted by the Monterey Historic Automobile Races to race my '56 Corvette. When I got the entry list



Above: Toly in his 250 SWB Ferrari



Author Bryan Hill in his '56 at Monterey Historic Automobile Races

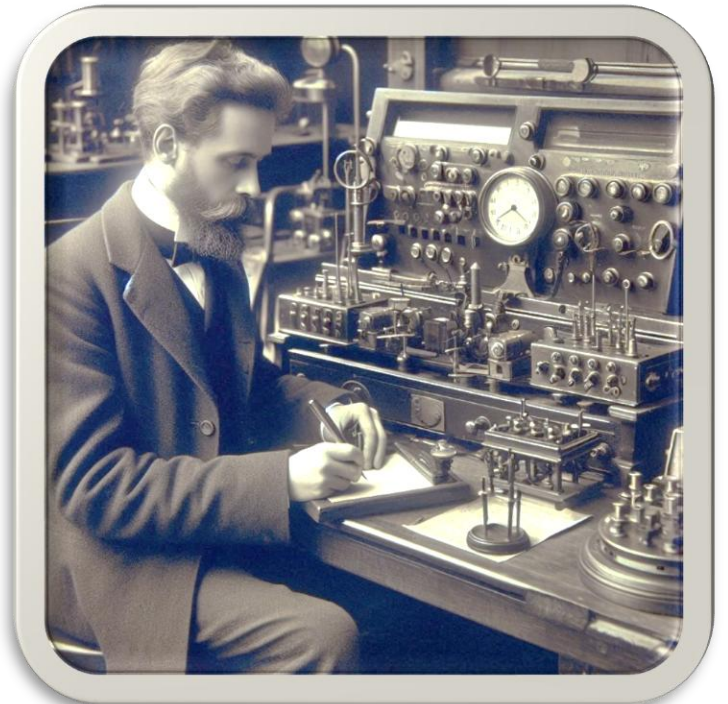
for my class, there was Toly's name, and his race car was a very special one-off 250 SWB Ferrari. It had been almost 40 years since the Petite Prix! I went by his pit but never located him. In the race I qualified very well and by about lap 7 or 8, I was starting to lap some of the slower cars. Going up the hill towards the corkscrew I saw *Toly* up ahead. He saw me coming, pulled to the right out of the racing line and waved me past, *still* a genuine gentleman.

Throughout the years since the Petite Prix race, that burning Corvette driver Jimmy and I became lifetime friends. He had an extraordinary racing career. At the end he held two Bonneville records in two different classes, and he also became a very successful businessman.

From the days when hay bales lined the tracks instead of high steel fences, these are my recollections of a time from my early days being a part of racing Corvettes. Thank you for joining me on this road course of Corvette reminiscence. -*Bryan Hill*



The Central California Chapter of NCRS has two (2) vacancies on our Board of Directors. Please consider volunteering to help keep your Chapter going. If you have an interest and would like to learn more about what you could do to help keep your chapter running smoothly, for all to enjoy, please contact Jim Collins: jimcollins.cars@gmail.com or 805-602-2056.



CCC Spring Judged Meet

Friday Registration opens **1pm** at Anderson Inn

51 E Hwy 246, Buellton, CA 93427

May 16 & 17, 2025

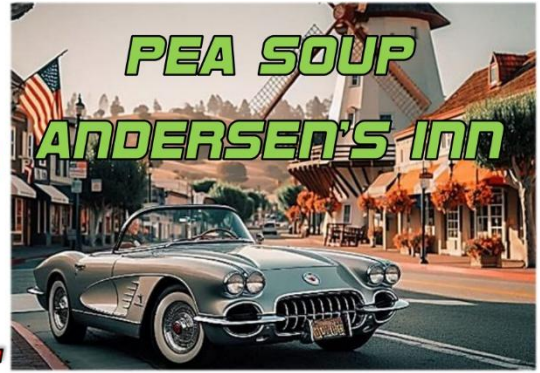


2-DAY 5 POINT MEET

Day 1 Judging 2:00 pm then Judging School

Day 2 Judging on Saturday 8:00am

Event & Judging Information: Larry Guevara (805) 701-6442



Pea Soup Andersen's Inn

51 E Hwy 246, Buellton, CA 93427

805-688-3216 *Special Discount code:*

NCRS Corvette Club May 16 Fri \$152.10

Sat \$162.10. Price goes up Apr 16th!

Family Registration \$30

Non-Member Guest(s)...\$15 Each _____
 Flight Judging.....\$90 _____
 Concours Judging.....\$50 _____
 Sportsman **no ribbon \$10, with \$20** _____
 Special Display.....Free \$0

TOTAL =

**REGISTRATION & REFUND DEADLINE IS
MAY 2ND**

Register online (preferred) or make check
payable to: **CCC/NCRS**

Mail to:

**Bruce Fosdike, 1918 Constitution Loop
Montrose, CO 81401**

Attending School & Dinner 4pm 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: 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 ___ / ___ / ___

FOR \$ale & Wanted

1993 ZR-1 Blk/Blk ... 2,309 miles



I bought her last summer from the estate of the original owner 3 blocks away from me, I never knew the car was there. New tires, battery, fluids and the drive belt. The car looks, runs and drives like it was just delivered from the factory; it's showroom fresh. I don't believe the car has ever been in the rain. I can provide further details, pictures and videos to any interested buyers. Thank you for your interest. \$65k OBO / trade up or down for a 63/67 coupe or a 68/70 Vette

Jeff Hyosaka 831-214-2335



The following parts Available NOW

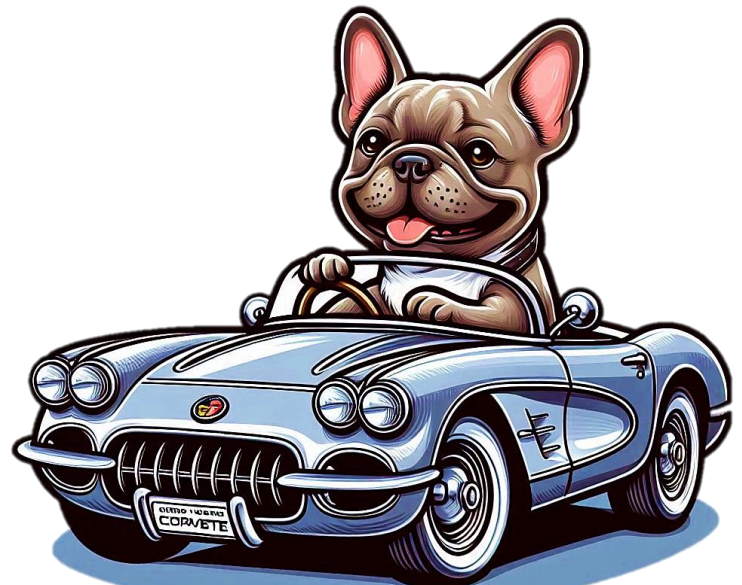
C3 Corvette Parts for sale: 4 – Rare optional P02 spoke Wheel covers Good Condition; T-Top Coupe storage shelf for the removable rear window; Fan Blade for A/C application; Stereo Radio 1973 - not working.

C2 Corvette Parts for sale: Many original suspension parts; Rear exhaust filler panel 64/65/66; Fuel line new for 65; Brake lines new for 65 with Power brakes; 396 radiator core support; complete gauge set for 1965 with 6500 rpm tach; Heater assembly with new core and blower motor. Auto Twirler rotisserie with rails for a C2 Corvette: sell or rent out.

Contact Jim Collins

(805) 602 2056

jimcollins.cars@gmail.com



Hello Region IX members, (California, Arizona, Nevada, & Hawaii)

The **2025 Arizona Regional** will take place **May 1-3** at the 4-star Renaissance Hotel in Glendale, AZ. The hotel features a 30,000 square foot *indoor* Media Center where judging will take place. We have room for lots of cars. The hotel recently went through a top to bottom renovation and is a premier Marriott property.

Currently we are only *halfway* to our target car and event registrations, and so I am reaching out to all our Regional IX members to help us achieve our goals and come out to the Arizona Regional.

The Regional provides opportunities to gain judging points, interact with other judges and team leaders, and connect with members from numerous chapters/states. If you have not experienced a Regional, come out to Arizona, and follow that experience with the 2025 NCRS National Las Vegas this September.

A Regional Meet is *not* all about cars. The Glendale location also provides plenty to do and see for you and your spouse/partner. The hotel is located in the heart of the Westgate Entertainment District. It's a short walk to food, fun, and shopping. The Tanger Outlet Mall is also within walking distance. In addition, there is the Desert Diamond Casino located just 1.25 miles from the hotel.

You have the information. The next move is yours. I hope to see you in Glendale come May 1st.

Garry Mion

Arizona Chapter Chairman
chairman@arizonancrs.com

Complete your online Regional registration now. Registration closes April 1st.

Registered cars are currently at 25:

Flight Cars: 1x53, 1x56, 2x60, 1x62, 3x63, 2x66, 2x67, 1x68, 1x70, 1x78, 1x99, 1x06, 1x07

Perf Verification: 1x65, 1x69

Sportsman: 1x08, 1x25

Display: 1x67, 1x71

Founders: 1x71

Host Hotel Information:

Renaissance Phoenix Glendale Hotel (Marriott Bonvoy)
9495 W Entertainment Blvd, Glendale, Arizona 85305
Discounted room rate is \$192 +tax per night for King or Double Queen
(Destination Fee of \$25 will be waived)

To book by phone, call Central Reservations at 800.931.1595 and mention Arizona Chapter NCRS
Last day to book a room at the block rate is April 8th. We ask if you would make your reservation prior to February 27th.

For additional information: NCRS.org **Go to "Services"/Coming Events/Event Registration**
or contact the following members:

Event Co-chair, Sponsor/Vendor chair: Garry Mion chairman@arizonancrs.com

Event Co-chair: Ron Coleman ron.coleman@cox.net

Judging/Registration chair: Gary Craig judging@arizonancrs.com

A.I. CORVETTE IN VEGAS
SEE YOU IN 2025 LAS VEGAS NAT'L 9.7-11.25
ARTWORK CREATED BY RON BARTOW



*Thanks to our Shiftin'
Gears contributors*

*Jim Collins, Beth Bartow, Bryan Hill,
Annette Aviles, & Omar Aviles*

Shiftin' Gears is the newsletter of the Central California Chapter of NCRS. It is published quarterly. All current members receive a copy with their membership. All articles are property of CCC/NCRS unless otherwise stated. Advertising in Shiftin' Gears is always available.

