

All Events To Be Determined Later

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June
Indianapolis

Bloomington Gold
IMS

August
Jamie & John's

Mini Meet
Hamilton Lake Location

September

Chapter Road Tour

October
Larry Gerig's

Chapter Judging Meet
Roanoke IN.

October
Mounds State Park

Chapter Picnic
Anderson, IN

November
MCL Cafeteria

Annual Business Meeting
Castleton

December

Chapter X-Mas Party

Message From Mike Treece, Chairman

With COVID-19 continuing to postpone/cancel events, planning our Chapter events remains on hold. I hope we will tentatively plan 2021 events so that when the Pandemic calms down enough, we can safely gather again this summer.

I have done more virtual schooling, with the most recent topic being on spare tires, rims, equipment and storage for C1 and C2. Over 100 members signing in for this topic. Part 2 on spares/rims/equip for C3, C4, and C5 will be held online February 6th at 10:00AM, if interested, please go to the national NCRS website, find the events and sign up. All of the virtual schooling I have done to date, are located on the Heart of Ohio website if you would like to view them.

Rick and I are excited that the Indiana Chapter is scheduled to host a regional meet in April of 2022. Please contact Rick or myself to volunteer. Please stay safe and I hope to see you all soon.

Mike Treece
Chairman, Indiana Chapter

Message From Rick Coker, Judging Chairman

2021 rolled in with a new round of COVID-19 but, hope is on the horizon in the form of a vaccine. Indiana has been inoculating residents for several weeks. Hopefully, in the coming months, we can regain some sense of normalcy.

The Indiana Chapter is tentatively planning for 1 or 2 small Judging Meets and a Judging School at David Goss' location, with all dates to be determined at a later time. Locations for the judging meets are still needed, any recommendations or ideas will be greatly appreciated.

Last year saw the addition of online judging schools. These have turned out to be great opportunities, I encourage everyone to check them out. I believe the Chapter website has several available for viewing, as well as the Heart of Ohio Chapter website.

The Indiana Chapter is scheduled to host a Regional Meet in 2022. The Regional event will be located in Auburn, IN, at the Kruse Plaza, (2006 event venue) for April 28-30. The banquet will be held at the ADC Museum. Volunteers will be needed. More information by Fall 2021.

Wisconsin Chapter of NCRS extends a sincere invitation to members and their families for their 2021 Judging Meet and Judging School. The event will be held on June 4-5 at Richland Center Fair Grounds, located at 23630 County Highway AA, Richland Center, WI 53581

Heartland Mini PV Meet/Regional Meet hosted by the Heartland Chapter.

Mini PV June 8-9, 2021, Regional June 10-12, 2021 at Hawkeye Downs Speedway & Expo Center, located at 4400 6th Street SW, Cedar Rapids, Iowa 52404

No Host Hotels. All events will be held at Hawkeye Downs. There are 12 hotels within 1 mile of the venue. All cars need to be checked in and parked by 5:00 PM on Tuesday, June 8, 2021. Online registrations only.

Note: This is the registration for the pre-event Performance Verification meet. Register separately for the full regional meet, occurring June 10-12, 2021.

Note: In order to participate in this Mini PV Regional Meet, you **MUST** register for the full Regional Meet, to be held June 10-12, 2021. No exceptions! Should a member attend the Mini event but leave before the June 10-12 Regional Meet is completed, the member would be subject to a 13 month suspension from NCRS Judging activities.

Rick Coker
Judging Chairman, Indiana Chapter

Message From Tim Hull, Editor

Any member wishing to receive a paper copy of Points & Plugs via USPS, send me an email request along with your mailing address.

Technical Articles are needed for the 3 remaining issues of Points & Plugs for 2021. Thank you, Brian Davies for submitting your Mary Ann Gets Rescued article, on the day of Dawn Wells passing. Is there a Mary Ann Tribute Band in the works?

Tech Talk

Following is the article which was submitted toward my NCRS Founders Award requirements. Back in 2018, I never dreamed that two people mentioned within wouldn't be around to enjoy reading it, or at least perhaps hearing about it, themselves. So this story is dedicated to

*My Corvette friend/mentor Tom Young, who initiated my hobby and NCRS involvement

* Ms Dawn Wells, my favorite lady celebrity of all time

The secret of life is: "Try not to hurry, but don't wait. Don't wait!"

A pertinent postscript to this story: Mary Frann, my 1982 Collector Edition, was awarded both the Bowtie (4 stars) and Founders Award at the 2019 National Convention in South Carolina. It's my understanding that very few (if any) other Corvettes have achieved these awards simultaneously at one convention. I guess I found a good car indeed!

"Mary Ann Gets Rescued"

Where did it start for me? Just sit right back and you'll hear the tale...

One of the last things I had ever expected while growing up was to be a Corvette owner. I wasn't a car kid at all; World War Two aircraft were my favorite interest. My cousin Steve Davies was the Corvette guy. Steve was 15 years older than I, and had always loved Corvettes. Family legend has it that he was determined to get one even before he reached driving age.

In 1966, when he was 19, Steve owned a 1959 Corvette. That August, he was enjoying his going-away party before leaving for military enlistment. Steve's friend James Mason (not the actor) mentioned that he'd never before had a Corvette ride. Steve and James jumped into the '59, and off they went. Sadly, their ride ended when they hit a utility pole. James survived; Steve did not.

Because of this, Corvettes were on my family's list of undesired objects. Despite the true reasons for the crash, it was easier just to blame the Corvette for Steve's loss. So you can imagine my folks' dismay when my interest was piqued around 1988.

One pivotal day in 1989, my friend Scott Shepherd phoned me. His stepdad, Tom Young, needed some help later that week. Four of Tom's Corvettes needed ferried from Fort Wayne to a storage facility northwest of town. Would I like to drive one? Would I? Does a bear live in the Vatican? The big day finally came, and I arrived smiling and eager. They pointed me toward a pretty '67 coupe, 427/390 4-speed, in Marlboro Maroon with black guts. Because Tom knew I'd never before driven a Corvette, I got this one. Apparently, it was the most sedate of the four.



Mary Ann and the author, August, 1989



*Mary Ann and the author, April, 2014
At least the car can be returned to the way
it looked in 1989!*

First, I nearly lurched into the car in front of me – who knew that 4 speeds had to be in neutral before starting? Then I nearly did it again – who knew there was a reverse lock-out on the shifter? Goosing it through downtown Ft. Wayne was no picnic either. Between my lack of expertise with a manual transmission, and the lack of power brakes and steering on a big block, it's amazing that I completed the trip without damage or



1/25 scale model, built by the author in late 1989

personal injury. All in all, it was a great way to live my inaugural Corvette driving experience! I even used an MPC "Night Stalker" 1967 kit, plus some leftover parts, to build a model of the one I'd just driven. This helped me cherish my memory of the occasion further. Now I was really pumped about owning one someday.

"Someday" came on December 31, 1991. My first Corvette purchase was a '77; it was silver/red, and I loved it! So did my wife Jan, actually. Because of our budget, the '77 was a year-round driver, even in snow. It actually did fairly well, as long as the roads had gotten some attention.

Next came a '73 convertible, an '86 convertible, a '76, then another '86 convertible. Through all this, I had wanted to join the NCRS, but never did. I'd even ask for membership as a Christmas gift, only to hear, "But I can't wrap that for you." Finally I joined in 1999, and then waited patiently until C4s became judging eligible. In May, 2003, I took it to the Heart of America Regional near St. Louis. Our gold '86 brought home a Top Flight award. I mean it literally brought the award home, along with Jan and our luggage. No trailer for us; we drove to that meet. It was just as well, since those extra driving points helped achieve the required 94% score!



Author's gold 1986 at the Heart of America Regional, 2003

After that, my meet attendances were focused on being a judge. Life and its circumstances – different houses, divorce, and job changes - came and went. I kept the '86 until late in 2011, when it was replaced by a yellow 2006 coupe. Though the '06 was a fantastic driver, I was longing for the chance to get something vintage, and try Flight Judging from an owner's perspective again. In 2014, I began to search for a '63-'67 small block convertible.

Besides his car collection, Tom also had a stockpile of various midyear parts. One evening I called him, just to get an idea of what he might have, in case I needed TFP parts for whatever I might buy. During our phone chat, Tom mentioned, "I have parts, but do you want a car? Connie [Tom's wife] says I need to get rid of some cars."

"Well," I said, "the only one I can remember is that maroon '67, which I got to drive back in 1989."

"I still have that one," Tom told me. And so he did. April 1, 2014 didn't feel foolish to me; I paid Tom a deposit which now made me a prospective owner of the very first Corvette that I had ever driven in my life, nearly 25 years earlier!

Now, I'm that type who names his cars. My regular car was named "Natalie", and my 2006 Corvette was "Maggie", because of their navigation systems. Those names were bestowed for two reasons:

- 1) I love Natalie Wood. Some guys salivate over Marilyn Monroe; give me Natalie Wood any day.
- 2) Toward the end of "The Great Race", there's a scene where Maggie (Natalie Wood) and Leslie (Tony Curtis) are driving through Paris. As they approach an intersection, Maggie says, "Turn right at the next corner." Leslie continues on straight, so Maggie insists, "Go back and turn right!" Is that a navigation system or what?

"Mary Ann" came from my adolescent crush on Dawn Wells, and because the '67 had no navigation system. After all, on the island, Mary Ann had no idea where she was either!

After Tom and I got it on dollies and out in the sunshine, the initial cleanup began. Simple Green, water, and elbow grease went a long way. Then the car went to Lester Schinnerer's shop for reconditioning. All safety and wear items (belts, hoses, etc.) were



replaced, using items as close to typical factory production appearance as we could obtain. Mary Ann was not going to be a trailer queen; she would be on the road whenever weather and traffic conditions permitted.



Upper Left: First daylight exposure in many years

Upper Right: Flaws? What flaws? Nothing to see here!

Lower: Two of the more obvious areas which needed attention



*Top: Body-on restoration begins, May, 2014
Above: Vast improvement is apparent*



*Left: Delivery day with author and previous owner, Tom Young
Right: Home in the driveway, after changing repro bolt-on wheels to real rally wheels*

That summer I was able to drive her on most weekends. I also allowed myself to take her to work, but only on Fridays if the weather had no chance of turning bad. In August 2014, Mary Ann was judged for the first time in her existence, at the Indiana Chapter meet. I wasn't at all nervous; the whole point was to get a scoring baseline and checklist of what I might want to change or improve.



Mary Ann even had a relative at that meet! Another one of those four cars from the 1989 storage trip was also there to be judged, Tom's white/teal '67. Mary Ann was awarded a Second Flight, which I thought acceptable. She was far from brand new, and I certainly hadn't confined her to a shop for multiple months to undergo a body-off restoration.

Mary Ann's first Flight Judging, August, 2014



Tom Young's 1967 Flight Judging, August, 2014

Home we went and the improvements began. Not only did delivery drivers get to know my address, I was also building a good relationship with Paragon and other parts suppliers. Through all this, I kept up a steady schedule of Friday work drives, local cruise-in nights, weekend runs to the ice cream stand, and generally making sure that Mary Ann knew she was well loved.

In August of 2015, her next chapter judging occurred. I'd love to report that a year's worth of tweaking and massaging helped dramatically improve the score... but I can't. At this meet, the mechanical section judges found a stamp pad issue. The engine plant stamp had a barely legible ghost image nearby it, and the VIN stamping had an incorrect font. Man, my spirits fell faster than Hans Gruber on Christmas Eve. I ended up with another Second Flight, and this time went home pretty dejected.



Second Flight Judging, August, 2015

The best we could figure out were all theories, but they seem pretty safe guesses. At some point in the late 70s or early 80s, long before Tom ever owned the car, the engine must have been rebuilt. At that time, the shop either erroneously obliterated the stamp, or did so intentionally because they thought they had adequate tools to replace it.

That "ghost" stamp was all that remained of the original; they had re-stamped both the engine assembly code and VIN. Even worse was the fact that this pad issue had slipped through during the first judging in 2014. Had it appeared then, I'd have been ahead several thousand dollars not spent on other improvements.

After some reflection, in January 2016 I decided to sell. Bringing Mary Ann up to NCRS standards was beyond my resources. She was still a great driver, but that's not what I'd been seeking. In May 2018, I acquired a beautiful 1982 Collector Edition from my friend Eric Patty. Her name is "Mary Frann", after one of my favorite ladies from the early 1980s era. On the day she entered my garage, her odometer read a whopping 652 miles. Mary Frann will be appearing at various meets through 2019 and 2020. I've realized that I'm the type who will do better with a turn-key car that's ready to go. I have enough unfinished model kits at my house; the last thing I need is a real car taken apart!



Mary Frann at the Mid-Atlantic Regional, September, 2018.



Maggie and Mary Ann back together, September, 2016.

A great guy named Mark Gibson now owns Mary Ann, and he's been having lots of fun. As I watched Mary Ann roll away down my street that day, I could still smile. I found great comfort in the thought, *"For a while, she was mine. That is enough."*

Brian Davies
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NATIONAL CORVETTE RESTORERS SOCIETY
Board of Directors Meeting
Via ZOOM Teleconference
December 1, 2020

NCRS Board of Directors Meeting was called to order at 12:00 PM EST

Present were: Mike Ingham, John Ballard, Rick Coker, Dave Ewan, Bob Johansen, Ralph Ridge, Mark Tulley, Shannon Urton, Dave Brigham, Larry Colvin, Harry Ledgerwood, Vinnie Peters, John Tidwell.

1. Approval of Minutes from the October 22, 2020 Board Meeting – Larry Colvin.

- a. *Mark Tulley moved, and Dave Ewan seconded, to approve the minutes from the October 22, 2020 Board meeting.*
 - i. *Passed: 8 for, None against, 1 absent (Sue Strawmyre).*

2. Activities – Regional Meets – Dave Ewan.

- a. 2021 Florida Regional.
 - i. Updated Dave Brigham on the Board's recommendation that the 2021 Florida should be cancelled.
 - ii. One Judging Team Leader has contracted Covid-19.
 - iii. *Mark Tulley moved, and Shannon Urton seconded, to cancel the 2021 Florida Regional due to safety and health concerns for the membership but give the Chapter the option to hold a Chapter meet in place of the cancelled Regional. NCRS will reimburse the Florida Chapter for any expenses for the cancelled Regional and a potential replacement Chapter event.*
 - 1. *Passed: 8 for, none against, 1 absent (Sue Strawmyre).*
 - iv. Vinnie Peters will publish notice of the cancellation in The Driveline.
- b. 2022 Regional in Greenville, SC.
 - i. Same convention center and hotels as previous Regional and National Convention.
 - ii. May 19, 2022 – May 21, 2022.
 - iii. Will be a feeder event for the Mobile, AL National Convention.
 - iv. *Dave Ewan moved, and Mike Ingham seconded, to approve a May 2022 Regional in Greenville, SC.*
 - 1. *Passed: 8 for, none against, 1 absent (Sue Strawmyre).*

3. Activities – National Conventions – Mike Ingham.

- a. 2021 Palm Springs, CA.
- b. 2022 Mobile, AL.
- c. 2023 French Lick, IN.
- d. 2024 Options:
 - i. Albuquerque, NM, planning a virtual tour.
 - ii. Denver, CO.
 - iii. Las Vegas, NV, same site as used in 2018

1. Old Business.

a. NCRS Social Media Ideas – Shannon Urton.

- i. Made administrator personnel changes.
- ii. Focused on recruiting more NCRS members.
- iii. Facebook should be the main vehicle for the NCRS social media campaigns.
- iv. Definition of success:
 1. Reaching new members.
- v. Need a marketing focus on all social media activities.
 1. Build brand awareness and boost engagement.
- vi. Mark Tulley suggested considering making NCRS YouTube videos available online.
- vii. Make NCRS cars-for-sale information available via social media.
- viii. Dave Ewan suggested putting cars-for-sale information on Facebook.
 1. Should go on main pages.
 2. Needs to be coordinated by an I.T. person.
 3. Dave suggested contacting Gary Chesnut to start this process.
- ix. Shannon recommended involving a social-media knowledgeable person to coordinate and implement this program.
- x. Mike Ingham noted that a member of the Southern California Chapter makes short technical YouTube videos.
- xi. Shannon would like to put a social media update in The Driveline but wait until more changes have been made.

b. Replacement for Road Tour Chair – Dave Ewan and Mike Ingham.

- i. Joe Santamaria has agreed to take over Road Tour leadership.
- ii. *Dave Ewan moved, and Rick Coker seconded, to approve Joe Santamaria as NCRS Road Tour Chair.*
 1. *Passed: 8 for, none against, 1 absent (Sue Strawmyre).*

2. New Business.

a. Discuss Life Member Issues – Mike Ingham and Ralph Ridge.

- i. A Chapter asked to make a Chapter-founding member a NCRS “Life Member”.
- ii. Currently, there are no NCRS Life Members.
- iii. Life membership is currently defined in the NCRS bylaws (Section 9.4) but has never been used.
- iv. *Dave Ewan moved, and Mark Tulley seconded, to remove Section 9.4 (Life Members) from the NCRS bylaws.*
 1. *Passed: 7 for, none against, 1 abstained (Ralph Ridge), 1 absent (Sue Strawmyre).*

b. Member Appreciation Ideas – Mark Tulley.

- i. Metro Long Island Chapter is waiving Chapter dues for 2021.
- ii.

- i. Discussed the idea of sending a holiday message of appreciation from the Board to the membership; Mike agreed to draft a message and circulate it to the Board for comment.
- b. Discussion Regarding How Chapters are Using Zoom Capabilities.**
- c. May 2021 Scottsdale Regional Event Contingencies – Dave Brigham.**
 - i. Concern that if Scottsdale Regional is cancelled it would threaten the Palm Springs National Convention from a judging perspective.
- d. Discussion of Board Meeting Schedule – Mike Ingham.**
 - i. Next Board meeting: January 22, 2021.

Dave Ewan moved, and Mark Tulley seconded, to adjourn the meeting.

Passed: 8 for, None against, 1 absent (Sue Strawmyre).

The meeting adjourned at 1:35 PM EST.

Respectfully submitted,

Larry Colvin
NCRS Secretary



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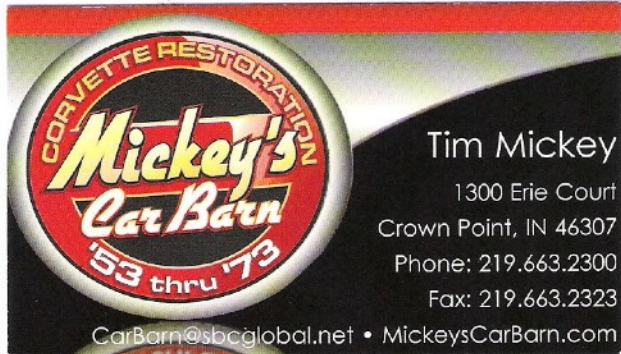
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