



June 2014

Delaware Valley NCRS Chapter Newsletter

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Chairperson's Notes

By John Kane

Everyone should take full advantage of the long June days which provide us the opportunity for our informal cruise night prior to our next meeting on June 18th. We will be gathering before this meeting one hour early or around 7 PM in the rear parking lot. Everyone is encouraged to bring a Corvette. A buffet dinner will be available for all to enjoy at about 8PM or perhaps a few minutes earlier. Take advantage of the cool June evenings and see what's new in the stables of our chapter members.

After the last meeting (in April), John Kuhn gave us an update on his latest restoration projects. Everyone enjoyed his usually thorough presentation which was supplemented, as usual, with many interesting photos. Our membership greatly appreciates the time and effort that John expends putting together his presentation. Thanks much, John.

We are currently taking orders for the NCRS Delaware Valley Chapter membership name badges. See Chapter Secretary Steve Gansky if you would like to be added to the list that needs a badge. We plan on placing the orders for these badges in batches of 6 or more so try to make the June meeting because we will soon be ready to submit an order. If you can't make the meeting but would like a badge you can email Steve.

August is coming soon and the plans are well underway for the 2014 Gallery. See Elaine for specific scheduling needs to help if you plan on being at Corvettes at Carlisle long enough so be able to work a couple hours.

We should all hope for good weather for our cruise night. I look forward to seeing everybody in the back parking lot at the Shriner's facility at **7PM on June 18th.**



Delaware Valley Chapter – 1980 (Year 3) ***By Club Historian Bob Cook***

For the fourth article in the series of the history of the Delaware Valley Chapter, we go back to 1980. The newsletters do not discuss a lot of activities held by the chapter, except for the 4 annual meetings and the Chapter meet, as discussed below.

The 1980 Chapter meet was held May 24 & 25 in conjunction with the CCDV Cavalcade of Corvettes, held at the Willow Grove Naval Air Station. In January an ad for the Chapter meet was sent to John Amgwert ("Driveline" Editor) and Tim Partridge (Chapter Coordinator) for inclusion in the "Driveline". However, the ad did not show up in the "Driveline". Per the May DelVal newsletter; "John Amgwert arbitrarily chose not to publish the show copy and never bothered to inform us of his action until Howard Dupee called him on the first of May. His basis for not publishing the ad was that NCRS Chapter events are supposedly not to be associated with any other club or activity." Chapter President Dick Robinson wrote a rather scathing letter to the NCRS Officers and Directors explaining his concerns about neither Amgwert nor Partridge getting back to the Chapter about their arbitrary decision not to publish the show ad (as this was the third Chapter meet using the same format and nothing had been said in the past). Dick gave 3 recommended changes for administration of NCRS, which I believe are now in effect. Changing from a "for-profit" organization to a "not-for-profit" organization probably helped the changes occur. (Even with no ad, the Chapter show was very successful and called the "best ever".)

The May, 1980 newsletter included (according to Dick Robinson) "a little piece of Corvette development history". It was an article written by Carl C. Jakust, a Chevrolet engineer involved in the initial Corvette engineering in 1953. The article originally appeared in the SAE transactions for 1954 and is reproduced from the May newsletter in total below. (Some will say that the water problem was not solved until a LOT of years later.)

Development of Corvette Body Brought Some Unusual Problems

By Carl C. Jakust

One of the things we didn't think about right at the beginning, but later discovered we had to do, was to use a double-wire electrical system all through the body. The battery was grounded to the engine and, of course, the positive cable attached directly to the starter, and the chassis frame was not used at all as a conductor.

Another item that developed was the need for a good ignition suppression system in order to eliminate static in the radio of the Corvette, as well as in the radios of other cars. The very factor that made fiberglass an ideal material for radomes (a structural, weatherproof enclosure that protects an antenna – the radome is constructed of material that minimally attenuates the electromagnetic signal transmitted or received by the antenna –Editor added) made it undesirable from the standpoint of ignition interference with radio reception.

We also ran across a couple of minor legal problems in connection with the screens over the headlamps and the rear license plate compartment. In these cases, the trouble wasn't entirely unexpected, but we elected to continue with the screens over the headlamps and the Plexiglas over the license plate because of the styling advantages. In order to overcome the possibility of certain states refusing to license cars with these features, we made these parts so that they could be easily removed.

I believe the biggest unexpected trouble we ran into was water. It wasn't too long after the first model came off the line that we got the first reports of this trouble from no less a person than E. N. Cole, our chief engineer. He had taken one of the first Corvettes on a trip to determine how good a job the engineers had done.

Unfortunately, it rained and the side door seals, which were located between the top edges of the doors and the cowl and which were intended to conduct the water forward to run down the front edges of the door, leaked at the rear ends and conducted all the water that ran off the windshield into the interior of the body. This process was assisted by air pressure, which could not have been improved on as a means of accelerating the entrance of the water.

He soon found out that reinforced plastic made a pretty good boat because the water started to collect in the floor and before long there was quite a pool. The additional moisture inside the body caused the windows to steam up and when he reached into the door storage compartment to get a rag to wipe the windshield off – he found the water level in the door even higher than that in the floor. In fact, there was 4 inches of water in the door and, to top it off, his camera was in it.

I won't go into the details of the instructions we received to correct this deficiency, but can assure you that the action was prompt. We improved the seal between the door and the pillar and – just in case there was still a leak – added holes in the bottom of the side doors and in the floor of the cockpit.



2014 Mid-Atlantic Road Tour

Led by Steve Ganskey

Departs King of Prussia, PA Tuesday July 8 at 9AM



Day 1: Stops at Gettysburg and then onto Skyline Drive. Spend the night at Skyland Resort in the Shenandoah National Park.

Day 2: Natural Bridge, VMI Museum and Canyon Rim Visitor Center. Overnight in Charleston, WVA

Day 3: Bourbon Trail and Monmouth Cave overnight in Bowling Green.

Day 4: Corvette Museum and Plant. Overnight in St Louis.

Day 5: St Louis Arch and National Transportation Museum. Overnight in Independence, MO at LNO.



Still a work in progress

More road tour information can be found on the NCRS web site: <http://www.ncrs.org/convention/roadtour.htm>



Member Profile – Jeff Cornwell

NCRS Member #15518

Age: 55, Accountant

A 1959 Corvette was my first car, a project that needed restoration, purchased in 1974 when I was in 9th grade for \$250 and still own the car!



I have owned 3 Corvettes, still have two of them: the 1959 and a 1967 purchased in 1988. The 1967 was a barn find, which was last on the road in 1974. It needed a full restoration (white/red leather; 327-350hp; power steering; two tops, M-21 close ratio; 3:70 posi; AM-FM radio, original bolt-on wheels with red strip tires, tinted front windshield, tank sticker build sheet, tracked back to original purchaser; car sold new by Friendly Chevrolet in Springfield, IL, still in business...



June, 2014

I owned another 1967 coupe around 1980, but sold it for college tuition for \$7K (it was serial number 22931, 9th from the last produced; coupe; 427-390 HP; AC; power steering; tele and headrest, red with black interior)

My Favorite thing related to owning is meeting other people, tracking down parts, working on the cars...

I received NCRS Top Flight on the 1967 and participated in NCRS Gallery at Carlisle in 2013

Other interests, collecting old oil and gas, Delco and AC advertising memorabilia...also old speed equipment, coke machines, etc.

I have not missed a Corvettes at Carlisle show in 25 years...

I Would like to get more into judging, but have not had the time based on work demands...



Engine Oil for Vintage Corvettes

By: Duke Williams

(Editor's note: This article was originally published in the NCRS, Corvette Restorer, Vol. 35 No. 1, summer 2008. This updated version is reprinted here with permission from the author. The advice is applicable to all vintage engines with sliding surface valve trains.)

There is probably more chatter about engine oil than any other automotive subject. Entire Web sites are dedicated to the subject, but a good 90-plus percent of what you read and hear is based on myth, misinformation, and marketing hype.

For well over half a century the automotive and petroleum industries have promulgated engine oil standards through the American Petroleum Institute (API). The result: Engine oil is a generic product, but different generic engine oil products are offered depending on the type of service. The current API service category system dates back to 1969, and there are two basic categories. Current, past, and obsolete service categories that begin with "S" are intended primarily for spark ignition (gasoline) engines and "C" categories are intended primarily for compression ignition (diesel) engines. The second letter indicates the revision, and the service categories have evolved to the current SN (which replaced SM in late 2010) and CJ-4 ("-4" refers to four-stroke cycle) based on the requirements of currently produced engines, and I emphasize currently. SM and SN are not the best engine oils for vintage gasoline engines for reasons that I will explain.

As a general rule both C and S-category performance requirements have significantly increased over the years, but recent changes have reduced the concentration of anti-wear additive due to evidence that its combustion byproducts reduce catalyst life; and EPA requirements for tighter emission controls and longer emission control system warranties are one reason for the reduction. A second reason is that modern engine design details have reduced the need for anti-wear additive.

Additives, which are critical to proper engine performance and longevity include detergents, dispersants, and corrosion, foaming, and wear inhibitors. The most effective anti-wear additive going back over 50 years is zinc dialkyldithiophosphate, commonly known as ZDDP. This additive is critical to preventing sliding surface wear, and, in particular, vintage engines have many sliding surfaces in the valve train such as flat-faced valve lifters and plain bearing rocker arms/shafts or stamped rocker arms/balls as used on vintage Chevrolet V-8 engines. Most modern valve trains, both pushrod and overhead cam types, have roller lifters and roller trunnion rocker arms, which means they don't need as much ZDDP as vintage engines!

From the 1950s to 2004 when the SL specification was adopted, many engine oils were dual rated, carrying both the then current gasoline and diesel engine service categories. The primary service category was listed first and was often a marketing decision since the major marketers have spent years building various brand names specifically targeted at either diesel or gasoline engine owners. The typical level of ZDDP in these oils based on the mass fraction of phosphorous (symbol "P" on the Periodic Chart of Elements) evolved to about 0.12%, which can also be expressed as 1200 ppm (parts per million, 0.10% equals 1000 ppm). Over the years this level has proved to be ideal for sliding surface protection. Significantly less can allow more rapid sliding surface wear, but more than 0.14% over the long run can have negative effects such as certain corrosion mechanisms. More is not necessarily better, and there is absolutely no need to use any supplemental ZDDP-rich additives with CJ-4 other than GM EOS being optional for initial engine break-in. Field oil analyses usually reveal the Zn (zinc) concentration, and sometimes marketers specify it. As a general rule, the Zn concentration will be 100-200 ppm higher than the P concentration.

To promote long catalyst life, SM and SN oils with winter viscosity ratings of 10W or less are limited to 0.08% P. (The SL limit was 0.10%.) This is sufficient for modern "roller everything" gasoline engines, but may not be sufficient to prevent accelerated wear on vintage engine sliding valve train components. SM and SN oils with winter viscosity ratings above 10W have no P limitation, but this does not mean that 20W-50 SM or SN oils have more because only as little as

0.06% P is required to pass the SM or SN specifications and test suites. As a result, most current S-category oils cannot pass some of the C-category tests.

The current CJ-4 specification also limits P due to the addition of catalysts to 2007 and later over-the-road heavy-duty diesel engines, but the limitation is 0.12% - 50 percent greater than SM and SN - and 0.12% is about the same as earlier S and C-category oils before any P limits were adopted. Typical CJ-4s analyze at 0.11-0.12% P, and this level of ZDDP is necessary to pass the tougher CJ-4 anti-wear test suite. As a general rule, past and present, C-category test suites are a higher hurdle than S-category test suites. Thus, CJ-4 is the best commonly available oil for vintage engines because you are essentially guaranteed a near ideal amount of ZDDP for maximum protection of vintage engine sliding surface components. If you happen across a (first listed service category) CI-4, it is perfectly acceptable. CI-4 has no P limitation, but the typical concentration is at or slightly above the 0.12% CJ-4 limit – not enough to be of material difference, so there is absolutely no need to seek out CI-4 in lieu of CJ-4.

There are a number of “boutique” oil companies that market engine oil to the racing and vintage car communities claiming their oils are “better” than off-the-shelf oils, and these products are often several times the price of off-the-shelf oils. Some of these oils are not API certified (which is a multi-million dollar process for all the required laboratory and field tests), so you have to be genuinely knowledgeable about engine oil formulation and reliably know the analysis of these oils to rationally determine whether they are even the equals of API certified oils. Otherwise, a slick sales pitch can scare you into believing that your precious vintage engine will disintegrate into a pile of dust if you don't use their oil.

The next question is invariably: What brand? I refuse to name brands because it doesn't make any difference! There is no “best brand!” As long as the label (usually the label on the back side of the package) has the API Service Symbol (sometimes called the “donut”) with “CJ-4” (or CI-4) as the first listed service category, the product, within reasonable tolerance, is essentially the same as any other API CJ-4 or CI-4.

There are scores of C-category oils on the market, but you will typically run across three national brands marketed by major oil companies like Chevron-Texaco, Exxon-Mobil, and Royal Dutch Shell and often “house brands”. The general motoring public is totally ignorant of the API service category system and even most “car guys” of my acquaintance seem to know little or nothing about the subject, so start your education by reading some labels. The tip-off on the front label may be words like “diesel” “Delo”, “Delvac”, “Rotella”, “universal motor oil”, “fleet oil”, and “15W-40”; and don't be afraid to buy a house brand C-category oil from a reputable retailer like Walmart or the major auto parts chains. The contents are certified C-category oil packaged by an API licensed company under contract to the retailer with their house label. Retailers usually shelve C-category oils together, but they may be in a different section than S-category oils. I never fail to see a selection of C-category oils at any auto parts or big box store I visit.

The commonly available 15W-40 viscosity range is suitable for cold starts down to about 10-15 degrees F (or around -10 C) and will likely meet the needs of 99-plus percent of vintage car owners. If cold starts below this range will be common, use the 5W-40 “synthetic” version, which is blended with higher viscosity index Group II and Group III hydroprocessed base stocks; 10W-30 is also available in some brands, but may not be commonly stocked at automotive retailers, particularly in warmer climates. Most national brand Web sites have product data sheets on all their engine oils that include available viscosity grades and chemical analysis. Google is your friend.

Once CJ-4 certification is achieved, certain secondary categories may be listed, however, the marketer may choose not to do so. You may find other C-categories and a S-category listed after the primary C-category because if the primary service category - the first listed service category - is “C”, the S-category phosphorous limitation does not apply, so CJ-4/SM is common; however, the use of more than one S-category is prohibited regardless of the primary category. “CI-4 Plus” indicates a formulation with enhanced soot handling capabilities for diesel engines. Since soot is not an issue in spark ignition engines you can be indifferent to CI-4 Plus. See the accompanying examples of acceptable (primary) CJ-4 service category symbols.



(Symbols courtesy of The American Petroleum Institute)

These subtle and somewhat confusing details can be gleaned from the API 1509 document that is referenced below. If secondary categories confuse you, ignore them and only pay attention to the first listed service category, which is the primary service category, and you want it to be CJ-4 or CI-4.

It is relatively easy to become your own oil expert and make your own sound engine oil choices rather than trying to sort through all the myths and misinformation or listening to salesmen or “experts” who may have absolutely no technical/professional background in the automotive or petroleum industries.

Download and print the API Engine Oil Guide:

http://www.api.org/certification-programs/engine-oil-diesel-exhaust-fluid/~media/Files/Certification/Engine-Oil-Diesel/Publications/MOM_GUIDE_ENGLISH_2013.pdf

Another good information source on engine oil and other automotive lubricants is:

<http://lubricants.s5.com>

For further information including an explanation of the five engine oil base stock Groups and why the term “synthetic” is meaningless as it relates to motor oil, download and read the 129 page pdf document – API 1509 Engine Oil Licensing and Certification System along with Appendices E and F that you will find at:

<http://www.api.org/certifications/engineoil/pubs/index.cfm>

For a couple of hours effort you will know more about engine oil than 99-plus percent of the self-proclaimed “experts”, and you will be able to make intelligent and economic engine oil choices for all your vehicles.

About the Author:

Duke Williams is a retired automotive and aerospace engineer and holds a Master’s Degree in Mechanical Engineering from the University of Wisconsin Engine Research Center. He is the original owner of a 340 horsepower 1963 Corvette Coupe and a 1976 Cosworth Vega and has been involved with restoration and racing since he was a teenager. He resides in Redondo Beach, California and is a member of the National Corvette Restorers’ Society, Southern California Chapter and the Cosworth Vega Owners’ Association.



Member Profile – Bob Fox

NCRS Member #1228,
Also one of the initial Del Val Chapter members

Age - 75

Location (born, grew up, current....) – **Philadelphia, Glenside, Huntingdon Valley**

Occupation - **Draftsman**

Why Corvette – **Has Everything**

First Corvette owned – **1959 Fuelie**

Corvettes owned, past / present – **59, 61, 62, 67 (three), 70, 72, 86, 07 (new), 10 (new)**

Favorite part of owning? Racing, showing, restoration, people, just driving..... - **All of that!**

Do you do your own work? Mechanical / check the oil, fill the gas /turn the key and go - **Yes**

Favorite Corvette? (do you own it?) – **2010 Convertible, Yes**

Awards received, judging experiences – **National Judging Chairman (Lancaster)**

Experiences with Corvette (favorite / worst) – **61 Fuelie got hot, would not run when in Williamsburg, VA**

Favorite Corvette event – **Road Tours**

Other cars owned / interests – **Caddie, Muscle cars, 67,8,9 Camaro, 70 LS6 Chevelle**

Other non-corvette interests / hobbies – **Wood working**

Road trip experiences / destinations – **Thousand Islands – San Diego – Hampton Va**

Why do you belong to NCRS? – **Enjoy the comradery and the cars**

NCRS Judge? Level, focus years – **Before levels were used, focused on 1972 to 1986**



Editor's Comments

By Tom Hoyer

I want to thank all of the contributors for the June issue of the newsletter, including (but not limited to); Bob Cook, Jeff Cornwell, Duke Williams and Bob Fox. Member contributions are what help make "our" newsletter interesting and fun to read (not to mention it makes my job easier....). Keep those member profiles coming!

I spent a lot of time this past winter waiting for warmer weather so I could really put a dent (no pun intended) in this dual quad 58 I'm working on. Well, now that the warm weather has arrived, it seems like everything else has picked up and taken my time away from getting this 58 back on the road. Last fall I had targeted having it ready by our June Cruise Night, but unless someone has a flatbed I can use, I'll be driving the Z06 instead (weather permitting.....).

While I was tinkering on it in the garage a few nights back, enduring listening to ANOTHER Phillies loss on the radio, I thought to myself, maybe I can have this thing done by October and bring it to the Run for the Ribbons..... Hmmmmm, another date to shoot for. Let's see, I only have to finish the interior, put the convertible top on, rebuild the engine / trans and rear, finish the trunk, fix the sagging trunk lid springs, finish installing the bright work, put some gas in it and go! Simple.....

Back to reality, I NEED technical articles for the next TWO newsletters. We need to put together at least THREE more technical articles to meet the requirements for Chapter Top Flight in 2014. Let's get wrenching and take some pictures!

As always, please feel free to contact me to discuss anything about the newsletter. I'm always open to new ideas or critiques (yes, I do make unintentional errors.....)



Newsletters Needed

By Bob Cook

The best way to retrieve our Chapter's history is through the quarterly newsletters that have been sent to members since July of 1978. Unfortunately, we have not been able to find some of the newsletters. If you have any of the following issues, please bring them to the August (or any other) meeting. I will copy them and get the originals back to you.

Missing issues:

- Sept or Oct, 1978 – Newsletter Issue #2
- Late 1986, all of 1987 and 1988
- All of 1991 through early 2000

Also, if you have pictures or other memorabilia from "old" events, please let me make copies. Please note the event, date and the people in the pictures (if you know any of these).



DELAWARE VALLEY CHAPTER

National Corvette Restorers Society

**April General Membership Meeting
and Cruise Night – Dinner**

BRING YOUR CAR!!



Wednesday June 18, 2014

7 to 10 pm

**Lu Lu Shriners Complex
5140 Butler Pike
Plymouth Meeting, PA 19462**

Directions:

From Pennsylvania Turnpike: Norristown Exit 333. Follow signs to Plymouth Meeting Road. Turn right at the bottom of the ramp (traffic light). Go ~½ mile to the traffic light (Butler Pike). Turn left onto Butler Pike to Lu Lu Shriners complex ~ 1 mile on right.

From Philadelphia: Schuylkill Expressway (I-76) West to Route I-476 to Plymouth Meeting Exit 20 (last exit). Follow signs to Plymouth Meeting Road. Turn right at the bottom of the ramp (stop sign). Go ~½ mile to the traffic light (Butler Pike). Turn left onto Butler Pike to Lu Lu Shriners complex ~ 1 mile on right.

From Blue Route I-476: Route I-476 to Plymouth Meeting Exit 20 (last exit). Follow signs to Plymouth Meeting Road. Turn right at the bottom of the ramp (stop sign). Go ~½ mile to the traffic light (Butler Pike). Turn left onto Butler Pike to Lu Lu Shriners complex ~ 1 mile on right.



Volunteers Needed! AUGUST 21- 24 2014

The NCRS Gallery at Corvettes @ Carlisle cannot take place without the support from fellow NCRS members. Assistance is needed from Thursday morning at 10:00 AM until 2:30 PM on Sunday. We need fellow members to volunteer to help set up and park the cars as well as be an important presence during the public exhibit hours. If you are able to give of your time please do so. Thanks for your continued support each year.

GALLERY STAFF REPLY FORM

Yes, I would like to volunteer to help out in the NCRS Gallery.

Thursday Friday Saturday Sunday

Name: _____ NCRS #: _____

Eve. Phone: _____ Cell Phone: _____

E-Mail: _____

Please return form to Frank Stech or Elaine Raisner
P. O. Box 2853 · Warminster, PA 18974 · E-Mail: DeIVaTER@aol.com

REGISTRATION FORM

Pre-Registration Only, No Registration Day of Show!

Ronald McDonald House Toy Drive: Please support by donating a new, unwrapped toy.

Name _____
 Address _____
 City _____ State _____ Zip _____
 NCRS # _____ Chapter _____ E-mail _____
 Phone Day (____) _____ Phone Eve. (____) _____
 Flight Judging Fee @ \$75 \$ _____
 Sportsman Participation @ \$35 \$ _____
 Duntov · McLellan · Hill · Bowtie · Crossed Flags · Heritage \$ No Charge \$ _____
 Judging Registration \$ No Charge \$ _____
 Join Delaware Valley Chapter Membership @ \$30 \$ _____
 Total Enclosed \$ _____

CAR ENTRANT REGISTRATION

Please CHECK if this will be your first NCRS Flight Judging experience.

Year _____ VIN# _____
 Please Note: 1963 and newer Corvettes must include all numbers and characters from the Trim Tag or Service Parts ID. Label with respect to Build Date, Paint Code, and Trim Code plus Body Number for 1963-1967 Corvettes.

Horse Power _____ Build Date _____ Paint Code _____
 Trim Code _____ Body Number _____ Cove Color _____
 Exterior _____ Interior Color _____ Fabric _____
 Driven or Trailered Convertible or Coupe
 Insurance Co. _____ You must enclose a copy of your insurance card.
 Policy # _____ Expiration Date _____

JUDGE & TABULATOR REGISTRATION

Division: Judging Level _____ or Tabulator Level _____
 Judging Class Preference: 1st Choice _____ 2nd Choice _____

Release and Waiver of Liability (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 event, wherever located. I AGREE 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 driving tests and/or road tours.

Signature: _____ Date: _____

Send completed form, proof of insurance & non refundable remittance by September 29th to:

DELAWARE VALLEY CHAPTER NCRS
 PO Box 2853 · Warminster · PA 18974

DELAWARE VALLEY CHAPTER 34th Annual RUN FOR THE RIBBONS October 12, 2014



COUNTY CORVETTE

315 Westtown Road · West Chester, PA 19382
 (610) 696-7888 · Indoor Judging · Space Limited

DIRECTIONS: <http://www.countycorvette.com/directprint.htm>

Ronald McDonald House Toy Drive · Charity Chapter Event!
 Please support this wonderful cause by donating a new, unwrapped toy.

From Pa. Turnpike: Exit #312 (Downingtown) · Rt. 100 South · Follow 4 miles · will turn into Rt. 202 South · Follow 2 miles to Westtown Road Exit · Right onto Westtown Road · Follow 1/2 mile to traffic light · After intersection, .1 mile on right

From I-95: Rt. 202 North · Follow thru Delaware (approx. 10 miles) · Follow 202 North into PA · Follow signs for Rt. 202 North (Merge right, onto ramp) · After light, look for sign for Westtown Road · Take Westtown Road off ramp · Left on Westtown Road · Follow 1/2 mile to traffic light · After intersection · .1 mile on right

Meet Schedule

Registration, Tech & Clean Up 6:30-8:15 am
 Owners Meeting 8:15 am
 Judges Meeting 8:30 am

Meet Information

Tim & Elaine Raisner
 (215) 675-4299
 DeValTER@aol.com

Judging Information

Frank Stech
 (856) 665-1557 Days
 (856) 589-7544 Eves.
 FLSJR@aol.com

Hotel Information

Days Hotel
 943 S. High St.
 West Chester, PA 19382
 (610) 692-1900

Holiday Inn Express
 1310 Wilmington Pike (Rt. 202)
 West Chester, PA 19382
 (610) 399-4600

Send completed form, proof of insurance & non refundable remittance by September 29th to:

DELAWARE VALLEY CHAPTER NCRS
 PO Box 2853 · Warminster · PA 18974



APPLICATION FORM

Please: Print or Type

Name(s) _____ NCRS # _____
 Address _____ City _____ State ____ Zip _____
 Phone Day (____) _____ E-Mail _____
 Phone Eve. (____) _____ Cell Phone (____) _____

Year _____ VIN# _____
 Engine Specs: CID _____ HP _____
 Transmission: _____ Rear End Ratio: _____
 Exterior Color _____ Interior Color _____ Leather Vinyl
 Body Style: Coupe T-Top Convertible Soft Top w/ Hard Top
 Wheels and Tires: _____
 Current Mileage: _____ I am the _____ owner for _____ years.
 Special Edition: (Example: Pace Car, Grand Sport) _____
 Options: (Example A/C, power steering, etc.) _____

Prior Awards: Please include all significant awards
NCRS AWARDS you earned with the car: _____

NCRS AWARDS earned by prior owner: _____

OTHER AWARDS: _____

Brief History / Highlight: _____

Whereas all participates, including owners, and voluntarily enter into the Delaware Valley Chapter hosted NCRS GALLERY, it is agreed as follows: All participates will insure their vehicle(s) & property against loss, damage, & liability, & provide proof of insurance. Owners & all participants hereby agree to indemnify and hold harmless Delaware Valley Chapter NCRS, NCRS and Carlisle Events, it's officers, directors, agents, employees, or assigns for acts or omissions which may result in the theft, damage, destruction, or injury to them or to others occurring during or as a consequence of this event, wherever located.

All entrants and cars will be required to arrive at the Carlisle Fairgrounds by noon on Thursday and cars will not be removed until Sunday at 3:30 pm.

Signature _____ **Date** _____

Inquiries can be made by E-mail: DeValTER@aol.com

Please Complete and Return to:

Enclose a photo of your car.
 (Photos will not be returned.)

NCRS GALLERY
 PO Box 2853
 Warminster, PA 18974-0086 Photo:



For Sale

Contact Bruce Shaw: 215-657-2377

NOS from Dealer inventory – blank pad

1962 327/360HP complete engine – never started including fuel injection

Mostly February 62 dates, FI Unit: 1980 7017360, Dist 1110990 (2B7) Heads 3742861 (B142,B102) Block 3782870 (B132), finned balancer, Water Pump 3782609

\$19,000 OBO



NOS from Dealer inventory – blank pad

1967 427/435 complete engine – never started

Mostly June 66 - 351 Block (F306), 827/828 Exh Manifolds (Oct 66), 391 Heads (J106,G96), 3660/3659 Holleys (724,734,8B1), Dist (6J1), WP (G286)

\$23,500.00 OBO



Delaware Valley Chapter NCRS

Calendar of Events 2014

June

18 Cruise Night - Dinner 7pm
Membership Meeting - Lu Lu Shriners Complex · Plymouth Meeting, PA

July

12-18 NCRS National Convention - Overland Park, Kansas

August

6 Cruise Night - Dinner 7pm
Membership Meeting - Lu Lu Shriners Complex · Plymouth Meeting, PA
22-24 NCRS Gallery XIV at Corvettes @ Carlisle

October

8 Membership Meeting/Seminar - Lu Lu Shriners Complex · Plymouth Meeting, PA
12 Chapter Meet- 34th Run for the Ribbons - County Corvette · West Chester, PA

December

13 Holiday Dinner - Cock & Bull Restaurant · Lahaska, PA

2014 Delaware Valley Chapter Officers

Chairperson	John Kane	jjkane@comcast.net	(215) 497-9361
Vice/Membership Chair	Howard Dupee	Hd.niw@verizon.net	(215) 688-9327
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