



The Flag Bearer

A Publication of the Southeast Chapter of the NCRS
(National Corvette Restorers Society)
July, 2022

Highlights in this Newsletter:

- Results & pictures from the June meet at Buyavette
- Six new Corvette enthusiasts joined our Southeast chapter in Q2
- Technical Articles on C4 Secondary Air Pipe Repair and C7 Customer Enhancement (Insulation)
- Road Tour Options, Charity Raffle

NEWSLETTER CONTENTS

Chairman's Report	1	Quick Tips	9
Vice Chairman's Report	2	Regional Directors Report	10
Judging Chairman's Report	2-4	Technical Articles	12-22
Museum Ambassador's Report	4-5	Calendar of Events	23
Secretary/Membership Report	6-7	2022 Southeast Chapter Officers	24
Treasurer's Report	7	NCRS Member News	24
Communications	8	Classifieds, etc	25-27
Member's Awards & Recognition .	8-9	Sponsors	28

Chairman's Report

Summer is here and we just completed the Buyavette Summer judging meet. Special thanks to Buyavette's Jack Stanford, General Manager, and Greg Rush, owner, for being great hosts and sponsoring our meet. Also thanks to Buyavette's Rick Engle who took care of all the special arrangements and details allowing us to have a great judging meet. If you are thinking about buying or selling a Corvette, keep Buyavette in mind.

We had 40 members in attendance at the meet and had the opportunity to judge excellent cars and it was a very good day. It was great to have the Florida guys with us again and John Ballard our Region Representative.

Planning is complete and registration is out for the Fall Meet October 7 and 8 at Vintage Corvettes in Summerville GA. Chapter member and owner Greg Wyatt will be our host at his new dealership which was the original Chevrolet Dealership in Summerville. Greg has done an extensive renovation and the result is spectacular. This will be a 5 point judging meet and we already have a full slate of cars and need judges. This meet is always excellent and this year will be really special. Get those Corvettes cleaned up, tuned up and gassed up and we will see you in Summerville at Vintage Corvette

Tom Beuglas

Vice Chairman's Report

In the last newsletter, I listed the activities that our chapter needs to host in order to be awarded a Top Flight Chapter. As of June 30, we are well on our way to meeting the 2022 required activities.

Though, there are 2 required events that we need your help on – a Road Tour and a Tech Session. Please see suggestions for a Road Tour later in this newsletter. If you have a suggestion and/or a location for a tech session, please let me know. This is members coming to your location to provide guidance or learn from your project.

Thanks
Jim Krakau

Judging Chairman's Report

The turnout was great at our SE NCRS Summer Event, held at Buyavette in Atlanta, Ga. on Saturday, June 18. I'd like to take this opportunity to thank Greg Rush and Jack Stanford, the ownership/management of Buyavette, for accommodating our event indoors and providing refreshments.

We were able to have all of the flight-judged cars arrive Friday. Operations judging was completed outdoors and cars were positioned in the building late Friday afternoon. Flight Judging took place on Saturday.

Once again, we had a nice informal get-together for dinner Friday night at a Red Lobster nearby where several of the out-of-town attendees were staying. The management and wait staff were truly happy to have our business. Everyone who attended enjoyed themselves and liked the fact that it was close to the hotel where many stayed.

Our judging school on "Originality" was presented by Jeff Meadows and John Ballard. A low mileage, 1963 Sebring Silver Coupe was on the lift for the chassis portion (Jeff) and then lowered for review of the exterior and engine compartment. There is always something to be learned from original unrestored cars. Thank you, Jeff and John, for your presentation.

The car used for the judging school is owned by SE Chapter member John Thornton of Thornton Chevrolet. Thank you, John, for bringing and allowing us to use your car.

The following cars were presented for Flight judging, and awards were as follows:

1965 owned by Russ Atchley	Top Flight
1967 owned by Jack Stanford	Top Flight
1968 owned by Dan Chickvara	Top Flight

1998 owned by Mike Winget

Top Flight



And, finally, we had our Sportsman cars:

1954 owned by Mark Wiley

1967 owned by Chris Henry

Congratulations to all!

We also had an additional award, the Women's/People's choice award. All Flight, Sportsman cars were eligible. The award went to Dan Chickvara with his International Blue 1968 convertible. Congratulations, Dan!



Judges and tabulators--thank you to all for volunteering your hard work. Without your efforts, none of this would be possible. Again, your time, effort and knowledge is appreciated by all. Hope to see all of you at our Fall Meet in Summerville, Ga. on October 7 & 8 at Greg Wyatt's Vintage Corvettes. This year's event will be at Greg's new facility located in downtown Summerville at 10601 Commerce Street. Registration has been open for just a few days and we already have five cars for flight – so judges please register early. PLEASE NOTE – this is a five-point, two-day event.

As always, please feel free to contact me with any judging questions or concerns.

Rich Mauser
SE NCRS Judging Chairman
rjmauser@bellsouth.net
407-230-2303

Museum Ambassador's Report

The National Corvette Museum is currently in its 28th year of existence and will celebrate this milestone the weekend of September 1 – 3 at its 28th Anniversary celebration on the museum grounds. Activities, seminars, programs, driving tours and other activities are still being finalized but it is sure to be a great time. Go on line to book your place at this special event.

Brian Baker joined the museum in June 2022 as the new Director of Collections and Education. Brian's impressive career includes years with GM, and a love of Corvettes and racing. Welcome aboard Brian.

The 2022 nominees for the Hall of Fame have been announced for each of the three categories and are as follows:

General Motors: Ed Welborn, retired VP, Global Design. Ed started with GM in 1972

Racing: Gary Pratt and Jim Miller, Pratt & Miller Engineering, approached by GM in 1996 to field a factory backed Corvette Racing team which started in 1999. History has shown this arrangement to be very good for GM, Pratt & Miller, Corvette and Racing.

Enthusiast: Elfi Arkus-Duntov, the First Lady of Corvette and wife of Zora Arkus-Duntov.

The first 2023 R8C museum delivery was completed on June 6, 2022. A red coupe, Vin #0009 went to its new home.

Corvette Raffles are going on at the museum this year with Corvette production finally in full swing since recovering from the storm damage earlier this year. The next scheduled raffles are as follows:

July 14: 2023 Hypersonic Gray Coupe. \$100.00 per ticket with a limit of 2,000 to be sold. 319 tickets remain as of this writing.

July 28: Build Your Own Corvette or \$80,000.00 in cash. \$250.00 per ticket with a limit of 1,500 tickets to be sold. 1152 tickets remain as of this writing

August 18: 2023 Silver Flare Coupe \$150.00 per ticket with a limit of 1,500 tickets to be sold. 1362 tickets remain available as of this writing.

The last two raffles mentioned will be held in conjunction with the 28th Anniversary Celebration Weekend:

September 2: Artic white Convertible (Ser #0001) \$300.00 per ticket with a limit of 2023 tickets to be sold. 1,753 tickets remain as of this writing.

September 3: 2023 Red Mist coupe, \$20.00 (yes that is \$20.00) per ticket with an unlimited number of tickets to be sold.

Remember to support the museum with your raffle entries. Much of the day-to-day operating expenses are off-set by the raffles. That is all for now, looking forward to seeing you all at our fall judging meet at Greg Wyatt's new location in Summerville, Ga on October 7 & 8.

**Don Mason,
Museum Ambassador**

Secretary / Membership Report

From the Desk of Janice Mason, Southeast Chapter Secretary
Membership/Event Administrator

I am happy to report we have added six new members and one former member to our chapter since the last edition of the Flagbearer. Please join me in welcoming:

David Cohen – 44037 is a returning member to the Chapter. He is the son-in-law of a recent new member Ricky Stewart.

Marion McDonald – 69031. Marion is from Section, Alabama. He attended the Pigeon Forge meeting in March as a guest and as a result became a member of the chapter.

Edward Gruba – 2076 is from Loganville, Ga.

Sam Jones – 45947 is from Theodore, Alabama.

Pierre Tourney, Jr. - 64218 is from Decatur, Alabama

Greg Marshall – 69349 & Mickey Partin – 69350 both are the newest NCRS and Chapter members.

Both work for John Thornton and became members courtesy of John's association with NCRS and our Chapter. We were fortunate to have the opportunity to meet both Greg and Mickey at the summer meeting at Buyavette on June 18th.

Bio's on two of our new members follow:

Ed Gruba: I am retired from AT&T , and staying busy helping family and friends as needed. I also belong to the Loganville American Legion . I moved from Chicago to Georgia in 1987, while in Chicago I was a member of the Local NCRS chapter there. I bought my first Corvette in 1975, a 1966 coupe for \$2600 which I showed in NCCC shows and at the Annual Custom car show at the Chicago convention center. Since my first Corvette I have owned a 1954, 1969, 1971, 1973, and my current 1963 FI coupe. When the NCRS opened up membership for C2 Corvettes I then joined and am member #2076. In 1977 I bought the 1963 from a local Chevy dealer for \$7500. I drove the car home and drove it several more times, then completely disassembled the car for a body off restoration that year. The car was in pretty rough shape at the time so body off made sense. Somewhere around 1985 life got in the way of my car activities and it sat pretty much untouched until 2014 and then on again and off again until now. I am determined to finish the car as a matter of principal.

I worked with Mark Wiley and he told me about the SE Chapter so I decided to join the SE Chapter to keep my interest up and take advantage of the vast knowledge of the members of the group.

Marion McDonald: I retired from the Fulton County Police Department in Atlanta in 1996 and moved to Section, Alabama in 2016. I own a 1966 Corvette convertible along with six other classic vehicles. I am interested in the NCRS and the SE Chapter to get to know fellow Corvette owners. I am also interested in learning the details of judging so that I may be able to participate in that and to better restore my Corvette which is a numbers matching car but has never been restored. I spend my time taking care of my cars, keeping 13 acres in shape, as well as local car club and church activities with my wife Peg.

As of June 30th, we have a total membership of 95 members.

I continue to get reports from the NCRS on new members who have joined the NCRS National and who live in our region. Hopefully follow-up with these contacts will continue to result in adding new members to our Chapter.

Dues help to ensure the Chapter's continued success in fulfilling its purpose of preservation, restoration, and enjoyment of early Corvettes and to conduct meetings, tours, and programs of any sort relating to the development and history of Corvettes.

Dues may be paid on line at NCRS.org, services, renewal membership, or by mail to the address below. Chapter dues are \$30 per year. I am attempting to send out dues notices on a monthly basis. However, you may contact me at any time if you are unsure about the status of your dues.

Janice Mason
P.O. Box 353, Locust Grove GA 30248
ncrs.sec@yahoo.com
Cell: 770-757-5677.

Note: I am "retiring" from the secretary position effective December 2022. If you know of someone who would be interested in taking over this position, please let me know. I would like to be able to train someone during this year so they will be able to assume the responsibilities of the secretary/membership manager position beginning with the March judging meet in 2023.

Treasurer's Report

JAN – JUN 2022

BEGINNING BALANCE 1/1/22		\$12,054.63
DEPOSITS: Dues and event Registrations		\$5,295.94
Expenses: NCRS	\$100.00	
CORVETTE EXPO	\$1,773.68	
BUYAVETTE MEET	<u>\$173.06</u>	
		<u>(\$2,046.74)</u>
ENDING BALANCE 6/30/22		\$15,303.83

NOTE: CHECK TO NCRS WAS IN RESPONSE TO COST SHARING REQUEST FOR 2022 NATIONAL CONVENTION

Communications

Thanks to Steve Heck and Paul Schwack for submitting newsletter articles this quarter. Your contributions make a significant impact on this publication.

As always, I am interested in your feedback that will help our chapter communications. Are there any topics you would like covered or features you would like to see more of? Let me know if you have suggestions to enhance future newsletters, our chapter website or the Facebook postings.

Charity Auction Benefiting the Gary Sinise Foundation

Each year, our chapter is honored to solicit contributions for the Gary Sinise Foundation through a 50/50 charity raffle we conduct. The Gary Sinise Foundation was established under the philanthropic direction of actor Gary Sinise, who has been an advocate of our nation's defenders for nearly forty years. Our mission is to serve our nation by honoring our defenders, veterans, first responders, their families, and those in need. Our programs, designed to entertain, educate, n strengthen, build communities, serve America's heroes and their loved ones 365 days a year Follow this link to learn more about this worthy charity: <https://www.garysinisefoundation.org/>

We will be offering raffle tickets at each of our judging meets and at the annual Christmas party. The raffle is a 50/50 raffle, with 50% of the collected amount awarded to the winner. The remaining 50% is contributed to the above charity along with a matching contribution awarded by NCRS. Ticket prices are \$10 each, 4 for \$30, 5 for \$40 and 7 for \$50.

Become a NCRS-SE Chapter follower on Facebook to stay in touch between newsletters and share your Corvette experiences, <https://www.facebook.com/NCRSSEC?ref=profile>.

Jim Krakau

Member's Awards & Recognitions

At Greenville Regional meet in May, there were a total 57 cars registered for judging and 34 for Flight judging. SE Chapter members receiving awards were:

John Thornton	1967	Top Flight
Bob Kinstrey	1966	Concours - Blue Ribbon
Steve Heck	2015	Sportsman
Brian McIntyre	2019	Sportsman

In addition, Steve Heck received his Master Judge award at the Greenville Regional as well as his Sportsman Plaque.

At our BuyaVette meet in June the following members received Top Flight awards as follows:

1965 owned by Russ Atchley	Top Flight
1968 owned by Dan Chickvara	Top Flight

In addition, Chris Henry and Mark Wiley received Sportsman awards for displaying their Corvettes at the meet.

On May 8, Mark Davis took his all original 1969 350/350 w/AC coupe to the Greenbrier Concours d' Elegance. It won the Springhouse Award in the "Preservation Class". It is the only 1969 Corvette to have ever won this award. This car has only 11,030 miles on it and is all original except for the battery and tires.



Please let me know if you have received recent awards that I have missed.

Quick Tips

In response to the quick tip last quarter regarding Kroll Penetrant, Dave Del Vecchio responded that he has found Kroll products to be the best he has used. In addition, he recommends their Penephite Graphite Penetrating Oil to be good for wire ropes and sprocket chains.

As you see or learn of interesting tips that are too short for a technical article, please send me a note and I will add them to this Quick Tips section.

Thanks
Jim Krakau

Regional Director's Report

From Region IV Director

John Ballard Just returned from the Southeast NCRS summer meet at the Buyavette facility. We had four good examples for judging and a special 1963 split-window on the lift for observation and the judging school. Interior and exterior showed many original untouched areas and there was some excellent original paperwork. The four cars Flight judged were quality examples with knowledgeable owners. Cars were judged inside in a spotless facility while the outside temp was 102. Our National Convention in Mobile has a great car line up and we look forward to seeing you there.

NCRS registered marks used in the Southeast Chapter Flag Bearer include NCRS Founders Award ®; NCRS Judge Award ®; NCRS Performance Verification Award ®; NCRS Flight Award ®; and NCRS Sportsman Award ®. These are registered with the United States Department of Commerce and Trademark Office. The NCRS American Heritage Awards application is pending.



MEMBERSHIP AUTO RENEWAL

Renew Membership Now online through the NCRS Online Store. You can renew for ONE year or TWO years at a time if you like.
http://www.ncrs.org/shop/index.php?main_page=index&cPath=65

National Corvette Restorers Society www.ncrs.org

National Corvette Museum
www.corvettemuseum.com

Southeast Chapter NCRS
www.sec.ncrs.org

Road Tour (s)

In December 2021, a new auto museum opened in Cartersville, GA and we are putting together a road tour to check it out (the reviews have been great). It is the Savoy Automobile Museum, which has 5 exhibits on 37 acres located approx. 45 minutes from the Atlanta perimeter intersection of I-75 and NW I-285. There is the permanent collection and 4 rotating exhibits.

The target date is September 24th with a departure time of 9 AM with lunch to follow at the museum or a local restaurant.

.....

In addition to a museum to, is a road tour traveling to the Fall Color Tour meet in Summerville on October 7th & 8th. We could select an Atlanta metro site to depart from and travel to the meet.

In order to meet the NCRS requirements of a road tour, we need 3 or more Corvettes to travel on the road tour.

Please contact me if you are interested in either of these tours and we will finalize a trip. My email is jkrakau@ymail.com

Correspondence to the Southeast Chapter should be sent to:

NCRS.SEC@yahoo.com

Technical Articles

C4 Secondary Air Pipe Repair -Paul Schwack

One of the MANY items that needed attention on my high mileage 1996 Collector Edition to prepare it for Flight Judging was the R/S Secondary Air Pipe. The woven sleeve covering the pipe was badly frayed. I found that currently a new replacement part is very difficult to locate (impossible for me). So, I set out to see how I could repair the exsisting one. I wanted to bring it back to “as originally built” condition. The following is how I choose to do this:



After some research, I located a high temperature rated (1200 degrees) woven sleeve that appeared to match the weave patern and color of the badly frayed sleeve on my engine at an online Electrical Supply Company. The fibers are a little more course than the original. The initial downside, the smallest length available was a 25 foot spool and I couldn't get a sample from the company I was dealing with. I finally decided to take a chance after I found a damaged pipe from a Corvette recycler to practice on.

I cut the old sleeve from the pipe as it wouldn't expand enough to slip over the bracket that attaches to the back of the cylinder head. As you can see in the picture, that bracket was attached to the pipe with a spot weld.

I scribed a line at the top edge of the bracket so that after removing it, it could be accurately re-attached.



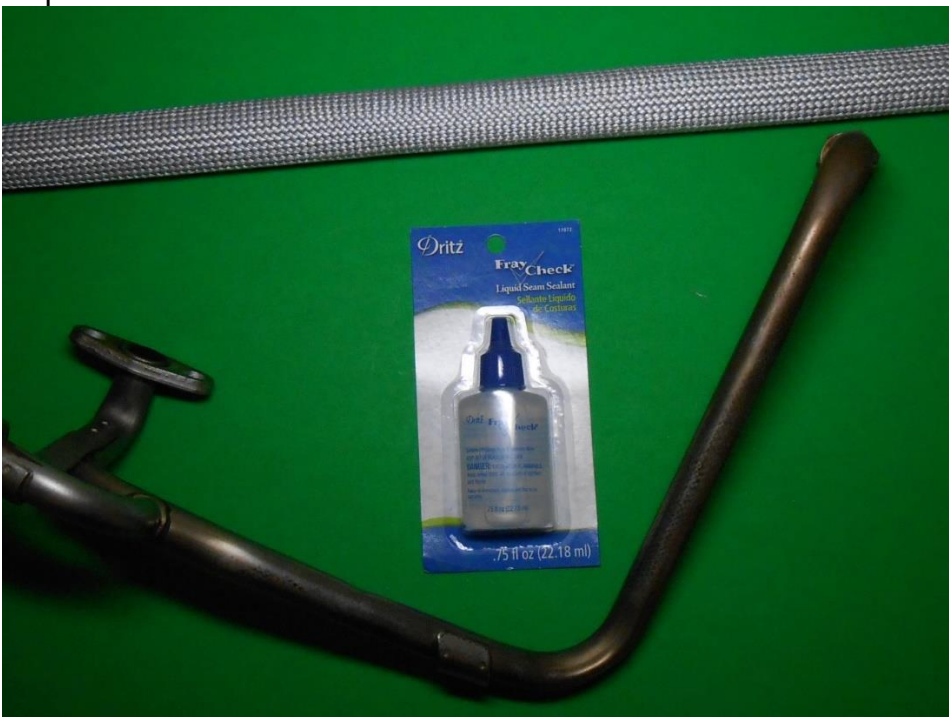
Eastwood carries a good quality 3/8" spot weld drill bit. Clamping the pipe on my drill press allowed for accurate removal of the top of the spot weld without drilling through the bottom piece. This made it much easier to re-attach it with a couple of small tack welds



This is what the pipe looked like prior to putting the sleeve on. The 3/8" spot weld drill bit is lower right in the picture. With this bracket off it's fairly easy to slip the new sleeve on without fraying the ends. You'll notice the scribe mark on the tab to align the bracket when re-installing.



I applied a product my buddy told me about before I put the sleeve on...just for some additional protection from fraying during the install. It's available at your local Walmart, dries clear and I think helped. When the bracket was welded back on it didn't burn or discolor.



After the new sleeve material was cut to the proper length and the fray check applied it was slipped over the pipe. The slot for the bracket was cut in the sleeve the length of the tab at that time with a sharp razor. I put fray check on both sides of that cut, too.

I found that the sleeve could easily/gently be twisted to see the alignment scribe mark on the tab and hold the bracket to it with a small vice grip for the tack welds to be applied.

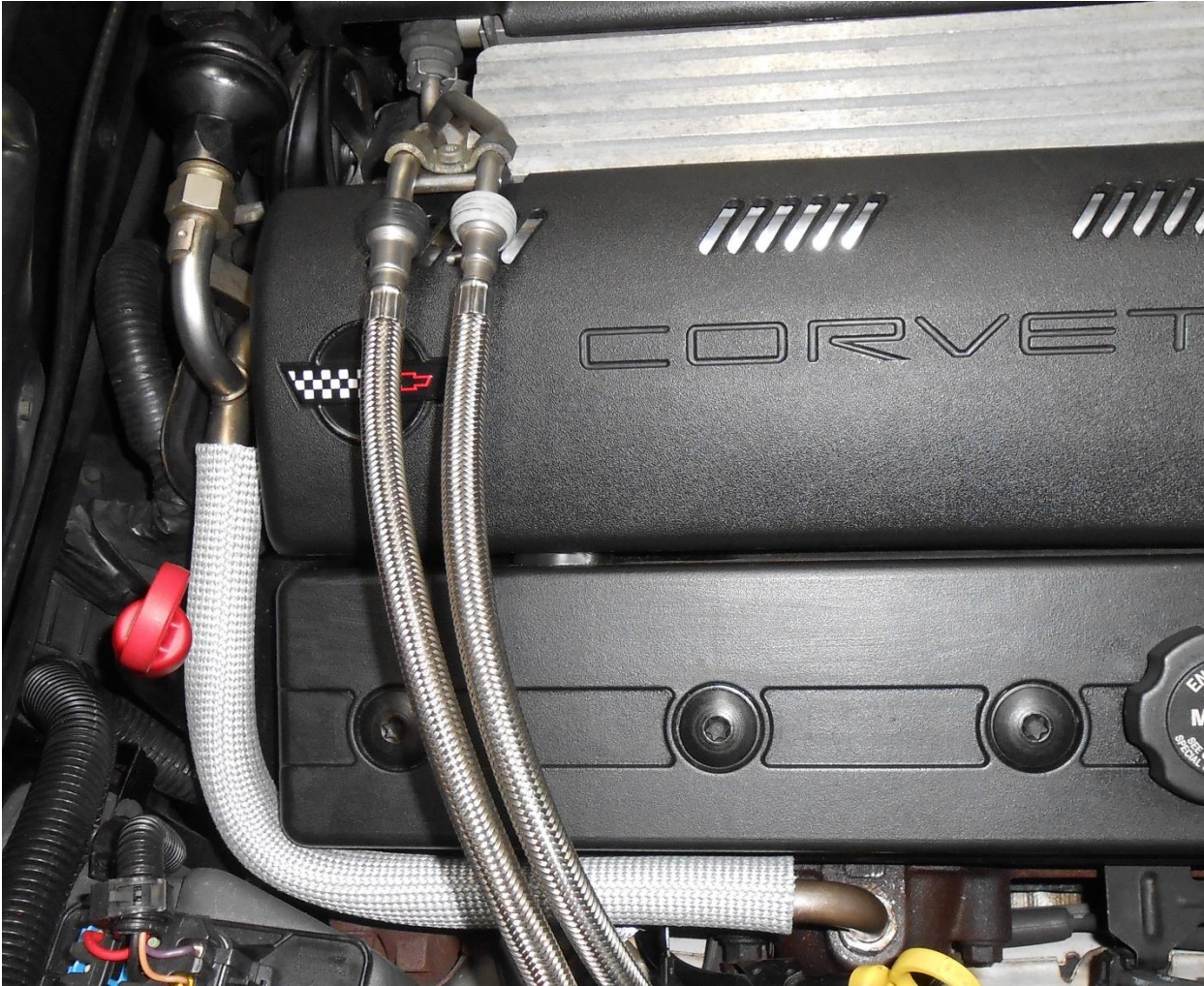
Also, found it easier to hold the assembly near the valve in a bench vice for welding. It just took a few small tacks to fill in the drilled out area. Those welds can be lightly hit with a small grinder to get it to look almost like new. But, in reality, when the sleeve is twisted back into its final position the weld and bracket can't be seen.



The most difficult part of the entire process for me was loosening the nut at the top of the exhaust manifold without making it egg shaped. I soaked with WD40, Liquid Wrench, or PB Blaster and tapped periodically for a week without success. Another buddy suggested I try a little brake fluid...being **VERY** careful not to get it on any painted surfaces. Within an hour after applying some brake fluid with an eye dropper, the nut easily loosened up with a 22mm (or 7/8") crows foot wrench. I used anti-seize when I re-installed it.

Another difficult step was removing/re-attaching the bracket to the back of the head. An extra-long 9/16" open end wrench and for me a lot of patients were required. There's very little room to work in that area.

This is what the repaired pipe looks like re-installed on my engine.



This 100k mileage car has received four top flight awards, all over 98.5 raw scores. With the reconditioned pipe installed. In Las Vegas, for the Hill Mark of Excellence Award the car scored a raw score of 99.2.

Paul Schwack

C7 Customer Enhancement Feature:

I could be writing a tech article about replacing headlight motor gears on a C5 or sun visor replacements but I thought I might focus on a different aspect of Corvette ownership. I recently swapped my C6 for a C7. I really liked my C6 and felt it was a great road car. I expected no less maybe more from my C7. Overall I love the styling, color and trim of the C7. The one thing my wife called to my attention was what she considered excessive interior noise especially from the rear cargo area. I did not disagree; it was a lot noisier than the C6. I thought I would do some research to get more information. The one thing I noticed on the Forum that I was not alone. I added a decibel meter app to my phone and during my test drives I recorded the readings. No one seemed to post any reference numbers so I didn't know if my numbers were normal, high or low. I had an opportunity to take an extended ride with Bob Kinstrey in his C7. Using my meter app I recorded the same numbers as mine. During our conversations he also felt he had excessive noise in his C7. I want to note here that we are both running the All Season Tires. While searching the net I saw that adding an insulation barrier seemed to be the answer. I found a lot of posts from people who used a drop in sound mat which went over the top of the existing carpet. But there were a few who had added a foil

covered insulated mat under the carpet. The cost of the drop in mat was around \$250.00 plus \$40.00 plus for shipping. The foil style mats were running around \$50.00 for 12 sq. feet (most had free shipping).

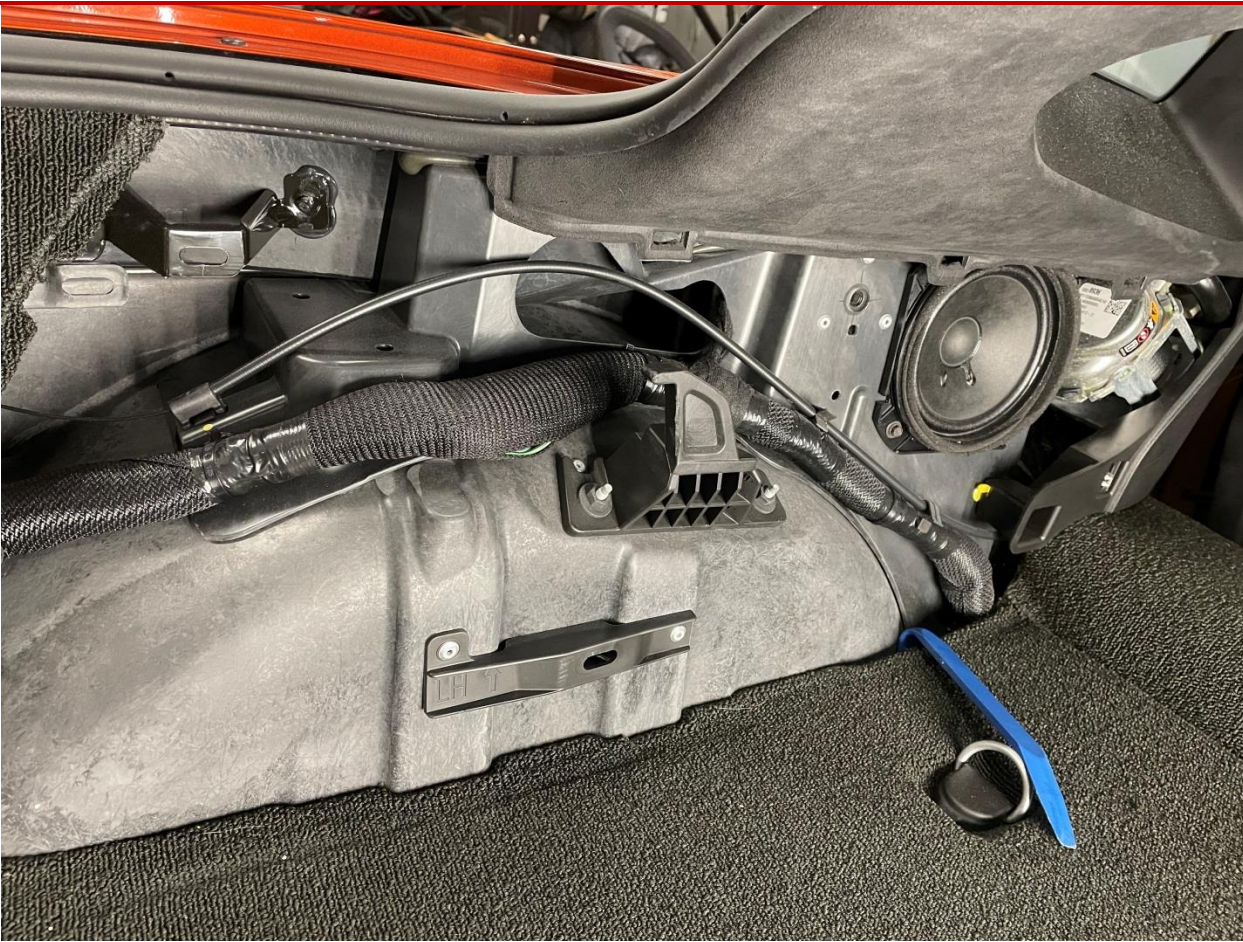
Of course this did not include labor to install. How hard could it be to remove the rear interior? I decided to order the foil style and did some quick measurements noting

That I could probably make 12 sq. feet work. As you will find later in this article I recommend buying

more sq. feet than you think you'll need. I'll explain later. To remove the cargo deck carpet you will need to remove both side rear interior panels. Using a pick and small screwdriver, remove the cover over the hardtop retainer bracket, this has 4 clips. Then take the small screwdriver pop off the "D" hook cover. This will allow you access to the 40mm torx that holds the ring in place.



Now you can remove the panel by pulling inward to release the retainer clips. Repeat the procedure for the other side.



Perform the same “D” ring removal for the two rings in the deck. I found you did not have to remove the rear panel at the trunk latch to remove the deck carpet. After the “D” rings are removed you need to release the carpet from the rear storage compartment. This area has 3 clips around the outside edge of the compartment ring. Once these are released you can gently lift the carpet. One thing to note is that if someone has tried to access the battery improperly you will find the carpet mat torn on the underside over the battery. I used layers of heavy black tape to reinforce that area before I put it back. With the carpet removed you will find a hard composite panel covering the electronics. You can place this aside. I did not cover this panel since it contains your factory labels.

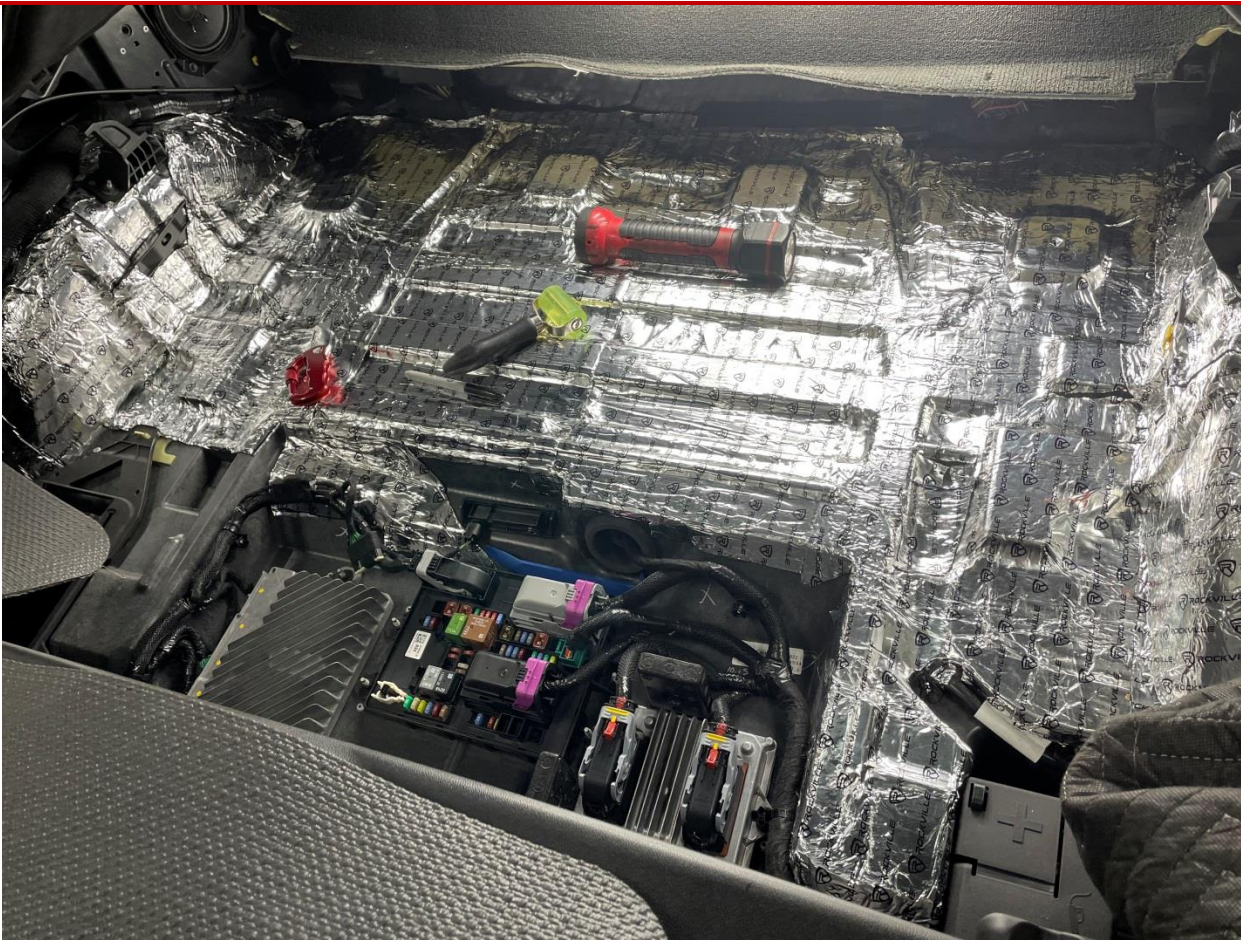


Now you can test fit the foil barrier, making marks and adjustments with a felt marker and trimming with a sharp blade or scissors. Another note is to be careful; the foil edge is very sharp as my right

finger can attest. I did run my foil over the edge of the electronic well but decided not to go any further than that. After cutting your pieces to fit the best way to apply it was to release a 4 inch section of the backing at a time while working it in the recesses as you went along.



I recommend you cut your pieces 1 or 2 inches longer than your measurement to allow for the recesses. Try using your hands to force the material into the lower areas. You will follow this with a hard roller to ensure proper adhesion.

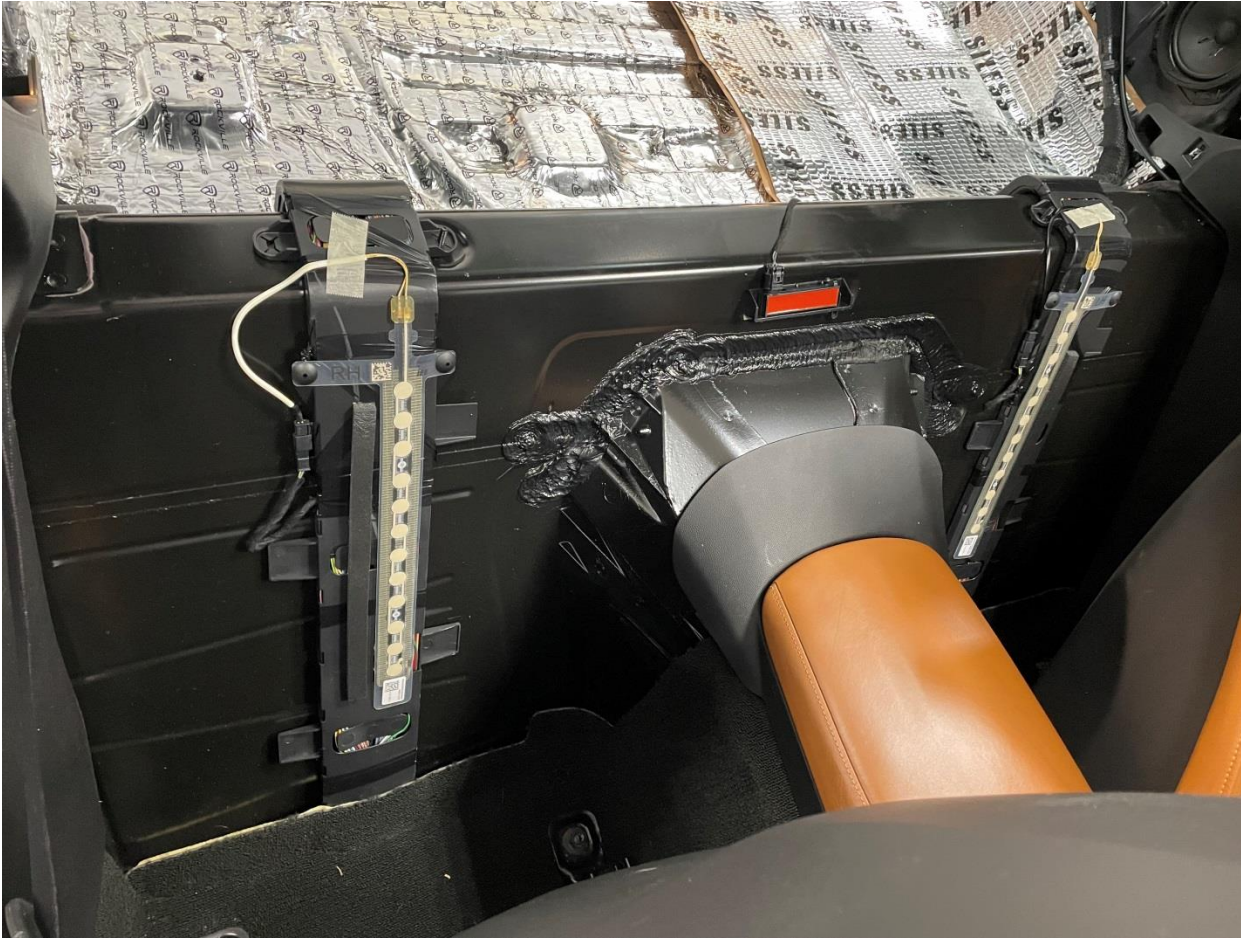


I reassembled and then test drove with my meter. This showed a 5 decibel reduction . That may not sound like much but I think the noise is less and has a duller tone. I did not have any idea what I needed for materials to do this when I began so let me pass this along. I used a butyl foil style mat with **72mill** thickness. I bought a **12sq. foot** kit that came with an application roller for \$55.00 including shipping. This was enough to do the rear deck and part of the inner wheel houses. I have ordered another kit with **80mill** and **36 sq. feet**. I will over lay this mat in the opposite direction. I also will remove the bulkhead carpet and apply mat to behind the seat back area. There is some consideration to density of the mats compared to thickness. A denser mat may offer more reduction.

After my second applications I will retest and report my decibel readings. I feel I have not reached maximum noise reduction but time will tell. I did see a couple posts from people who removed their inner wheel liners and applied the material to the underside of the frame and body. I may try investigating this option after I confirm my second readings. For this reason I chose not to order a foam style mat for my second order and stick with the butyl foil combination.



PART 2: I received my second order of butyl/foil mat. I have removed my bulkhead carpet and will double layer this area also. **Hint,** you can remove the bulkhead carpet without removing any more interior trim. It is not glued down. Careful flexing of the carpet will allow it to release from under the side and console trim. I cut 4 pieces to be installed on each side of the wire harness that runs up behind the seats and one double across the middle.



To perform a better install I would recommend cutting the tie wraps that hold the harnesses over both rear wheel wells. This will allow you to pull the harness away so you can insulate under and behind them. Don't worry about the old tie wrap, GM has thought ahead. Using a panel tool remove the old retainer which still has the old tie wrap attached. You can then push the remaining piece through and trim off the old tab. There is a slot in the retainer that allows you to insert a new tie wrap and reinstall the retainer after you have finished insulating.



After my completion of the double insulation I tested my decibel readings again. I used the same road and speed and found my work had again resulted in a reduction. This is a total reduction of **8 decibels** after both applications. I still believe my C7 is noisier than my C6 but a noted improvement for a few hours labor and a little over \$100.00 investment. A different meter or app may produce different readings but the consistency of the test is what I was looking for. The title of my text was based on my many years in GM dealerships. We would receive technical bulletins on replacement parts to correct a design flaw. At times GM would determine there was no flaw to correct but would issue an "Enhancement" bulletin to address the owners experience with his or her vehicle. I would say this would fit into that category.

	thickness, mil	area, sq ft	weight, lbs	Density, lbs/sq ft	Price \$\$	Price, sq ft	Origin
Kilmat	80	36	17	0.472	\$ 59.99	\$ 1.67	Russia
Gopus	80	36	28	0.778	\$ 53.00	\$ 1.47	
Dynamat	67	36	15	0.417	\$ 171.00	\$ 4.75	USA
Siless Vibro 80	80	36	17	0.472	\$ 56.95	\$ 1.58	Ukraine
Siless	50	52	16.31	0.314	\$ 59.95	\$ 1.15	Ukraine
Mat 66	80	36	17	0.472	\$ 55.95	\$ 1.55	Russia
Mat 66	50	50	18.48	0.370	\$ 57.99	\$ 1.16	Russia
Vibro	80	21.4	10.36	0.484	\$ 113.99	\$ 5.33	USA
Noico	80	36	27.3	0.758	\$ 69.00	\$ 1.92	Russia
Allmat	80	36	24	0.667	\$ 57.95	\$ 1.61	Russia???
Rockville RM12	72	12	8.55	0.713	\$ 49.95	\$ 4.16	China
Rockville, RM36	72	36	25	0.694	\$ 99.95	\$ 2.78	China
NVX SDBP40	90	40	32.9	0.823	\$ 109.99	\$ 2.75	
iMounTEK	80	36	27	0.750	\$ 62.40	\$ 1.73	
MTHAT5531	80	36	28	0.778	\$ 48.59	\$ 1.35	
AT5531	80	36	28	0.778	\$ 52.95	\$ 1.47	
Noico, black	80	36	25.2	0.700	\$ 62.99	\$ 1.75	Russia
Qmat	75	43		0.000	\$ 64.89	\$ 1.51	
SmartMat	90	30	23.1	0.770	\$ 46.99	\$ 1.57	Russia
UXCell	80	26.5	18.74	0.707	\$ 55.99	\$ 2.11	
Canopus	80	18	14.7	0.817	\$ 32.99	\$ 1.83	
Fatmat Rattletrap	80	50	22.5	0.450	\$ 126.99	\$ 2.54	USA
Fatmat Rattletrap	80	25	11.43	0.457	\$ 80.99	\$ 3.24	USA
B Quiet	63	12	4.2	0.35	\$ 49.99	\$ 4.17	USA

Thanks to Bob Kinstrey for taking time to compile this chart. You should note the weight compared to the sq. footage compared with the thickness and make your decisions from there.

Steven Heck #47456

NCRS 2022 Calendar of Events

DATE	EVENT	LOCATION
July 24-28	NCRS NATIONAL CONVENTION	Mobile, AL
Sep. 9-10	Carolinas Chapter Fall Judging Meet	Wilkesboro, NC
Sep. 10	Florida Chapter Fall Meet	Melbourne, FL
Oct. 7 - 8	Fall Color Tour Meet at Vintage Corvettes*	Summerville, GA
Oct. 20-22	Lone Star Regional	Frisco, TX
Early December *	Southeast Chapter Holiday Social Dinner	Atlanta, GA

- NCRS – SE Chapter Event

Check out the online calendar of events for all updates at www.NCRS.org/services/coming-events.php. Virtual events will continue in 2022 and new events will be added to the online event page.

NCRS Southeast Tour Itinerary to Mobile Alabama July 2022

SE NCRS Chapter member Don Warmuth will be leading a road tour to the NCRS national convention in July.

We will start on July 20 from the Train Capital of South Carolina - Central, SC. (Near Clemson.) Day Zero (July 19) will include an evening BBQ at the Warmuth estate.

-On day one will leave from Central and wind through the Appalachian foothills to Chattanooga, TN. The day will be capped off with dinner at the Terminal Brewhouse in “The Chattanooga Choo Choo.”

-On day two we will tour the Coker Tire Museum with all its great antique cars. After lunch we will take the short drive to Huntsville, AL.

-On day three we will tour Rocket City, home to the largest space museum in the world. Personally, I want to include the Intuitive Planetarium inside the museum. In the afternoon we will again take a short drive, this time to Tupelo, MS – birthplace of “The King.” We should be able to see the Elvis Drive-in, his birth house, and his church.

-July 23 will be day four and we will drive south through the beautiful state of Mississippi to the Mobile, AL area.

Rich Mauser has published the details for the Fall Color Tour meet at Classic Corvette’s newly renovated facility in Summerville, GA on Oct. 8th & 9th. Registration is on the NCRS web site at: https://www.forums.ncrs.org/register/event-subscription.php?ev_id=Zml4ZWRFc3RyaW5nZml4ZiZe0dMFd2iMSn%2FN5veKqHYgezEn62cl55bCpO3oFWgavN5RpUYASs5T0JmXEBqPGQ%3D%3D&old_events=

NCRS 2023 Calendar of Events

DATE	EVENT	LOCATION
July 21-29	NCRS National Convention	French Lick, IN

2022 NCRS Southeast Chapter Officers

Chairman	Tom Beuglas	404-456-3711	beuglast@gmail.com
Vice Chairman	Jim Krakau	404-983-7333	jkrakau@ymail.com
Judging Chairman	Richard Mauser	407-230-2303	rjmauser@bellsouth.net
Secretary/Membership Mgr.	Janice Mason	770-757-5677	SENCRS@outlook.com
Treasurer	Donald Mason	770-954-9738	donaldlmason@bellsouth.net
NCM Ambassador	Donald Mason	770-954-9738	donaldlmason@bellsouth.net
Newsletter / Web Editor	Jim Krakau	404-983-7333	jkrakau@ymail.com
Region IV Director	John Ballard	502-905-3942	johncballard40@gmail.com

NCRS – Member News

There have been recent changes on the NCRS website (ncrs.org). When you click on Services at the top of the Home Page, you will see a new tab labeled Member News. There, you will find links to the minutes for Board of Directors Meetings and Directors Executive Meetings, NCRS Bylaws, NCRS Hold Harmless Agreement and NCRS Drug and Alcohol Policy and more.

The intent is to provide an easily accessible location on the website for our most important documents affecting all members in a timely manner. Please take the time to visit this area of our website.

Highlights of the May 3 Board of Directors meeting include selecting the site for the 2024 National Convention after the National Corvette Museum was to be cost prohibitive. The selected site will be Hampton Roads, Virginia – August 4th through 9th, 2024.

The full board minutes can be found at: <https://www.ncrs.org/docs/532022.pdf>

Classified Ads

CARS FOR SALE

1961 Corvette - Super nice older restoration with original 283/239 motor, 4 speed, radio, heater and washers. Excellent body and base coat clear coat paint. Red with white coves and red interior. Original motor built and ready to go in the car. Currently in the car is a built 327, '62 Corvette motor with 58 - 60 fuel injection. Runs and drives great. Very original car that could top flight with the original motor in place. **\$75,000**

1973 Corvette Coupe Project Car - car is apart and the frame has been restored with new lines, offset t-arms, tube control arms, coil over shocks and big brakes. There is no motor or transmission and the former owner had planned to build a restomod. All of the rest of the car, including the original suspension, is there with no body modifications. Can be rebuilt to stock or go wild. Have GA title and trim and VIN tags. ~~\$10,000~~ **\$8,000**

Contact: Tom Beuglas (404) 456-3711 or e-mail beuglast@gmail.com

.....
1984 Corvette Red exterior / grey interior, 4 speed w/overdrive and 33k original miles. I have owned for 2 1/2 years. Purchased from original owner. Don't want to sell on open market, reason I'm contacting y'all. If anyone is interested e-mail or call me.
larryrochester@att.net 864-325-4016

FOR SALE – Parts & Items

1964 Starter 1107320 Date Code 3 K 29 (October 29, 1963) \$75.00

Contact: Stephen H. Byrd (865) 250-1968 or email bunkybyrd@gmail.com

.....
 Complete 2.5-inch chambered exhaust system for midyear,
 5 excellent repo narrow white wall tires, caps, and wheels for 1965 - used once for judging.
 1968 wheels; water pump 3782609 1961-63 core; hubcaps 1963, 1964, 1966, PO2; 1971 original spare
 Firestone wide oval w/ dealer sales albums 1975, 1976, 1977, 1978; alternators 1100628 3B4, 1100693 5G30,
 6J20; Holley Carbs: 1966 427/425 33886101 Core, 1965 327/365 #3849804 Reissue no date, 1966 327/300 –
 350 h.p. #3884505 Service Replacement; 1963 WCFB #3826005
 1963 original windshield; 1963 -1967 replacement windshield; 3 1966 restored and dated 390HP Holley carbs;
 set of 5 1967 rally wheels.
 Original 1971 white letter spare tire and wheel; 3 1965 - 1966 power brake master cylinders – restored.
 sets of hubcaps 1963, 1964, 1966, PO2; 1967 trim rings – restored.

Contact: Tom Beuglas (404) 456-3711 or email beuglast@gmail.com

.....

1 Set of 1998 Corvette GM service manuals (3 Books), MINT condition still in original "HELM's" shipping box.
\$75.00 plus shipping(media)

1993- -1996 Corvette key fob remote for convertible. Single button (new)
\$25.00 plus shipping

BlackWing air filter unit complete with MAF. This is from throttle body to air filter style.
\$300.00

Contact:

Steven Heck

sheck327@gmail.com



WANTED – Parts & Items

2 Original or NOS 1965 Corvette hubcap spinners
1965 Fuel Injection Air Cleaner that needs restoring. Any condition is considered.
Stephen H. Byrd (865) 250-1968 bunkybyrd@gmail.com

WANTED – Corvette

Wanted Need your HELP Looking for First Corvette 1967 Blue Convertible
350HP Small Block 4 speed Black interior low option

VIN 104677S1 14501

Still have Bill of Sale

Purchased @ Martin Burk Chev Forest Park, Ga.
Chris Henry (61744) Southeast Chapter



Services Offered



RHM Jumpstart - A dedicated automobile business!

- I am a buyer!
- I will help you sell your vehicles.
- I can help you locate a car.
- I can also solve those nagging or lost title issues.

I am interested in **ANY** Corvette, any type vehicle (hot rods, antiques, estates, trucks, etc.) and Corvette related parts!

I have been assisting customers in Pre-Purchase inspections for many years - local or out of state!

Call Reggie Martin at (678)488-5461 to discuss. NCRS Member #4499

S p o n s o r s



Sales 770.414.5552
Service 678.395.3957

- Sales - Service - Buy - Trade - Consign -
- 2 Year/50K Warranty Included on nearly all Vettes
- Corvette and Muscle Car Collections Wanted!
- We Buy, Sell, Finance, and Service ALL Year Vettes
- In Business Since 1991
- TOP DOLLAR PAID for your Vette!
- Scan QR Code with your Smartphone's Camera to Sell or Consign Today!



In Business Over 40 Years



GREG WYATT AUTO SALES & MUSEUM

Vintage Corvettes

10601 Commerce St
Summerville, GA 30747

Phone (706) 857-3916
Cell (706) 506-5745

 **NCRS** Member # 31977

www.vintagecorvettes.com