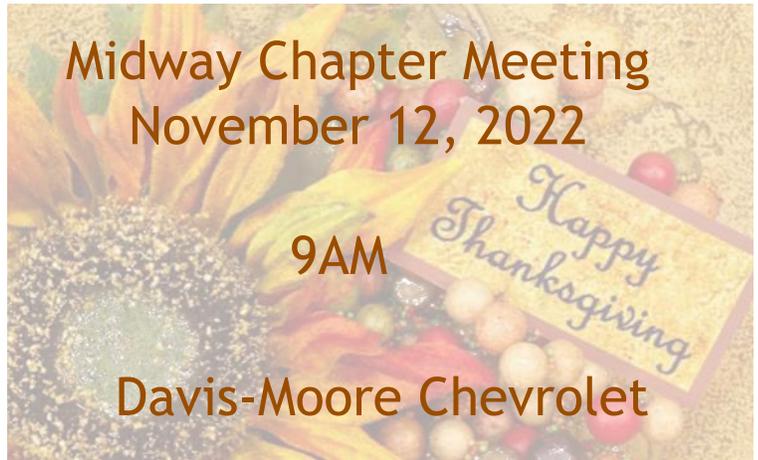




Midway USA Tune Up

Find us at... www.midwayusancrs.org (Ctrl click on all links)
Or on Facebook at Midway USA Chapter NCRS

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Chairman Ramblings- Rick Smiley

At the October meeting we had a couple of surprise visitors. Seth and Vinnie Paulsen brought their young daughter, Sophia, to her First Chapter meeting! And Sophia brought her grandpa, Larry Paulsen, along to keep Seth in line!

Kathy Alter brought Carl to the meeting as Carl was recovering from back surgery and not able to drive.

It was really good to see everyone who had not been able to attend for awhile.

Chapter Officer Elections are upon us. If anyone is interested in these coveted positions, please notify the Board at the November meeting.

Our Treasurer has brought to my attention Chapter Dues are DUE. They are only \$25.00! That's a bargain considering the

wealth of knowledge present at our meeting! And thanks to Dale Green's wizardry with the computer our members from far and wide are able to participate.

Please mark your calendars for December 9th for our annual Chapter Christmas Dinner. There will be more on this as we get closer to December.

With the conclusion of the Frisco Regional, the NCRS session of events unofficially closes. We had several members attend and a few had their cars on the Judging field. From what I understand the Board meeting was interesting to say the least. I will let others comment on that as I was not there. I would like to congratulate all our members who received Top Flight Honors.

On October 15th, Dave Houlihan and I met up with Gene Holtz and his crew in Stillwater, Oklahoma to look over one of their member's newly acquired Fuel Injected '58. As we walked through the door of a really COOL garage, there sat the '58 on ramps. Talk about luxury for a chassis guy, I could scoot from side to side and end to end to see everything I needed to and clean! What a pleasure! On top of that we had a variety of donuts and drinks. Did I mention how clean the floor was? I did not have to change my shirt to go to Mass! It was that clean.

I know some of you are going to find this funny and others will be surprised. Last weekend Bev and I decided to go to our neighborhood car show. We had decided to take her 57 speedster and a Corvette. Now I already knew the 63 was out

(Continue on Page 2)



Ramblings Continued

(Continued from Page 1)

as I have not, in the span of 3 months, had the time to reinstall the fuel pump I rebuilt. So, I decided it would be a whole lot of fun to take the Old LT-1 that is still in race trim (open headers and all), and wouldn't you know, my 1999 Battery finally gave up the ghost! So, I went to our reliable standby, our 2000, and guess what, its battery was also dead!!! So, we climbed into Bev's car and enjoyed the car show. There are probably several morals to this story here, just not sure which it is.

I hope everyone has a Happy Halloween and Great Thanksgiving. Looking forward to seeing everyone on November 12th at Davis-Moore Chevrolet.

Rick Smiley
Chairman



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

2022

Nov 12 Chapter Meeting
Dec 9 Chapter Christmas Party
Dec 10 Chapter Meeting

2023

Jan 14 Chapter Meeting
Feb 11 Chapter Meeting
Feb 22-26 Florida Regional – Lakeland, FL

We have started collecting 2023 dues. Dues are \$25 per year. Please bring your 2023 dues to the November, or December meetings or mail your dues to:

Dallas Keller
13502 W. Rolling Hills Drive
Wichita, KS 67235

Dues should be paid no later than January 1, 2023.

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	Bev Smiley	(316) 729-8388
Events Coordinator	Mike Rowley	(316) 708-2016

Chairman Emeritus	Kurt Geis
Region Director VII Emeritus	Dave Ewan
Newsletter Editors	Kerri Keller & Jim Coote
Membership Chairman	Dale Green

Midway USA Chapter Merchandise

Midway USA Chapter Banner
Sizes Available 10" x 20" 13¼" x 23½"
2' x 5' \$25 min order requirement
X-Press Signs & Graphics
5830 W. Hendryx Ave. Wichita, KS 67209
(316) 613-2360 Call for current pricing

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

Did You Know?

Fill in the blank

Every Corvette until 1997 was made with other Chevrolet parts, not exclusively made with Corvette parts. 1997 was the first year that nearly every part was created for Corvettes, with the exception of the

_____ -
those were the same as the Oldsmobile Aurora.

(See Page 17 for Answer)

**Did You
Know?**

Published by:
Midway USA Chapter of NCRS, Inc.
13502 W. Rolling Hills
Wichita, Kansas 67235
info.midwayusa@midwayusancrs.org

Newsletter Editors
Kerri Keller and Jim Coote

Chapter Web Site
<http://www.midwayusancrs.org>



**Davis-Moore
Chevrolet**
8200 W. Kellogg
Wichita, KS
(316) 749-4000

Proudly sponsors
Midway USA Chapter
of NCRS

Tech Bits: Timing Chisel Marks. November 2022 Dave Houlihan

Interesting post on NCRS' Technical Discussion Board a few days back. On his 1966, member was trying to find distributor/intake manifold *chisel marks* used to set timing. Say What? Never heard of that - never noticed. See Figure 1.

I've included a link (below) to this TB discussion. Terry McManmon's post #24 on this thread marks a pretty comprehensive summation.

From a John Hinckley article on Flint Engine Assembly and St. Louis' Engine Dress Line:

"The operators (*FLINT ASSEMBLY*) then fired the engine, checked for oil pressure and oil or water leaks, set the timing, tightened the distributor hold-down clamp and **chisel-staked the reference mark on the distributor base and intake**, and listened for any unusual noises. Oil and water were drained, all test adapters were disconnected, and the engine was hoisted out of the test stand and placed on another conveyor that took it to the shipping area. Engines needing further attention due to test discrepancies were set aside for repairs; when repairs were completed, those engines were re-tested and sent on their way."

(<http://www.camaros.org/flintV8.shtml>)

After Flint engine test, these chisel-staked distributors were pulled and engine was shipped to St. Louis. A distributor accompanied it's engine - removal was necessitated to avoid damage during shipping. (Shipping Clearance - with no carburetor on engine, distributor would be highest point.) On St. Louis' Engine Dress Line, carburetors, distributors, etc. were installed. Distributor was dropped, chisel marks aligned, and you were good to go. Instructions for lining-up chisel marks would be included in year's Assembly Instruction Manual A.I.M.

Terry indicated: "Those distributors were then removed from the engine and placed on the intake manifold and the engine and distributor were placed in a shipping rack. The pictures I have seen show nine engines per rack -- three wide and three high."

Flint engine testing was done with points distributors. Initially, K66 TI distributors were installed at St. Louis. Accompanying points distributors for those TI cars would be shipped back to Flint. Unknown if St. Louis Engine Dress Line made any chisel-stake marks. Likely an early TI car would

(Continued on Page 4)



Figure 1

(Continued from Page 3)

have a mark on its intake but not on its distributor. Appears mid 1969 TI distributors were being installed at Flint.

So when did this practice start, and when did it end?

Responses to TB thread indicated marks were found on 1966. I did not find marks on a 1963 manifold, but they are on my 1980. Rick Smiley brought a 1973 distributor (with marks) to October's Chapter meeting as a pass-around example for folks to look at.

If you check Figures 2 and 3, you'll notice a change to character of "chisel". Early cars have a distinctive chisel mark. Later cars have more of a machined "line". Don't have any idea of date when mark transitioned.

Distributor Examples



Figure 2

Intake Manifold Examples

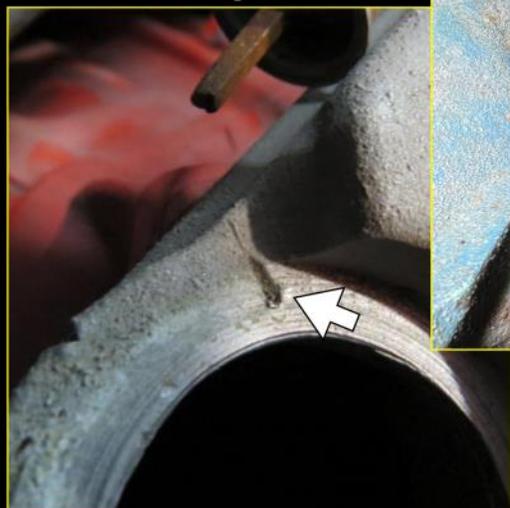


Figure 3

Figures 4 and 5 are excerpts from a 1968 Service Bulletin. SB notes change of distributor position for tach drive/firewall clearance. Figure 6 is from Dallas Keller. His 1969 shows those chisel-stake marks are no longer aligned. At Flint, engine was timed, chisel marked, and distributor was pulled. At St. Louis, those Flint marks no longer worked re firewall clearance.

Figure 7 is info and link to John Hinckley's "Engine Dress..." article on Camaro's website.

Also unknown: was this only a Flint practice? Did those Tonawanda Big Blocks carry similar marks?

If you see marks on your earlier than 1966 (Flint original engine) or Big Block, I'd appreciate an email. Thanks!

<https://www.forums.ncrs.org/showthread.php?130947-Trying-To-Find-The-Timing-Marks-On-The-Distributor-and-Intake-Manifold-On-My-66-L75>



(Continue on Page 5)

(Continued from Page 4)

1968 327 TSB

December, 1967

CHEVROLET SERVICE

1968 Corvette 327 Cu. In. Engine Distributor Alignment

The distributor on the 1968 Corvette 327 cu. in. engine has been rotated clockwise to gain needed clearance between the tachometer drive and fire-wall. The positioning of the distributor cap spark plug wire towers have been altered due to the repositioning of this distributor.

Figure 2 shows the new location of the spark plug wire towers. Although the firing order has not changed (1-8-4-3-6-5-7-2), each tower is indexed clockwise by one from the conventional arrangement.

This change affects the 1968 Corvette 327 cu. in. engine only. All other V-8 engines are wired in the conventional manner.

Figure 4

1968 327 TSB

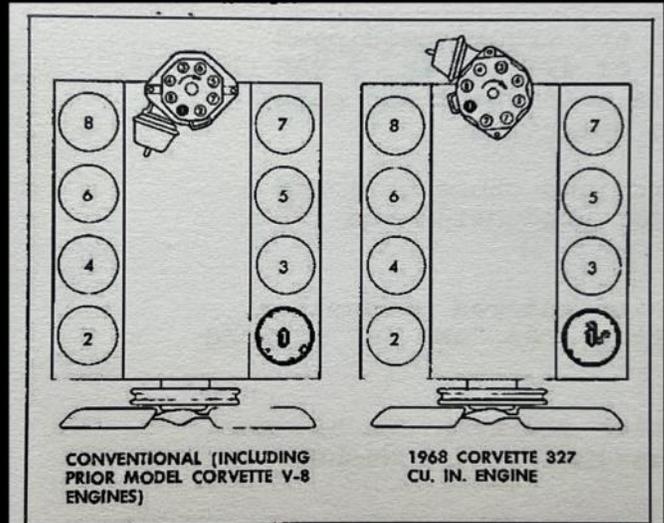


Fig. 2—Comparison of 1968 Corvette 327 Cu. In. Engine Distributor to Conventional V-8 Engine Distributor

Figure 5

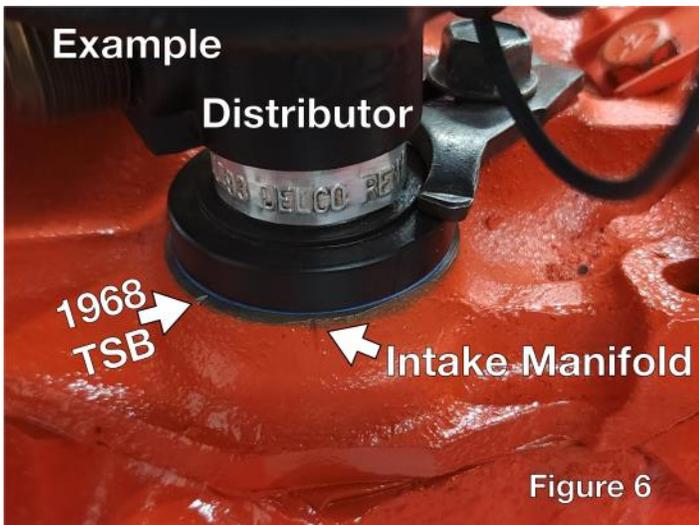


Figure 6

Engine Dress At St. Louis-Corvette

PLANTING SMALL-BLOCKS DURING ST. LOUIS ASSEMBLY
BY JOHN HINCKLEY

St. Louis-Corvette was unique due to its low volume of 50-60 cars per day on one shift during the C1 years, and 110-120 cars per day on two shifts during the C2-C3 years (vs. 900-1,000 cars per day on two shifts at typical high-volume assembly plants). St. Louis also required totally Corvette-unique engine configurations that weren't used in any other assembly plant, such as solid-lifter and fuel-injected versions (and the C1 Corvette was the only Chevrolet that used the front engine mount bracket behind the water pump and the spacer behind the harmonic balancer).

John Hinckley

St Louis Engine Dress Line

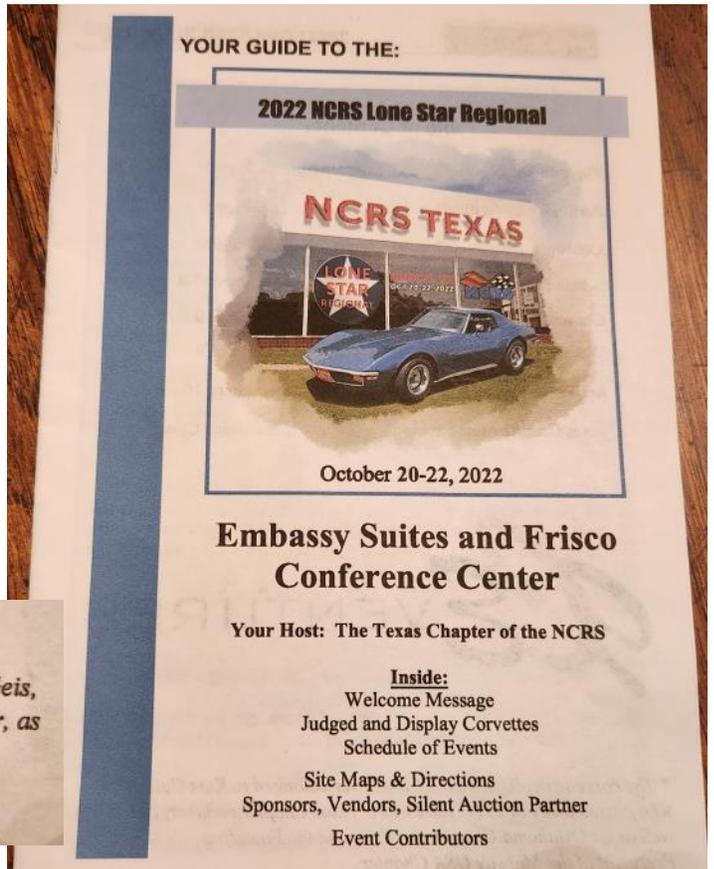
<http://www.camaros.org>

Figure 7



Frisco Regional—October 20-22, 2022

The Frisco Regional started on Thursday, October 20. But, before I talk about the actual event, I want to start with a few words about their choice of car for the shirts, pins, and program. This is the 50th anniversary of the 1972 Corvette. Our club was approached several months ago for pictures of Kurt Geis' 1972 Targa Blue Coupe. For those of you that don't know who Kurt is, he was one of Midway USA's founding members. Kurt passed on April 14, 2017. Kurt had been to many of the Frisco Regionals, and was also a Texas member. Texas chose to honor Kurt and his car by putting his car on this year's pin, shirt, and program.



** The corvette depicted on the front cover belonged to Kurt Geis, who passed away in 2017. Kurt was a Texas Chapter member, as well as an Oklahoma Chapter member, and the Founding President of the Midway USA Chapter.*

(Continued on Page 7)

Frisco Regional—October 20-22 (Continued)

(Continued from Page 6)

There were 34 cars entered for Flight judging, 7 PV cars, 1 Concours car, and 5 Display & Special Interest cars. I didn't find any pictures of the awards banquet, so I am not able to share the results of our members. I can say that Midway USA Chapter was well represented at Texas with the following members attending: Casey and Sylvia Coats, Dave and Jo Houlihan, Dallas and Kerri Keller, Gene Holtz and his son, Brad Hillhouse, Mike McFarland, Gary Neimanis, Craig Stephan, Mike and Sheryl Ingham, John and Cindy Hecker, Harry Ledgerwood, Steve and Denise Williamson, Daniel and Kimberly Rechtsfertig and kids. I think that is everyone, but sorry if I missed anyone. It was really great to see all our out of town members, as well as friends we have met thru the years. Of course, we started Thursday with Operations and PVs, followed by a Judging School presented by Bob Demmel on Vacuum Actuators. Then we all walked over to the Dr. Pepper Stadium for the Welcome reception. So Thursday was a full day. Flight judging took place Friday and Saturday, and there was also the advanced judging school both days. The event concluded Saturday evening with the awards banquet. This is always a very well run event.



(Continued on Page 8)



(Continued from Page 7)



(Continued on Page 9)

Frisco Regional—October 20-22, 2022 (Continued)

(Continued from Page 8)



(Continued to Page 10)

(Continued from Page 9)



(Continued on Page 11)

Swap-N-Shop Wanted

Unloved Corvette Wanted

I know that the C3 body style, particularly the plastic bumper 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

Frisco Regional—October 20-22, 2022 (Continued)

(Continued from Page 10)



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

1968 Only Wheel (1) K18 5 13 AG—\$150

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



1 Gallon of DuPont Lucite Acrylic Lacquer Paint. DuPont Code 2930L

1959 Corvette Crown Sapphire Turquoise

1 full gallon - Mixed on 10/07/1982

\$250.00

Kent - (316) 393-2192

4 Stanchions

\$125.00 Firm

Dave Dennis

(316) 650-0152



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



Services Available

National NCRS member, Lindsey McElhaney (60247), now 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.

Bowtie Breast Cancer Awareness Pins
\$5.00 each



Corvette Central FYI

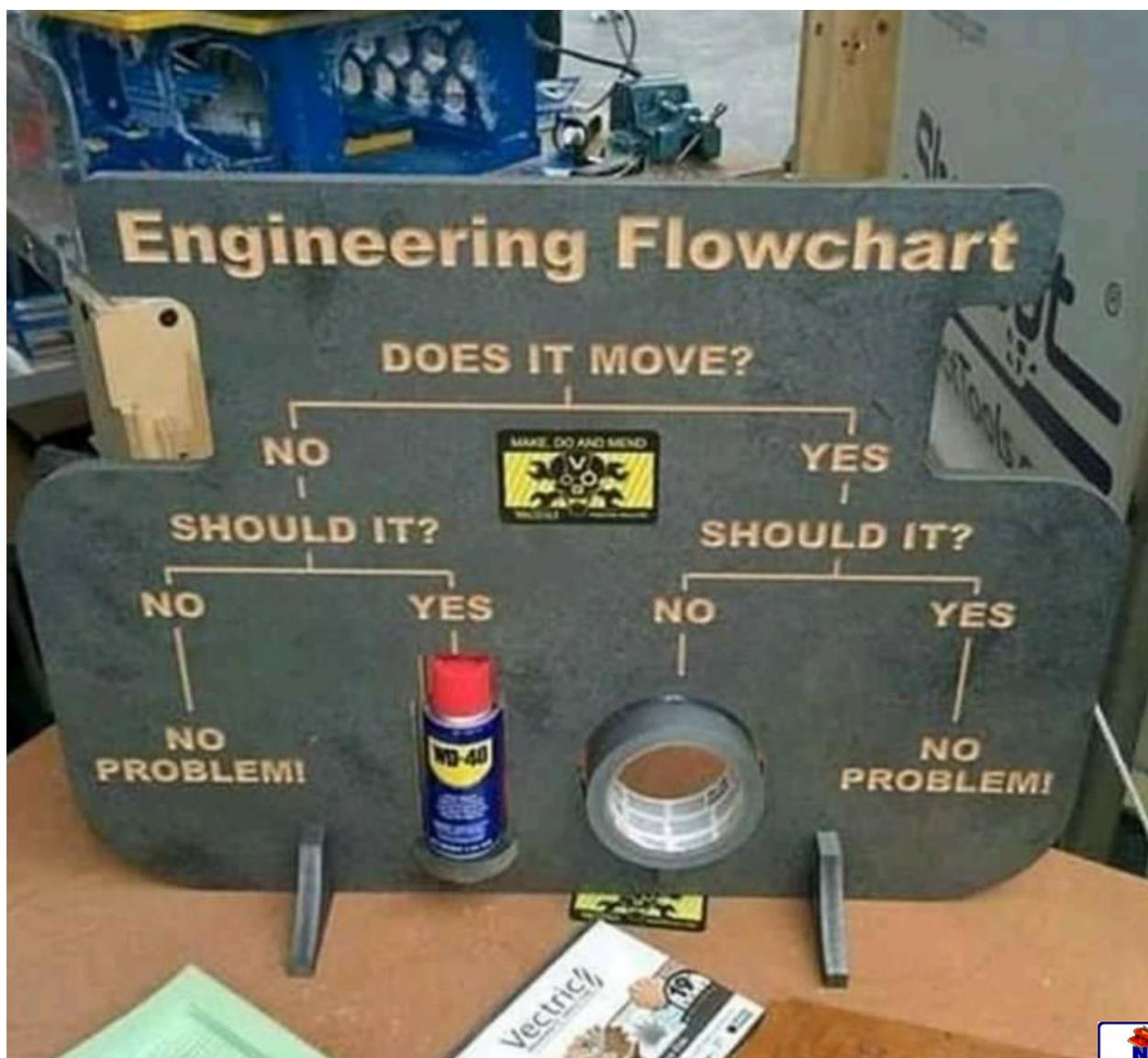
FYI. From a Vinnie Peters post on Tech Board, in case you have not seen. Corvette Central purchased by same holding company that owns Coker Tire, Paragon, and others ...

No speculation as to what effect (if any) this will have on customers.

About Legendary Companies

Legendary Companies is the leading manufacturer and supplier of collector car tires, wheels and restoration hard parts that includes the Coker Tire, Wheel Vintiques, Universal Vintage Tire, Phoenix Race Tires, Specialty Wheel Roadster Wire Wheel, Vintage Wheel Works, PS Engineering and Paragon Corvette brands, as well as German tire distributor MOR (Münchner Oldtimer Reifen) GmbH. The company is headquartered in Chattanooga, Tennessee and maintains locations in California, Michigan and Germany.

Just for Fun!





MIDWAY USA NCRS INVITES
YOU TO OUR

CHRISTMAS PARTY

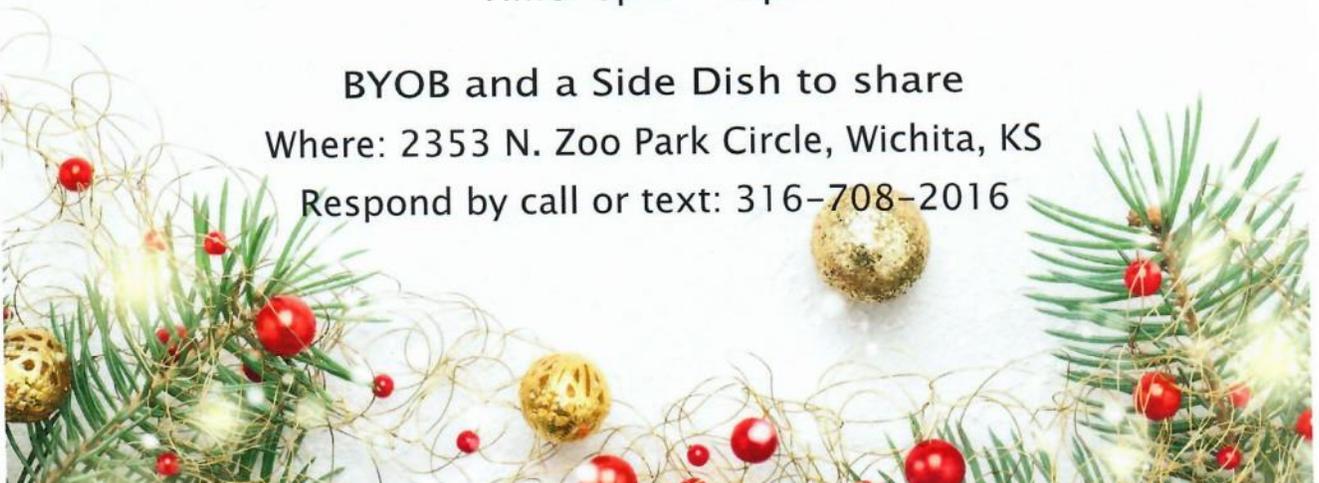
9 DEC 2022

Time: 6pm – 10pm

BYOB and a Side Dish to share

Where: 2353 N. Zoo Park Circle, Wichita, KS

Respond by call or text: 316-708-2016



Meeting Minutes - Midway USA Chapter of NCRS, Inc.

Minutes Prepared by Jim Coote

The October 2022 monthly meeting was held on the 8th and called to order at 9:00 A.M. by our chapter Chairman, Rick Smiley. There were 21 in attendance, including a guest and 4 by way of Zoom.

Old and New Business:

Rick very astutely recognized that we had an honored guest in the back row. Actually, we had two, Sophia and her grandfather! Seth's parents were in town from Minnesota to spend some time with their new granddaughter, so Seth and Vinny brought everybody but Mama to our meeting.

Another unexpected infrequent guest was Cathy Alter as she was chauffeuring Carl around because he is recovering from back surgery. It was good to see them both.

Stan Schield, who very seldom gets to drive all the way from Montezuma out West to attend our meeting, found the time to join us via Zoom. He was seen in front of one of his many pristine Vettes, one that Bev Smiley expressed interest in.

Dale Green, our Membership Chairman, was asked about any news he had, and boy did he! Least of all, the possibility of a new member. New members are not "least of all" news but compared to what is revealed later in Dale's remarks, it was this time. Dale has started a new job and already met a co-worker who has a couple of Corvettes and might be interested in joining the club to try and learn about redoing his 1969. Oddly enough, his 2005 Vette apparently doesn't need a total restoration yet!

Rick asked Dale about his resigning his membership role and he acknowledged that he has visited with Mike Rowley, and he has agreed to relieve Dale of this responsibility. Do you see what Dave Houlihan has started? This is the third escapee, but at least I gave a three-year notice as we were told by Rick that rule is in our By-laws. Dale, we will miss you in that role, but please keep your role as Zoom keeper, which you also do very well.

Mike Rowley, absent in view of us but apparently in his vehicle as he called in to make contact with us, advised that he would make arrangements for our Attitude Adjustment Hour on the 27th of this month at Biggs. He will not be there as Arizona is more appealing, I guess, but at least he's looking out for the rest of us.

Dallas Keller, our Chapter Treasurer, told us since last meeting he had collected two Judging fees and a couple of membership renewals, so our account shows \$3,006.11, which does not include our savings account, which you all know about that investment.

Rick welcomed Brad to the Zoom gathering but apparently didn't give him a chance to say much as I have no notes on the interaction. More on that later.

Seth, who was in person this month, asked Brad if it would be okay to post pictures from the Lincoln meet on the Club's Face Book page. With the help of Dale, all of a sudden, we were confronted with all kinds of pictures on the wall screen from the Lincoln NE Judging Event held September 22-24. For those of us who didn't make the "Last Blast", the photos gave us an idea of what we had missed.

Mike Rowley brought up what he thought might be an issue on some advertisers wanting to join the Club's Face Book. Apparently, there are some individuals watching that and doing their best to curtail any activity that we would not want. Bev Smiley indicated that she has handled several.

While on the subject of our "new" Face Book, established recently by our VP, Seth Paulsen, Rick asked if there was a video posted on it. The reason he asked such a question was because it's apparently an activity, a video of the Chapter doing a Judging Event posted on our

(Continue on Page 16)



May Meeting Minutes Continued

(Continued from Page 15)

Face Book, that helps the chapter achieve “Top Flight” status. Who wants to have their car judged soon? It would be a way for you to get your picture in our newsletter which is circulated among the National elite!

Brad was given an opportunity to be a braggadocio about their recent “Last Blast Event”, but instead he started off by thanking the Midway USA Chapter for their support and appreciated those who attended to help with the judging of their 8 Corvettes. There were 12 States represented at the event. A nice write up accompanied several pictures which can only be explained by Brad. Please do not ask him during a meeting. Thanks.

Brad asked if we would like him to bring his 1975 Corvette down to have it judged for our November meeting. He claimed it only has 641 miles on it. If that is true, does it even need to be judged? Of course I’m not doubting Brad’s sincerity, but unless this car was left in a dusty ole barn with a bunch of smelly cattle and lots of nesting birds for 47 years, what’s there to judge? Well anyway, I guess I’d like to see this car. No decision was made yet, but Brad is willing to do this for us!

Rick asked Dale about our email account, which Dale indicated was still up and running. He didn’t indicate how much activity it was having though. It seemed to satisfy Rick, and that’s really what it’s all about.

Gene Holtz of Oklahoma said he would be heading to Stillwater next weekend to look over a ’58 and to eat at Eskimo Joes. I’m not sure which he seemed more excited about. Also, two members of the OK Chapter are taking their 1967’s to Frisco for Judging in October.

Rick indicated that the Kansas City Chapter had a Judging meet coming up but no mention of their needing any help with Judging. Guess that means that the Houlihan’s and the Smiley’s will not be attending this time.

Rick complimented Kerri Keller for the great job she did with this month’s newsletter. I suspect he thought it was especially good this month because it had 25 pictures in it and he did not have to read so much to be entertained. A couple of pictures showed Nebraska people in weird hats so that made him smile and gave him a chance to try and poke fun at those wearing them.

Kerri asked if there was any interest in new club shirts, including sweat shirts. She figured that since we have several new members who have not had a chance to order some, now might be a good time to pique some interest. The Keller’s have a source for clothing all trimmed out with our signage but need to order in quantities in order to get the best price possible. Let Kerri know if you want her to add your name to her list of buyers.



At 10:05 Rick closed the meeting to introduce Dave Houlihan, our retiring (or not) Judging instructor for another of his proficiently researched judging schools.

Not really sure what happened here after the meeting ended!

Jim?????????????

National Board of Director Meeting—Message from Shannon Urton

Valued NCRS Members,

If you were not in Frisco for our Board of Directors Meeting on October 20, 2022, I apologize that some of this may not make sense to you. Your Board of Directors is hopeful to have those minutes available to our Membership in approximately 7-10 days as they are currently in process. As a result of an action taken by your Board of Directors in Frisco last week regarding administrative IT access, this emergency Zoom meeting was requested by the Board of Directors. Below is the entire content of this two hour long Board of Director meeting for Membership Review.

https://us02web.zoom.us/rec/share/MYj2GusdfC3aL8cR6cxGF674vuVsVyJTY2_Dj_sG98T72T30rC_BgN251cbHz6Gza.Z1_bPokQ76mLsrDf

Passcode: pE6n#Z38

Each and every one of my esteemed colleagues on this Board of Directors is here in service to this Membership and to NCRS, Inc. If you should have any questions and/or concerns to this (or any other) matter, please feel free to let us know.

Respectfully,

Shannon

National New Information Page

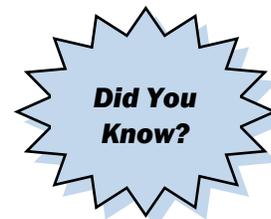
In case you have not seen this on NCRS Technical Discussion Board, the link below takes you to a new information page with links to current NCRS announcements and documents.

<https://www.ncrs.org/contact/documents.php>

Did You Know Answers (Continued from Page 2)

Fill in the blank

Every Corvette until 1997 was made with other Chevrolet parts, not exclusively made with Corvette parts. 1997 was the first year that nearly every part was created for Corvettes, with the exception of the **exterior door handles** - those were the same as the Oldsmobile Aurora.

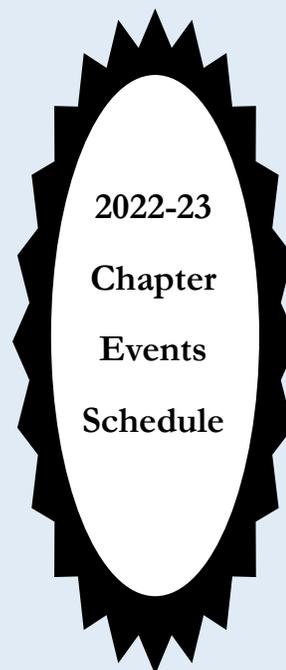


2022

- Nov 12 Chapter Meeting
- Dec 9 Chapter Christmas Party (Mike Rowley's Car Condo Clubhouse)
- Dec 10 Chapter Meeting

2023

- Jan 14 Chapter Meeting
- Feb 11 Chapter Meeting
- Feb 22-26 Florida Regional – Lakeland, FL
- Mar 11 Chapter Meeting
- Mar 23-25 Tucson Regional – Casino Del Sol
- Apr 8 Chapter Meeting
- May 13 Chapter Meeting
- Jun 1-3 Pittsburgh Tri State-Regional – Altoona, PA
- Jun 3 Midway USA Chapter Annual All Corvette Show
- Jun 8-10 North Carolina Regional – Rochester, MN
- Jun 10 Chapter Meeting
- Jul 23-27 NCRS National Convention – French Lick, IN
- Sep 14-16 Ontario Regional – Canadian Warplane Heritage Museum
- Oct 19-21 Texas Regional – Frisco, TX



Sep 7-11, 2025 - NCRS National, South Pointe Casino, Las Vegas, NV.

NCRS Cars in National Corvette Museum Rotunda for a year starting June 2023. For 70th Birthday of Corvette. 18 cars total - there will be a application required. Details to follow from National.



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 Davis-Moore Chevrolet 8200 West Kellogg.

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 \$50.00 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

