

**ADIRONDACK NCRS
CHAPTER OFFICERS**

JOHN DERGOSITS
Chairman

BOB POLLACK
Vice Chairman

MIKE WILSON
Treasurer

TOM & ANNE FLOWERS
Secretary

BRIAN CANTELE
Judging Chairman

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www.adirondackncrs.com

WINTER 2011/2012

CHAIRMAN'S NOTES - *John Dergosits*

On a very sad note, I want to express both the Chapter's and my sympathy to Dolores Kindl and the Kindl family. We are very sorry for the loss of Dick, he was one of our very active Chapter members and will be greatly missed by all of his friends in the Chapter. In remembrance of Dick's love of his corvettes, the Chapter has ordered a "Walk of Fame" brick to be placed at the National Corvette Museum, Bowling Green, Kentucky in his memory. The museum will be sending both a photograph and location map to the family as soon as it is installed.

A few days ago we held our Chapter's annual election of officers for the 2012 calendar year. The slate of candidates, who ran unopposed were voted in by the members present. I will be Chairman for the coming year. Bob Pollack will be Vice-Chairman, Treasurer will be Mike Wilson and Tom and Anne Flowers will be the Chapter Secretary(s).

We will be holding our annual Chapter meeting/dinner on January 15th at Carney's where we will continue our planning for 2012 and appoint chapter members to serve on the Board of Directors. We have openings for the positions of Judging Chairman, Assistant Judging Chairman, Membership Chairman, Activities Chairman, Webmaster and Newsletter Editor. If you are interested in working with the other Chapter Officers in one of these positions please let me know. A copy of the annual dinner announcement is following in this newsletter.

2011 was a very good year for the Chapter. We completed all of the requirements to be a National "Top Flight Chapter" again. We should receive our banner at the NCRS National convention this summer. Thank you to all that planned, organized and **attended** our Chapter events.

You may have noticed we will be having our Chapter Meet in May at George's Collision in Cohoes. George has been kind enough to host our meet again for 2012. We had quite an ordeal scheduling our Meet this year due to conflicts with other events. Please plan to attend. We always can use all different levels of judges.

I think I have said enough, I hope to see you at our annual dinner and some of our many events in the coming year.

Best Regards,
John Dergosits

JUDGING CHAIRMAN - *Brian Cantele*

While events outside of our chapter are winding down, it's the time of the year when our own events become more regular. Be sure to keep our schedule of events handy so you don't miss out! Our recent meeting had us settle the dates for our annual chapter meet for 2012. I wanted to mention that specifically, since that's the main duties of my appointed position and I (or my successor pending the appointments) often scramble to get enough judges for the event.

Recently, a very well attended tech session in Bill Schroeder's garage (12/3/11) covered the removal of the instrument cluster from Bill's '66. Lots of interesting original parts came out of hiding during the disassembly. Now that the cluster is out, Bill is sending it off for restoration/rebuild. Perhaps we'll get an invite to return for the reinstallation. If you've never seen this, it's a prime example as to why Corvette mechanics have to be contortionists; ever more so as you climb the generation ladder of 'vettes. To view more of the photos from this Tech Session, visit www.adirondackncrs.com.





Additionally, Jim Weir brought along a vent window regulator that was ready for rebuild. Unfortunately, the all too common problem of aftermarket parts compatibility brought Jim's overhaul to a halt. Not a huge problem, but as Jim mentioned, some tools he had back at his own garage were needed to continue.



On a recent visit to Mike Wilson's barn, I was treated to some wheel time in his '69 Coupe. Before the overhaul, Mike complained that his pickup was quicker than his 'vette. I can personally attest that this is no longer an issue. It was nice to see how close Mike is to completion. Our regular gatherings at Mike's saw the progression of a full restoration. Now that his car is drivable, I couldn't help but point out that his very quick red 'vette with nearly open exhaust which calls his barn home and is easily within ear shot of a Police station. I suppose it fell on deaf ears as he couldn't stop grinning. We should see Mike and his 'vette at our springtime events, if he still has a license.

Some discussions about future tech sessions/judging schools may have us at Bill Meess' garage for a ZR-1 injector swap or first start up of Steve Wittek's '64 engine which is freshly rebuilt. Again, watch the calendar and e-mail stream. As much as the driving season gets us behind the wheel, I certainly look forward to the project season. All the tasks, big and small seem to accumulate onto the list of things to fix this winter. It's not such a bad deal, to me. Have a Merry Christmas and Happy New Year.

Brian Cantele, Judging Chairman

“A Secondary Topic”

Once again, in the course of “work”, I became involved with another repair that may prove painfully obvious to some, but hopefully a bit helpful to a few. I recently setup a new Holley carburetor, and along with the many other tasks, I had to tune the vacuum secondaries. On the front end of the carburetor are primaries, as they are called, and are the primary throttle plates/venturis/barrels that are controlled directly by the accelerator linkage. The secondary plates are actuated either by mechanical means (not addressed here) or vacuum, which applies to most four barrel Holley equipped factory engines.

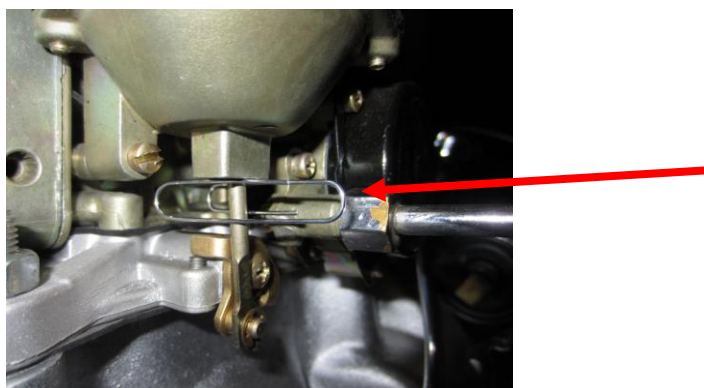


The secondaries add more air and fuel to the intake charge as needed. It’s the “as needed” part that brings us here. Keep in mind that this discussion is about high power demands. Not necessarily a hard slap of the throttle, but certainly a call for lots of power from the driver. After all, secondaries exist to try to satisfy the need for more speed. So we’re not dealing with light to moderate acceleration in this article. While the driver gets to decide when secondaries open on mechanical secondary carburetors, the vacuum actuated secondary carbs are designed to open them when practical, helping drivability greatly.

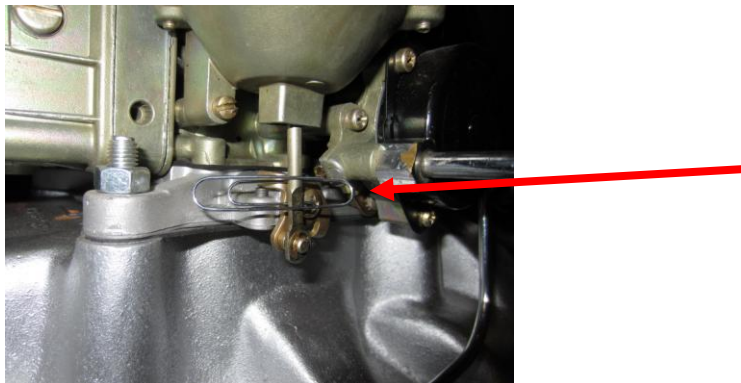
So you’re driving down the road and the happy foot (that’s the right) has decided to do it’s best to smear the accelerator pedal into the floor board. Should the secondaries open too soon, the engine will cough, hesitate, bog, lag, whatever. Opening too late means performance is left behind. The factors affecting this can numb the mind: weight of the car, rear gear ratio, engine displacement, camshaft specifications, valve size, compression ratio, cfm rating of the carb, distributor curve, vacuum timing advance, and on and on. The secondaries are actuated by a vacuum source above the primary throttle plates. In the primary venturis, there is a port that leads to the secondary actuator. Once the primaries are open, the mysteries of Bernoulli’s principles and the venturi effect, induce vacuum which is ported to the top of the diaphragm, causing ambient air pressure to depress the bottom of the secondary diaphragm pulling the secondary plates open, drawing intake air across the secondary boosters and via the venturi effect pulls additional fuel and blah blah blah. Before we get into an unnecessary discussion of

fluid dynamics and the principles of continuity, the simplicity of this task dictates that we stop here and get to it. But first, a quick discussion about the phases of carburetor operation is needed. This is necessary so that we don't misdiagnose the trouble. We'll skip idle and off-idle modes as those problems would be obvious. Upon initial opening of the primary throttle plates, the engine has ample supply of air to accelerate but needs additional fuel immediately. This is provided by the accelerator pump or "pump shot". Then as the RPM's continue to climb and the throttle is opened further, the engine is yet again with ample supply of air, but needs additional fuel to continue to flow (the accelerator pump is like a bullet, one shot and it's gone until the next reload – back to idle), so the power enrichment valve uses dropping vacuum as a signal to port more fuel into the air charge. It's slower to react, that's why we need the accelerator pump for the first instant. As the RPM rises, the primary jets have enough flow to take care of all the fuel needs and the vacuum builds to a preset level in the power enrichment valve, signaling it to stop adding fuel. Then we get into secondary operation. It's important to know this sequence of events so that you recognize a stumble at the instant you apply throttle is likely an accelerator pump problem. Likewise if troubles begin shortly after initial throttle opening, it may be a power enrichment valve problem. We're concentrating on the moment just before you hear that distinctive roar from the carburetor coinciding with a noticeable increase in acceleration. If the trouble is at this phase, it's likely a secondary tuning issue. Keep in mind that a hesitation can be somewhat slight. Many of you may have been for a ride and had the secondaries open with a sharp jump in acceleration. What you're likely experiencing is actually a short power lag as they open followed quickly by full power output of the engine. This lag is a sign that the engine wasn't ready for the secondaries to open, but it was almost ready because the lag was short, and the engine "caught up" rapidly. I mention this specifically, because it's a common problem. The solution is a matter of trial and error. You'll need just three things: a paperclip, Holley vacuum secondary spring kit and a screwdriver.

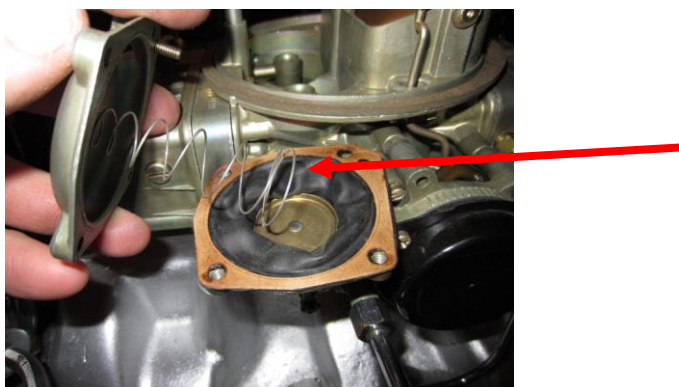
This is where the fun begins, as we won't get too dirty and have justification for some WOT time (that's wide open throttle). Vacuum secondary operation cannot be verified statically, no matter how hard you cycle the throttle. The engine must be under a load. So a drive is in order to verify their function. Place the paper clip on the actuator rod with the clip slid up to the bottom of the actuator housing.



Go for a drive and be sure to go to WOT and let the RPM's get in the redline neighborhood. Vehicle speed is not a factor so first gear will do fine, perhaps avoiding a driving award. Back at home you should notice that the paperclip has been pushed down on the rod, indicating that the secondaries are functioning.



With the engine shutdown, manually hold open the throttle (primaries) which mechanically unlocks the secondaries, then manually depress the secondary actuator rod fully up. The paper clip should not slide down the rod further. If it does, keep reading. The secondaries have only partially opened and we will fix them now. If the secondaries haven't opened at all, suspect a problem other than tuning. Since I'm running on longer than most will stay awake for, I'll leave the repairs to this system for another time and stick with tuning. The secondary spring is located under the top cover of the actuator.



Early ones have Phillips head screws and later carbs use allen bolts. Holley's secondary spring kit includes seven color coded springs as well as a chart depicting each of them. Now it's just a matter of starting with the spring that you have removed and working your way down the chart (lighter) one step at a time if you need more aggressive secondary opening, or heavier if you need a less aggressive opening. Repeat the WOT exercise with each spring change. You're now in search of the lightest spring that doesn't exhibit misbehaving secondaries. If you started with fully opening secondaries and no troubles, you should still go through this procedure to be sure that you're not shorting yourself on power. Late opening

secondaries will show no signs of a misbehaving engine. They just politely short you of power output. Adjustable secondary actuators are available as well if you're not concerned about typical factory appearance. As with most things on the tuning topic, all this relies on everything else being in order. So if you're not sure about tune-up related parts and adjustments, take care of the basics first, then enjoy some WOT!

TECH SESSION 12/3/11 – *Bill Schroeder*

A technical session was held in Bill Schroeder's garage that entailed removal of the mid-year instrument cluster with the overall objective of repairing the odometer gears that are a common problem of mid-year owners. At the same time, Jim Weir was rebuilding his mid-year window regulator and explaining to all the procedures he had to go through. (another problem I too have to address) In order to facilitate the process much of the "busy work" was done prior to the start of the session.



Jim Weir came complete with a small drill press and rebuild kit for the regulator and I had removed the seat and got all those steering components free again from their rusted and frozen state. The steps I used leading up to the final pull was explained to all as well as some possible stumbling blocks along the way. The steering column was pulled as well as the cluster. The odometer and tachometer heads were removed from the cluster assembly and were sent out to be rebuilt. Of course "while you're in there" you'll find many maintenance procedures and clean up and re-paint steps you'll want to perform.

Three general tips -- have a supply of WD- 40, plenty of time and patience and replace that rag joint assembly, don't rebuild it. And a final tip to make those gauges stand out at night and look like a MILLION BUCKS: buy the 1817 illumination bulbs -- you'll be glad you did!

ACTIVITIES CHAIRMAN – *Steve Wittek*

Checking the rear view mirror.

It's been a busy year with many fun activities, great Tech Sessions and Judging Schools. A beautiful cruise through a beautiful part of the state before mother nature had her way with it. At least she cooperated for our picnic hosted by Jim and Ann Weir. The weather was just perfect for a picnic.

Reflecting back for 2011 we had some sad moments as well. Two Chapter members have moved on but will forever remain with us in spirit. Rick Hammill and Dick Kindl shared our passion for our hobby. There to help judge at our Meet, plan a cruise and help other members with their restorations. They will be missed by all of us.

We had some very informative Tech Sessions for 2011! We rebuilt window regulators for Mike Wilson's '69 and Jim Weir's '65. Restored the vent windows on a mid-year. Disassembled the front and rear control arm assemblies on my Mid-year.

The most recent Tech Session was held at Bill Schroeder's man cave where we pulled his steering column and instrument panel on his '66 Coupe. We also saw a demonstration on rebuilding Jim's vent window regulators.

I want to say thank you for all who participated and special thanks to those who shared their knowledge and skills with us.

Our Judging Schools have also been great experiences. This year we learned more about judging the C4's. Another great Judging School was held on the different finishes used on our cars and what to look for when judging them. There is so much we can all learn from the vast knowledge we have in our chapter membership.

Corvette Carlisle is another favorite great activity! Members can sell off those left over parts and buy that special one for their restoration. I just love digging through all those dusty old parts looking for that special find. This year we had to pull up stakes a little early so we could stay ahead of Irene blowing up the coast.

Looking Ahead

Where do I start! Get ready folks for an even better year for 2012. We've been planning our 2012 calendar and it's looking great for the upcoming year. Starting with our annual Dinner Meeting scheduled for January 15th at Carney's. See the attached Flyer for the menu and pricing. Remember those CHIT points too! I'll be tabulating your points for attendance at Chapter events and crediting them towards your dinner. Our way to reward all our hard working members who give so much to our Chapter.

Our Chapter Meet will be early this year and I'm sure mother will not mind. (May 11th & 12th)

For our Tech Sessions we have some more great projects in the works. Ever wonder how to replace those old injectors on your C4? Or perhaps your air bag light refuses to turn off. Keep watching folks cause we might just have a Tech Session to tell you just how to do it. My 1964 Coupe is still in need of a lot of restoration so I'm sure we can all learn from it. Remember Mike Wilson's 1969 Coupe? Most of us do especially those of us who participated in its restoration. While Mike has enjoyed blasting down the highway again in his hot Monza Red Coupe, there's still a little more to go on this great restoration project. We can look forward to Mike driving it on our cruises this year!

Well I hope after reading this you get as excited as I am about all the great activities we have planned for next year. We are always looking for new ideas for our Tech Sessions and places to plan a nice cruise. Please feel free to share your ideas with us. Have a special skill or

looking to learn from those who do? Need help rebuilding that original part or perhaps your car is already a fine Top Flight car and you would enjoy helping another member to achieve theirs. This is what makes our Chapter great! See Everyone Next Year! Send your ideas and comments to SWIT5@Earthlink.net

Check the web page for the event calendar at www.adirondackncrs.com/ncrs2.html and your e-mail for event updates.

Upcoming Activities:

DATE	EVENT	DETAILS
January 15, 2012	General Membership Meeting, Chapter Dinner and Installation of Officers	Carney's Restaurant Ballston Lake
February 25, 2012	Tech Session	Bill Meess' Garage
March 5, 2012	General Membership Meeting	Carney's Restaurant Ballston Lake
April 23, 2012	General Membership Meeting	Carney's Restaurant Ballston Lake
May 11, 2012	Judging School	George's Collision
May 12, 2012	Judging Meet	George's Collision
June 9, 2012 (rain date 6/10/12)	Break Out Cruise to VIP Cruise In	Lakeside Cider Mill
June 25, 2012	General Membership Meeting	Carney's Restaurant Ballston Lake
July 21, 2012 (rain date 7/22/12)	Chapter Picnic and General Membership Meeting	Jim and Ann Weir's Home
August 4, 2012	Tech Session	TBA
August 24, 2012 to August 26, 2012	Corvettes at Carlisle	Carlisle, PA
September 10, 2012	General Membership Meeting	Carney's Restaurant Ballston Lake
September 29, 2012	Fall Foliage Cruise	TBA
October 13, 2012 (rain date 10/14/12)	VIP Cruise In	Eagle Mills Cider Mill
November 5, 2012	General Membership Meeting and Nominations of Officers	Carney's Restaurant Ballston Lake
December 17, 2012	General Membership Meeting and Election of Officers	Carney's Restaurant Ballston Lake



Annual Meeting/Holiday Dinner

Carney's

17 Main St. (Route 146A)

Ballston Lake, N.Y.

Sunday January 15, 2012

2 PM Cocktails & Appetizers (Cash Bar)

3 PM DINNER BUFFET

Sirloin Tips with Burgundy Sauce

Chicken Marsala

Seafood Newburgh

Coffee, Tea and Dessert

Cost before chits is \$25.00 per person

(Tax and gratuity included)

Payment must be received before January 10, 2012.

To ascertain your modified cost contact Steve

Wittek

Call (518) 885-1758

E-Mail Swit5@Earthlink.net

MEMBERSHIP CHAIRMAN - *Bill Hans*

Merry Christmas and Happy New Year everybody!!!!

Chapter dues are now due.... Please make your \$30 check payable to Adirondack Chapter NCRS and send it to:

Bill Hans
19 Victor Road
Troy, NY 12180

or

Mike Wilson
1547 Van Hoesen Road
Castleton, NY 12033

Dues will also be collected at the annual dinner.

SECRETARY REPORT - *Tom & Anne Flowers*

GENERAL MEMBERSHIP MEETING 12/19/11

The meeting was called to order at 7:07 pm at Carney's Restaurant by John Dergosits, Chairman.

Members present were Brian Cantele, John Dergosits, Tom Flowers, Anne Flowers, Bill Hans, Bill Meess, Bob Pollack, Bill Schroeder, Jim Weir, Mike Wilson and Steve Wittek.

Chairman:

John Dergosits thanked everyone for coming to the meeting. The meeting agenda includes Election of Officers for 2012 and the Chapter Calendar for 2012.

Secretary:

Tom Flowers provided highlights from the 11/21/11 General Membership Meeting including a slate of Officers for 2012 who had been nominated at that meeting.

Newsletter Editor:

Tom Flowers noted that the Winter newsletter will be published as soon as submissions are received for Chairman, Activities, Calendar for 2012, 12/3/11

Tech Session and Annual Dinner Flyer for 1/15/12. Responses or submissions have been received for Judging Chair, Membership Chair and Vice Chairman.

Treasurer:

Mike Wilson reported about the current balance as of 12/19/11. He also reported that the Chapter checking account has been changed to online banking at First Niagara which will save a \$4 monthly service charge for printed statements.

Membership:

Bill Hans noted that 2012 dues of \$30 are now due. He will send out an reminder e-mail to all members about dues.

Activities:

Steve Wittek noted that we will be establishing the 2012 Calendar at today's meeting.

Webmaster:

John Dergosits asked Bill Schroeder if he had anything concerning the Chapter website. Bill replied that he needs the 2012 calendar.

Judging Chairman:

Brian Cantele said that all is quiet on the Judging front.

Mike Wilson asked if wheel alignment could be a possible Tech Session topic. Brian said that he didn't think that any establishment would allow a group to observe in their shop an alignment procedure being done (liability issues).

Brian noted that he is still planning a Tech Session at Bill Meess' garage to change injectors on a ZR1.

Jim Weir said that he is planning to do his body drop during the spring and thought it might be a possible Tech Session.

Old Business:

John Dergosits checked on the status of the Chapter By-Law amendments and discovered that the revisions have not been sent to NCRS National for approval. So he will be following up on this.

Chapter Judging School and Meet will be on 5/11/12 and 5/12/12 at George's Collision in Cohoes.

Bill Hans asked about if anything had been decided about a Chapter brick at the National Corvette Museum. John noted that a discussion concerning this was held at last month's meeting and he asked the Secretary to read from the minutes the details. So Anne Flowers read the minutes detailing the decision (motion and vote) to table the Chapter brick and decision to purchase the memorial brick for Dick Kindl. John has ordered that memorial brick.

Elections:

John Dergosits asked if anyone was interested in running for a Chapter Office (Chairman, Vice Chairman, Treasurer, Secretary). No additional nominations came forward so John closed the nominations.

Jim Weir made a motion for the Secretary to cast a vote for the slate of Officers (Chairman - John Dergosits, Vice Chairman - Bob Pollack, Treasurer - Mike Wilson, Secretary - Tom Flowers and Anne Flowers). Bill Hans seconded the motion. There was no additional discussion. All were in favor and none were opposed. The motion carried.

New Business:

John Dergosits asked the members if they would like to use their "chits" towards the annual dinner cost and all agreed that they would. John will prepare the attendance spreadsheet, calculate the "chit" values and send it to Steve Wittek.

Steve Wittek said that a member (Wayne Hammill) is selling his Headlight Alignment Aimer which is in A1 excellent condition and includes the VHS instructional tape. Steve Wittek made a motion that the Chapter purchase the Headlight Alignment Aimer at a suggested price not to exceed \$200. Brian Cantele seconded the motion. Discussion - Bob Pollack asked where the equipment would be kept. Brian said that the Judging Chairman would be the keeper of the unit. Mike Wilson said that the unit could be used for a good Tech Session topic. Brian noted that the VHS tape would need to be converted to a DVD since VHS tapes get brittle and can break. All were in favor of purchasing the unit and none were opposed. The motion carried.

Brian Cantele made a motion to spend up to \$50 for converting the VHS tape (mentioned above) to DVD. Steve Wittek seconded the motion. All were in favor, none opposed and the motion carried.

Steve Wittek would like the Chapter to have an account with Snapfish so members can upload their photos for all Chapter members to view and use (such as for the newsletter). Mike Wilson asked if video clips can be viewed on Snapfish and Steve said he thought so.

By-Laws - John Dergosits will look for the current Chapter By-Laws and will look at additional revisions before making a submission to National NCRS.

John Dergosits will check into other facilities for the Chapter Meetings.

2012 Calendar:

1/15/12	Annual Meeting and Dinner
2/25/12	Tech Session at Bill Meess' - ZR1 injector replacement
3/5/12	General Membership Meeting
4/23/12	General Membership Meeting
5/11/12	Chapter Judging School at George's Collision
5/12/12	Chapter Judging Meet at George's Collision
6/9/12	Break Out Cruise to VIP Cruise In at Lakeside Cider Mill (rain date 6/10/12)
6/25/12	General Membership Meeting
7/21/12	Chapter Picnic at Jim and Ann Weir's (rain date 7/22/12) and General Membership Meeting
8/4/12	Tech Session - TBD
8/24-8/26/12	Corvettes at Carlisle
9/10/12	General Membership Meeting
9/29/12	Fall Foliage Cruise
10/13/12	VIP Cruise In at Eagle Mills Cider Mill (rain date 10/14/12)
11/5/12	General Membership Meeting and Nominations of Officers
12/17/12	General Membership Meeting and Election of Officers

Brian Cantele made a motion to adjourn the meeting, Bill Hans seconded the motion, all were in favor, none opposed, the motion carried. The meeting closed at 8:45 pm.

GENERAL MEMBERSHIP MEETING 11/21/11

The meeting was called to order at 7:05 pm at Carney's Restaurant by John Dergosits, Chairman.

Members present were Brian Cantele, John Dergosits, Tom Flowers, Anne Flowers, Mark Hipp, Bob Pollack, Don Todd, Jim Weir, Mike Wilson and Steve Wittek.

Chairman:

John Dergosits thanked everyone for coming to the meeting.

Secretary:

Tom Flowers reported that the minutes from the last meeting were published in the Fall newsletter.

Newsletter Editor:

Brian Cantele asked about the next newsletter. Anne Flowers stated that the request for submissions for the Winter newsletter would be sent out in December and that we planned to publish the newsletter in January.

Treasurer:

Mike Wilson reported about the current balance. He also reported that the Chapter checking account has been changed to online banking at First Niagara because of the fees being charged for mailing out statements to customers.

Membership:

No report since Bill Hans was absent.

Activities:

Steve Wittek reported about upcoming activities:

On 12/3/11 a Tech Session will be held at Bill Schroeder's garage (dash and window regulators). An e-mail will be sent out to invite all members.

The next General Meeting will be on 12/19/11 at Carney's where election of Officers will occur.

On 1/15/12 the annual dinner (2:00 pm) and meeting will be held at Carney's Restaurant. Details will be sent to all members.

Judging Chairman:

Brian Cantele noted that the Chapter has not received any revisions to the Judging Manuals in about a year.

The Chapter Meet and Judging School will be held on 5/11/12 and 5/12/12 at George's Collision. There was a discussion about the Meet fee schedule. John Dergosits noted that the ad for the Meet needs to be submitted by 12/1/11 to Driveline. John will send a copy of the ad to the Board members when he submits it to Driveline.

Brian noted a Tech Session at Bill Meess' garage to change injectors on a ZR1 and to start up Steve Wittek's engine will be planned for sometime mid-winter.

Old Business:

John Dergosits noted that the Third Quarter Report has been filed and the Chapter has achieved Top Flight for 2011.

Rick Hammill passed away and the Chapter purchased a brick from the National Corvette Museum in memory of Rick (section OD).

New Business:

John Dergosits noted that Dick Kindl had passed away and asked if the Chapter would want to purchase a brick from the National Corvette Museum in memory of Dick.

Brian Cantele made a motion that if a Chapter Member passes away, that the Chapter will purchase a brick in their memory at the National Corvette Museum. Jim Weir seconded the motion. The discussion was favorable. All were in favor and none were opposed. The motion carried. John will order Dick Kindl's memorial brick.

John Dergosits asked about the possibility of buying a Chapter brick at the National Corvette Museum with the Chapter logo at a cost of \$600 for a medium sized brick. Jim Weir made a motion to put the Chapter brick topic on hold. Mark Hipp seconded the motion. No one had any discussion to add. All were in favor and none were opposed. The motion carried.

John Dergosits will check on the status of the Chapter By-Law amendment which is awaiting NCRS National approval.

Brian Cantele said that he would need money for the Chapter library and John Dergosits noted that Brian already has a blanket approval for judging material expenses.

Nominations for 2012 Officers:

Bill Schroeder and Jim Weir are serving as the Nomination Committee. Jim Weir asked if the current officers are interested in running again.

John Dergosits said that he will run for Chairman unless someone else is interested.

Bob Pollack said that he would run for Vice Chairman if the current officers stay on.

Mike Wilson said that he would run for Treasurer.

Tom and Anne Flowers said that they would run for Secretary.

Jim Weir stated that we have a slate of Officers. The Nominations Committee will send out an e-mail to all members asking if any members would be interested in running for any of the Officer positions.

Jim Weir made a motion to adjourn the meeting, Steve Wittek seconded the motion and all were in favor. The meeting closed at 8:40 pm.

