



The Redline Times



NEWSLETTER OF THE CAROLINAS CHAPTER, NATIONAL CORVETTE RESTORERS SOCIETY

<http://ncrscarolinaschapter.org>

May - June 2012

Volume 17 Number 3



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2012 Events

May. 4	BoD mtg. Clemmons
May 5	Spring Judging Meet Clemmons, NC
June 9	NC Transportation Museum and picnic
July 28	Charity event Luncheon, Charlotte
Sept. 15-16	Ladies' retreat Gray Court, SC
Sept 28-29	Fall judging meet, business meeting & election Asheville NC
Oct. 27	Technical sessions Wilkesboro
Dec. 8	Toys for Tots Christmas party

Deadline for the July issue of The Redline Times will be June 20 due to the NCRS National Convention beginning June 29.

From the desk of

Brian McIntyre, Chapter Chair

AutoFair Activity and Revised Bylaws Accepted

On April 21, Jimmy Gregg, Bob Young and I staffed a table in Jimmy's spot at the Food Lion AutoFair to promote the National Corvette Restorers Society at a non-Corvette event. (see photo elsewhere in this newsletter) While this was a Top-Flight-Chapter-credited activity, for me it was also just one heck of a good opportunity to **have** to go to the AutoFair. Wayne Jackson, Frank Everitt, Dave Mizell and Alan and Cheryl Beaver stopped by to chat. Since we were in the parts area of the AutoFair and not in the cars area, business was slow.



The one potential NCRS member was a guy from Nova Scotia, Canada! He has two 1970 cars and described, partially in jest, a three-month driving season. We explained the nearest chapter to him was in Quebec, about 1179 km (739 miles), but there were other benefits to joining. We described *The Restorer*, *The Driveline*, the discussion board, the Judging Reference Manual, the year-specific Technical Manual & Judging Reference Manual and all of the other restoration-related material/information available through the NCRS. Jimmy's suggestion was that he spend \$35 to join NCRS for a year. If he was not satisfied, just do not renew. It is small price for all it provides. I gave him an old copy of a *Driveline*. When you look at all the NCRS provides for \$35 a year, it is really a deal.

The revision to the constitution and bylaws of the Carolinas Chapter NCRS proposed to the membership in September 2011 was voted on and approved at the judging retreat in February. This approved revision will be distributed to the membership and filed with the state of North Carolina.

On a personal front, I have finally removed the water pump from the 1992 after only 325 days. The 2013 National is only a few more days away than that from now. It is time to get off my duff and get going. It did take about two hours. The electrician is running more circuits to the garage and the quote is on the way for a heat pump for the garage. It is going to be a long, hot summer and I have a long list to work off.

As always, if anyone has additional ideas for events or would like to help, please give me a call or drop me an email.

See you in Clemmons! If you haven't pre-registered, you can always register at the meet.

Don't forget the chapter's visit to the NC Transportation Museum in Spencer and the picnic to follow on June 9. A registration form is found on Page 13 of this newsletter, and the deadline is May 26.

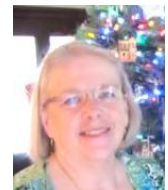


Dave Barrett was awarded his Sportsman plaque by Chairman Brian McIntyre at the judging retreat in February. Dave earned the award last year but was ill and unable to attend the fall meet to receive his honor.

Quarterly Membership Report

Sandi Aue, Membership Manager

We currently have 132 memberships. I have sent a revised membership roster via email. Any corrections should be sent to me at theaues@northstate.net. Please notify me if you have not received your updated copy sent the first week of April.



Make Your Reservations for Annual Fall Meeting & Flight Judging

The chapter's fall judging and annual business meeting is moving to the Asheville area. It will be held Sept. 28-29 at Brookstone Lodge, 4 Roberts Road, Asheville.

The lodge is at Exit 51 on I-40 and near the Biltmore Estate and shopping areas.

The group rate is \$99 per night if you mention the Corvette group. Reservations may be made at 877-798-5888.

More photos and information at brookstonelodgeasheville.com



Ray Morrison, 1966 Team Leader, Passes Away

Ray Morrison, former 1966 National Team Leader, and one-time Carolinas Chapter member, passed away March 26 in Florida, after a courageous battle with cancer. A celebration of Ray's life was held in Summerfield, Florida, April 14. For anyone who would like to send a card or note to Leslie, her address is 11755 SE 178th Street, Summerfield, FL 34491.

BOARD OF DIRECTORS MEETING

The Carolinas Chapter Board of Directors will meet Friday evening, May 4, at Holiday Inn Express 6320 Amp Dr. Clemmons, NC 27012, Exit 184 I-40. Meetings are open to chapter members, but you must contact Brian in advance so space can be arranged. A time has yet to be determined.

Carolinas Chapter Board of Directors

Chair	Brian McIntyre	bamcintyre@charter.net	704.785.4194
Vice-Chair	Janet Kennedy	resalered@prtcnet.com	864.923.4445
Secretary	Michael Amos	michael.amos@jacobs.com	843-818-8421
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Judging Chair	Duane Ravenberg	dravenberg@triad.rr.com	336.474.1602
Asst. Judg. Chair			
Membership Manager	Sandi Aue	theaues@northstate.net	336.886.2551
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Newsletter Editor	Reba Whittington	rebals5@aol.com	336.667.4226
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The Redline Times, newsletter of Carolinas Chapter NCRS, is published six times per year—the first week of January, March, May, July, September, and November. It is sent electronically to all who have an email address on file and mailed to those chapter members who have no email.

NCRS registered names used in this newsletter are Founders Award,[®] Performance Verification Award,[®] Sportsman Award,[®] Folz Memorial Award,[®] Heritage Award,[®] Master Judge,[®] and Duntov, McLellan, and Hill Mark-of-Excellence Awards.[®] These are registered with the United States Department of Commerce and Trademark Office. Flight Award, Red Hat, and Challenge Car Award are pending.

Material for the newsletter should be sent to Reba Whittington at the above address. We especially welcome technical articles and human-interest stories about your Corvette. Deadlines are the 25th of each month preceding publication unless a change is announced.

Unless otherwise noted, all material is original to this publication. All articles contained in The Redline Times are the property of the authors and cannot be reprinted without their permission.

2012 NCRS Regionals and Convention

May 3-5	Seaside OR	September 6-9	Altoona PA
June 7-9	Rochester MN	October 11-13	Frisco TX Date change
June 30- July 4	NATIONAL CONVENTION San Diego CA		

1st Quarterly Report is Filed: We need everyone's participation
Janet Kennedy, Vice-Chair

Following is the first Top Flight[®] quarterly report, which outlines where we are to date in achieving 2012 Top Flight[®] status. As outlined in our calendar of events, we have enough activities planned to achieve Top Flight[®] *PROVIDING* you participate in the activities that you can. The board has worked really hard to create events for everyone to enjoy, while keeping the focus on our passion for the cars! So if you haven't already marked your calendar or registered for our upcoming events, please do so now! I am looking forward to seeing each of you in Clemmons, May 4.

Required Activities

- 1. Host one chapter judging meet – **Date of event:** _____
- 2. Conduct one technical seminar. – **Date of event:** _____
- 3. Conduct one judging school. – **Date of event:** **February 25-26, 2012**
- 4. Conduct one membership meeting – **Date of event:** _____
- 5. Conduct one stand-alone chapter charitable event. – **Date of event:** _____
- 6. Conduct one chapter road tour. – **Date of event:** _____
- 7. Conduct one chapter social event – **Date of event:** _____
- 8. Chapter website maintained and linked to www.ncrs.org (need chapter web address)

Variable Activities (minimum of 6)

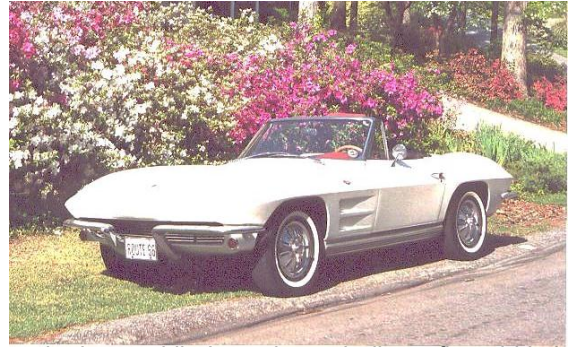
- 1. _____ Number of members to have their cars judged at a hosted Chapter/Regional judging meet
- 2. 1 Number of technical articles published in the chapter newsletter (send newsletter)
- 3. _____ Number of members that judged or tabulated at a hosted Chapter/Regional judging meet or staffed a hosted National Convention.
- 4. 9 Number of members that drove Corvettes to a chapter meeting or event
- 5. _____ Number of members that drove their Corvette on a chapter road tour
- 6. 36 Number of members that attended at least one chapter event
- 7. _____ Set up an NCRS display at a non-NCRS Car event to promote NCRS
- 8. _____ Amount chapter donated to a 501-3c charity. (see new guidelines)

TALES OF A ONE-OWNER 1964 CORVETTE

How I bought my first (and present) Corvette and brought it home

by Fred Horky #54359

Editor's note: Fred and Linda Horky are new chapter members who have moved to NC to be near their grandchildren. They own a 1964 convertible bought new in December 1963. He has written several stories about the car, which I will be using in this and future issues. These were originally published in the newsletter of Corvettes Ltd. of Central Georgia.



Part I Finding the Corvette

The year was 1963. Linda and I were living in North Carolina, where I was stationed as an Air Force pilot flying troop carrier planes at Pope AFB, near Fort Bragg. We had been married only the year before at Sembach Air Base in Germany, where we had met while I was in a missile outfit and Linda had been a USAF civilian employee. And like most young guys then and now, I had always talked about wanting to own a Corvette.

In fact, in 1959 just before going overseas to Germany from missile training in Orlando, I had come close to buying a used '58 Corvette to take to Germany. The deciding factor was that it was a Florida heater-delete car (yes, that used to be an option). And with only days before leaving, there wasn't time to have a heater installed before putting it on the boat.

Anyway, a few months after we were married, we were transferred to Pope ... for me it was back to Pope, and not just to the same base, but the same squadron in the same building I had left four years earlier. On arrival in August '62 I learned from old friends that Pope had a semi-private little war going that the rest of the Air Force, much less the general public, was not even aware of at the time. It was in a place called Vietnam, and sure enough not long afterward in early 1963,

I herded one of Pope's two-engine C-123s—the ugliest and slowest butt of jokes the Air Force ever had—across what transport pilots used to call “the four-engine ocean.” Just getting the thing all the way to Danang was an adventure in itself, followed by six months of what our orders called “Classified Temporary Duty Joint Training” in a Terry and the Pirates shoestring operation that was then the Vietnam War. But I've digressed.

On return to the Z.I. (the Zone of the Interior, aka Land of the Round-Eyed Women), our outfit was converted to what was and is considered the sports car of military transports, the Lockheed C-130 Hercules. Naturally, I was still talking

about that all-American sports car that every red-blooded American young man has always lusted for. After all, the new Sting Ray had only been introduced the year before and was still the talk of the auto world. Its appearance had been just as big an event (maybe bigger) than the huge hoopla over the introduction of the C5 fifth generation in the late nineties.

My older brother Mel, back home in the Midwest, had of course heard my musings about Vettes over the years ... brothers always talk about cars. We talked even more when Linda and I were home on my leave after the Vietnam adventure. Mel was and is a car guy, and despite being a lifelong FORD man, quite a nice guy. Living near St Louis, where General Motors was building Corvettes at the time, he soon struck pay dirt. Still, I was really surprised when he called to say that he had a line on a Chevy dealer who had a new

'64 roadster, white, red interior, 300-HP engine and it could be purchased at a discount.

Suddenly, I was confronted with not talk, but a real Corvette offered at a real price! And naturally, being conservative (read “tightwad”), I dithered. Four thousand bucks! “We've got it, Linda said. But FOUR THOUSAND BUCKS! It sounded like the national debt. And I dithered still. All the stars were in line for us to buy it: we could afford it, we didn't have any kids, and it fit the image that I would like to have had.

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Invoice form from Jim Meager's St. Charles Motor Co. dated December 9, 1963. Vehicle: 1964 Corvette, 300HP V8 Eng. Price: \$4047.50. Total cash delivered price: \$4050.00. Includes details on taxes, options, and dealer fees.

Remember, the heroes of the day were the Mercury astronauts, and didn't most of them make a showy point of driving Corvettes? I even rationalized that I deserved a Vette after my Vietnam tour. A place that, at the time, really thought I'd not be seeing again. (HA!) And I STILL dithered!

Finally, Linda solved my problem. In her usual sweet manner, she just said, "Buy the damn thing or shut up about Corvettes forever!"

And so we did.

Part II: Bringing it to North Carolina

So, with my bride's endearing, "Buy the damn thing or shut up about Corvettes forever!" still ringing in my ears, we made plans to get home and buy the new 1964 Corvette that my brother had spotted for me. The problem was that the car was in St. Charles, Missouri, only a dozen or so miles from where it had been built in St. Louis. We were in North Carolina, and it was early December 1963. To put it into a historical perspective, it was just a couple of weeks after that awful November Friday which everyone old enough remembers in stop-action detail where they were and what they were doing: the assassination of President Kennedy.



At the time we were a two-Volkswagen family, with the two Hitlermobiles we'd brought back from Germany: Linda's '61 Beetle and my 1960 Karmann-Ghia convertible. Both had served us well in Europe and so far in the states. There was no problem selling the Ghia to make room for the Vette. One of the sergeants in my squadron had been slathering over the little car since we arrived the year before.

The problem was that this was now December in the pre-interstate highway era. Worse, despite having driven in Europe for three years, Linda had never gotten past her Southern heritage (she grew up in Montgomery, Alabama) of being terrified of the white stuff which in winter comes out of the sky in the northern regions. Her solution in Europe had been simple: if it snowed, she didn't drive.

"Don't worry", said I, "I grew up in that part of the country, and it never snows this early in December." So with my leave papers greased past the commander Radar O'Reilly-style by new Ghia-owner Sgt. Missera, we were off in Linda's little green Beetle for the adventure of picking up the new Corvette.

Getting home was no problem, unless you consider a two-day pre-interstate procession of curvy two-lane highways with little towns interspersed every few miles to be a problem. Today US 441 is a scenic alternate to Interstate 40 across the Great Smoky

Mountains. Then its jillion curves where the ONLY way across, complete with one very slow semi-trailer truck after another climbing the hills. Of course the trip did have the goal of that Corvette at the other end as an incentive, not to mention seeing the family again.

I'll not go into that tingly feeling that comes with actually getting that first Corvette; you all know that. In short order we had the car signed for and delivered. Four thousand fifty dollars, total delivered price with both tops, although the hard top had come from a different car at the last minute. (It was blue, so it had to be repainted when we got back.) It was December 9, 1963.

The problem was what happened next, just before we were to return with our patriotic Corvette (red interior, white exterior, and blue top) leading Linda's bug. That thing that wasn't supposed to happen in early December, happened. The four-letter dirty word that starts with S SNOW!

First, I tried to explain to Linda that it wasn't really very much of a snowstorm. She replied, "Maybe not for somebody that grew up driving in it. But the white stuff outside the window certainly isn't cake icing, and sure looked like all those Christmas cards." She went on to proclaim something about my having spoken with forked tongue. My response was not to worry, that she would be driving her old reliable VW and with its rear engine and independent suspension, it was actually a great car under poor-traction conditions. Her answer was that if her Beetle was that good, what explained her one experience on that slippery road to Hahn AB in Germany, when she had suddenly found herself going backwards at great speed? I finally had to cut off her last offer by insisting that for her to stay with Grandma Horky until the next spring wasn't really an option.

As you might imagine, our departure was with more than a little misgiving and trepidation on the part of at least one driver. But Linda survived the experience with little more ill effect than her white knuckles from squeezing the poor little VW's steering wheel so hard. Two days through Illinois, Kentucky, Tennessee, and over the mountains to North Carolina; it was a two-car convoy going through the middle of all those same little towns in the opposite direction, struggling to stay together in Nashville and Knoxville, through early

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1965: Linda and the car at the Wright Brothers Monument, Kill Devil Hill, NC

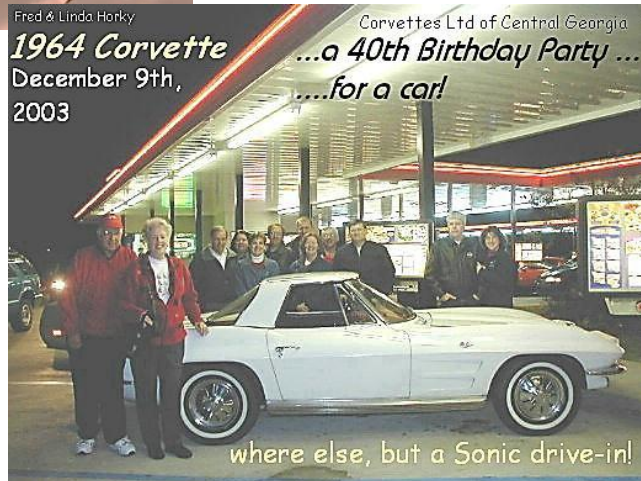
darkness, rain with a threat of sleet, and the incentive of another snowstorm chasing us over the mountains and urging us home as quickly as possible.

All this happened forty-eight years ago, and we're still married. Do you wonder why we still have the same Corvette, then, now, and perhaps forever?



December 1963: First picture with the car—Fred is in his formal dress uniform for a Christmas party.

2003: Local Georgia club cruise-in to Sonic was a 40th birthday party for the Corvette.



All photos are from Fred's collection.

Following are comments on the car by Fred:

The car still has its original white paint, but the carpeting and seat covers have been redone. Recently the soft top finally expired. (But it did last a LONG time!) It was replaced by an upholstery/convertible top specialist in Macon, GA, with what is supposed to be the right top. I don't consider myself an expert so will leave its accuracy up to my new NCRS friends for consideration.

The car is about as original as I've been able to keep it; always balancing the conundrum of trying to keep a car looking reasonably well, but with the understanding that much of what COULD be done to it likely would make it not only less ORIGINAL, but also less of a SURVIVOR.

About the only real change made to the car has been addition of a tonneau cover, which GREATLY increased the fun of having a roadster, since the top could be left down so much more.

There was a period when many friends, relatives, and acquaintances thought I was crazy to keep the car. This was in the very early '70s and value had bottomed out. When I received military orders to South America for three years and was told specifically that I could NOT take the Corvette along, conventional wisdom said to get rid of it. But I wanted to keep it, simply because I just LIKED it. Fortunately, my father volunteered to keep it in his garage for three years while I was overseas. (More on this in the next installment.)

Note the NC address on the bill of sale. When we bought the car in December 1963, I was in the USAF and stationed at Pope AFB near Ft Bragg.

History of my '72 Corvette from NCRS Shipping Report & NCDMV

Reba Whittington #8804

Even though I live in North Carolina and knew my state retains complete vehicle histories, I had never been motivated to trace the history of my 1972 Elkhart green coupe, better known as Kermit.

It was black when it arrived in North Wilkesboro and sported 1969 side pipes. There was a South Carolina title, which noted that the previous title came from North Carolina. After reading in *The Restorer* and on the NCRS Discussion Board successes that others had in tracing their cars' histories, I filled out the DMV form and mailed it to Raleigh.

In no time, I received copies of the SC title and my NC title application—nothing I didn't already know. I followed up with a letter reminding the NC office that it had held a previous title in 1976. Imagine my surprise when I found a message on the answering machine to call the NC DMV regarding my search. A lady named Trish was most helpful. She said there was more NC history that they had overlooked and she would mail it to me. We had a nice chat about their services. Evidently she has encountered many people doing these searches and was most sympathetic.

The second envelope that arrived contained copies of three NC titles and one from Virginia. In less than a month, I was back to December 1972, 14 months after my 40-year-old car came off the assembly line. Encouraged by all this, I sent to NCRS for the shipping data report and found that the car was delivered to Hawthorne Chevrolet, Hawthorne, NJ, in late September 1971. A Google search told me it had been in business since 1927 and was still there.

I posted a query about the dealership on the NCRS Discussion Board. A New Jersey resident responded that his car also came from that dealer and he had



made a trip to the site. However, he had learned nothing. The dealership has moved from its original location and been sold to a mega dealer with several Chevrolet franchises in the area. He was told that it is possible some employees from the 1970s may still be around at one of these, but paper records were tossed when it was sold and relocated.

My car arrived in Raleigh in December 1972 at a Ford dealership. On the Discussion Board, I posted a description of the car in hope that someone from New Jersey or eastern Virginia or NC could respond, but no results there. I will have an ad in the next issue of *The Driveline* seeking more information.

I have names of all owners except the first or second, depending on how quickly it was traded. Many early owners kept the car less than one year. As for the NC owners listed between 1972 and 1976: An Internet search showed one man died in 2005; another failed to respond to a letter I sent.

I would really like to discover some things about the car. When were the side pipes added? When was the color changed to black? Although the interior is mostly original, door panels are dated 1976. There had been significant front end damage that was poorly repaired.

Even though I have hit a dead end for now, I was really amazed to find as much and as quickly as I did. The information was well worth the \$40 I spent with NCRS. I encourage owners to search if they wish to know a car's history. Many states have already purged records or refuse to assist. But you will be in luck with the Tarheel State. Who knows how much longer our DMV may continue with this service?

If you have not taken advantage of this service offered by NCRS, go to the ncrs.org, click on MEMBER SERVICES, then HISTORIC DOCUMENT SERVICES, then SHIPPING DATA REPORT. This is only available for 1962s after VIN 6000 through 1975. Money is refunded if no record is found.

Update on Fundraiser for Jason Spangler's Future Kidney Transplant

Friends and Family,

The 2012 Human Race 5K walk/run went very well. Our team raised over \$5,200 for the National Foundation for Transplants (JVS Kidney Fund) on behalf of my son, Jason. More people showed up for the race than was expected since it was rather rainy. It was a good time for all who made it.

It is still not too late to donate. Donations will be accepted through June 1, 2012, by clicking the link below. Thank you for your donations and support to raise money and awareness for the many charities supported by The Human Race.

<http://thehumanrace.kintera.org/faf/donorReg/donorPledge.asp?ievent=491355&lis=1&kntae491355=7ADB281ACB64EA2A81AFDC199031EBA&supld=351498455>

In good health,

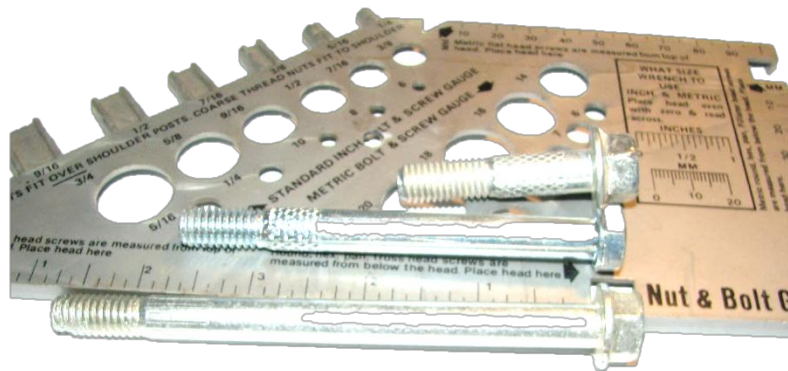
George and Linda Spangler

Technical Corner

Nuts and Bolts—Literally Part 4: Starter Bolts

Jimmy Gregg #2756

Though it has been some time since I began this series, this is the fourth article on some original bolts for Corvettes. I can assure every reader that there are exceptions and additions to my application theory and examples. If you read this or any of my dissertations on bolts and disagree or want to make additions, feel free to call or email me with your opinions.



This chapter will address starter bolts for all engines--big blocks, small blocks and six-cylinders. The Chevrolet Parts Catalog lists four length bolts as follows in Section 2.042 or 2.077 depending on the catalog. These four lengths of bolts cover the years from 1953 until 1982.

1953-1955	6-cyl	838802	Bolt	1/2	13 x 1 3/16
1955-1961		3836526	Stud	3/8	16 x 1 7/16
1962	w/ P.G.	1366042	Bolt	3/8	x 1 27/32
1962	w/ P.G.	1366043	Bolt	3/8	x 4 21/32
1966-68	427 w HD	3733289	Bolt	3/8	16 x 3 5/8



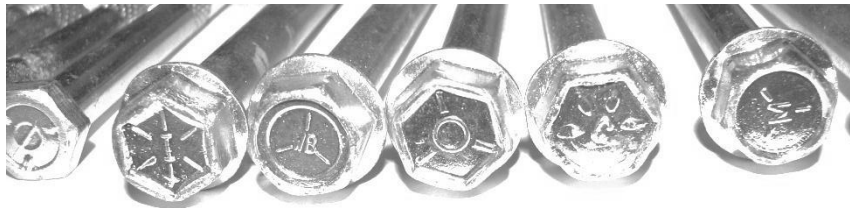
Pictured here are some original bolts as well as some aftermarket ones. Original head marks are C (several versions), O, F, WB, and M. There are probably several more head marking that are correct

Please note that all bolts have some sort of knurling near the thread end. This is an attempt to keep the bolt in place as most have no lock washer.

Continued on next page →



Generally speaking, the bolts on 6-cylinder and 283 engines had a plain head, while 327 and newer engines had a built-in flat washer in the form of a flange.



Application wise the scheme is as follows:

- 283 engines use 1 7/16" bolts.
- All 1963 and newer engines have 10½" flywheels and use two long bolts.
- All 1963 and newer engines with 11" flywheels utilize a short bolt and a long bolt.
- Six-cylinder engines use one bolt and a stud for attachment.

My thanks to John Pirkle Sr. and John Pirkle Jr. for their knowledge and help in doing this article.

Ladies, Save These Dates and Join Our CWA Activities

Jane Ravenberg, President, Carolinas Women's Auxiliary

That's right, save these dates – you will not be sorry! We have a fantastic year planned for the Carolinas Women's Auxiliary (CWA) and invite our ladies to join in.



- May 5 Judging Meet at Charlie Oliver's in Clemmons– **CWA explores Clemmons area**
- June 9 Picnic at Dan Nicholas Park & NC Transportation Museum, Salisbury- **CWA tours, eats, chats!**
- July 28 Chapter Charity Event Luncheon - Near NASCAR Museum – Charlotte – **CWA socializes.**
- Sept 15-16 **Ladies Retreat – Gray Court, SC. You will not want to miss this. Details TBD.**
- Sept 29** Annual Membership Meeting and Judging Event – **CWA tours Asheville.**
- October 20 Tech Session – Wilkesboro -**CWA explores Wilkesboro.**
- December 6 Annual Toys for Tots Christmas Party – TBD – **Party, party, party!**

THINGS TO DO IN CLEMMONS AREA – BE SURE TO JOIN US MAY 5!!!



Clemmons

- Tanglewood Park and Gardens
- Cherries Café (excellent !!)

Lewisville

- Enchanted Cottage Scrapbooking and Rubber Stamping

Winston-Salem

- Arts District – working studios, shops, galleries
- Hanes Mall
- Reynolda House (Museum of American Art)
- Old Salem



Director IV Director John Ballard Reports on Events and Board Meeting

John Ballard, Region IV Director



We finally have the March 23-25 Board meeting summary notes. (Highlights are printed below.) We have attended several NCRS functions, starting with the Florida Regional. There were lots of great cars for judging including several from Region IV. The weather was great and there was a full complement of vendors with items for sale.

We were privileged to attend the first NCRS-approved two-day five-point Judging School presented in Region IV. Duane Ravenberg did a fantastic job of organizing this event. The high note was the cars Duane was able to acquire as examples. There were Duntov winners, as well as unrestored originals. Also included were over-the-top restorations. These examples were the heart of the event. You can look at pictures and listen to rhetoric, but judges learn by hands-on observation and discussion with partner judges under leadership of Master Judges. With the cost of travel (especially air), these regional events are the future in

schooling.

We had a meeting at the National Corvette Museum in Bowling Green concerning the Regional Meet planned for 2013. Both the Southeast and Carolinas Chapters were represented. Janet Kennedy headed the contingent organizing the many facets of the event.

On a sad note, as most of you know, Ray Morrison, former 1966 Team Leader passed away on March 25 and the celebration of his life was held on April 14 at the Community Center in the Stonecrest sub-division Summerfield FL. His wife Leslie and 40+ family and friends were present. NCRS was represented by Roy Sinor and wife Cheri, Bill Calorico, Dave Brewer, Ed Augustine, and me.

That is about it for now; any comments or concerns please contact me.

Regards

John C. Ballard, Region IV Director

502-905-3942

john.ballard@burgesspigment.com

Highlights of March NCRS Board of Directors Meeting

1. **OFFICERS** All current officers were reelected or reappointed to their positions. Three new directors, Joan Burnett, Carl Davidson, Mike Ingham, were welcomed.
2. **TWITTER ACCOUNTS** Chapters have inquired about how to handle Twitter accounts. These should be treated the same as a website and have the chapter webmaster monitor for correct use of logos and usage.
3. **CONVENTIONS** Reports were given by host chapters for 2012, 2013, and 2014 conventions. No proposal was presented for 2015. Marilyn Heitzman is working with two chapters on a proposal.
4. **MEMBERSHIP** New member dues are increasing, while renewals are down. Currently there are about 15,800 members. NCRS is exploring an automatic renewal process.
6. **CHARITIES** 50% of chapters gave more than \$1,000 last year.
7. **2014 Regionals** The board accepted the following 2014 Regionals:

Kissimmee, FL Jan. 23 -- 26	Rochester, MN May 15 --17	Loveland, CO June 5 --7
Tacoma, WA Aug 28 --30	Frisco, TX Oct 23 -- 25	Marlborough, MA Nov. 13 --16
8. **MEMORIAL WALL** A memorial wall will be established on the NCRS website to enable chapter chairmen to add information concerning members who have passed away.
9. **ON-LINE REGISTRATION** Starting in 2013 all Regional event registration *must* be done using the NCRS on-line registration system.
10. **MORATORIUM ON C5 JUDGING** A moratorium was placed on the 15-year judging admissibility due to the difficulties encountered in judging the newer models. The development of reference manuals will continue.

Next Board meeting – June 28, 2012 in San Diego

Complete, detailed minutes will appear in *The Corvette Restorer*.



Bob Young, Jimmy Gregg, and Brian McIntyre staff the chapter table at Charlotte's Auto Fair, April 21, where they promoted NCRS and the Carolinas Chapter.

Financial Statement
January 1 – April 15, 2012

Louis Kolb, Treasurer



Ordinary Income/Expense

Income

Carolinas Women's Auxiliary	400.00
Chapter Dues	1,285.00
Clemmons Chapter Meet	755.00
Judging Retreat	1,455.00
Total Income	3,895.00

Expense

Judging Retreat	1,278.41
Membership Supplies	23.46
Nametags	97.14
Postage	49.93
Total Expense	1,448.94
Net Ordinary Income	2,446.06

Cash balance Jan. 1	5,425.26
Cash balance Apr. 15	7,871.32

Carolinas Chapter Classifieds

Chapter members may run one free personal ad no more than 2" x 3" per issue. Ads will not be carried over but must be re-submitted for each issue. **Include your NCRS number.**

Commercial rates are \$10 for a business card, \$20 for one-quarter page, \$30 half page, and \$40 entire page.

Cars for Sale

1966 Corvette convertible 427/390, 4-speed, with hard top, Nassau Blue, white vinyl interior. Several Top Flights including a National. \$85,000
 Bob Aue #25014 theaues@northstate.net or 336-886-2551

1988 Corvette Challenge Car #21, G1YY2181J5113481, white/black, 6696 miles. One of 22 cars that raced the entire 10-race season. Restored to race configuration, and includes log book, original and second race engines, Dymag wheels, race seats, Williams race harness, fire system, build sheet, race history, and NCRS Challenge Car Award. Second owner/restorer owned for 21 years. \$53,000. 843.667.9172. Curt Smith #2451



Numbers-matching 1969 Riverside Gold Corvette coupe, 350/350, 4 spd, factory air, new factory seatbelts, new battery, Make reasonable offer. Call to see car. Hip surgery makes it hard for me to get in and out of the car. Larry Holt #53604 843.995.4749



GM BILLBOARDS AROUND DETROIT

When cool was measured in cubic inches.

Love those pistons.

All rise.

Parts for Sale

Right front spoiler for 1984-90 Corvette, deep Z51 version, fits 1985 2nd design and all with Z51 performance-handling option. \$14 shipped to any US location. Pete Mihaltian #47240 704.542.8502 pmihaltian@aol.com

Pr. 1963-64 convertible doors; 1 pr. 1970-77 T-tops, one with broken release \$125; 1971-74 fan, 454 w/ac \$500.00. Dick Whittington #8804 dick@whittingtonauction.com 336.469.6968

NOS BB & SB intake gaskets w/GM logo; rad. caps RC15, 307, 558-9 (RC-7); RB12 Trico wiper refills w/ dots \$40 pr; wiper blades—all yrs styles; NOS C2 off-road exhaust system; 1965 radio & speaker; 1954 dated shocks, 1963-early (notched) hardtop \$1000; 1961 Corvette volt. reg. dated late '60; 3888 Holley for 400-hp auto; orig. 3811 Holley; Type-1 jack w/ no-hole handle. 1965 Corvette cpe, green w/ green lea., all options including 36- gal tank, 327/365 hp with ac; 3-time Bloomington Gold Special Collection, two Duntov Awards. Jim Gregg #2756 tio2jim@aol.com or 704.577.9812 on weekends.

Rebuilt 1966 L79 327 engine \$3300; 1956 Corvette LH exhaust manifold #3731557 \$1500; 1956 Corvette 210-HP heads for 265 CI engine #3725306 \$525; pr. 1955 V8 exhaust manifolds for 265 engine #3837069 & 3836968 \$225. Bob Harper #25290 copsico@bellsouth.net or 919.362.0434.

Wanted

1963 Corvette coupe interior rear window trim (molding); complete set or pieces. Contact with price and availability. Louis Kolb #1068 lkolb@bellsouth.net

**SEE YOU AT THE SPRING
 JUDGING MEET AT
 CHARLIE O'S CORVETTES
 CLEMMONS NC
 MAY 5**

Carolinas Chapter Spring Picnic and Visit to the NC Transportation Museum June 9, 2011

We tried to put this event together last fall but there were too many conflicts to pull it off. So let's try again and get our Corvettes out for a fun-filled day with great friends and great cars.

First we will visit the N.C. Transportation Museum in Spencer, NC, on the site of what was once Southern Railway Company's largest steam locomotive servicing facility. We will follow the history of this huge facility through static displays of locomotives and cars, including the R.J. Reynolds and Duke families' personal Pullman cars, as well as written and photographic displays of the facility history and the people who worked there.



As an added bonus there is a small unique collection of classic cars on display. And if you wish, you can take a short ride in old style Pullman cars pulled by this engine through the yard. Your visit ends with a stop at the museum gift shop. Group rate for admission to the museum only is \$4.00 per adult and \$3.50 for seniors. Group rate for the museum combined with the train ride is \$8.00 per adult and \$7.00 for seniors. Indicate on the registration form the number of adult or senior tickets you need. Visit www.nctrans.org for more info.

When finished at the museum we will have a short road tour to the Dan Nicholas Park a few miles south of Spencer for a picnic lunch. Spend the afternoon with great friends or take advantage of the other attractions at the park such as paddle boating on High Rock Lake, riding the carousel, walking the nature trails, etc. Visit www.dannicholas.net for more info.



Grilled burgers and dogs, drinks, utensils and park fees are included with the \$10.00 family registration fee and will be provided by the chapter. Those who want to bring another meat choice for grilling are welcome to do so. Each family should bring a covered dish, salad or dessert (homemade or bought) to share. Please indicate on the registration form what you intend to bring so we can avoid having just desserts.

Arrive at the museum no later than 10:00 for distribution of the tickets. The train ride begins at 11:00. The address is 411 S. Salisbury Ave., Spencer, NC

A road tour to the picnic leaves the museum parking lot at 12:30 for a ten-minute ride to the park. Lunch begins up arrival, after which you can enjoy the park until it closes at 6:00 pm. The address is Dan Nicholas Park, 6800 Bringle Ferry Road, Salisbury, NC. Follow the NCRS signs to the Spencer Jaycees pavilion.

Cut off the registration form below and send it with payment ***no later than May 26*** to
Duane Ravenberg 258 Running Stream Lane Thomasville, NC 27360

Name _____ NCRS #: _____

Address _____

Museum tickets including train ride: Adult (13-59) \$8 ea. = _____

Senior (60+) \$7 ea. = _____

Child (3-12) \$6 ea. = _____

Museum only tickets: Adult (13-59) \$4 ea. = _____

Senior (60+) \$3.50 ea. = _____

Child (3-12) \$3 ea. = _____

Number attending picnic: Adult ____ Children ____ per family **\$10.00**

Make checks payable to CCNCRS **Total enclosed** _____

I will bring (check one) covered dish _____ salad _____ dessert _____ other (list) _____

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 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 NCRS meet wherever located.

SIGNATURE _____ DATE _____

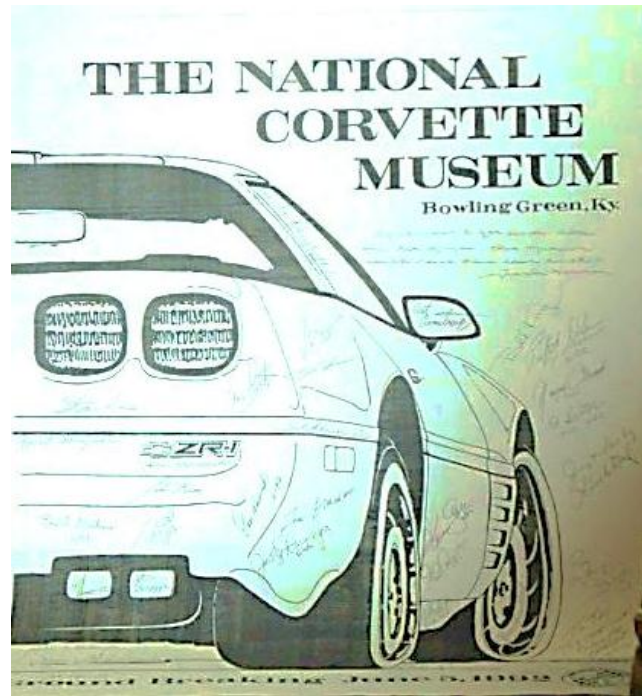
HISTORIC SIGNED CORVETTE MUSEUM POSTER

At the Christmas party, Dave Gregorino shared with us a copy of the poster signed by those who were present when ground was broken for the National Corvette museum in June 1992.

This picture is too small to read the names, but if you look closely, you can see there are signatures all over and around the car. You can copy the photo into a new document and enlarge it.

Reba Whittington recalled that she and Dick were present at the ceremony. They have pictures of Zora Arkus-Duntov on the bulldozer breaking ground for the museum. She did not remember this poster; however, their names are there, along with many other Corvette friends.

Thanks, Dave, for reviving this memory and sharing with us.



256 Oakwoods Lane
Wilkesboro NC 28697-7418





MEMBERSHIP REGISTRATION FORM

- Your Membership Includes:**
- Local Technical Knowledge
 - Name Badge (high quality magnetic backed)
 - Quarterly Newsletter
 - Tech Sessions
 - Judging Schools
 - Road tours
 - Social Events

You must be an active member of the NCRS, Inc. to qualify for chapter membership. Please include your NCRS number where indicated on this form.

www.ncrcsncarolinachapter.org

YOUR INFORMATION

Name _____ NCRS # _____
 Address _____
 City _____ State _____ Zip _____
 Home Phone _____ Work Phone _____
 Email Address _____ Birthday (m/d) _____
YOUR SPOUSE/SIGNIFICANT OTHER
 Name _____
 Email Address _____ Birthday (m/d) _____

CHILDREN (living in household)

Name	M/F	Birthday (m/d/y)	Name	M/F	Birthday (m/d/y)

CORVETTE INFORMATION

Year	Model	Color

WOULD YOU BE WILLING TO ASSIST WITH ANY OF THE FOLLOWING?

Judging
 Tabulating
 Membership
 Newsletter
 Events
 Other

If "Other" please specify: _____

PLEASE DESCRIBE ANY TALENTS OR ABILITIES THAT YOU MAY CONTRIBUTE TO THE SUCCESS OF OUR CHAPTER.

CHAPTER DUES: \$15 per family – payable upon application and renewed each January 31st.
Please make checks payable to: **Mail check with Membership Registration Form to:**
 Carolinas Chapter NCRS Sandi Ave, 610 Dorado Circle, High Point, NC 27265

I hereby state that I am a member in good standing of NCRS, Inc. and that I agree to abide by the NCRS and Carolinas Chapter by/laws.

Signature: _____ **Date:** _____

Please direct any questions to: Chairperson Brian McIntyre – 704.785.4194 or bamcintyre@charline.net
 Enter additional information on the back of this form.