



# Midway USA Tune Up

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## Chairman Ramblings – Rick Smiley

Since we had no October meeting, all I have to write about is the Nebraska Chapter mini-regional.

But first, a gentle reminder; Judging School Nov 9 Chapter dues are due. Christmas Party is on December 14<sup>th</sup>, at Dale's HOA Clubhouse. The nomination of Officers. We also need to discuss our Charity donation amount.

On Thursday morning, Jo and Dave Houlihan, Vinny, Sophie and Seth Paulsen, Beverly and myself headed north in our Cadillac Corvette, Audi Corvette and the Tahoe Corvette. It seems these days our real Corvettes just do not have the luggage and baby room we need nowadays. Later we met up with Gene and Gina Holts and Dallas and Kerri Keller who had

traveled earlier to help with the event.

If you have never been to this event, you are missing out on the best Chapter Judging meet around, period. I mean, what other Chapter event makes sure you never go hungry, and the food is top notch? Then when you leave you get a diddy bag with some snacks for the trip home!

To start the weekend off on Thursday night, we arrived at Mike McFarland's NEW man cave, and it was awesome. We were served a fantastic chicken dinner with all the fixin's. Mike also showcased his newly arrived black 1967 coupe with side pipes and air. Beautiful car!

On Friday morning we were up early for a once in a life time presentation as it was on the last Corvette from

the St Louis plant. Presented by David Burroughs, founder of Bloomington Gold and John Amgwert, NCRS #003, with help from Ralph Montileone, quality control inspection manager.

What is so special about this presentation? Cameras were NEVER allowed in the plant. Somehow David and John managed to talk their way in, and the rest is history. Without their hard work and thousands of photos we would never know the true story of the last 1981 Corvette from the St Louis plant. There was way too much to share in writing. I would encourage you to ask questions at our meeting and those that attended will answer to the best of our ability. Oh, by the way, David and John actually purchased the last 1981 Corvette. Does

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## Just for Fun—Dallas Keller

(Continued from Page 1)

anyone know the color of the Last St Louis Corvette??

Friday afternoon and Saturday were spent judging, one Concours car and six Corvettes for Flight Judging. All were very nice cars. How this Chapter continually finds such great cars is beyond me!

I almost forgot about the Charity Auction. This is a hilarious event and Craig Stephens always gets the worst of it! As I am sure you can see, this is an event worth adding to your travel calendar next year. Thank you, Mike, Alice, Brad, and all the Nebraska Chapter members for another great last blast.

Dallas and Kerri traveled to the Frisco Regional and I am looking forward to their overview of the event.

Looking forward to seeing everyone's smiling face on November 9<sup>th</sup> at the All States Home Improvement at 9:00 am. **We will need to park in the parking lot to the west of the building and our meeting will be in the Sales Peoples Room (Northeast corner of building). There should be a door open on the west side of the building to enter thru.**

Rick Smiley



## Did You Know? 1981 Corvettes

Facts about 1981 Corvettes:

1. True or False: The 1981 Corvette was the first model year to be built simultaneously in two locations.
2. True or False: All 1981 valve covers were magnesium for weight reduction.
3. True or False: A power seat became available in Corvettes for the first time in 1981 as RPO A42 available on both the driver's and passenger's seat.

(Continued to Page 6)

**Did You Know?**

## NCRS Events Calendar

(National & Local)

NCRS web site <http://www.ncrs.org>  
then click on the Events link.

Or click the [underline link](#) for registration then enter your NCRS Forum credentials then click the event to register

2024

Nov 9 Chapter Meeting

Dec 14 Chapter Christmas Party

2025

Jan 11 Chapter Meeting

Jan 15-18 Florida Regional—Melbourne, FL

Feb 8 Chapter Meeting

Mar 8 Chapter Meeting

## Midway USA Chapter of NCRS, Inc. Established January 28th, 2009 Officers & Committee Chairs

Chairman	Rick Smiley	(316) 729-8388
Vice-Chairman	Seth Paulsen	(623) 229-2555
Secretary	Jim Coote	(316) 789-0005
Treasurer	Dallas Keller	(316) 200-4125
Judging Chair	Dave Houlihan	(316) 682-9729
Events Coordinator	Mike Rowley	(316) 708-2016
Newsletter Editors	Kerri Keller & Jim Coote	
Membership Chairman	Mike Rowley	
Historian & Zoom Director	Dale Green	
Region VII Director	Tony Stein	(816) 753-1500
Chairman Emeritus	Kurt Geis	
Region Director VII Emeritus	Dave Ewan	

## Midway USA Chapter Merchandise

Midway USA Name Tag

\$7.00 + tax for either magnetic or pin type

Can be purchased at Apple Graphix

2429 W Douglas Ave (316) 942-5426

**Published by:**  
Midway USA Chapter of NCRS, Inc.  
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<http://www.midwayusancrs.org>



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Chevrolet**  
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Proudly sponsors  
Midway USA Chapter  
of NCRS

## November 2024 - Lightning in a Bottle - Judging Chairman Dave Houlihan

Preliminaries - We'll have a one point Judging School after November's meeting - Topic is "Crossover Scoring". (Page 36 of your Judging Reference Manual 9th edition)

Brad Hillhouse and Nebraska Chapter did indeed capture "Lightning in a Bottle" at 2024 Last Blast. We had Nebraska Chapter's usual good cars, good food, and good friends. Special thanks to Mike McFarland for sponsoring his **WAY OVER THE TOP** Thursday night meal and social hour. Mike, thank you for all you do for Midway USA and Nebraska Chapters!

On Thursday evening we were treated to Bill Mulder's "Detecting Counterfeit C1 VIN Tags" presentation. As he said, "Easy to spot if you know what you're looking for". Thanks to Bill, now we know what to look for!

Friday and Saturday's judging schools by John Amgwert, David Burroughs, and Ralph Montileone constituted a once in a lifetime event. As Terry McManmon posted on NCRS' Facebook page "...I will remember this one for a long time and count it among some of the best, if not the best, experience I have had at an NCRS event. This is the kind of event that keeps me coming back again and again." That sentiment was shared by everyone.

Some Background:

**John Amgwert:** NCRS Founding member #3. 2023 Inducted into the National Corvette Museum Hall of Fame. NCRS Restorer Editor 25 years. Expert early Corvette.

**David Burroughs:** Founder Bloomington Gold. Implemented "Matrix Judging" system (Originality/Condition) for Corvette at 1978 Bloomington Gold. "Certification Board" for Corvette - each car judged on its own merits - not against other cars. "Make it like the factory made it .... no better, no worse". In 1981, Michael Antonick (Corvette "Black Book") published "Corvette Restoration - State of the Art" documenting David Burroughs & Don Ellefsen's restoration of Don's 1965 Corvette. This was a first for "getting everything right" in a restoration. Heavy duty study and research as to what this car was like at production. (Put into perspective - Fall 1983 Restorer had National Judging Chairman Keith Kibbe reminding judges they should check engine block casting numbers.) You might thank (or blame) him for starting our current detailed restoration practice and judging system.

**Ralph Montileone:** Quality Control Manager and Miracle Worker. Worked at St Louis plant 1968-1981 and part of transition team to Bowling Green. "Miracle Worker" - 1983 Corvette in National Corvette Museum - Ralph was the man that saved it (one of 43) from crusher. Great perspective on day-to-day plant operations.

**Kudos to Brad Hillhouse for assembling this awesome group!**

Both schools centered on "End of an Era" Corvette Production in St Louis.

**First school Friday morning:**

In 1981, the planets aligned and John Amgwert, David Burroughs, and Michael Hanson



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got permission to document (photograph) production of the Last St Louis Corvette. This 1981 Corvette #31611, was photographed rolling off that assembly line 31 July 1981. That press photo was staged, and that Frost Beige beauty hung around for a few days getting interior installed, water test, etc.

John and David's presentation was over 650 color slides documenting this build. John, David, and Michael were not GM employees. Ralph Montileone worked QC at St Louis 1968-1981, and gave preliminary comments - photography was strictly forbidden in plant. You could get fired for just bringing a camera inside. How John, David and Michael got permission to photograph - Ralph considers a miracle. (Ralph knows something about miracles - later.)

And yes, this once in a lifetime presentation was professionally recorded. Todd Duncan (Duncan Aviation in Lincoln) graciously provided a large theater seat classroom in one of Duncan Aviation's airplane hangers. Todd also provided videographers and sound technicians.



Figure 1 Last STL Corvette Production

Figure 1: Yes - that is one huge TV screen they used

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Continued from Page 4)

Prior to this event, what we see about Corvette's production line was typically B&W staged GM photos. Some detail, but most are likely limited pre-production images. Some occasional production photos are around, again B&W. Years ago, around 30 color images from 1981 surfaced on some internet Corvette Forums. These were likely taken some December evening during Christmas plant shut-down. Study of these 30 is quite informative, but nothing like John and David's cornucopia of 650 plus color images.

There is NO WAY I can convey all that information John and David presented, to you in this article. I have asked Kerri to attach their handout to this newsletter. Kind of a teaser to what was discussed. Don't know when/where this recording will be available.

Suffice to say, all judges should see it - will (should) change many of our thoughts about Originality judging. Overspray, etc, etc, etc....

### **Second school Saturday morning:**

Ralph Montileone spoke on production detail. As QC at St Louis he was privy to day-to-day operations. Ralph had a VERY DETAILED plant diagram. This detail is important to us restorers as it provides information about build sequence.

In 1993, Peter Licastro authored "Birthplace of Legends -The Story of Corvette Production at the St. Louis Assembly Plant • 1953-1981". That book included a pieced together diagram of the St Louis Corvette Plant floor. John Hinckley's "Corvette Production" presentation at 2011 National Convention in Novi, Michigan included that plant layout diagram. Licastro's diagrams were the most detailed I'd ever seen until this Last Blast. Ralph spoke from a highly specific plant layout diagram. Licastro/Hinkley diagram is Figure 2. A **very** small section of Ralph's diagram is Figure 3. I understand Ralph is working to make this information available.

**Note:** Our Assembly Instruction Manuals (A.I.M.) have detail instructions on build. Speaking with Ralph, **detail about what things actually were supposed to look like**, was purview of Quality Control. Think of this in terms of NCRS judging standards. "Flight Judging" your windshield washers are supposed to squirt. "Performance Verification" washers are supposed to operate as intended and hit windshield where intended. Ralph indicated this QC level information, that covered all plant operations, is not available. (probably a good thing!)

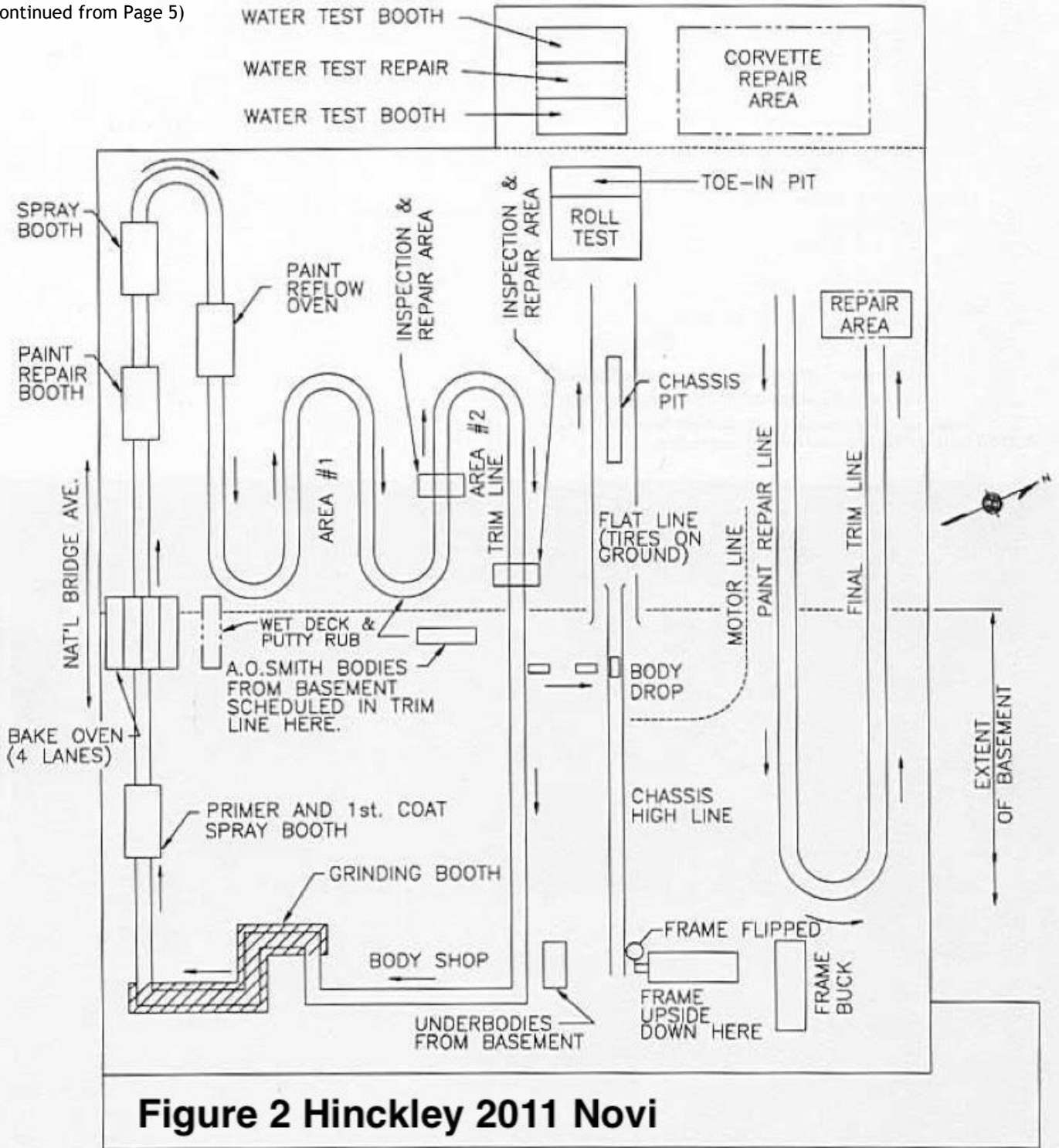
Last Blast 2024 quite an event - Lightning in a Bottle!

Dave

Pages 8-10 are the handouts that David and John gave out at Last Blast.



(Continued from Page 5)



**Figure 2 Hinckley 2011 Novi**

CORVETTE BLDG.  
NOT TO SCALE

R.R. (TYP)

Figure 2 St Louis GM Plant circa 1960s  
(John Hinckley)

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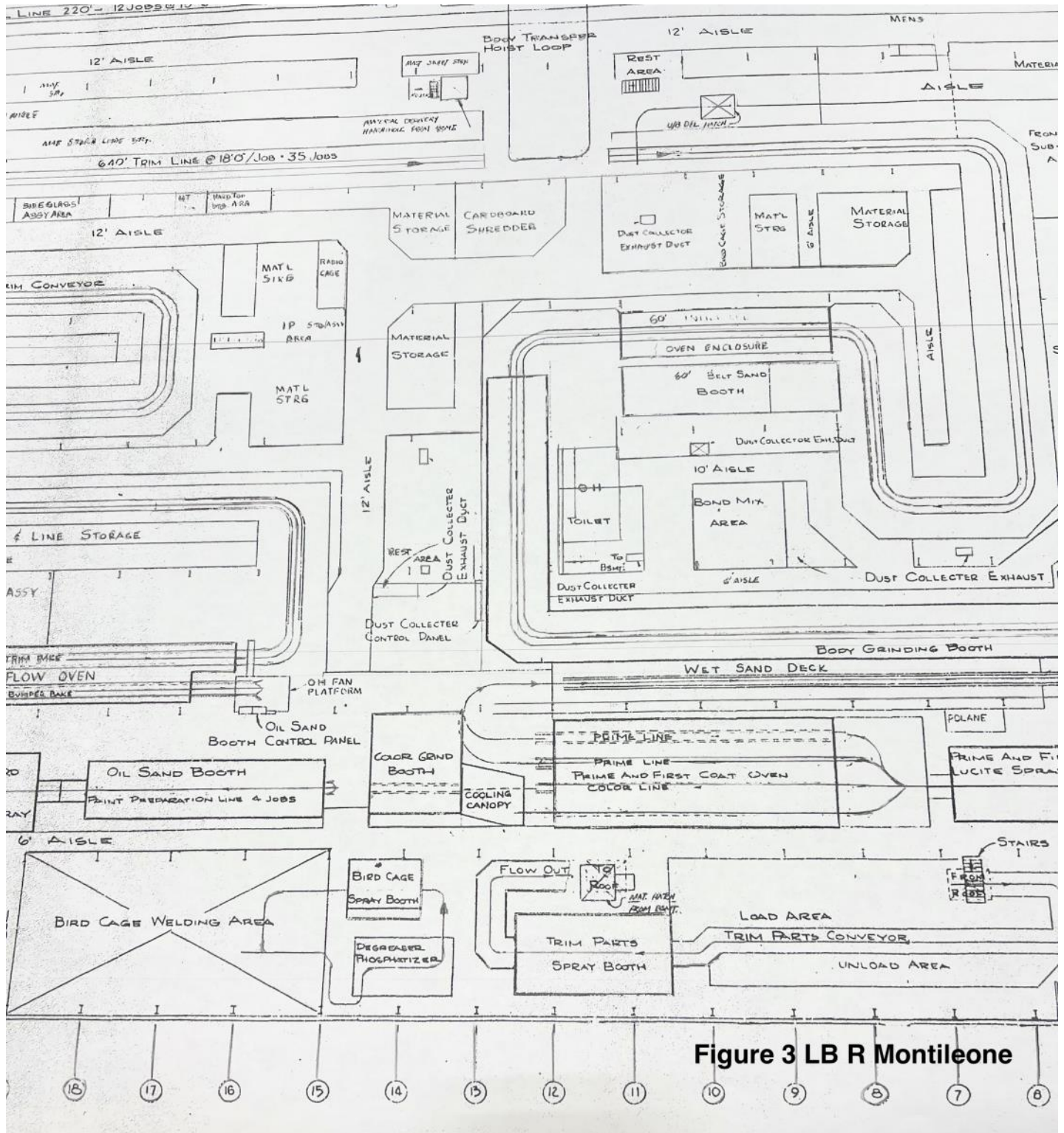


Figure 3 LB R Montileone



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## How St. Louis Assembled Corvettes

*“Once exposed to the assembly plant  
it became clear.....*

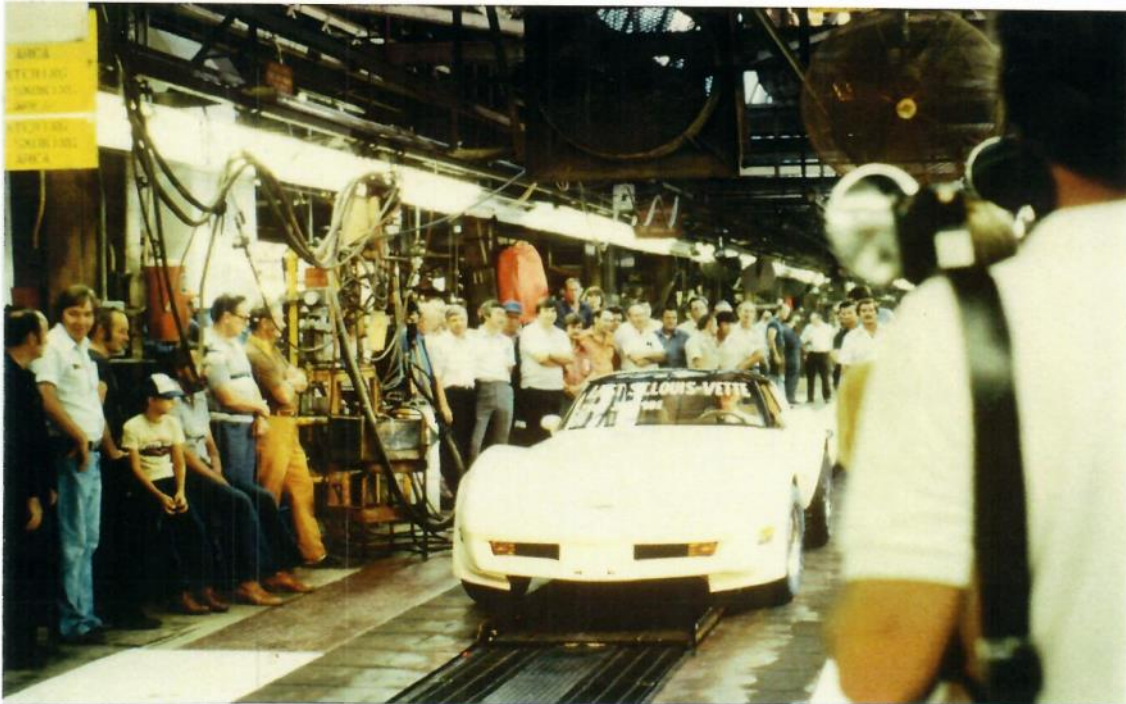
*why Survivor cars look like they do  
and restorations don't.”*

David Burroughs

### Words

- *Factory* transforms raw materials into parts.
- *Assembly plant* assembles parts into finished products.
- *Right, wrong, correct & incorrect* are meaningless.
- *Consistent, inconsistent, typical & atypical* are definable.
- *Original, matching numbers, & restored* are misunderstood.
- *Popularity, polish, & preference* are irrelevant to accuracy.
- *Judges, experts, & authorities* are not equally qualified.

*Better a diamond with a flaw, than a pebble without.*  
Confucius



Copyright 1981, 2001, 2012, 2024 David Burroughs

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## Test Yourself

- What is the first part of the Corvette to be assembled?
- What special tools were used to adjust the doors on 1963-1967 coupes?
- When was the sound deadener (undercoat) installed in fenderwells?
- What was a kitchen 'cake decorator' used for?
- Was it possible to install & perfectly adjust hood fit in less than a minute?
- What is paint color and texture of fiberglass behind the grillw? Why?
- Was the interior installed before or after body installed on chassis?
- Was it possible to have engine stamps installed upside down? Why?
- Were engines & transmissions stamped at same place & time? How?
- Was the frame stamped by same people who stamped the engine? Why?
- Was the chassis assembled upside down or right side up? Why?
- How was black 'paint' installed on mufflers? Or was it? Why?
- What was the big 'chomper'? Did it leave it's bite?
- Who installed chalk marks on the frame? (Be careful.)
- What were lumber crayons used for?
- If three vertical crayon marks exist--will three shims be installed? Why?
- Where within the assembly plant was the frame painted?
- Was the frame painted with the same black paint used on fender wells, etc.?
- Was the master cylinder first mounted to the chassis or body firewall?
- How long did it take to install brake fluid and bleed the brakes?
- How long did it take to adjust front and rear alignment?
- Did any Corvettes have body repair before leaving the plant? Why?
- Did any Corvettes leave the plant without their original engines? Why?
- How was the interior carpet vacuumed before leaving the plant?
- How much body paint was buffed?
- What were 'bank' cars?
- When/where did the car get its VIN and Trim plates installed?
- What was the official trim tag build date? Date assembly began? Ended?
- Were hubcaps installed before or after body drop? Where?
- Does the last VIN of the year mean it was last off assembly line? The plant?
- Are odometers 100% accurate? If not, explain how and why? If yes, explain.
- Has anyone seen a completely accurate *replica* of a St. Louis Plant Corvette?
- What has puzzled you about the Assembly Plant process and affect?

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*I didn't know that.....*

Yes, there was dirt on the floor.

Yes, engines got blown and replaced.

Yes, paint could be on wxstripping

Yes, the chassis could have some rust

Yes, there could be missing body shims

Yes, the a-arms would be dripping grease

Yes, there could be unpainted body areas.

Yes, the undercoat was painted body color

Yes, there may be hardware store bolts used

Yes, Corvettes had less than indicated miles

Yes, big hammers and 2x4s adjusted doors

Yes, guys would curl up in boxes to sleep

Yes, they used grinders (not nail files)

Yes, big block valve covers had paint runs

No, painted valve covers did not shine

No, the chrome wasn't like a mirror

No, the engine paint wasn't consistent

No, not all body shims were in place

No, tires were not inflated with valve stems

No, radiator core supports were not shiny

Yes, these things are what made it a  
CORVETTE



## Swap-N-Shop Wanted

### Unloved Corvette Wanted

I know that the C3 body style, particularly the plastic bumpers ones are the ugliest and most unloved Corvettes of all time. Underpowered, uninspired styling, boring, I've heard it all. Regardless, I love the C3 body style and want to learn more about them by purchasing, repairing, preserving and then working thru the NCRS judging system. Many of you know I have had a 1981 for 20 years, and this summer I purchased a 1979 that had been sitting untouched for years. It has been so fun learning the differences between my 1981 and this 1979 and the nuances of each car. If you know of a 1974-1982 Corvette that has been sitting unloved in the garage, let me bring it back to its former glory. The prior owner of my 1979 has been thrilled to see her baby back on the road again and earning awards as I have kept her updated with the progress from unloved to Top Flight. Thank you for any leads!

Brad Hillhouse

402-730-6898

BradHillhouse@yahoo.com

I am looking for any dealership memorabilia pertaining to the 1978 Corvette Pace Car. Last year I purchased a pace car from the original dealership that had never sold it since new. I am looking for items that would have been used at the dealership as part of advertising and giveaways as part of the 1978 model year. This could be anything from a 78 key chain to a Chevrolet Corvette dealership poster. There are thousands of items that were also used as promotions and sold to the public as part of the 1978 Indy pace car hysteria that were not dealership specific. Magazine or newspaper articles, license plates, 1978 Indianapolis 500 items, toy cars, booze decanters, etc. I am not picky! Any 78PC advertising is also of interest to me for my collection.

I am interested in anything!

Send pics and price to [bradhillhouse@yahoo.com](mailto:bradhillhouse@yahoo.com) or call/text 402-730-6898

As part of my ongoing research into C3 Corvettes, and especially the plastic bumper cars from 1973-1982, I am looking for factory glove box items and dealership memorabilia. Specifically: owners manuals, tire & battery pamphlets, wheel mounting & jack cards, dealership sales paperwork, build sheets, tank stickers, warranty books, Protect-O-Plates, etc.

I am betting that you have some paperwork that you didn't let go when you sold your Corvette 20 years ago, and now you don't want or need it, but won't throw it away cause "somebody might want this". Well, you found me! I will add it to my library and use it to help write better judging manuals in the future.

What do you have? I might need it! I am interested in nearly anything for plastic bumper Corvettes!

Send pics and price to [bradhillhouse@yahoo.com](mailto:bradhillhouse@yahoo.com) or call/text 402-730-6898



### Services Available

National NCRS member, Lindsey McElhaney (60247), has the capability to remove C3 broken headlight mounting screws and repair threads in the lid. If you are in need of this service, contact Lindsey at 316-641-5138 for more information.

## Swap-N-Shop For Sale

### FOR SALE:

Gas Tank Anti-Squeak Pads for C2/C3 - Thick like factory originals, 2 & 3 inches wide Pair \$20.00 plus shipping.  
Call Dallas Keller (316) 200-4125

Set of 4 NOS Valve Stem Extensions for '68-'73 PO1 and PO2 Hubcaps \$200 per set plus shipping  
Call Dallas Keller (316) 200-4125

### Hard to Find:

Headlight Washer "Y" 1969 only  
Nice Reproductions \$20.00 plus shipping  
Call Dallas Keller (316) 200-4125



Auto Twirler Corvette Rotisserie and Body Cart Includes the optional short center sections and wheels. Rotisserie is red and body cart is black. Both are powder coated. \$3000.00 firm. Pick up in Wichita, KS.  
Dallas Keller (316-200-4125)



Shown with Optional AT-CV-WHEEL-ASSY Assembly Wheel Set

1 Gallon of DuPont Lucite Acrylic Lacquer Paint. DuPont Code 2930L  
1959 Corvette Crown Sapphire Turquoise  
1 full gallon - Mixed on 10/07/1982  
\$100.00  
Kent - (316) 393-2192

## Swap-N-Shop For Sale

4 NOS Goodyear Eagle GS-CR Radial Tires for C4 Corvette

2 are P255/45ZR17 both dated 2201

2 are P285/40ZR17 dated 4500 and 4400

Pick up in Wichita, Kansas

\$700/ set of 4 **Price Reduced Need Gone**

Call Dallas Keller (316) 200-4125

316-200-4125

## Swap-N-Shop Wanted

Looking for original 1992-1996 factory Corvette C4 exhaust. I bought a 1994 with an exhaust system that had been modified by the prior owner and I am trying to put it back to stock. From the factory, the entire "cat back" portion of the exhaust was one big welded system all the way back to the mufflers. I don't need the exhaust manifolds or catalytic converters or O2 sensors. Prefer the 92-96 version with the black rectangle exhaust tips as shown in this photo.

Brad Hillhouse 402-730-6898

[bradhillhouse@yahoo.com](mailto:bradhillhouse@yahoo.com)



# Meeting Minutes - Midway USA Chapter of NCRS, Inc.

NO meeting — No Minutes

Texas Regional—Frisco, Texas

After getting back from Last Blast late Saturday night, Grandkids on Sunday, Monday and Tuesday were spent washing clothes, mowing the yard, and repacking for the trip to the Texas Regional. Arrived mid-afternoon Wednesday in Frisco. Met up with Craig, Mike, and Gary from Nebraska at the evening reception at the Hotel. They had driven from Nebraska leaving very early that morning, so they were pretty tired. Operations didn't start until noonish on Thursday, so enjoyed a great breakfast before registering and heading off to the parking garage to see how Mike and his '66 had done with PV. I guess there was one little DE boggle, but with some help from a couple of guys from Iowa and a California vendor who just happened to have the part Mike needed, they were able to change out Mike's ignition to the correct one. In case you didn't know, the '65, '66, and '67 ignition switches are all different. Each one requiring you to push the key in a little further in order to start the car. Even though Mike had had his Vette judged several times prior, and also had previously attempted PV, this had not been recognized as an issue before. After Mike's one correction, he was able to pass his PV. Congrats Mike! Dallas and Craig headed to the parking lot where the trailers were parked to look for the three '70-'72 they were doing ops on. The weather was beautiful, sunny but not that hot, so they decided to do ops in the parking lot instead of the hotel's garage. Less fumes that way. Unfortunately, I do not know what Gary and Mike were judging, so can't report on them. After a judging school on how judges are picked and the communication that takes place between team leaders to assure all judging positions are covered, we headed over to the welcome reception at the ball park. Kerri judged interior on the '70-'72's on Saturday before calling it a day and heading back to Kansas. Report is that there were 29 Flight cars, 9 Performance Verification cars, 5 Bowtie sign-off cars, 1 Founders Ops Check, 1 Cross Flags display, 5 Sportsman cars and 7 Concours cars.



(Continued from page 13)



## Did You Know? 1981 Corvettes

Facts about 1981 Corvettes:

1. **True** or **False**: The 1981 Corvette was the first model year to be built simultaneously in two locations. **The first Corvette was completed at the new Bowling Green, Kentucky, assembly line on June 1, 1981. The last Corvette built at St. Louis was completed on August 1, 1981.**
2. **True** or **False**: All 1981 valve covers were magnesium for weight reduction.
3. **True** or **False**: A power seat became available in Corvettes for the first time in 1981 as RPO A42 available on both the driver's and passenger's seat. **The power seat was only available on the driver's side.**

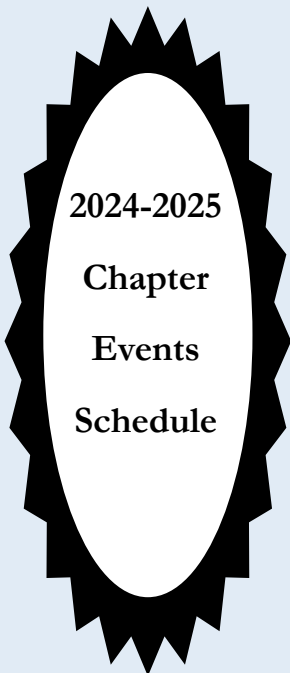
**Did You Know?**

2024

- Nov 9 Chapter Meeting
- Dec 14 Chapter Christmas Party—Dale Green’s HOA Clubhouse

2025

- Jan 11 Chapter Meeting
- Jan 15-18 Florida Regionals—Melbourne, FL
- Jan 23 Attitude Adjustment
- Feb 8 Chapter Meeting
- Feb 27 Attitude Adjustment
- Mar 8 Chapter Meeting
- Mar 27 Attitude Adjustment
- Apr 3-5 Carolinas Regional—Clemson Univ, South Carolina
- Apr 12 Chapter Meeting
- Apr 24 Attitude Adjustment
- May 1-3 Arizona Regional—Glendale, Arizona
- May 10 Chapter Meeting
- May 22 Attitude Adjustment
- Jun 14 Chapter Meeting
- Jun 26 Attitude Adjustment
- Jul 12 Chapter Meeting
- Jul 16-19 Kansas City/St. Louis Regional—Springfield, MO
- Jul 24 Attitude Adjustment
- Sep 7-11 NCRS National, South Pointe Casino, Las Vegas, NV.
- Oct 23-25 Texas Regional—Frisco, TX





Date \_\_\_\_\_ NCRS Member # \_\_\_\_\_

National Corvette Restorers Society  
**Midway USA Chapter of NCRS**  
<http://www.midwayusancrs.org>  
**Membership Application**

Member \_\_\_\_\_

Address \_\_\_\_\_ City: \_\_\_\_\_

State \_\_\_\_\_ Zip: \_\_\_\_\_ - \_\_\_\_\_ Email: \_\_\_\_\_

Home Phone \_\_\_\_\_ Mobile \_\_\_\_\_

List of Corvettes:

Year	Color	Style	Additional Comments for Corvette
_____	_____	_____	_____
_____	_____	_____	_____

Restoration Experience (if any) \_\_\_\_\_

\_\_\_\_\_

**Midway USA Chapter of NCRS in Wichita, KS**

promotes the enjoyment, preservation and restoration of Chevrolet Corvettes.

We meet the 2nd Saturday of each month, 9:00 a.m. at All States Home Improvement  
9436 West Kellogg Drive

The National Corvette Restorers Society is a non-profit hobby group of thousands of families dedicated to the restoration, preservation, history and enjoyment of Corvettes. Membership in the National Organization is required in order to join local chapters. Below is the website for the National Organization.

The NCRS has organized Local Chapters around the world. Local Chapters provide the opportunity to meet NCRS Members in your region who share your love of Corvettes and the restoration and enjoyment of these fantastic cars. Chapters hold local events such as Judging Meets, Judging Schools, Road Tours and occasional social events.

If you wish to get the total NCRS experience you need to belong to one or more Local Chapters. The NCRS membership is made up of people who join for the cars and continue for the wonderful friends they have made. The easiest way to be part of that experience is through membership in Local Chapters.

Chapter Membership Dues:

Midway USA Chapter of NCRS (\$25.00) \_\_ Check # \_\_\_\_\_ Cash \_\_\_\_\_

Nat'l NCRS Membership is Required. Register by Internet <http://www.ncrs.org/services/membership>

Nat'l NCRS Membership is **\$60.00** Register by Phone (513) 760-6277

Mail this application and check written to **Midway USA Chapter NCRS:**

Dallas Keller - Midway USA Treasurer  
13502 W. Rolling Hills  
Wichita, KS 67235-8230  
(316) 200-4125

