

SIGNAL SEEKER

Quarterly Newsletter of the Mid-Atlantic Chapter, National Corvette Restorers Society



MAC

SIGNAL SEEKER

Articles about chapter events and the members present, technical subjects, and personal experiences that would be of interest to the Mid-Atlantic Chapter (MAC) membership are welcome for inclusion in the Signal Seeker. In addition classified advertisements may be submitted for inclusion as space permits. Email is the preferred means, but we have the ability to scan both text and pictures if you send them by mail.

Signal Seeker Schedule

Issue Date	Articles Due	Publish Date
Spring	March 15	March 29
Summer	June 1	June 15
Fall	September 1	September 15
Winter	December 1	December 15

Business Card Advertising

Business cards must be no larger than 2-inches by 3.5 inches. Yearly Rates; MAC members: \$20.00, non-members; \$30.00

Commercial Advertising

	Full Year (4 issues)	Single Issue
Full Page (8.5" x 11")	\$250.00	\$65.00
Half Page	\$140.00	\$35.00
Quarter Page	\$75.00	\$20.00
1/16 Page	\$50.00	\$15.00

Member corvette related classified "Wanted and Parts for Sale" are free; however, they cannot be carried over to the next issue unless requested before the issue deadline.

Advertising requests should be sent to:

MAC Chairman:
K.C. Strawmyre at suestrawmyre@embarqmail.com

Cc: Signal Seeker editors at jocarpenter@comcast.net,
or secarpenter@comcast.net



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Your Ad



Here

Contact MAC Chairman,
K.C. Strawmyre
at
suestrawmyre@embarqmail.com
for more information

* * *



MAC Membership

Reid Newcomb

Welcome New Members

For detailed contact information on new members, please email Reid at newcomb.reid@comcast.net

Frank & Loni Buck
Gettysburg, PA

Dick & Janet Capello
Southboro, MA

Steve & Linda Ciaccio
New Egypt, NJ

Richard & Nancy Lear
Bumpass, VA

We at MAC take great pride in welcoming our new members. Our chapter has been growing and striving to meet new challenges since 1982. Our members come from a variety of backgrounds, some with expertise on restorations, some with knowledge of Corvette history and some who just enjoy taking an occasional drive on a Sunday afternoon. Whatever your interests may be, please take some time to mark your calendar with our upcoming events and activities. As always, we look forward to seeing you and your family attending MAC events (your car or cars to be included of course). Should you have any membership questions, please call Reid Newcomb at (410) 742-3070, email newcomb.reid@comcast.net or contact any MAC officer.

Changes to the way you receive *Signal Seeker* in 2012

To cut rising production and distribution costs and be more in line with other NCRS chapters, we have eliminated the option to receive a printed version of the newsletter on the membership form. Beginning in 2012, *Signal Seeker* will be distributed to members via e-mail. If you are a member without e-mail, please contact Ron Wilson and he will send you a printed copy. The resulting savings will be shared with the membership through various means now under consideration.

2012 MAC Schedule of Events

Apr 14	<i>Klick Lewis Chevrolet Tech Session and Judging School</i> Palmyra, PA Rick Risser (717-838-1353 or 717-554-2657)
Apr 21 - 22	<i>Spring Road Tour</i> Hampton, VA See page 13 for details.
May 3 - 5	<i>Northwest Regional</i> Seaside, OR
June 7 - 9	<i>North Central Regional</i> Rochester, MN
June 23	<i>ZIP Tech Session and Judging School</i> Richmond, VA
June 30 - July 4	<i>NCRS National Convention</i> San Diego, CA
Aug 4	<i>Chapter Meet</i> Hampton, VA See page 14 for registration form.
Aug 24 - 26	<i>Corvettes at Carlisle</i> Carlisle, PA
Aug 25	<i>10th Annual Picnic</i> Shippensburg, PA K.C. and Sue Strawmyre (717-423-6735) Mike and Connie Hair (717-263-0792)
Sept 6 - 8	<i>Pennsylvania Regional</i> Altoona, PA
Sept TBD	<i>Air & Space Museum Udvar-Hazy Restoration Facility</i>
Oct 18 - 20	<i>Texas Regional</i> Frisco, TX
October 27	<i>Fall Annual Meeting and Road Tour</i> Hampton, VA
Dec TBD	<i>Holiday Party</i>



Chairman's Message

K.C. Strawmyre

Welcome spring! Time to dust off those Corvettes and get ready to cruise. I would imagine everyone is ready to get outside and start all those warm weather projects. I saw some of our MAC members in Florida for the 34th Annual Winter Regional where the weather was fantastic. Then I was in Tucson, Arizona for the Arizona Regional. I always enjoy these events because I get to visit with some more members and it feels good to escape the cold for a while.

Our tech sessions are coming up soon. The first was in Shippensburg at my shop on March 24. The next one is on April 14 at a new location, Klick Lewis Chevrolet in Palmyra, PA. They have a fine facility and it should be a great tech session. Another tech session will be in June at Zip in Virginia, always a good event.

Coming up in April is also a chance for members to help with the national convention in Hampton, VA scheduled for 2013. John Yglesias and John Veen are having a spring road tour April 20 – 22 to visit some of the attractions planned for the national. The more members that participate the better it will be. Look in your emails for more information about this. In August we are having a chapter meet in Hampton, VA. We are trying to do events in the area so that we can get the feel for the location, work out any problems we might run across and just get familiar with the place. It will be great to get all the members out and see the place and find out what you would like to do for our convention. We have a reputation for putting on great events; let's work to do the same for this one. Keep watching for more information.

I would like to remind all our members about renewing their membership. This year the renewal was located in the Signal Seeker and some of us missed it. Please take this time to print off that page and mail it back to Reid Newcomb. I would hate to lose any of our members. All of you are important; I think we have a great club with great members. Please call me if you have any questions about this or email me; 717-360-6374 or suestrawmyre@embarqmail.com.



Mid-Atlantic Chapter

mourns the recent passing of:

Ray Morrison

National Team Leader for '66, 1998-2009
(Ray rose from car owner to a senior position in NCRS.)
Summerfield, FLA

MAC offers condolences to:

Sam and Joyce Neide
on the loss of Joyce's mother
Gainesville, VA

Steve and Marie Snyder
on the passing of Steve's father and brother
Pine Grove, PA

I recently had an opportunity to read the Kansas City Chapter Newsletter and thought the information below would be helpful to MAC members.— *John Carpenter*

How to Print an NCRS Membership Card

For those of you who desire an NCRS membership card, these instructions have been sent from the website administrator:

1. Log on to the NCRS Technical Discussion Board with your user name and password.
2. Click the Membership Card Button in the topmost blue menu bar.
3. Log on to the Membership Card with user name and password.
4. Click on Print button at the bottom of the page.
5. After your Membership card prints, close the tab to return to the Technical Discussion Board.
6. Cut out the card and laminate if you wish.

The card is best printed on card stock or on Avery 5361 Laminated Identification Stock or its equivalent. It is handy to have when you cannot remember your NCRS number to sign in at meets or judging schools.



Editor's Note

John Carpenter

Thanks to all the MAC members who have submitted technical articles. For the summer *Signal Seeker* we are encouraging people to send us photos and interesting stories about the Corvettes you own or suggest members you think should be highlighted. All of us will enjoy reading life stories of people in MAC. While it may be old news to you, it's entertaining to others and will add a special dimension to our newsletter. Let's make it fun and informative to read. Please remember, when submitting photo(s) of your Corvette, please be sure to send them to me as a jpeg. Don't forget to include your member name, member number, year, color, and engine and transmission combination. Finally include any NCRS award the car has earned. As a new feature, if any of you are selling parts, we will post your information and also list any wanted items. Let's make it a great MAC year!!



NCM Ambassador Report

Dick Schmid

Just a brief summary of what's happening at the museum. The Motorsports Park continues to make progress. The museum is in the process of community meetings with respect to zoning and planning. The property will need to be rezoned. Support continues to grow financially. Remember, 1/4-, 1/2- and one-acre purchases are available.

April will be the NCM bash. Everyone's support is needed for continued growth as well as stability.

Four have been named to the Corvette Hall of Fame. The information is well covered the museum's *America's Sports Car* current magazine.

We are already cruising here in Tennessee at the time of this writing and we have had several good days to do that through this mild winter.



Racing Corvette For Sale

This 1987 race-prepared coupe, SCCA ITE class car with log books has been a race car since the mid 90s. An excellent school car (HPDE, FATT, etc.), it's very reliable, but not streetable. I've run the car at Pocono, Summit Point, VIR, plus Hershey and Polish Mountain hill climbs.

It has an L98 engine with a bit of cam; road course alignment (not very good for auto cross but could be changed); 6-point cage, fire system, fuel cell, Accusump system (oil accumulator); two racing seats, each with new (last year before I got grounded); 5-point harnesses; an extra set of tires and wheels plus several boxes of spare parts.

This car can chase and catch most Z06s but when I get to the straight that extra horsepower just walks away, kind of like the dog chasing the car.

Put gas in it and run. But you'll probably want some newer tires.

Asking \$14,000

Contact me, Bill Sangrey, at wrsangrey@embarqmail.com or 717-243-3955



Left: KC Strawmyre kicks off the morning session with a unique approach to the subject of paint. Above left: John Yglesias updates the gathered on planning for the 2013 National. Above right: John Veen describes the many events needing enthusiastic volunteers.

KC Strawmeyer's Charity Tech Session and Judging School

by John Carpenter

On Saturday March 24, 2012, KC and Sue Strawmeyer, Mike Hair and several others sponsored a tech session and judging school to benefit our chosen charity. The event is becoming an annual gathering and this year was attended by over 50 members.

This year the event was focused on several interesting topics. KC kicked off the morning session with a hearty welcome and lots of coffee and donuts. There never seems to be a lack of donuts! He followed with an interesting discussion about paint. He used a '66 coupe that had been painted a stunning Sunrise Yellow only days earlier. KC's approach was quite unique. He asked the attendees to judge whether or not the car was the correct factory color and, if not, rather than find faults with it, determine what should be done to make it so. Jim McBride also added to the discussion. Many of us learned that in the '60s, factory paint was not always that perfect and in some cases bare fiberglass was evident. Many times paint was completely lacking from the bottoms of door jambs, the inside of fender lips and rocker areas. 'Zebra stripes could sometimes be seen in metallic paints on hoods, trunks, and even doors just because the paint was not applied evenly. Further complicating the issue, there were three paint suppliers used for Corvette production. Since the paint ingredients were slightly different, so were the results. You could actually visit a dealers lot in 1966 and see three Nassau

Blue Corvettes all in several slightly different shades. It was noted that Corvette production was typical of GM and whether GM was building a Nova or a Biscayne similar situations were typical. Today, we are in a world of "paint perfection." In order to capture the true "factory" look you will have to spray areas that were suppose to be slightly flat with flat or base coat and blender. KC also suggested another way to dull down an area: wash it with a laundry detergent like Tide. Areas that need to be duller are the wiper area, door jambs, grilles, under the hood, and several other parts of the front end and trunk. This topic is to be explored in a future session.

John Yglesias and John Veen followed with an update on the 2013 NCRS National Convention to be held in Hampton Roads, VA. The 2012 annual spring event is planned in that location for the weekend of April 20-22. (See page 13 for more details.) The event will be considered a "test run" for the conference. Detailed information about planned activities will be provided at that time. John emphasized that *many, many* volunteers are needed to help with this conference for all venues. More sessions are planned in Hampton Roads, including one for the creation of a video advertisement that will be shown at the San Diego National this summer. Bill Sangrey mentioned that the very first NCRS National Convention in 1984 was put on by MAC in Williamsburg, VA, so the 2013 event will be a definite homecoming for some NCRS members.



Clockwise from left: Bill Sangrey defines a Bowtie car; Dave Gray tells a tale of two transmissions; NCRS members can't help but look for factory-original details; Bud Hay's '67 Bowtie candidate is available for inspection and admiration.

Bill Sangrey followed with an in depth discussion of what a Bowtie car really is. He pointed out some particular "original" specifics to look for. These include paint that is mottled, overspray, and how well the paint is blended. It is interesting to note that in the 60's, estimates as high as 90% suggest that Corvettes had some level of paint repair by the dealer. As Bill said, never say "never" and never say "always." A good question to ask the owner and yourself is: "Is this *the* part that came on *this* car?"

Dave Gray discussed differences between Borg Warner T-10 transmissions used in '63s and Muncies used in later years. A follow-on discussion ensued with KC, Dave, and other MAC members about knock-off wheels, spinners, and the differences between "original" and reproductions. A variety of well-used lead hammers were shown including hammers that now are used to more properly protect knock-off spinners.

We were all treated to a wonderful lunch including baked chicken, cole slaw, chips, and lots of other really delightful food. The cookies were the best!!

The next tech session will be held at Klick Lewis Chevrolet, 720 East Main Street, Palmyra, PA on April 14, 2012. Details have been worked out and will be provided by email.

CORVETTE TRIVIA QUIZ

Courtesy of Lancaster County Corvette Club (NCCC):

1. "T-Top" is short for _____.
2. The most Corvettes (53807) in one year were produced in what model year?
3. What was the size in gallons of the largest gas tank available as an option in the 63-67 Vettes?
4. July 2, 1992 was a memorable day for Corvette. It marked the date when what happened?
5. The first 200 C5 Corvettes were painted what color?
6. What famous feature was argued over between Bill Mitchell and Zora Arkus Duntov?
7. Corvettes have been assembled in 3 cities. Name them.
8. In the Movie "Cars 2" the voice of the Corvette is _____.
9. _____ was a new color added to the lineup in 2012. It shares the name of a PA town.
10. What ranking did the 2012 Corvette Z06 have according to Consumer Reports?

'56 C-1 Restoration

Tech Tips

by Mike McCagh

Editor's Note: This is the first in a series of technical tips for those restoring '56 C-1 cars.

Folding Top Cover (Lid) Safety Switch

Photo 1: Folding top cover (lid) safety switch. This switch mounts atop the glove box assembly and prevents operation of the hydraulic pump with the lid (cover) in the latched position.

Photo 2: View of the rear of the switch in the installed position.

Photo 3: Notice that there are 4 terminals incorporated in this switch. Later photos of the deck lid safety switch will demonstrate that switch has but 2 terminals. See page 13 of the Corvette Service Operations Body manual.



Throttle Assembly

The pedal rod is painted semi-gloss black.

Photo 1: The throttle lever arm and the throttle pivot piece are cad-plated and probably had blackout overspray. The braided copper ground strap mounts to the outboard bolt fastening the entire assembly to the firewall and it and its neighbor are "TR" logo'd with flat and lock washers.

Photo 2: The bolt securing the throttle lever arm to the pedal rod is "UR" logo'd and its head faces the firewall while its nut, lock and flat washers face the radiator. The pivot point is stamped with a "C." The nylon bushings are yellow in color.

Photo 3: There is an "S" stamped in the throttle lever arm.



Quick Fix:

Sagging Convertible Rear Deck Lid Springs

by Duane Ravenberg

The convertible deck lid springs on my 1964 Convertible have been sagging ever since we bought the car back in 1990. While it was not that bad, it bothered me because it wouldn't stay open all the way up. After procrastinating for those 20-some years I finally decided to do something about it. One Corvette parts vendor sells a tool that will expand the spring that will help you fix the problem, but it appeared to be more money than it was worth. So I put my backyard-mechanic's mind to it and came up with a simple solution that worked for me.

If you are lucky like I was, the upper coil of the spring will be in one of the lower two slots in the retaining bracket. If that upper coil is in the third (highest) position, your only solution will be to replace the spring and that is a whole different procedure.

Step One: Get the top out of its storage position and out of your way. My choice was to remove the top completely (there were other issues to deal with in that area that made this the best choice for me). Or, you can do the easiest thing by simply raising the top, fastening the forward latches windshield header receivers, and retaining the rear sections of the top so they stay up off the rear deck (a couple of bungee cords may do the trick or getting a good friend to hold it up). You may also find it helpful to remove one of the seats to give yourself some leg room later on.

Once the top is out of your way, cut a long piece of $\frac{3}{4}$ " by 2" piece of wood to a length that will hold the deck lid up as high as it will go. At the same time, cut 20 pieces of $\frac{1}{4}$ " thick wood into $2\frac{1}{2}$ " squares that will be slightly wider than the diameter of the deck lid spring. All these pieces will be used in the following steps.

Step Two: Those who get claustrophobic should go no further as you now have to crawl into the rear compartment



(this is why it's a good idea to remove one of the seats) and close the top until it latches. At this point the springs are extended as far as possible. Using the square $\frac{1}{4}$ " pieces you cut earlier slide each of them as far as you can into the space between each coil of both springs. Release the latch while holding on to the top and slowly let it open while watching the square pieces to make sure they don't fall out of the spaces between the coils.

Step Three: Now is the time to raise the rear deck lid as high as it will go and prop it open by wedging that $\frac{3}{4}$ " by 2" piece of wood, that you previously cut, in between the carpeted floor pan and the underside of the deck lid. This will take any remaining tension off the springs.



Step Four: CAREFULLY and with a flat bladed tool (***DO NOT USE YOUR FINGERS***), slide the upper coil of the spring up into the next slot. If the upper coil was in the lowest slot and it takes a moderate amount of effort to slide it

up to the next slot, you should leave it there. If it slides up with little or no effort, try sliding it up to the next slot. ***Make certain that the upper coil is firmly lodged into the slots.***

Step Five: Remove the stick propping the deck lid up and close the deck lid until it latches. Check again to make certain the upper coil of each spring is firmly lodged into the slot. Then and only then remove the wood squares from between each coil, if they have not already fallen out. Release the latch and notice the improvement in how high the deck lid opens.

Step Six: Either stow the convertible top under the lid or attach the rear section of the top to the deck lid.

Step Seven: Stand back and admire your work.



MAC TOOLBOX

Bob Baird / (804) 368-8465 / envcons@comcast.net

MAC owns a collection of tools and literature, primarily unique to Corvette restoration and repair, for use by members. Generally these are special use tools needed one time during a restoration/repair project. If you have any suggestions for other unique tools that would make it possible to do your restoration task yourself, let me know and I can present your suggestion to the Board of Directors.



Engine Stand - 2ea



Hydraulic Engine Crane & Tilter - 2ea



C1 / C2 Body Lifting Jig - 2ea



Solid Axle Rebound Strap Riveting Tool



Solid Axle Rear Spring Banding Tool



Engine Start-Up "Dash Board" Box



California Screamin' NCRS Racing DVD



NCRS Training 5 DVD Set
Judging 101, Ops, Matrix Training,
Ref Manual, Paint & Fiberglass



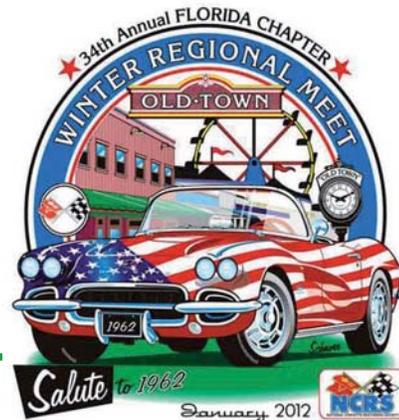
Coil Spring Compressor



Mid-Year Trailing Arm Tools



Radiator Stamp Kit
"GM" "16 CT" "06A CG"



The following MAC members attended the NCRS Winter Regional Meet at Kissimmee, FLA:

- Don and Bonnie LaRue — Top Flight with their Silver/Red 300 HP '62
- Ron and Monica Daniels — Top Flight with their Silver/Red 360 Hp FI '62
- Jack Brown — *Judged*
- KC and Sue Strawmyre — *KC Judged*
- Dave Gray
- John and Mary Jo Yglesias — *John Judged*
- John and Suzanne Veen — *John Judged*
- Ken Hartzog and Family — *Ken Judged*
- Rick Aleshire
- Frank and Barbara Antonicelli
- Bill and Jo Ann Sangrey
- Mike Hair
- Mike and Lea McCagh — *Mike Judged*
- Rick and Suzanne Race
- Chuck Berge — *Judged*
- Sam Neide — *Judged*
- Sean Kelly
- Dave Kumple
- Don Harris — *OJ*
- Tony Avedisian
- Clare Weidman
- John Mazach

Answers to trivia quiz: 1. Targa-Top; 2. 1979; 3. 36; 4. Millionth Corvette assembled; 5. Red; 6. 1963 rear split window; 7. Flint, MI; St. Louis, MO and Bowling Green, KY; 8. Jeff Gordon; 9. Carlisle Blue; 10. 8th overall.

Spring Road Tour to Hampton, Virginia

April 20 - 22, 2012

by John Veen

Your Corvette in the 2013 NCRS National DVD?

As you may have heard, the Mid-Atlantic Chapter (MAC) of the NCRS, your Chapter, is hosting the NCRS National in Hampton, Virginia in July, 2013. The theme of the 2013 National is "Colonial Virginia." The Planning Committee is developing activities for the week of July 22 - 25, 2013 in and around the Hampton, Virginia area. To ensure that these activities appeal to as many NCRS Members as possible, the Planning Committee needs your assistance in visiting and evaluating the venues and the activities offered at the various sites. We have scheduled this "Road Tour to Hampton" for the purpose of performing these visits and evaluations.

The Road Tour participants will depart from one of the host hotels in Hampton (yet to be selected) and proceed to a variety of the proposed venues. The venues include such locations as: Colonial Williamsburg, Jamestown, Yorktown, the Fort Eustis Transportation Museum and Mariners Museum in NewPort News, plus the Air and Space Center, the Hampton History Museum Visitors Center, and the Carousel in the City of Hampton. This list is not all-inclusive but is intended to provide you with an idea of what we may visit on the Road Tour. We are currently negotiating with various venues for reduced or no-cost pricing for our visits so this should serve as an incentive for your participation.

Now to the part involving the title statement of "Your Corvette in the NCRS National DVD?" A part of planning and advertising the 2013 NCRS National is the development of a DVD to show NCRS Members throughout the U.S. what they can expect when they come to the NCRS National in Hampton, Virginia in 2013. Our plan is to record MAC Member Corvettes driving by the various venue entrances and to incorporate those

videos into the DVD for promotion and advertising. So, it's up to you if you want to have your Corvette in the NCRS 2013 National DVD.

For those of you in the Hampton vicinity, this is an opportunity to come out and support the Chapter. For those of you who live outside the Hampton area, it's only a short drive, but in your Corvette we're confident it will be fun! As this is more of a social event, we are encouraging couples to participate so that the evaluations are more balanced.

Remember, this is your Chapter and your National Judging event. Please come out and meet with your fellow MAC Members

and support our efforts to make the 2013 NCRS National in Hampton, Virginia the most memorable NCRS National.

As more specific information becomes available, the information will be forwarded to you via Reid Newcomb, MAC Membership Chairman, so please be sure to check your e-mail boxes regularly.

Since this is an NCRS sponsored event, every participant will be required to sign and submit the standard "NCRS Hold harmless agreement" and also provide current proof of insurance. This will be included and requested in the "Registration" materials.

In the interim, if you have any questions or suggestions regarding this Road Tour please contact John Yglesias, the Chairman of the 2013 NCRS National at 703-346-2985 or via e-mail at yglesiasj@cox.net or John Veen, the Coordinator of Activities at 571-334-0857 or via e-mail at jsveen01@comcast.net





**Mid-Atlantic Chapter
National Corvette Restorers Society
Membership Renewal
2012**

Name _____ Spouse _____

Address _____

City _____ State _____ Zip +4 _____ - _____

Home Phone _____ Work/Cell Phone _____

Email Address _____ @ _____

NCRS # (Required) _____

Corvettes (Years) Currently Owned _____

Delivery of the
MAC Membership Roster:

- Electronically / Soft Copy (Default)
 U.S. Postal Service / Hard Copy

Annual Calendar Year Dues - \$30.00

Make check payable to **Mid-Atlantic Chapter NCRS** and mail to:

MAC/NCRS
Reid Newcomb, Membership Chairman
5387 Royal Mile Boulevard
Salisbury, Maryland 21801-2324



**INSIDE:
KC'S Charity Tech Session
and Judging School**



12257 Elk Run Church Road
Midland, VA 22728-2418

