



appointed Geoffrey Blake, Bill Braun, Jon Brookmyer, Ron Dembowski, Dale Fiet, Dan Gale, John James, Mike McCagh, Lewis Parrish, John Perrette, Carl Strohm and Dick Whittington to the LA&M Committee which I chaired. Largely through the efforts of John Perrette, a tax attorney, a strategy to get tax deductible not-for-profit status from the IRS was developed.

The concept of a Corvette museum began on two fronts. While one began before the other, neither would have been successful without the other.

The summer of 1984 found the National Corvette Restorers Society (NCRS) holding the National Convention at Copper Mountain, Colorado. During the general membership meeting, I suggested that a central Corvette library and archives would reduce the need for each of us to individually collect Corvette-related reference material. The mechanism existed in federal law to form a not-for-profit corporation, which could create and administer such a place. Furthermore, donations to such an organization could be tax deductible. Several members gathered with me after the meeting to discuss the concept. They included, among others, Jon Brookmyer, then NCRS Financial Officer; Keith Kibbe, then NCRS President, and Ray Battaglini.

Letters, phone conversations and discussions at various NCRS events lead to July 1986 when I sought the approval of NCRS officers, at the National Convention in Sparks, Nevada, to form the NCRS Library, Archives and Museum Committee (LA&M). Keith Kibbe subsequently

At the 1988 NCRS winter meet at Cypress Gardens, Florida, Ray Quinlan offered his 1953 Corvette to the organization if a museum were to be built. With that offer the scope of the project changed dramatically. It was clear that a museum was to be the focus of the committee, with the library and archives to be housed there.

In May 1988 then-President of NCRS Bill Clupper, an employee of Packard Electric, a General Motors Division, asked me in my capacity as chairman of the NCRS LA&M Committee to attend a meeting with Chevrolet executives at the Bowling Green Corvette plant. Darrel Bowlin, Manager Human Resources Development at the plant, presented a concept of a Corvette museum that he had been developing. Darrel's idea, begun in 1985 as a means for GM to display its many prototypes and show cars, had evolved to the point where projected costs and incomes as well as drawings and slides were presented. The executives wanted both not-for-profit status and non-GM funding. A combination of the NCRS committee and the in-house enthusiasm seemed like the means of satisfying them. The two separate concepts became one.

At the 1988 NCRS National Convention in Lancaster, Pennsylvania, I asked the NCRS Board of Directors for a