

# Classical Glass

**Newsletter of the Heartland Chapter — National Corvette Restorers Society**  
For the Restoration, Preservation, History, and Enjoyment of Corvettes



## **Dick's Daydreams—A Message from the Chairman**

Welcome to 2007, the year of the "57" (that's me, 1957 corvette crazy) having had the good fortune to have owned three of these beautiful cars. Of course we know all Corvettes are beautiful.

This year the Heartland Chapter has some exciting plans ahead and a few new officers. We have a new Editor, Todd Gifford, and new Activities Co-Chairpeople: Larry and Nita Noble. And, I'm back for another try at Chairman.

We are trying a set meeting time and place for the monthly meetings. We have set the 3rd Saturday morning at 9:00A.M. at the Iowa Machine Shed, in Des Moines, for our monthly meetings.

We are planning a trip to Speedway Motors Museum in Lincoln, Nebraska on Saturday, May 19th. The Heartland Chapter members attending the Lake Country Regional will meet for dinner Thursday evening June 7th. The Lake County Regional will give members who do not travel to other NCRS Regionals a chance to attend one close to home. I Look forward to seeing you there. Don't forget the National Convention will be in Boston. A great chance to see our country's historical sites. Lani and I are planning to attend it and look forward to other Heartland Chapter Member joining us. Also, don't forget our Heartland Chapter Meet in September. Oh ya, did I mention this is the year of the "57"?

I and all of the Officers of the Heartland Chapter welcome any and all comments (good or bad) from all members.

Thank you, Dick

## In this Issue:

- |  |   |
|--|---|
| ?? Message from the Chairman   | ?? Corvette History—1956 is about Performance   |
| ?? Heartland Chapter Member Feature Story—<br><i>The Tale of Two '71's</i>     | ?? <i>Welcome</i> to our New Members  |
| ?? Calendar of Upcoming Corvette Events  | ?? Corvette News— A Corvette "SS"?  |
| ?? Tread Threads — Everything you wanted to<br>know about original 1957 wheels | ?? Corvette Trivia— <i>Its about color</i>  |
| ?? Heartland Chapter Meetings Updates  | ?? Glass Classified Ads   |
|  | ?? Feature NCRS Publication—A great resource<br>for authenticating mid-year Trim Tags |

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Membership in the  National Corvette Restorers Society is open to persons interested in the restoration, preservation, and history of the Corvette produced by the Chevrolet Motor Division of General Motors Corporation from 1953 through 1991. NCRS is not affiliated with Chevrolet or General Motors.



*Classical Glass* is the  Newsletter of the Heartland Chapter, which was established in 1993. Membership is open to all members of the National NCRS Organization.



NCRS Registered Marks  used in *Classical Glass*: NCRS Founders Award, NCRS Master Judge Award, NCRS Performance Verification Award, NCRS Flight Award, and NCRS Sportsman Award are registered with the United States Department of Commerce and Trademark Office. The NCRS American Heritage Award mark application is pending.

#### **We need your Email Address!!**

We need to ensure that our Email Address database is up to date. **Email is the primary means by which we will communicate updates and specific timely information related to events.** Please email me with your email address changes at tgifford@dee-inc.com.

### Heartland NCRS Chapter Membership Renewal

Your Membership Expiration Date is printed on the Newsletter address label. If your membership is about to Expire or has Expired, a Renewal Form/notice will be included in this newsletter. Please promptly return the form and payment to: Larry Smith, 1594 NW 96<sup>th</sup> St, Des Moines, Iowa 50325-6316. Make checks payable to Heartland Chapter NCRS. Save \$\$ money and hassle by doing a Multi-year renewal.

### NCRS Membership

The NCRS is a non-profit hobby group of nearly 16,000 families dedicated to the Restoration, Preservation, History, and Enjoyment of the Chevrolet Corvette. The NCRS has been helping its members purchase, restore, maintain, and enjoy their Corvettes for over 32 years. **NCRS membership and Local NCRS Chapter membership** is the smartest money you will ever spend on your Corvette(s). For more information on NCRS membership, go to [www.ncrs.org](http://www.ncrs.org)

### Heartland NCRS Classified Ads, Commercial Ads, Articles, Comments

Heartland Chapter Members can advertise for FREE in this Newsletter, and other Chapters do get exposure to our Newsletter. If you write an article or allow us to write a story about you, we will send you a FREE NCRS Embroidered Heartland Logo Button Down Shirt. Send all Ads, Articles, and Comments to: Todd Gifford - tgifford@dee-inc.com or 6636 Cottage Hill Lane NE Cedar Rapids, IA 52411 (319) 651-6688.

#### Glass Classified Ads

WANTED: 1956-1957 Parts. Dick. Phone: 515-987-1410  
FOR SALE: 1957 - E57S104931. Solid Black 283/283hp, Fuel Inj, 4 Spd, Correct, 3.73 Posi, "Black Widow Style", Hardtop only. High dollar restoration. Expensive. Dick (515) 987-1410  
FOR SALE: 1982 Collectors Edition, Original Paint, interior, wheels, etc.. Loaded, 9900 miles, Original Owner, Beautiful Car. \$24,000. 1985 Gray/Gray Leather, Bose, Glass Top, Auto, New Carpet, 45,000 Miles, Nice Driver, \$11,500  
FOR SALE: 1927 Ford Model T, Complete & Runs; 1978 Chrysler Newport, 50,000 miles; 1982 Corvette, Blue/Blue, 350, auto, needs TLC; 1987 Corvette Roadster, Blue/Blue/Black Top, Bob Phone: 319-753-0064

#### Glass Classified Ads—continued

FOR SALE: Five G78-15 Wide White Wall tires, '61 rear end housing, Don. Phone: 319-752-5206 dynodnh@aol.com  
FOR SALE: pair 63-67 SMC parking lamp panels; 67 radio side covers, Front license plate bracket, used mid year BB side pipes, hood hinges, black seat covers and foam (lightly used), new Al Knoch black convertible carpet set, repo 9 leaf spring, 64 & 66 instrument clusters (5K Red line); NOS '74 L-82 hood emblems. Bill Becker Phone: 319-752-1197 beckersj@iowatelecom.net  
FOR SALE: Several sets of 63 wheel covers (rough to fair), 64 hood with scoop modif's, 327 short block (runs strong), 69 casting date. Set of 283 heads rebuilt, misc 63-67 parts (call with needs). Larry Phone: 515-294-8694 or 515-296-1039 lpedigo@iastate.edu

## **Corvette Calendar (bold items represent Heartland Events)**

March 3-4, 2007	Chevy Vette-Fest; McCormick Place North, Chicago, IL ( <a href="http://www.chevyvettefest.net">http://www.chevyvettefest.net</a> )
<b>March 17, 2007</b>	<b>Heartland Chapter Breakfast Meeting 9am (Machine Shed); then visit to Dick Mathern Collection</b>
March 28-Apr 1, 2007	Barrett-Jackson Collector Car Auction, Palm Beach, FL
<b>April 21, 2007</b>	<b>Heartland Chapter Tech Session ('60 Front end rebuild); 10am—Pleasant Hill, IA</b>
April 26-28, 2007	Las Vegas NCRS Western Regional, Las Vegas, Nevada
<b>May 19, 2007</b>	<b>Heartland Chapter Speedway Motors Trip—Lincoln, NE (Transportation provided)</b>
May 17-19, 2007	Central New Jersey NCRS Garden State Regional; Edison, NJ
May ?, 2007	Superior Chevrolet Corvette Show/Swap Meet; Kansas City, MO (816-453-0461 for more info)
June 3, 2007	All Corvette Show; Indianola, IA (515-961-7339 for more info)
<b>June 7, 2007</b>	<b>Heartland Dinner at Rochester NCRS Regional</b>
June 7-9, 2007	North Central NCRS Regional, Rochester, Minnesota
June 8-10, 2007	Branson Corvette Show Extravaganza; Branson, MO.
June 15-17, 2007	Bloomington Gold Corvette Show; St. Charles, IL ( <a href="http://www.bloomingtongold.com">www.bloomingtongold.com</a> )
<b>July 21, 2007</b>	<b>Heartland NCRS Picnic—The Ledges/Boone, IA; meet at 10am, then cruise to Picnic</b>
July 19-21, 2007	Black Hills Corvette Classic; Black Hills, SD ( <a href="http://www.blackhillscorvetteclassic.com">www.blackhillscorvetteclassic.com</a> for more information)
July 22-26, 2007	NCRS National Convention; Boston, Massachusetts
August 11, 2007	Vettes on the Square; Independence, MO. ( <a href="http://kccorvetteassociation.com">kccorvetteassociation.com</a> for more information)
<b>August 18, 2007</b>	<b>Heartland Chapter Judging School; Crescent Chevrolet in Des Moines; starts 10am</b>
August 24-26, 2007	Corvettes at Carlisle ( <a href="http://www.corvettesatcarlisle.com">www.corvettesatcarlisle.com</a> for more information)
<b>September 8, 2007</b>	<b>Heartland Chapter NCRS Judging Meet; Crescent Chevrolet; starts 8am</b>
September 21-23, 2007	Corvette Fun Fest 2007; Mid-America Motorworks, Effingham, IL (800-500-1500 for more information)
<b>October 20, 2007</b>	<b>Heartland Chapter Fall Color Tour (Location TBD)</b>
<b>November 17, 2007</b>	<b>Heartland Tech Session (with chili); Dick's house (Dick is making the chili)</b>
<b>December 1, 2007</b>	<b>Heartland Chapter Annual Meeting; starts at 12 noon (Meeting Location TBA)</b>

### **Welcome New Heartland Chapter Members!**

Dick and Diane Struve

Doug George

Craig Gifford

James Cogil

Dave Sly

### **Feature NCRS Publication**

*Authentication Library Volume One: GM Issued 1963-1967 Corvette Trim Tags, from NCRS*, is simply an awesome resource to have if you want to better understand all the information that a mid-year Trim Tag can provide, or you want to be able to authenticate a Trim Tag. Huge amounts of research and effort went into this very easy to read and use book. A big value in this reference book, is the numerous highly magnified photos provided to illustrate the authentication key points to look for. I purchased this book myself, and was almost immediately able to authenticate mid-year Trim Tags after reading it. You can purchase this resource from NCRS at [www.ncrs.org](http://www.ncrs.org). Go to Online Store, C2 Library.



### **Heartland Chapter Meetings Update**

Since our last Newsletter, the Heartland Chapter held its *Annual Meeting, 2007 Annual Planning Meeting, and February Tech Session Meeting*. Attendance was excellent at all meetings. Complete minutes of each meeting can be viewed on the Heartland Chapter NCRS website at [www.ncrs.org/heartland](http://www.ncrs.org/heartland). New Heartland Chapter Officers were elected at the *Annual Meeting* and are listed on page 2 of this Newsletter. Bill Yohn won a FREE Heartland Membership for 2007 in the drawing that was held for attendee's!

At the *2007 Event Planning Meeting*, a great schedule of Heartland Chapter events was scheduled, and these are all reflected in the Event schedule above. The February *Tech Session* meeting at the Machine Shed had great dialog, interaction, and learning. Should you have any questions regarding any of the planned Heartland events, please do not hesitate to contact Nita or Larry Noble, our Events Co-Chairs ([nnoble@mchsi.com](mailto:nnoble@mchsi.com) or 515-266-4608). Please do your best to make as many of the events as you can. You will have the opportunity to interact with some great Corvette people, and have a great time—Guaranteed.

### **Corvette TRIVIA Questions (answers on page 4)**

1. What Corvette exterior color was offered in 1957 that was not offered in 1956?
2. How many Corvette engine horsepower ratings were offered in 1963?
3. What year was the last year for the contrasting side cove color treatment on the Corvette?
4. What Corvette year was the only one with a soft body-colored nose, and an abrupt rear with chrome bumpers?

### **A New Heartland NCRS Resource Available!**

The Heartland Chapter has purchased the Complete NCRS "Restorer" Magazine Archives on CD for our library. If you have a question about your Corvette, just email Larry Smith ([rls66@msn.com](mailto:rls66@msn.com)), and Larry will search the Archive CD's and respond back to you. Articles can be searched by: word/phrase, article name, or category. A very nice benefit of being a member!

## Tread Threads

Here are some interesting Threads that have been running on the NCRS.org Online Technical Forum. By entering the hyperlinks listed on each topic into your web browser, you can read the entire discussion (thread). The NCRS.org Online Technical forum is a phenomenal resource available to NCRS members.

### **C1:**

"I own an original 57 Corvette. The corvette has a set of steel riveted wheels with the four outer nubs. These wheels are not the RPO 276. The NCRS judging manual states they should be steel welded wheels. Is this 100% true?"

A very in-depth thread regarding correct wheels for '57's.

To read the entire thread, go to:

<http://www.ncrs.org/forum/tech.cgi/frames/read/273592>

### **C2:**

"I have a 1107352 starter with the number, Delco and date stamped on the inner side (against the oil pan). It is also an M 64 date code. What was the original application? - don't think it is correct for 396."

A very informative discussion regarding correct Starters, matching Starter Part #'s used on Corvettes and other period GM vehicles, and correct stamping information.

To read the entire thread, go to:

<http://www.ncrs.org/forum/tech.cgi/frames/read/273623>

### **C3:**

"Are the part numbers different for 1971 and 1972 frames?"  
Good information regarding the differences and similarities in '71 vs. '72 frames.

To read the entire thread, go to:

<http://www.ncrs.org/forum/tech.cgi/frames/read/272790>

### **C4:**

Have a friend with a brake problem on her C4. The RF wheel brake seems to be somewhat applied at all times after a short drive. The brakes function normally but the RF never seems to release completely... Anyone have any experience with this?

To read the entire thread, go to:

<http://www.ncrs.org/forum/archive29.cgi/read/264143>

## **Heartland NCRS Logo Shirts Available !**

What a great gift idea for the NCRS Enthusiast. Awesome looking short sleeve, button down, denim shirts with the Chapter logo embroidered above the pocket. Contact Dick Bennett (daydreamsunltd@mchsi.com) or Larry Smith (rsls66@msn.com) to order (or you can include a request with your dues). \$25.00/each (\$32.00 for XXL).

More Heartland Logo Apparel is Coming Soon!

## **Answers to Trivia Questions on page 3**

1. Inca Silver
2. 4 - Base 250 hp, L75 300 hp, L76 340 hp, L84 370 hp
3. 1961
4. 1973

## **Corvette History**

In 1955, Duntov believed creating a sense of loyalty in Chevrolet buyers required faith that Chevrolet would produce what buyers wanted. He still had to prove himself before his ideas took on credibility. His camshaft designs and the Ar-Dun cylinder heads he and his brother Yura had developed prior to joining Chevrolet earned them respect as creative development Engineers. Duntov's work taming the handling of the 1956 production model established his chassis credentials with Chevrolet. The mark of Zora began to carry weight on his adopted car, the Corvette. Corvettes came closer to realizing Duntov's handling goals since the new 265 cubic inch V8 weighed 41 pounds less than the old Blue Flame Special. The V8 was shorter and lower, which also helped handling. The engine with its single Carter four-barrel carburetor produced 210 horsepower; an optional second four-barrel, RPO 469, raised output to 225 horsepower. Duntov ran a pre-production prototype 1956 Corvette up Pike's Peak in September 1955. Camouflaged as a full passenger car, he set a new class record of 17 minutes, 24 seconds. This meant little to average customers, however. The Jaguar XK120 in hottest trim reached 130 mph. Mercedes' coupe was capable of 146 mph. Ed Cole gave Duntov clearance to get the Corvette's top speed to 150 mph+. He needed another 30 horsepower, something possible with a wilder cam. After casting several designs, Duntov could now run the Corvette engine to 6,300 rpm, with enough power to reach a theoretical 163 mph.

\*information adapted from "The Complete Corvette Story", by Leffingwell

## **Corvette News**

**Here are some notable sales of Corvettes at the Barrett Jackson Auction** held in January, 2007:

- Lot 1256.1: 1963 F.I. Roadster, White, NCRS Duntov \$110,000
- Lot 1259: 1954 Pennant Blue, Bloomington Gold \$97,000
- Lot 1267.1: 1967 427/400 Air Roadster, Lynndale Blue \$200,000
- Lot 1285: 1967 427/390 Cpe (Last '67 Stingray made) \$600,000
- Lot 1244: 1965 Cpe, Blue BG Survivor 327/300 Radio Del \$97,500
- Lot 1321: 1967 427/435 Blk Roadster, NCRS Top Flight \$185,000
- Lot 1327: 1969 L88 427/430 Cpe, Radio Del, Survivor, Unrestored, Tank sheet \$240,000
- Lot 1548: 1972 350/370 LT1 Rdster, NCRS Top Flight \$100,000
- Lot 1579: 1961 FI 275hp, Red, NCRS Top Flight \$82,000
- Lot 1007: 1957 FI 283/283, Red, 38K orig miles \$135,000

**The Corvette-Viper war gets a new wrinkle...** as Reeves Callaway comes out with a "C16" supercharged version of the C6 that promises 616 bhp and 582 lb-ft of torque from a 6.0 liter LS2 V8. According to Callaway, this Corvette is capable of 0-60 mph in 3.3 seconds, and cover the quarter mile in 10.9 seconds. Starting price: \$126,685—coupe or roadster.

**Corvette SS...** A supercharged Corvette keeps making camouflaged appearances at the Nurburgring, and will likely carry the "SS" moniker when it finally breaks official cover sometime next year. Code name on this car is 'Blue Devil', and has a supercharged LS7 7.0 liter V8, producing around 650 bhp. It will probably be launched later this year as a 2008 model. Production of the Corvette SS will be limited, and priced about \$100,000.

## NCRS Heartland Chapter Member Feature

### Brian Baker: The Tale of Two '71's

Brian Baker has always been a car guy, and had a thing for Corvettes. Joining Brian for my interview was his good friend Darryl. Darryl and Brian have been friends since kids and both have been car guys 'since birth'. They grew up a couple houses apart. When Brian and Darryl were kids, they recall lusting after a Red '63 Corvette that an older sophisticated lady owned, who worked at a Restaurant that they walked by to and from school. They also reminisce about Darryl having a chance to drive a '67 Big Block Tripower Corvette, that was for sale at a bank in the late 1970's. Corvette seeds were planted early.

Brian was a drag racer for 15 years in Sportsman Class. He tried to make some money, but decided that was a dead-end road. It became not fun anymore after a period of time, and he needed a different car passion outlet. In 2001 Brian made his first Corvette purchase. He sold his Camaro at the time, and acquired a 1979 basket case. It was listed in the Des Moines Register Newspaper as a '1977 Fire Sale'. Brian and Darryl drove down to Des Moines, and took some money with them. This was not a Kmart type 'fire sale', but rather a Corvette that had been in a building fire. The car needed a lot of TLC, but was not beyond restoration. After doing the paperwork, they got it started and ended up driving the car home. Of course, they had a flat tire along the way, with no spare tire. They rebuilt the engine, and spent the entire winter putting the car back together into a very nice driver. Brian wishes he still had the car.

In 2002, a mutual friend of Darryl and Brian's called, and said a guy he knows wants to put in a Furnace unit and wanted Brian's help. The friend indicated that this guy also "has a Corvette that he may want to get rid of." The



three of them went out to see him, and they saw the '71 Corvette sitting there. Brian ended up putting in the Furnace for the guy, and accepted the '71 Corvette 'basket case' as payment for his services! The guy Brian 'purchased' the Corvette from had gotten the car in 1974, purchased from an insurance company. The car had been stolen and recovered, and then sold to him. It literally sat in a barn since 1974. Originally being purchased and registered in Chicago, IL., it then came to Independence, IA in the early 1970's. He also determined this was an original 454 Big Block car, and original Mulsanne Blue – a rare color. Brian decided he wanted to restore this car to the condition and originality as when it came off of the GM production line.



In early 2003, Brian and Darryl set out to do a faithful-to-original restoration of this big block '71. As they took the car apart, they found that this '71 was very highly preserved, with factory markings

well-preserved on the frame, the tank sheet still on the gas tank, and most all original parts left in place since last driven in 1974. The original paint was still there beneath the exterior current paint and fender flares. Brian started to find and acquire parts as the dismantling and restoration process went on. An original Big Block hood was purchased and stored under Brian and his wife's master bed for many months. Pam, his wife, indicates "most of the car was inside house for a period of time."

The 1972 period license plate was miraculously still on the Corvette, and this was used to research the car history. They contacted the National Insurance Credit Bureau, a database of insurance claims on vehicles.

Brian suspected the car may be stolen as it was being sold ('paid') to him. With this search using the VIN and license plate #, they found that the car was not currently stolen, but it had been stolen twice in the past along with some of the ownership history. Brian's parents even helped with getting parts. A heavy, bulky part was needed and found by Brian in the NCRS Driveline, and located out on the East Coast. His parents indicated they were traveling and would love to see the East Coast --- so they ended up picking up the part on their trip, putting it into their car, and bringing it back to Iowa for Brian's



restoration project. The number of hours put into this restoration by Brian and Darryl is so many, they cannot even guess it at. Little things like getting the front bumper placed just right on the car, took 35-40 hours of countless trial and error.

In December 2005, Brian got the body back from the body shop, and then he and Darryl spent the next 7 months solid putting the Corvette back together. The Big Block '71 project was finally completed in June 2006.



In 2002 at the beginning of the Blue Big Block restoration process, Brian tried to buy another '71

basket case Corvette, that was located right in town, to use for some donor body panels. The guy was a car parts acquaintance of Brian's, but would not sell the car to Brian for unknown reasons. He was a very eccentric car guy and was very odd in his car interests. For example, this guy would take 2 different types of cars or more and morph them into one car. He did not have a telephone and lived in a warehouse full of old cars and parts. He would purchase a certain Corvette simply because he 'liked the seats.' This gentleman would never sell any parts, but oddly, he did give Brian a few parts for free when Brian tried to buy some parts from him.

When Brian completed his '71 Mulsanne Blue Big Block project, he drove it, with his wife, over to the guy that had refused to sell him the donor '71. He wanted to show him what he had accomplished. The next time Brian saw this guy shortly thereafter, he said "I am now ready to sell this Corvette to you." Brian thought he was joking, and did not really think much of the comment, since he was now done with his '71 Big Block project. But, a few months later in the Fall of 2006, the guy left a note on Brian's truck, to come see him. Brian stopped over to see him, and the guy said "you need to buy this Corvette today, or it will be gone today."



The 2nd '71—Orange 350/270hp

**Brian Baker: The Tale of Two '71's—continued from Page 5.**

Needless to say, Brian purchased another '71 Corvette on the spot. Brian had not planned to start on another Corvette 'Project', but now here was another '71 project sitting in his garage. By this time, Brian had decided to 'take some time off during the winter and spend time doing things around the house.' Because Brian is admittedly not very good at 'sitting around', this plan has not been working out. He needs a Corvette project to work on.

This '71 is an original Orange, 350 / 270hp car. The car has also sat for many, many years. 30K original miles, and everything in the engine compartment appears original, with original factory tags, and patina.

Brian has not finalized when exactly he is going to start this next '71 Restoration project, but has decided he will be restoring the car to factory originality.

Brian appreciates and values originality and authenticity in Corvettes, and takes pride in preserving the past. Other than bodywork, Brian and Darryl do all the work themselves on the cars. Their passion lies in the process of doing the project. The painstaking detail and hours of effort is where their true satisfaction lies. Saving and restoring every part possible, as opposed to just replacing a part with a reproduction part, was extremely important to Brian and Darryl. As one example, Darryl spent hours and hours restoring the original wire harness, when most people would just buy a new one. It was a fun and rewarding process for both of them. There were times where Brian questioned whether this Blue Big Block project was worth it, but in the end it clearly was. When asked about his wife Pam's acceptance of the Corvette hobby, he says "she likes it better than the drag racing." When asked herself about the Corvette hobby, Pam says "I go with the flow."

She indicates that she periodically came out to the garage during the project to "make sure Brian was still alive."

As far as judging of his car at NCRS events, Brian has not pursued any events yet, being focused and interested in the process of restoration. However, he expressed interest in the Judging process down the road. Meanwhile, Brian will be happy just tackling another '71 Corvette restoration project.

Written by Todd Gifford; Photos—Todd Gifford

**From the Editor**

Looking outside and seeing sleet, ice rain, and pellet type snow coming down as I am finishing up this newsletter does not give me much of that Spring Corvette feeling. But, Spring will come, and so will a great Spring/Summer/Fall of Corvette events. I really want to emphasize how important it is for everyone to try to participate in at least a couple Heartland and NCRS events this and each year. You are really missing out on great people, great fun, and great knowledge/learning — if you are not coming to the events. Every time I go to an NCRS event or get-together, I always walk away feeling that I have learned a lot, and met some really good people. Regardless of the type of passion for Corvettes that you have (restoration, performance, maintenance, racing, judging, history, new ones, or old ones), there is always something for you. I think a lot of us forget that it is **you** that others want to meet when they go to the events. If you are not there, they cannot get a chance to interact with you and learn from you. I look forward to seeing everyone in 2007. Take Care, Todd

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