

In this issue:

- C3VR.com News and Updates
- Event Schedule
- The Care and Feeding of the Vintage Corvette
- Corvette Enthusiasts Community Foundation Raffle
- Introduction to Detailing, Part 8: Wax or Polymer Removal

Volume 4, Issue 1

Winter 2006



Shark Bytes

C3VR Member Gathering – June 23-25, 2006

Have you ever been to Pigeon Forge, Tennessee? If you haven't, this may be your chance of a lifetime. If you have, then you already know what a great place this is, especially if there is going to be a *gathering* of C3 Corvettes.

The Holiday Inn Resort– Pigeon Forge is the “official” hotel for the 2006 C3VR Member Gathering. Many people have already reserved their room, but the hotel recently opened another block of rooms just for us. If you are planning to come to this event, and you really should, then make your reservation as soon as possible.

Our discounted group rate is \$89.99/night for two-bed or king bed rooms. 68 rooms are blocked out for us for arriving on Thursday, June 22 and departing on Sunday, June 25. As of 2/24/06, 38 rooms have already been booked.

Call 1-800-782-3119 today to make your reservation. Ask for the “C3 Vette Registry” to get our group rate. Any rooms not reserved by May 22, 2006 will be opened to the public. You will have 72 hours prior to your arrival to cancel your reservation if necessary, without penalty.

If we fill up 40 rooms, there will be a random drawing for a free room. If we can fill 60 rooms, there will be another random drawing for another free room. So let's fill the place up as soon as possible.

The hotel will reserve a special parking location for our Vettes. They have an indoor swimming pool and high-speed Internet access. Check-in time is 4:00 PM. Check-out time is 11:00 AM.

To see all of their amenities, visit their website at:
<http://www.ichotelsgroup.com/h/d/6c/1/en/hd/pgftn>.

Check out this list of exciting near-by attractions!

- Dollywood and Dolly's Splash Country (2.2 miles)
- Dixie Stampede (1.2 miles)
- Ripley's Aquarium of the Smokies (8 miles)
- Country Tonight Theatre (2.5 miles)
- Black Bear Jamboree (2.8 miles)
- Great Smoky Mountain National Park (1 mile)
- The Comedy Barn (1.1 miles)
- Bass Pro Shops (16 miles)
- Tanger Five Oaks Outlet Mall (4 miles)
- Great China Acrobats (4 miles)
- NASCAR Speed Park (4 miles)
- The Miracle Theatre (2.9 miles)
- Memories Theatre (2.4 miles)
- Smokies Stadium (Minor League Baseball– 16 miles)

(Continued on page 5)

The Care and Feeding of the Vintage Corvette

by Fran Wertz

Maintaining, over time, a vintage Corvette or any other vintage car can be a delicate balance between preventative procedures and pure obsessive behavior. No matter what the make, model, or year of the car, the owner has to keep a constant watch over its well being. If not, it will deteriorate at an astonishingly fast pace. However, it must be understood that it is much easier than you may think to do far too much maintenance.

One of the main problems with older Corvettes in the 25 to 50 year range is that they are old cars. They are from a time that, by today's standards, was labor intensive ownership. It is easy to forget the time of daily checks under the hood. Finding that little leak to fix, adding that bit of oil or antifreeze, keeping the battery terminals clean, and always feeling for that weak hose or belt.

Whether your Corvette is a fully restored classic or a well maintained survivor, it still needs that almost constant care. It does not matter if it is driven 500 or 5000 miles a year. The car must be kept up to proper operational standards at all times or it can and will strand you somewhere. Who wants or needs that embarrassment.

So just what needs to be done and, more importantly, what does not. The following is a short list of do's and don'ts.

1. One of the worst things you can do with your car is to simply let it sit there. It is a machine with many lubricated moving parts. These parts can take a set if not moved or lubed on a regular basis. The best thing to do here is to start the car and run it, at the very least, for 30 minutes every couple of weeks. If at all possible, move the car under its own power, even if it is only a foot or two. Overdoing it here would be to start the car on a daily basis. It would be a waste.
2. Check all of the fluids before and after running the car. You may be 100% sure that nothing is leaking but you just never know. Also check your hoses, belts and clamps. These have a tendency to expand and contract with temp changes if your garage is not heated. Overdoing it here would be to tighten the clamps far too tight and destroy the hose you are trying to save.
3. Brake fluid gets contaminated with time. It should be changed every 2 to 3 years including flushing the entire system with denatured alcohol. The same is true for antifreeze. Check both often for clarity. On a car that is seldom driven, belts and hoses should not be kept much more than 5 years. A switch to DOT 5 silicone brake fluid will lengthen brakes system's lines and hoses tremendously. Overdoing it here would be to change the brake fluid and antifreeze yearly or changing hoses and belts yearly. Be patient, check often, and wait until they need to be changed.
4. Tires get flat spots and loose air as they sit in one place. They also deteriorate from the inside out due to the bonding of oxygen and rubber molecules. Keep the proper air pressure in the tires at all times. It is best to lift the car with stands just slightly to unload the tires. This will also relieve compression on ball joints and springs. If you wish to move the car while in storage, you can use wheel carts or pads. The wheel carts are curved to allow more tire surface to make contact to dissipate the weight. The pads allow the tire to sink into them to achieve the same effect. Overdoing it here would be to take the car completely off the ground. There is simply no need.

(Continued on page 3)

The Care and Feeding of the Vintage Corvette

(Continued from page 2)

5. Change the oil and filter yearly. If the car is driven more than 3000 miles, change when you get close to that interval. It is more than just heating and cooling of the oil. As soon as the seal is broken on the oil jug, air begins to break it down. That includes the half quart sitting on the shelf. If you don't use it after a year, properly discard it. Overdoing it here would be to change the oil more often. With today's products being dramatically better than when the car was new, it would be a waste.
6. If you have an automatic transmission, check the fluid level at least every 4 months. Also check the differential at least every 6 months. These fluids last longer than oil but still need attention. Change them at least every 5 years. Always change the filter with the fluid. Overdoing it here would be to perform the fluid change more often. Simply don't.
7. Fuel tanks and lines should be inspected for rust or damage at least twice a year. If the car is going to be in long term storage, drain the tank and the lines until dry. If it is only for a few months at a time, add a fuel stabilizer to 3/4 of a tank of fuel. A regular running will get the stabilizer into the lines and carburetor. Overdoing it here would be to add anti-moisture, octane booster, or other fuel system cleaners. Those products usually cause more problems than they fix.
8. Batteries need to be kept in good condition. Posts and connections should be kept clean. Any corrosion should be taken care of quickly. The best defense against a dead battery is to have a cutoff switch and a battery tender constantly connected and on. A tender shuts off automatically when the battery is full and occasionally draws from the battery and recharges it. Overdoing it here would be to remove the battery from the car or have a trickle charger on the battery. It never shuts off and can overcharge the battery or, in extreme case, explode a battery.
9. Think about your facilities. For optimum storage, whether for a few days or a few years, there should be as much wood as possible surrounding the car. The ceiling, walls, and floor should be unfinished wood. This draws ambient humidity and general moisture away from the car. You can quite literally rust out a frame and never get the car wet. Any non-absorbent surface such as concrete, plastic, block, or tiles can do more harm than good. If you have a concrete or tile floor, slip a 4 X 8 sheet of plywood under the car. It will help. A dry heat for the facility such as a forced air system is best. It is quick recovery if a door is opened and it will help dry the air. Overkill here would be wrapping the car up like a toddler for frigid weather. Let the car breath.
10. Use a quality cover. Something with a fleece lining is best for the paint surface. Be sure the car and the cover are clean before they meet each other. Also try to move the cover on the car as little as possible. When you have to open the hood or a door, roll the cover back, do not slip it out of the way. When covered, let the side windows open about 1/2 inch so that the interior can breathe. Overdoing it here would be to use any kind of plastic to cover the car. It is not needed and not good.

Always remember to lubricate all fittings at least once a year regardless of mileage. Don't forget the u-joints and power steering components. There is no overdoing it here. The most important thing to do is to get the car out of the garage and on the road. In other words, drive it. That is what the car was built for from the beginning. The ultimate enjoyment of ownership of a vintage Corvette is being out there to let it flex its muscle. Don't hesitate to exercise it.



National Corvette Museum 2006 Events Calendar

*Dates, times and events are tentative and are subject to change. Please call 1-800-53-VETTE or (270) 781-7973 for calendar updates, specific times and registration details.

www.CorvetteMuseum.com

EVENT	2006 DATES
C5/C6 Birthday Bash	April 20-22
ZR-1 / C4 Gathering	May 4-6
Corvette Forum Cruise-In	May 25-27
Z06 Fest	July 20-22
Anniversary Celebration/HOF	August 31-September 3
Camaro/Firebird Invasion	September 14-16
R8C Xperience Reunion	September 28-30
C3 Extravaganza	October 12-14

2006 C3VR Sponsored/Attended Events

Event	Location	Dates
C3VR Annual Gathering	Pigeon Forge, TN Holiday Inn Resort	June 23-25, 2006
Corvettes at Carlisle	Carlisle, PA www.CarsAtCarlisle.com	August 25-27, 2006
Mid America Funfest	Effingham, IL www.madvet.com	September 15-17, 2006
C3 Extravaganza (C3VR Sponsored)	Bowling Green, KY www.CorvetteMuseum.com	October 12-14, 2006
Daytona Turkey Run	Daytona, FL Contact: Scubabix@comcast.net	November 23-26, 2006



Corvette Enthusiasts Community Foundation



C3VR and C6VR are once again selling tickets for the CECF Raffle. This year a 1999 Light Pewter Metallic Coupe with only 28,000 miles on it will go to some lucky winner. Only 2500 tickets will be sold at \$20.00 each. The drawing will be held on Thursday, October 12, 2006 at the VFW in Willow Grove, PA. You do not need to be present to win. You can pay by personal check or PayPal. Make your check payable to CECF and mail to Vette Registries/CECF, PO BOX 202, EAGLEVILLE, PA 19408.

Visit the website www.c3vr.com/cecf for additional information.

C3VR Member Gathering

(Continued from page 1)

Activities are being put in the schedule as we get closer to June. So far, the plans are set for the Annual C3VR member meeting to be held at the hotel on Saturday morning, time to be determined later.

Tentatively scheduled for Saturday after lunch is a drive on a section of US 129, affectionately known as the “Tail of the Dragon”, a 12-mile stretch of 131 twists and turns that is guaranteed to give you white knuckles. It starts at Chilhowee Lake, TN, a short drive from the hotel, and ends near Deal’s Gap, NC, just over the state line. Then you can either turn around and drive it back, or take a long “pleasant” drive on the Cherohala Skyway, a scenic curving highway through the mountains. It winds up 5400-foot mountains for 15 miles in NC and then descends for 21 miles into the deeply forested backcountry of TN. There are no facilities along this stretch of road, so be sure you have a full tank of fuel when you start. This road is extremely popular with the motorcycle crowd. And with 20,000 Hondas expected to visit Knoxville the week of June 19, we can expect to see a few on the road. **WARNING:** if you take this drive, don’t be lulled into exceeding the speed limit on the curves. There may be a slow moving tractor-trailer just around the next curve, taking up both lanes. And the truck will win that race every time.



A couple of views of the Cherohala Skyway.



There are some members that are interested in going to the Dolly Parton’s Dixie Stampede on Friday night. This is a dinner show with a country theme. The program includes 32 horses, trick riders, music, comedy, dancers, singers and audience participation themed around a friendly North-South rivalry. The evening starts an hour before the main show with traditional Smokey Mountain music in the non-alcoholic Carriage Room. The main show follows in the 35,000 square-foot arena and includes a four-course, country-style feast. Main shows start nightly at 6:00 and 8:30 PM. Admission is \$37.99; ages 4-11 are \$18.99. Tax and gratuity are not included. Reservations are required. A group rate of twenty or more is available. We will check on reserved parking for our Corvettes. If you are interested in this, check out the forum “2006 C3VR Member Gathering” and the thread title “PF Activity– Dolly Parton Dixie Stampede”.

Another suggestion was to stop and visit Floyd Garrett’s MuscleCar Museum in Sevierville, TN, near PF. It is open 7 days a week from 9:00 AM to 6:00 PM and the admission is \$8.95 + tax, \$3.00 + tax for 4-12 year olds. 3 and under are free.

Other ideas are welcomed and can be discussed on the C3VR forum.

A special event t-shirt will be designed and offered for sale before June 22. The more shirts we can order, the lower the cost will be. As of 2/25/06, over 100 shirts have been committed to, bringing the price of the shirt to less than \$20.00 each. When the number exceeds 144, the price will drop to the \$15-17 range! If you want one of these 2006 Gathering shirts, go to the C3VR forum and check out the T-shirt thread.

(Continued on page 8)

Introduction To Detailing - Part 8: Wax or Polymer Removal

By Eugene Duff (hundred_honors)

We have now almost completed the detail of the entire vehicle. We have washed the car; prepared the surface for wax/polymer; cleaned and treated the wheel wells; cleaned and treated the engine; cleaned all glass surfaces; cleaned and treated all leather surfaces; vacuumed and shampooed the carpets. We have polished the wheels and applied metal protectant. We have cleaned all jams and applied wax/polymer where applicable. All that is left is to remove any and all wax/polymer; clean the pop-up headlights, if applicable; and apply a fresh scent.

Before going to the outside, while inside make sure that all the air-conditioning vents have been cleaned of dust. There are special brushes made just for that purpose. Wipe down all dashes and console plates. Do not use terry cloth towels on the inside of the vehicle. They leave a lot of lint and will undo all your interior carpet cleaning. Use a micro-fiber towel to wipe the headliner. Do not use a vacuum on the headliner. The material will stretch and begin to hang down. Clean and polish all chrome handles, etc. Take a break and then come back and look over your work. Address any areas that are not clean and bright.

Now, on to the outside. By this time the wax/polymer should be dry and ready for removal. If you applied polymer, make sure at least two hours have elapsed since application. In actuality, 3 or 4 hours is better. You can actually leave the polymer on for up to 24 hours before removal. Have plenty of clean towels and turn them often. In that I have found that terry cloth towels will leave "towel marks" in the finish, I recommend *ultra* micro-fiber towels for wax/polymer removal and *ultra-plush* micro fiber towels for buffing after removal.

Start with the horizontal surfaces. Do not use excessive pressure as even micro-fiber may mar the surface if too much pressure is used. On the horizontal surfaces, wipe the wax/polymer off in long straight strokes. Make sure you turn the towel often so a clean towel surface is always on the paint.

It is perfectly alright to use both sides of the micro-fiber towel. Do one portion of a surface panel at a time. The wax/polymer should come off easily. If it doesn't, or if there is excessive dusting, then you have used too much wax/polymer. If you are having difficulty removing the wax/polymer, use *Quick Detailer* to help remove the wax/polymer.

When all the wax/polymer is removed from a panel, use the *ultra-plush* micro-fiber towel to buff the clean surface. Wipe the entire panel. You may use any pattern you wish. Again, do not use excessive pressure. The buffing should bring out a very bright finish. Reflections should be clear and deep. If not, additional work may be required, up to and including compounding the surface or treating the surface with special paint restorers.

Continue the same way until all horizontal surfaces have been completed. Next, start on the vertical surfaces. Try to use a higher to lower, lower to higher pattern on removal. The same guidelines for removal on horizontal surfaces applies to vertical surfaces as well. However, try to clean off the wax/polymer using the up and down pattern as it will comply with the light reflection patterns inher-

(Continued on page 7)

Introduction To Detailing - Part 8: Wax or Polymer Removal

(Continued from page 6)

ent in vertical surfaces. After cleaning the surface, use the *ultra-plush* towels to apply the final buffing. Again, try to use an up and down pattern or, at least, make your last pass an up and down sweep.

While removing the wax/polymer, make note of any wax/polish that is left in the cracks between panels, in any chrome insignia, around jams, etc. To clean this out, use a soft toothbrush with the outer rows of bristles cut off. Apply a liberal amount of *Quick Detail* to the brush and gently brush the excess wax/polymer out. Make sure you get it all out from the rubber weather stripping and around the edges of any decals on the vehicle.

Open the doors, trunk and hood and wipe off the wax/polymer. Make sure you get the wax/polymer out of all the screws/bolts on the jams. Use a paint stirrer covered by a towel to get in and around the difficult areas of the jams.

Next, remove the metal protectant from the wheels. If you have wheels with clear coat, then you should have used the same wax/polymer that you used on the paint. If you have polished aluminum wheels, do not use wax or polymer on the wheels. Rather you should have used a product especially designed for polished aluminum wheels. Use the narrow flat paint stirrer to get in and around the lug nuts. Use a stronger paint stirrer to remove any wax/polish from the inside of the wheels that you could not reach.

Lastly, apply a few squirts of air freshener to each section of the interior. Take another break and then return to critically review your work. The exterior should reflect a clear image for many images far from your vehicle. I tell my clients that I am in the flight path for the local international airport and if I can't see the passengers in the landing plane in the planes reflection in the car, then I have to do it again!

Your vehicle should now look and smell factory fresh.

This concludes this series on "Introduction to Detailing". Obviously, there are additional processes which may be used as well as many varying products to use. If you find a product or process which satisfies you, then by all means continue to utilize those methods. After all, it is your vehicle. Many additional actions can be taken. You can remove engine parts and clean beneath them or the parts themselves, off the vehicle. You can remove the wheels to get better access to the inside of the wheels and/or the suspension. All such actions are possible. This series was designed as an introduction to detailing as opposed to just "washing and waxing". No attempt was made to offer a program to "concourse" your vehicle. Hopefully I have succeeded in providing a useful guide to assist you in making your vehicle look just that much better. Happy motoring.

If you have any specific questions you can e-mail the question to: ebduff@satx.rr.com. I will try to answer all inquiries.

C3VR Member Gathering

(Continued from page 5)

A special dash plaque will also be available. Iron82 has spent a lot of time designing the plaque and has posted several drafts on the forum. If you haven't seen them, check them out. If you want one, you will need to order directly from Iron82, especially if you won't be able to attend the Gathering.

Caravans from all over the United States and Canada will be converging at Pigeon Forge on June 22 and 23 for this event. There is a group coming from the Northwest corner of the US, starting in Tacoma, WA or Portland OR. with at least one member coming from Anchorage, Alaska. Another group will be coming from the great state of Texas around the Dallas-Ft. Worth area. There will be a group or two leaving the NJ area on either the 21st or 22nd. Another group will be coming from FL and a group from the MI area. Upstate NY and Canada will be represented as well as VA, PA and MN. Many members live within 200 miles of PF and will be arriving at different times. If you are planning to attend and would like to caravan with a group of Vettes, check out one of the many CARAVAN threads on the forum.

Many of the members who are planning to attend will be taking digital pictures as well as video, so even if you can't attend this year's Gathering, you will be able to share in the event. And there are several members who won't be able to get to PF but would like to have a regional C3VR event. That is GREAT. Keep in touch via the forum.

What's Your Story? By Indyvet Indyvet@aol.com

W

ell there I was. Staring at a 1969 Red Big Block Convertible (427/390HP), 4 speed, "numbers matching" that I found on E Bay. My friends and I had driven 4 1/2 hours from Dallas to see the car. We were in Tulsa and it was a very warm day. Some might even say HOT @ 104 degrees.

I had submitted the "winning" bid and contacted the seller. He gave me directions to his house and we got an early start for the drive. I had never been to Tulsa but one of my friends had lived there and he agreed to go with me. As fate would have it, one of my friends from California had just flown in for the weekend so we took his rental car for a "road trip". The 3 of us shared stories for several hours and discussed things we would look for (flaws, good points, etc.) in the car.

Once we arrived at the sellers house, we met a very nice but seemingly unknowledgeable Corvette owner. The story went like this. The car was purchased new by a fellow that worked for GM. It was his daily driver for a few years and he sold it to a guy that drove the car occasionally. He left the car sitting in the Oklahoma sun and the paint (except where the convertible top covered the paint) was faded. So much so that the once Monza Red was almost Orange. The seller said he bought the car with the idea of restoring it. He had put new vacuum line, new brakes, new leather seats, new carpets, new white top, new tires and had all the receipts. There was a small chip in the drivers door (more on that later) but there didn't seem to be any body work. The car had 83,000 (reported to be all original) miles. It had a tilt / telescopic wheel, power steering, speed warning indicator, alarm, AM/ FM radio (which worked) and it started right, but ran rough. The door panels and pillar post rubbers were worn but in general, it was in good condition.

I had my NCRS 1953-1972 Corvette Specifications Guide with me and we began looking up numbers to verify the "number's matching" claim. All we could find seemed legit. I asked if we could drive the car and he said sure. I asked him to drive and my friends to follow (in case it didn't make it back). He went to the freeway and opened it up. Sure felt good as the big block found horsepower. After a few miles, he asked if I wanted to drive and I said sure. We changed places and I asked if there was a place to put it up on a lift? He said he knew of a Jiffy Lube and we went there. They didn't have a lift but they had a pit, so we asked if we could pull the car over the pit and look

(Continued on page 9)

December 2005 Online C3 Show Winners

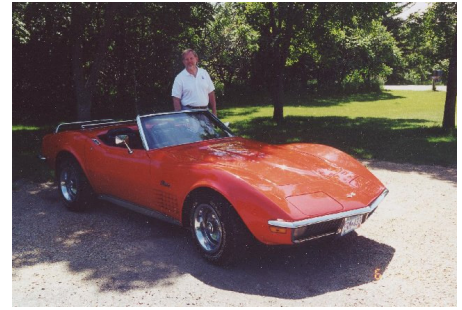
Congratulations to 2 cruzn and Daytona69 for their tie for first place in the second half of the 2005 C3VR On-line C3 Vette Car Show. And to Norsky for a close 3rd place finish. The 2006 first half contest will accept entries until 11:59 PM AZT, May 31, 2006, so submit your entry when you are ready. Voting will start at 12:00 AM, June 1 and end at 11:59 PM on June 30. Entry fee is \$5.00, unless you are a Gold or Lifetime member, and then it is free. Nice prizes for the top three vote getters.



2 cruzn
1973 Blue-Green Convertible
454/275 4-speed



Daytona69
1969 Daytona Yellow Coupe
350/355 4-speed



Norsky
1970 Monza Red Convertible
350/300 4-speed

What's Your Story?

(Continued from page 8)

underneath. It was a slow day and the guys working said we could use the pit until someone wanted their oil changed.

Once under the car, it again appeared un-hit and straight. The mufflers were new and the exhaust was in great shape (almost too quiet) for a Corvette! We spent over an hour (the 3 of us) looking at various things. In fact, my friend from Texas has a 1970 small block so he was very knowledgeable about C3's. He thought the car was original and in good shape. Satisfied we could examine it no closer, we thanked the guys at Jiffy Lube and offered to pay them for the use of the pit. They refused money and we talked Corvettes for a while and left.

Once back at the seller's house, we discussed payment and transfer. He said he would take off some money for the door, fill up the car and let me use his Oklahoma tag to get the car back to Dallas. He gave me the

(Continued on page 12)

Your Story In This Space!

We need you to help make Shark Bytes an entertaining newsletter!

Here's how you can help:

- Write an article about anything automotive related, especially C3 or Corvette related.
- Send in a "What's your story?" article with a photo of your C3 and a brief story about how you came to own it, what (if anything) you've done to it, and how long you plan to own it.
- Have a Cool Garage? Send in a picture or two of it.
- Come up with any idea that you think would be great for this newsletter, and send it in!

You can send in your submissions whenever you have them ready, and they will be published in the next issue (space permitting).

Email articles/photos to: SharkBytes@C3VR.com

C3VR In Stock Apparel and Accessories

Use PayPal or make checks and money orders payable to "Vette Registries, LLC" and mail to C3VR, PO BOX 202, EAGLE-VILLE, PA 19408. See www.c3vr.com/shop/instock.asp for details.

White Cotton T-Shirt

6.1 oz. heavyweight, 100% preshrunk, cotton T-Shirt. Quarter turned, seamless collar, taped shoulder to shoulder. Fully doubled-needled stitched. Available in small, medium, large and extra large for \$16.95. For 2XL—5XL add \$1.25. Gold members take \$1.69 off each. Shipping- \$4.00 first shirt, \$2.30 each additional shirt.



Front



Back

C3VR Logo Stainless Steel Mug

This is a great mug for keeping your drink hot or cold. Use it in the car, at home or at work. Has a spill resistant top with a slide-close spout. Cost is \$10.95. Gold members pay \$9.85. Shipping- \$4.00 first mug, \$2.30 each additional mug.



Lid closed



Lid open

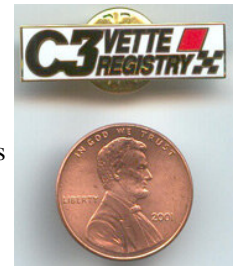
C3VR Logo Key Chain

Plastic key chain with a belt loop hook and a metal key ring. It hooks easily onto your belt loop or fits neatly into your pocket. Measures 3" wide, 1" high and 1/4" thick (not including metal ring). You can order in Blue, Green or Black. Price is \$2.50. Gold members- \$2.25. Shipping is FREE on this item.



C3VR Lapel Pin

This lapel pin sports the C3VR logo outlined in gold trim. Material is die struck brass, hard enamel color filled. Pin measures 1-1/8" x 5/16". Price is \$5.00 each. Gold members- \$4.50 each. Shipping is FREE on this item.



C3VR Logo Window Sticker

They are 4" wide by 2" high and made to attach to the inside of your window so it can be read from the outside. Price is only \$1.00 each. Get several for all of your vehicles. Shipped FREE with other purchases, otherwise, send a self-address stamped envelop with cash or check.

C3VETTE 
REGISTRY 
The Best Resource on the Net for C3 Vettes. c3vr.com

C3VR Facts and Figures

Currently there are over 1850 C3's registered on C3VR. Are you one of them?

1969 leads the way with 181 registered.

1968 has only 85 registered.

Of the three body styles; convertible, coupe and T-top; the T-top leads with 1145 vehicles.

Classic White was the color of choice with 185 registered.

Of course the 350 Cu. In. engine leads all others by a mile with 1365 registered.

Horsepower is all over the map, but 200HP currently has the lead with 155 registered.

Automatic transmissions have the edge on the manuals; 1106 to 752.

There are currently (2/26/06) 868 members at C3VR.

277 are Gold members

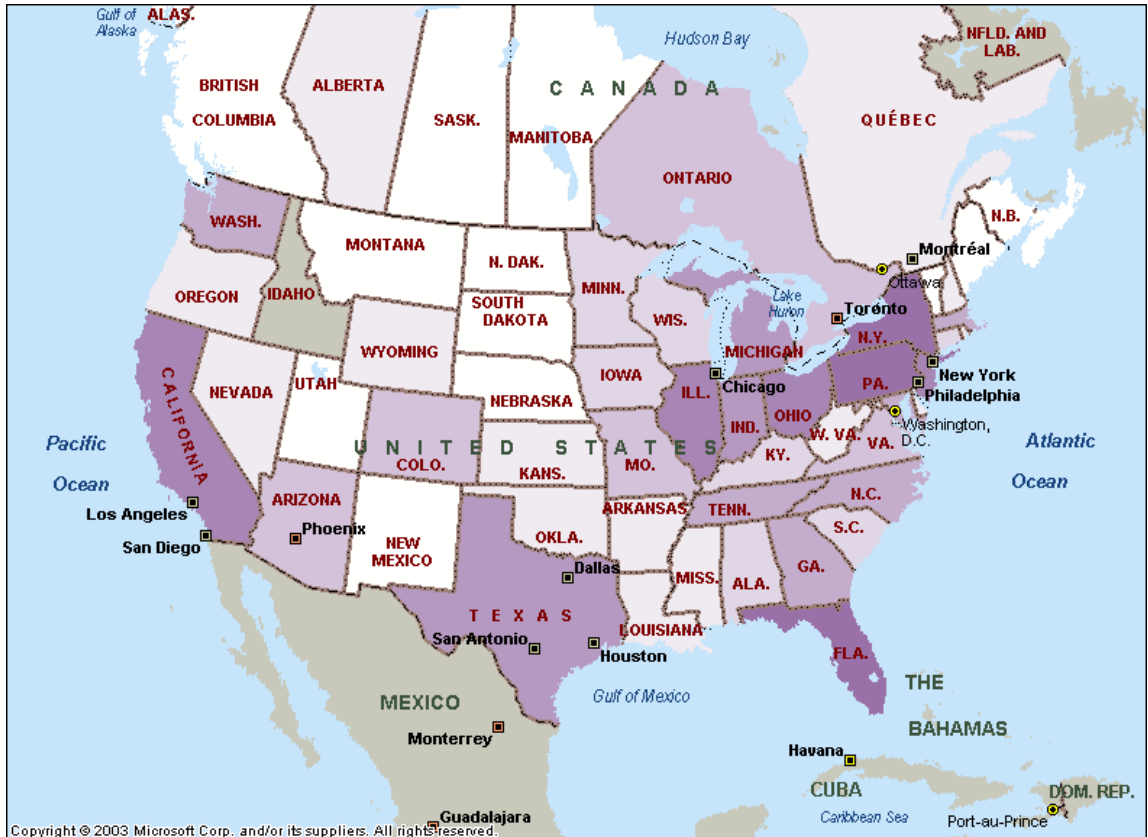
75 are Lifetime members

245 are Standard members

289 are Trial members

Top fifteen states according to membership:

PA	83
NY	60
TX	55
CA	54
FL	53
IL	46
NJ	46
OH	33
NC	29
MI	28
GA	27
IN	26
MD	24
TN	22
VA	20



Members per State

As of 11/8/2005

The darker the color, the more registered C3VR members.

What's Your Story?

(Continued from page 9)

manuals, extra chrome valve covers he had bought but didn't get around to installing as well as a large folder of receipts. I gave him the certified check for the agreed to price and accepted his personal check for the door issue.

After filling up the car with gas, I dropped the seller back at his house and began the 4 1/2 hour drive back to Dallas. My friend from Texas rode with my friend from California in Air-conditioned comfort in the rental car as I drove alone (with the top up and the windows down) in 104 degree heat. Until the sun went down. Then my Texas friend joined me for the last few hours as we came back to my house. The car never ran hot nor had a problem. The vacuum worked well as I turned on the lights as the sun set. We put the top down and cruised into my garage. In all a fun trip.

As it turns out, all the date codes (expansion tank, door panels, engine, alternator, block, etc) are correct and the car is so original, the driver's side door frame was never "notched". Look at your driver's side door and most likely you'll see a home made notch to provide clearance for the door hinge. Without a notch, the door hits the hinge and will take a chip out of the door. Once I had the car painted, guess what happened the first time we opened the door? Modifying the hinge solved the problem with the door.

Today, this repainted (Monza Red) big block sits in my garage (when I'm not driving it). I have a 62 two top 327 4 speed, a 63 Split Window (with 275,000 miles), the 69 and a 1998 Indy Pace Car (Purple with Yellow wheels) so each must take their turn for fresh air.

Shark Bytes

A quarterly publication of the Official C3 Vette Registry

Please help C3 Vette Registry membership grow

Spread the word about C3VR and what we have to offer:

- Forums
- Email
- National Vette Club Directory
- National Vette Events Directory
- Vette Shopping
- Official C3 Registration Database
- C3 Statistics
- Online C3 Vette Show
- Personal Homepages
- Much More...

Contact C3 Vette Registry

Address:

PO Box 202
Eagleville, PA 19408

Phone/Fax:

610-409-9047

Internet:

<http://www.C3VetteRegistry.com>
<http://www.C3VR.com>

Email:

Support@C3VR.com