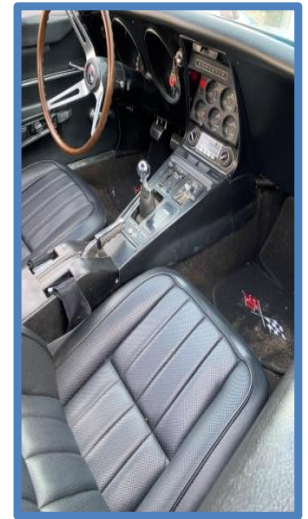




I have owned my 68 Corvette since February 6 2020. My car is a "Survivor" all original as built by GM in 1968. The car has Original Engine, transmission, differential and gears, and the entire drive train. As well as original cellulose lacquer exterior Paint. The original interior still remains as well as Soft top and rear window, glass, radio and all other supporting parts. The Engine is a 327/350Hp L79 making 360 lb-ft @ 3600 and an 11.5:1 Compression ratio (impressive) coupled to a Muncie M21 4 speed transmission and 3:70 rear axle.



The first corvette I owned car was built the year I 1980. It came to me in rebuild including fuel most all original parts way because P.O. had block 454 aftermarket slicks. The



was a 1959 fuelie. That was born. I bought it in pieces needing complete injection. Fortunately were there. It was that been racing it with big motor roll cage and

car was with me until 2019. Some of (Joel, Mike S. and others) may Top flight award in 1992. When I decided that this time it should be the into the 68 and began searching for bones and mostly original parts like Facebook believe it or not. Tried to facebook the next day, boat. Then a few days later on ebay. And guess what. contact with the owner NCRS Judge and owned it week. So yes as I did with campaign the 68 on the



you that have been members forever remember that car. It did win an NCRS started looking for another one I year Eileen was born. So, I was locked one that needed TLC but had great the 59 did. I found the car on contact owner and it was gone from



thought I had missed the I continued my search There it was. Made had it inspected by a C3 before the end of the the 59, I was planning to NCRS Circuit.

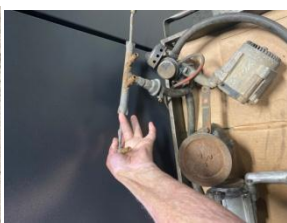
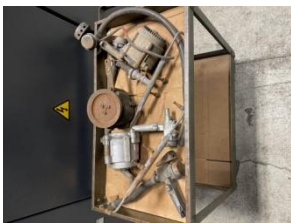
Next the car went directly to my mechanics shop in Lincoln mass. Over the next 3 years our view on restoration is to replace with an original part lastly a repro. First order of functionality and replace or not useable. That filters, greasing the chassis so NOS replacement gaskets kept flooding the engine so that the bore plugs were and put in new plugs. Tires



rebuild the existing parts or if nessary, in better condition. Use an NOS part or business was to check the 68 for what ever we found that was damaged envolved changing all fluids, replacing we found air leaks at the intake manifold from Bowtie shop. Rochester carburator pull it and rebuild. No help, we found deteriorated and leaking so rebuild again were replaced with new set of raised

white letter GT style tires. We also found we needed a right half shaft outer u-joint . All parts were replaced with original or NOS parts. Lots of time searching for them (that's supposed to be the fun of it right ? (NOT). When Eileen and I finally got it home months later we had a blast discovering new things about it. 1 Radio did not work 2. It had Original Soft top and rear window along with Jack and Interior. So, it definitely had " good Bones" so many numerous little things to do, correct license plate frames, screws, brackets, on and on.

During the second winter baby went back to the shop for more work. We found the car exhaust manifolds were dirilled, tapped and plugged indicating that it originally had an AIR emissions pump. The one part that literally everyone has removed from their vette because most people believed it was robbing the engine of horsepower. Replacement original pump and supportiing parts was impossible to find and very costly if you did. So... Off to Ebay, we sourced and completely rebuilt a fully functioning AIR pump all parts bought from different sources. Care was taken to emulate the existing finish of original alternator and the rest of the engine bay.



Next we needed to repair the radio. No sound at all. So rip out the dash and all associated parts. What a job OMG. I sent the radio to Corvette specialties of Kansas City, Jon Schafer sent it to his radio technician. 6 weeks later got it back and we were still in time for the NE NCRS

Regional meet. Then we discovered that the radio was working fine but the speakers needed reconing service. I found a guy in UTAH that did them for us overnight. During the 6 weeks we sourced and replaced several internal dash parts like lenses switches buttons and astro vent levers. We had the original mechanical clock rebuilt. We also had to repair the brake system. NOS emergency brake cables and shoes. So all that said, we probably have thousands of things left to repair on this car. The car has 73,128 miles on it and I plan to drive it another 100,000. [Zora always said, they need to be driven.](#)

Okay so on to NCRS guidelines. At a judging meet there will be 4 sets of judges. One team each for Aspect of car Mechanical, Chassis, interior and exterior. The NCRS Judging Process

The NCRS has compiled and is judging standards and rules for through 2004. The guidelines in *Manuals* are recognized in determining originality.



constantly updating highly detailed each basic model division from 1953 these *NCRS Technical Information* throughout the hobby as THE STANDARD

The judging system is designed to well as providing recognition for performance, or preservation. It events, nor do you compete not done by some secret group of “experts”.

educate each owner about their car as excellence in the areas of restoration, is not a “cleanliness contest” like other against your friends' Corvettes. Judging is

You can learn to judge, or you can have your Corvette evaluated by other NCRS members. 12,638 members are currently recognized for their judging expertise. They have created 31,837 NCRS judging records through NCRS events internationally to date.

NEW NCRS has recently announced the addition of an [Award Confirmation Document Service](#). This service will provide a confirmation document with a complete listing from the NCRS database of the available award statistics for a specific Corvette. The presence of this confirmation document will assure the owner of the NCRS judging history on a Corvette.

The NCRS is and the National Corvette museum are the “custodians of the complete history of the cars we all love and drive

NCRS Top Flight Award® ▲

This award was created by the National Corvette Restorers Society in 1974 to recognize cars that have been preserved or restored to the highest level of achievement through the NCRS Flight Judging Process. These cars have to achieve 94% or above of 4500 available points to earn "NCRS Top Flight" in a rigorous judging process of Operations Check, Exterior, Interior, Mechanical and Chassis Judging. As of today 24,810 have gone through NCRS Flight Judging in

attempting to earn this important mark of superiority. Understand that this award can be earned multiple times at different events. 18,720 have actually earned it.

NCRS Second Flight Award®

What is the NCRS second flight?

Point System

	NCRS Top Flight	NCRS Second Flight
All years	94-100%	85-93.9%
maximum deduct	270 pts.	675 pts.

Okay, "THAT"S ALL FOLKS"

Eileen and I have enjoyed this process as well as being members of EMCC immensely. We would be glad to assist any of you that are interested in NCRS. I know we have at least 1 Judge in our club (Fran Blake) and 1 executive (Larry Colvin) the national secretary for NCRS. I am sure both would be willing to assist you also.

Any questions? Feel free you can contact us at Eileenannh@Yahoo.com (617-448-0623

Jim_arcuri@Yahoo.com (617-548-5858)









