



April 2014

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**Ed Di Napoli, Chairman****Howard Welch, Vice Chairman****Rich Vaughan, Treasurer****Pat Addonizio, Secretary****David Mognoni, Judging Chairman****Bob Zimmerman, Newsletter**

Editor

**BUSINESS MEETINGS &  
TECH SESSIONS**

Hightstown Elks Club  
110 Hickory Tavern Road  
Hightstown, N.J.

3rd Monday of the month at  
8:00 p.m.

## DON'T DESPAIR, CORVETTE WEATHER IS COMING! I PROMISE...

**Chairman's Column**

By: Ed Dinapoli

It seems that spring has shown some signs of life, but as of this writing it sure looks and feel like winter will never leave us. I think we will be able to get our Corvettes out soon and enjoy the terrific ride and enjoyment they offer all of us.

At our November Business Meeting the membership took a vote regarding the Chapter having a Regional in 2016. We had numerous requests from National to have CNJ host a Regional in 2016 to support the National in Rhode Island in 2016. There was a majority vote to pursue the idea. An Exploratory Committee was formed to identify the interest, passion, resources (personnel) and dedication, to commit to the large task of running a Regional. The committee; Guy Vander Vliet, Joe Renzo, Pat Addonizio, Joe Barton, Dave Mognoni, Pete Loscalzo, Pat Fullam, Steve Agostini, addressed the project by giving up 2 Saturdays, with a total commitment and dedication to making the Regional a world class event. We established 7 committees' chairs from the committee and researched possible sites. Wildwood was decided as the proper location, with dates and costs confirmed. We also had a commitment from National and Dick Capello to support our Chapter with any resources that we may need. It was very disappointing when at the February Business Meeting the membership refused to support the Committees recommendation to host the 2016 Regional. We only had 4 members vote to move forward, which was very disappointing, considering the overwhelming support for the Regional in November. This high energy response is what sparked the organization of the Exploratory Committee. I want to thank the committee, again for their support and their valuable time, to this project. I think this decision was a mistake, as I feel a Regional would have given the chapter new energy, while developing a new core of involved members to help grow the chapter. I think the committee will all agree that we all learned more about each other and most came away with a better understanding of how the NCRS functions, both on a Chapter and National level.

Moving on to the future, we have established a date of September 14, 2014 at Princeton Chevrolet for our annual Chapter Meet. The registration form will appear in the next Driveline and on our Chapter web-site. We will be limiting the Flight judging to 12 cars from 1953-1996. So if you are interested in having your car judged, get your registration in early.

I would like to thank Ed Lepelis for opening his home to our members and his excellent presentation on straight axle Corvettes. I know that some members were disappointed as Ed needed to restrict attendance, due to space limitations. This may be the situation with future Chapter functions, so when there is a notification of an event that needs an rsvp, make sure you sign up early. John Kuhn did another fantastic job at our March meeting, addressing his restoration of a 60 corvette. Thank you John for your continued support and education of our chapter. This was our first meeting at Princeton Chevrolet, and despite the snow in southern Jersey, the festivities around St Patrick's Day, and the new location, we had an excellent member turnout. Our host Mark Sable, Princeton Chevrolet General Manager and Allan Dibella, Princeton Chevrolet Service Manager, gave us a very gracious welcome and a very comfortable area for John to do his presentation. Thank you Mark and Allan for making us feel at home. If you are in need of any Chevrolet services, give these guys a call. Hopefully we will be able to have some of our meeting there in the future.

Our next technical event will be presented by Mark Rudnick, our 68-72 Team Leader. He will be doing a judging clinic April 19<sup>th</sup>, on a '70 LS 6. On May 17, Bob Zimmerman our C4 Team Leader and Newsletter Editor, will be conducting a judging educational event on LT 1 and LT 5 engines and how to judge and locate identification information. If interested contact Mark and Bob to reserve your spot. Check the Calendar of Events for the details, possible changes, future events, and location. Howard Welch is working on additional events and Pat Addonizio will be updating the Calendar of Events that are scheduled, so check often for updated information.

We have added a place on our web site for members to order Chapter Apparel. If you order an item from the web site and would like to save the shipping charge, contact Pat Addonizio who has offered to pick up the item and bring it to our Chapter meetings. I would like to thank Pat for his efforts in making this program happen. Hope to see you at one of our events or at a Chapter Meeting.

Regards,  
Ed

Business Meeting Minutes	February 17, 2014
Ed DiNapoli	Chairman (in attendance)
Howard Welch	Vice-Chairman
Richard Vaughan	Treasurer (in attendance)
Pat Addonizio	Secretary (in attendance)
David Mognoni	Judging Chairman (in attendance)

The business meeting scheduled for February 17, 2014 held at the Hightstown Elks Club was called to order at 8:10 pm. The number in attendance was 15.

The agenda was to address the following:

- Secretary's Report
- Treasurer's Report
- Chapter's old business
  - Board elections for 2014
- Vice Chairman's Report
  - Chapter Road Tour
  - Holiday Brunch
- Judging Chairman's Report
  - Technical sessions for 2014
  - CNJ hosting a Regional in 2016
  - Chapter meet
- Chapter's new business
  - Quarterly Newsletter
  - Princeton Chevrolet
  - What should we do differently in 2014
  - Participation in a non NCRS show

The meeting opened with Ed thanking those in attendance for coming.

The secretary was called upon to read the minutes from the November meeting. They were accepted as read.

Richard gave the treasurer's report. We finished the year with a balance of \$21,712.28 of which \$20,277.04 was for the regional account unchanged for the year. The operating account ended with a deficit for the year. This year the operating account started with \$1,435.24 and is up to \$1,950.24 due to the income from membership dues of \$545 against expenses of \$30. Richard read the letter of appreciation from the NCRS Foundation for the chapter's contribution which was the last of the three donations. Ed reminded the members of the scholarship money available to all for family members attending college. Members can get a copy of the application in The Driveline Magazine. One of the members in attendance asked Richard for an update on the chapter's membership. Last year's membership ended with 73 active and two honorary non active members. Before tonight's meeting Richard had collected payments from 21 members for 2014.

Ed opened the discussion regarding the chapter's old business. He spoke in his opinion of the Florida regional and the lack of the cars being judged. Some people who attended felt that the weather may have been an issue for members trying to get their cars to the event. The 53-55 class had 2 cars which were judged using the new manuals. The manual, being most likely the last edition, is much thicker than the previous one but contains more information especially for the 1955. The C7 Corvette made an appearance at the event and was driven there by one of the engineers from GM.

Dave talked about the judging school that was conducted at Ed Lepelis's home. Everyone attending did enjoy the event surrounding the restoration of a 1960 Corvette. Ed provided those in attendance with good information regarding the restoration of a car. This was beneficial to all. Dave also spoke of some of the other sessions coming up this year. In May, Bob Zimmerman will conduct a Judging School on an LT1 and ZR1. Mark Rudnick will have a Judging Clinic on a 1971 LS6 but the date has not yet been confirmed. On March 17<sup>th</sup>, John Kuhn will conduct our scheduled tech session on his restoration. This will be held at Princeton Chevrolet. Mentioning the change in venue to Princeton Chevrolet brought up the discussion of the rental increase from the Elks Lodge to \$100 per month. This increase is causing us to look at other locations to hold meetings. This includes flexible site locations, a new permanent home, or the facilities at Princeton Chevrolet. While a new location may bring members that normally do not attend to the meetings, the concern would be will this offset the number we may lose after being in the same spot for 19 years. The issue with the dealership is that the relationship may start out well but how quickly will it fade. One of the final options may be to increase membership dues to cover the increase. The only conclusion at this time is that we will confirm six meetings with the Elks Club and hold the rest of the meetings at flexible locations. Ed asked the members for suggestions and recommendations on this topic that will be brought up again at our next business meeting.

A recommendation was made that this year's charitable donations remain the same. Ed would like to reach a final decision earlier this year and asked the members that if they would like to change one of the charities to please submit soon so it can be considered. Ed then updated the members on the progress of the Regional Exploratory Committee. The committee has met twice and even with Ed downplaying the glamour of the event, the committee showed an overwhelming response and displayed total commitment for a successful event and is willing to move forward. After the committee discussed several reasons to host the regional, it was felt that the only strong reason was to develop a core of involved members and extend the NCRS knowledge for future growth of the chapter. Ed then opened the floor to the members for discussion. Some of the concerns were choosing the correct facility, the financial reasonability to the event without

knowing how many will attend. One of the major concerns was other than those on the committee how many members are willing to commit to the success of the show. Ed felt that the chapter has the resources from its members along with the commitment from the committee. After a discussion on the pros and cons of hosting the regional, the members were asked to vote and the idea was voted down. With the decision reached on the regional meet the members then began to discuss other venues that could be conducted to stir up interest in the NCRS for members and non-members. It appeared that the two top runners of the discussion were working with a shine and show club on an event they would host and we could represent the NCRS or hosting an event with a guest keynote speaker to entice people to come.

Ed reminded the members of the incentive program for the newsletter. If someone would like to participate they will need to submit an article in March for the April newsletter. Ed received the following seven replies to his survey that was sent out to all members.

- A Conduct tech sessions for repairs and basic maintenance.
- B The Chapter is very well run. Enjoys the tech sessions.
- C Hold an annual barbecue with a DJ, door prizes and comic awards.
- D Outside influences for tech sessions such as SCCA. Road tours short and long with a dinner at the end. Chapter is run well.
- E Do not tie the business meeting/tech sessions schedule to a specific month but have a flex schedule. Organize more group participation to non CNJ events. Chapter is doing a wonderful job.
- F Combine January and February meeting held in February. Change the meeting start time to 7:30 with a one hour time limit. Participate in area Corvette shows to promote the NCRS. Chapter shows conflict with local shows. Always look forward to CNJ chapter events.
- G Like the tech sessions. Chapter should consider a local charity to support their event with displaying our cars. More contact with the National. Happy with the way the chapter is organized and runs well.
- H Too new to make a suggestion. Enjoy learning about the cars.

Ed thanked those who contributed. We will take a look at the suggestions and see if any can be implemented. Ed mentioned that he had reached out to Corvette Express for a shine and show event with them at Princeton Chevrolet. He has not heard back from them. Ed will be meeting with Bob next month to review updating the chapter's web site with new photos of our cars. Joe Bardon brought up the topic of chapter members participation at a recent offsite tech session. Just over a third of the attendance was non chapter members. This was at an event with limited space which filled quickly and closed out chapter members from attending. An opposing question that was raised is that if we limit attendance to these events to chapter members only, how can we raise interest in non members to join? The board had discussed this topic in the previous session and it was agreed that we need to find a resolution. Dave closed the meeting advising members that the team leader for the C5 group has resigned and asked if anyone was interested in the position to please let him know.

The meeting was adjourned at 9:55 pm.

Respectfully submitted,  
Pat Addonizio #54404  
Secretary Central NJ NCRS

## NEWS FROM NATIONAL

### **"The Great Eight"**

BOWLING GREEN, Ky. — As many of you know by now on Wednesday February 12, 2014 a sinkhole formed under the National Corvette Museum, swallowing eight cars. The devastating news came to me as I was at work that morning with a phone call. Sometime before 5:30 a.m. CT, the sinkhole started to form underneath the Sky Dome. By 5:45 a.m., motion detectors were going off and police were called. As the world has seen by now security cameras at the museum caught the destruction. It was surreal as we look on and saw the floor open up taking the eight Corvettes into the sink hole. Of the eight cars that fell into the hole, the museum owned six and General Motors owned two. None of the cars affected were on loan from individuals.

GM's Bowling Green Corvette Assembly Plant has offered to help with the restoration of the damaged vehicles.

The 8 Corvettes are now being known affectionately as "The Great Eight".

Cars involved in the incident, which occurred inside the museum's the Sky Dome, are listed below:

- 1962 black Corvette
- 1984 PPG pace car for the Indy 500
- 1992 white 1 millionth-built Corvette
- 1993 ruby red 40th anniversary Corvette
- 1993 ZR1 Spyder on loan from General Motors, a design study that was never built.
- 2001 Mallett Hammer Z06 Corvette, a one-off tuner model.
- 2009 white 1.5 millionth-built Corvette.
- 2009 ZR1 "Blue Devil" on loan from General Motors, the show car for the re-introduction of the ZR1, last built in the early 1990s.

That day the staff at the museum moved over 20 vehicles from the rotunda. The Sky Dome exhibit area of the Museum is a separate structure connected to the main Museum. The Museum was closed to the public for the day to allow crews to carefully assess the situation. We will keep everyone informed as we know more.

To help the NCM defer some of the unexpected expense of the repairs to the floor and displays, the NCRS Foundation has made a five thousand dollar donation to the NCM. The NCRS Foundation will also match up to an additional five thousand dollar more for any NCRS Chapter donation to help with the sinkhole efforts. This could bring the total donation up and hopefully over \$15,000, with a total of \$10,000 from The Foundation plus Chapter donations. I would encourage all of the NCRS Chapters to participate in these efforts.



### **2014 NCRS National Convention**

As you receive your Driveline please take some time a checkout all the events happening at our National Convention to be held at Overland Park Convention Center July 13-17. This year's convention will be hosted by the Kansas City and Saint Louis Chapters. The show field will be a 60,000 square feet indoor convention center, the event will offer many events that are easily assessable from the host hotel.

Some of the many attractions include The National World War I Museum, The Steamboat Arabia Museum, we also we will host an evening event at the Armacost Automotive Museum. I would invite all of our members to come and enjoy Midwestern hospitality hope to see everyone there.

Vito

## NEWS FROM NATIONAL..... CONTINUED

### Open Letter to NCRS

By NCRS President Vito Cimilluca

In life it is not often that one gets an opportunity to do something that he or she absolutely loves to do. I am one of the fortunate who got that chance. For the past 7 years it has been my fortune and absolute pleasure to serve as NCRS President. There have been few things that I've enjoyed more than serving as president of this great organization.

I have also had the extreme pleasure of working with some of the most talented people, several of them are employees but most of them are volunteers. These folks have dedicated a large portion of their time to help make and keep the NCRS the premiere automobile organization that it has become. For this I need to thank them for their enthusiasm, commitment and continued dedication that gave me the drive over the past decade while serving on the board of directors.

Looking back over my tenure as this organization's president I am truly proud of the accomplishments we have made as a Board in serving the membership. A few of those accomplishments are the new website, TDB, online ads, full color Driveline and Restorer magazines, Historical Documentation Service which we have recently added Camaro, Chevelle and Nova! One of the items I am most proud of is the awarding of our scholarships from the NCRS Foundation.

There comes a time when new drive and enthusiasm is needed to keep an organization fresh and moving forward. I have decided not to run for the office of president at the upcoming National Board of Directors meeting, I do plan to stay on as Region III Director.

I would like to thank my fellow board members and employees for their support over the years and the overwhelming encouragement and support I have received from the membership. I can truly say that I have enjoyed the journey and the friendships made along the way.

All the best...

Vito

## CORVETTE TRIVIA

By: Jack Brown

1. With the demise of the Cobra, Ford made an attempt to introduce another "hybrid". What was it called and how do you think it compared against a Corvette LS4, Porsche 911 and a Jaguar XKE V12 in a test sponsored by *Motor Trend* in 1973?
2. In 1995, the ZR1 was retired from production at the end of the model year. What was the 1996 featured "special" car that year and what are some of the features it offered?
3. In 1983, Corvette would have celebrated its 30 anniversary with the usual introduction of a commemorative model. As we all know this event never occurred. What was the next anniversary model and what were its distinctive features?
4. Often the model introduced the year after the first model of a new generation is ho-hum, i.e., 1954, 1964, etc. What made the 1998 MY Corvette deviate from this pattern?
5. What two events in 1971 affected horsepower rating for all Corvettes?
6. Seat belts had been installed in C1 Corvettes from early on. What was the date that seat belts were first installed by the factory?
7. The front fender side louvers that so characterize C2 Corvettes changed from vertical to egg crate in what year and how long did they last?
8. The Z06 was introduced in 2001 powered by the LS6 engine with 385hp. When did that engine get its next kick-up in horsepower and what were some of these refinements?
9. The 1962 was the last of the solid axle Corvettes. Can you name at least 3 other features on the car that were "last of"?
10. What was unique about the radio antennae of the 1953–1955 Corvette?

Answers are on Page 8



## NEWSLETTER EDITOR'S COLUMN

By: Bob Zimmerman

I have made a few design changes to this issue of the newsletter which you may have noticed by now. I have eliminated the "newspaper" style columns from page one which made it difficult to find continuity in the continuation of the articles on the succeeding pages. Similarly I have eliminated the two column page that followed in previous issues. Together these changes should provide for a better viewing experience for the reader.

I would also like to thank Pat Fullam for his technical article submissions appearing in this issue. For those members unaware, Pat has been doing extensive research on a host of C-4 topics for Tom Barr (90-96 National Team Leader) in an effort to bring about a complete and accurate updating of several of the C-4 judging manuals. To that end, Pat has uncovered a lot of new information, some of which he has presented in the technical articles appearing herein.

As a reminder, we have an incentive award available to members as well as an opportunity to be selected as recipient of the Newsletter Editor's Award. I encourage the membership to participate in these programs. Everyone has a story to tell or has found a neat remedy to a Corvette problem or needed repair. Please, share your experiences with the membership. Someone out there will appreciate your efforts and experiences.

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## MESSAGE FROM OUR TREASURER

By: Rich Vaughan

As you know all dues remittances are expected to be sent during the month of January. Timely remittances allow the chapter to maintain a working Operating Budget throughout the year to accomplish the chapter's goals.

We are now in April and nearly three fourths of the membership are still in arrears. Please remit at your earliest convenience to:

Central New Jersey Chapter NCRS  
c/o Richard Vaughan  
3 Harter Road  
Morristown, NJ 07960

## TRIVIA QUESTION ANSWERS

1. The Ford that was introduced was the DeTomaso Pantera. The Corvette not only beat the Pantera but the Porsche and XKE as well. The Corvette was actually driven by Zora in the Motor Trend test.
2. With the ZR1 and Grand Sport models ending production in 1995, the special replacement was the "Collector's Edition" all in Sebring Silver, with CE badges and stitching, and the re-introduction of the optional S51 suspension package. The LS4 engine option only came with a manual transmission.
3. The next celebrated milestone in Corvette history was the 35<sup>th</sup> in 1988. A limited edition anniversary model was produced (RPO Z01) and 2,050 cars were built, all coupes. All were white with black detailing/badging with a tinted roof panel. The seats were leather trimmed and each car came with power side view mirrors and seats, climate control, Bose stereo system and a heated rear window.
4. The 1998 Corvette re-introduced the convertible which was a much stronger soft top than the 1996. The new soft top used a glass rear window which was heated. The convertible also had a trunk; the first since the C1's. Additionally, the '98 had a new handling package, RPO JL4, that worked in conjunction with the Bosch ABS system, providing a substantive safety feature. This car was also chosen for the pace car for the Indy 500 and a "creative" color scheme was offered inside and outside. Eleven hundred units were sold at just under \$50,000.
5. In 1971, Ed Cole, President at GM, declared that all GM vehicles, including the Corvette must be able to run on 91 octane fuel. Up to this point all Corvette big blocks had been designed to run on 103 octane fuel. This required the drastic lowering of compression ratios for all Corvette engines. The second issue affecting horsepower, was the adoption of the Society of Automotive Engineers' standard of measuring "net" horsepower. This resulted in the recalculation downward of all horsepower ratings on all Corvette engines. The 1971 LTI engine was rated at 350hp but now would be rated at 255hp.
6. Seat belts were first installed in Corvettes at the factory in 1958. Prior to that they had all been installed at the dealership. However, in 1956 and 57, floor fittings for anchoring the belts had been provided for by the factory.
7. The Front fender side louvers phased out with the 1969 Corvette and were replaced in 1970 with the egg crate style panel. This lasted through the 1972 model year.
8. The horsepower increase actually came the following year in 2002. Some of these refinements included: re-tool of the camshaft for a higher lift (highest in any Chevy small block engine to date) which increased the air flow, and valve spring tension was increased, and elimination of 2 small in-line catalytic converters which significantly reduced the engine's back pressure.
9. Some of the "last of" features include: dual exposed headlights (not seen again until the C6), electrical generators, and optional power soft top.
10. The antenna was actually a mesh screen that was molded into the inner surface of the fiberglass of the trunk lid.



VERIFICATION OF SEAT BELT CODES FOR THE 1984-1996 CORVETTE

By: Pat Fullam

The Chevrolet Parts Book for the years 1984 until 1993 would provide the seat belt confirmation codes on a chart showing all the seat belt applications for a specific year and model. Starting with the year 1994 this chart was discontinued in the Chevrolet Parts Book. There was no way to confirm the correctness of the seat belt in the Corvette under Flight Judging. The information in the current 1994-96 Judging Manual was taken from the 1992-93 Judging Manual and is not applicable to the 94-96 model years. Here is a copy of the last chart (1992-93) that was furnished in the Chevrolet Parts Manual.

1992 CORVETTE - SEAT BELTS

MODEL	COLOR	SEAT	PROD #	SERVICE #
Y07	BLACK (199)	P/SEAT (RH)	10193769	12521660
Y07	BLACK (199)	D/SEAT (LH)	10193767	12521659
Y07	MED GRAY (149)	P/SEAT (RH)	10193792	12509780
Y07	MED GRAY (149)	D/SEAT (LH)	10193791	12521657
Y07	MED BEIGE (649)	P/SEAT (RH)	10193790	12521662
Y07	MED BEIGE (649)	D/SEAT (LH)	10193789	12521661
Y07	FLAME RED (739)	P/SEAT (RH)	10193772	12518230
Y07	FLAME RED (739)	D/SEAT (LH)	10193771	12518231
Y67	BLACK (199)	P/SEAT (RH)	10193780	12521670
Y67	BLACK (199)	D/SEAT (LH)	10193779	12521669
Y67	MED GRAY (149)	P/SEAT (RH)	10193796	12509784
Y67	MED GRAY (149)	D/SEAT (LH)	10193795	12509783
Y67	MED BEIGE (649)	P/SEAT (RH)	10193794	12509782
Y67	MED BEIGE (649)	D/SEAT (LH)	10193793	12521671
Y67	FLAME RED (739)	P/SEAT (RH)	10193784	12518234
Y67	FLAME RED (739)	D/SEAT (LH)	10193783	12518235

1993 CORVETTE - SEAT BELTS

MODEL	COLOR	SEAT	PROD #	SERVICE #
Y07	BLACK (199)	P/SEAT (RH)	10218196	12521660
Y07	BLACK (199)	D/SEAT (LH)	10218197	12521659
Y07	MED GRAY (149)	P/SEAT (RH)	10218206	12521668
Y07	MED GRAY (149)	D/SEAT (LH)	10218207	12521657
Y07	MED BEIGE (649)	P/SEAT (RH)	10218204	12521662
Y07	MED BEIGE (649)	D/SEAT (LH)	10218205	12521661
Y07	TORCH RED (709)	P/SEAT (RH)	10218212	12521664
Y07	TORCH RED (709)	D/SEAT (LH)	10218213	12521663
Y07	RUBY RED (749)	P/SEAT (RH)	10218216	12521666
Y07	RUBY RED (749)	D/SEAT (LH)	10218217	12521665
Y67	BLACK (199)	P/SEAT (RH)	10218200	12521670
Y67	BLACK (199)	D/SEAT (LH)	10218201	12521669
Y67	MED GRAY (149)	P/SEAT (RH)	10218210	12521668
Y67	MED GRAY (149)	D/SEAT (LH)	10218211	12521667
Y67	MED BEIGE (649)	P/SEAT (RH)	10218208	12521672
Y67	MED BEIGE (649)	D/SEAT (LH)	10218209	12521671
Y67	TORCH RED (709)	P/SEAT (RH)	10218214	12521674
Y67	TORCH RED (709)	D/SEAT (LH)	10218215	12521673
Y67	RUBY RED (749)	P/SEAT (RH)	10218218	12521676
Y67	RUBY RED (749)	D/SEAT (LH)	10218219	12521675



Photos of the seat belt labels belonging to author's 1995 LT-1

The seat belt code that I have on my seat belts are 10259791 and 10259792.

On my build sheet in the block number 42-Seat Belts show the numbers 9791 and 9792. These are the same last four numbers on my seat belts (10259791 and 10259792). This is the confirmation between the actual seat belt numbers and a document provided by General Motors (The Build Sheet).

MODEL		PACKT-UP		V I N		F X I		DEALER ORDER NUMBER		Y I N		EXPORT			
1YY07		70U		341207702312		000139		0804C6		1G1YY22P655100233					
1 BODY	2 UP L/FRN	3 LWR C/FRN	4 HALF SWFT	5 FRONT SPRING	6 REAR SPRING	7 FRONT SHOCK	8 REAR SHOCK	9 MASTER CYL	10 FRONT CALIPER	11 REAR CALIPER	12 HC FRN	13 HC CDR	14 EXPTMT 10 PLATE	15 EXPTMT 10W BLADE	
CQH	09-0	51-2	9YA	HA	RHZ	75	7T	DC	03-04	21-22	111	901			
16 FRONT TYP SHR	17 REAR TYP SHR	18 EXHAUST	19 ENGINE	20 TRANSMISSION	21 THERMT CABLE	22 BRAKE FOOTSTR	23 FUEL LATCH	24 RR BODY	25 L/R HARNESS	26 L/R HARNESS	27 BODY INT CORR	28 EXPTMT 09 TYP	29 EXPTMT 09W BLADE	30 EXPTMT 09W BLADE	
44	NB	77-0	YDR	ZUC	D	HKD	AL	483	357	390	403	AM			
31 SEAT SWITCH	32 LOCKING BACK	33 PROP SWFT	34 ENGINE HARNESS	35 TOP	36 LOWER TYP PAD	37 INTERIOR COLOR	38 STEE COL	41 FRONT CAPPET	42 SEAT BELTS	43 EXPTMT 09W BLADE	44 EXPTMT 09W BLADE	45 EXPTMT 09W BLADE	46 EXPTMT 09W BLADE	47 EXPTMT 09W BLADE	
86P	8YM	373	***	24	BLACK	D22	33-34	9791	9792						
48 RADIATOR ONLY HOSE	49 RADIATOR BILY HOSE	50 BATTERY	51 BATTERY PRE CABLE	52 BATTERY NEG CABLE	53 FUEL PUMP	54 HEATER DUTY HOSE	55 TRANS PIPE-LWR	56 TRANS PIPE-UPR	57 UNDERBOD INTERIOR COLOR	58 RADIO RECEIVER	59 RADIO CONTROL	60 EXPTMT 09W BLADE	61 EXPTMT 09W BLADE	62 EXPTMT 09W BLADE	
MJW	52	655	584	825	YPF	505	96	97	766	191	9541	8161			
63 AIR BRACKETION	64 AIR	65 BCK	66 BELLWELL TUBE	67 HUB CAP	68 TIME UP LABEL	69 BUOPER HEAT	70 CANADIAN	71 RADIO FOLDER	72 BUMPER'S PACKAGE	73 BAC	74 REAR CAPPET	75 CALSPRNGK	76 EXPTMT 09W BLADE	77 EXPTMT 09W BLADE	
			BMDS	50	YAA	YAA		B2	99		8543-4				
AG2	PASS 6-WAY ST.	DLB	HTD E-R OSRUM			XAA	P255/45X17FRT		BOYSEN SENSOR KEY		78 2RS OPTON				
AG1	DR 6-WAY SEAT	FE1	SOFT RIDE SUS												
ARP	BUCKET SEAT	644	3.07 RATIO RX	UUB	AMFM W/OOLBY	YAA	P265/40X17RR								
		J55	H. O. BRK 5YSTM	UXO	BOSE SPKR 5YS										
			LT1	350HD 5.7HPFI											
			M30	45PD AUTOTRAN											
			Q86	WHL 8.5F 9.5R											
C6B	PVC ELEC CTRL														
VIN NUMBER		CHARGE TO CODE:		14111		VIN		100233		SEQUENCE NUMBER		000139		OK TO SHIP	
341207702312		CHEVY CHASE CHEVROLET GED OLDOSHILLE		7723 WISCONSIN AVENUE BETHESDA MD		CHEVY CHASE CHEVROLET GED OLDOSHILLE		7723 WISCONSIN AVENUE BETHESDA MD		7723 WISCONSIN AVENUE BETHESDA MD		7723 WISCONSIN AVENUE BETHESDA MD		7723 WISCONSIN AVENUE BETHESDA MD	
VIN NUMBER		SHIP TO CODE:		14111		VIN		100233		SEQUENCE NUMBER		000139		OK TO SHIP	
1G1YY22P655100233		CHEVY CHASE CHEVROLET GED OLDOSHILLE		7723 WISCONSIN AVENUE BETHESDA MD		CHEVY CHASE CHEVROLET GED OLDOSHILLE		7723 WISCONSIN AVENUE BETHESDA MD		7723 WISCONSIN AVENUE BETHESDA MD		7723 WISCONSIN AVENUE BETHESDA MD		7723 WISCONSIN AVENUE BETHESDA MD	
RAMP CODE: BM		SPEC INSTR:													

Photo of a typical C4 Build Sheet

Editor's Note: Copies of all C4 Build Sheets are available from the National Corvette Museum for a nominal fee.

I am currently unaware of any other method to confirm the originality of the 1994-96 seat belt codes at this time. There may be other methods but I am not aware of them.

I

have utilized the Build Sheet in the past in verifying the originality of parts on my Corvette. In one instance I had an upper radiator hose and its number was not in any publication, be it General Motors or the 1994-96 Judging Manual. By utilizing the build sheet I was able to confirm the upper radiator hose's originality by comparing the alpha code of MUH with that contained in block number 44 on the Build Sheet. I have also conducted research on the correct catalog number on the battery for the C4 and this number was also contained on the Build Sheet.

A lot of useful information is contained on the Build Sheet and in my humble opinion it should be a required piece of documentation in the Flight Judging Process.



## MESSAGE FROM THE JUDGING CHAIRMAN

By: Dave Mognoni

This year the Central New Jersey Chapter has asked all the Team Leaders to put together a short presentation on the C-1, C-2, C-3 and C-4 generations of Corvettes.. A very successful presentation was made last month by C-1 Team Leader Ed Lepelis at his Ringoes home and a C-2 by John Kuhn at our regular meeting. On April 19th C-3 Team Leader Mark Rudnick led a judging clinic on a 1971 Corvette LS6 (454/425). Next month there will be a C-4 Judging Clinic on May 15th. Notice of same is as follows:

**CENTRAL NEW JERSEY CHAPTER NCRS  
JUDGING CLINIC  
MAY 17, 2014  
RAIN OR SHINE**

**TIME: 9:00 A.M. till Noon**

**LOCATION: HOME OF BOB ZIMMERMAN**

**242 DRAKESTOWN ROAD HACKETTSTOWN, NJ 07840**

**SUBJECT MATTER: Locating and interpreting engine casting numbers, assembly stampings and date codes on LT-1 and LT-5 Corvette motors.**

Coffee & Bagels will be supplied by Chapter

Please R.S.V.P. directly to Bob Zimmerman via email [topcopfh1@verizon.net](mailto:topcopfh1@verizon.net)) if you plan on attending.

**C4 SURGE TANK AND RELATED HOSE IDENTIFIERS**

By: Pat Fullam

**SURGE TANKS**

There is no mention of two date code identifiers on the Black Surge Tank in the current NCRS Judging Manuals. The Surge Tank is only identified by the specific part number located on the top of the Tank (10157994)

On top and to the right of the Surge Tank facing forward there is a number of 94 inside of the three circles and there are five dots surrounding the number 94.

The number of dots indicates the month the Surge Tank was molded. In the below example you can see a 94 in the circle surrounded by five dots. This indicates a May 1994 build.

Also on top of the Surge Tank a Julian date code was inserted on a Pad. In the below example you can see 1364 stamped into the Surge Tank Pad. This Julian date is converted to May 16, 1994. Usually, the month of build (Indicated by the dots) of the Surge Tank and the Julian Date agree (Both are May).

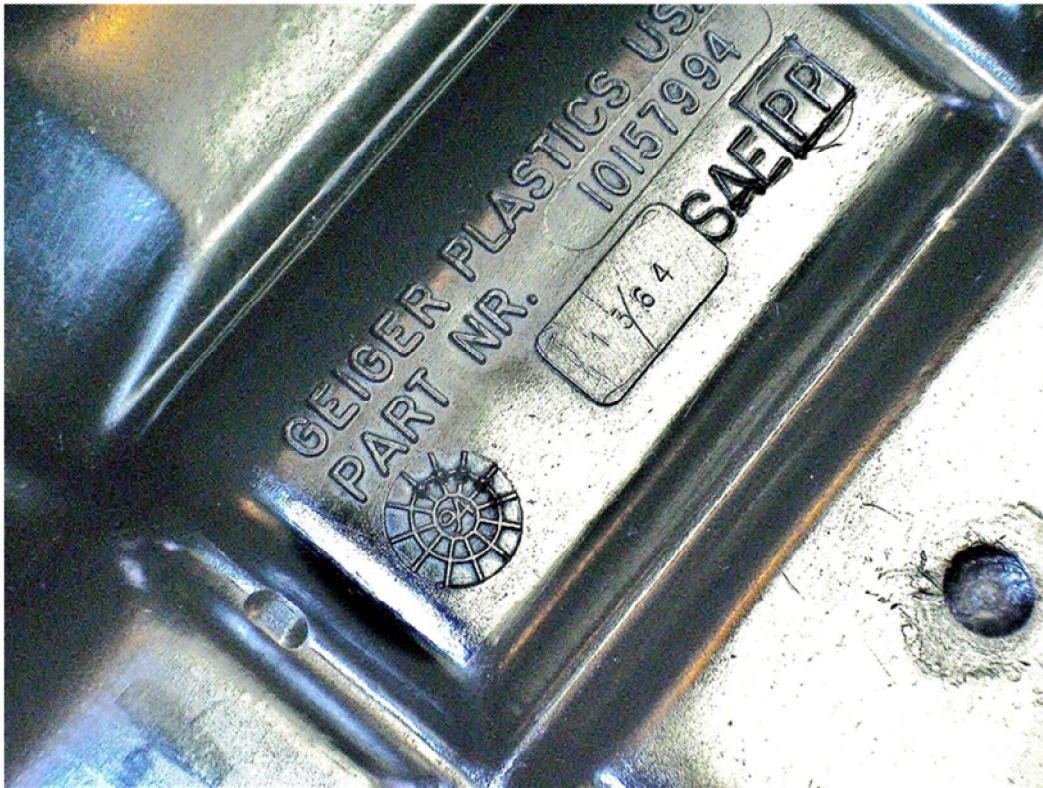
This Surge Tank is on my 1995 Corvette with a build date of August 4, 1994.

My Corvette was built on either the first or second day of the 1995 production run in August 1994. The last three numbers of my VIN are 233. There were 94 preproduction 1995 Corvette's that had 95 VIN numbers assigned. The first 1995 VIN was assigned in April 1994. Therefore my Corvette was actually the 139th Corvette made in the normal production run of the 1995 Corvette.

In examining my 1995 Corvette I found that I do not have a date code after July 28, 1994. This date code was on the left catalytic converter.



The first date code that I could locate was April 5, 1994 on the lower hose which is displayed in the Hose Section.



The only deviation I have found at examining Surge Tanks from 1989 through 1996 is that in late 1991 for some reason the year date was inverted. I have only found this in three instances and all for the early 1992 model year with an inverted casting date of 91.



HOSES

This is the date code on my UPPER Surge Tank Hose on my 1995 Corvette- May 16, 1994.  
Again, I have a build date of August 4, 1994.



This is the LOWER Surge Tank Hose on my 95 Corvette- April 5, 1994.



The lower hose on my Corvette has yellow lettering and has a date code of 06 30 94. Once again compatible with my build date of August 4, 1994.



C3 CHAPTER JUDGING CLINIC

By: Mark Rudnick, C3 Team Leader

The C3 Judging clinic was held on April 19th at David Zimmerman's home in Monroe, NJ. A total of 15 Chapter members came out to participate in a full judging of David's 1971 War Bonnet Yellow LS6 coupe.

This is a very rare Corvette since only 188 Corvettes were ever built with the 454/ 425hp LS6 engine. The LS6 option was only offered in 1971.

It was a wonderful Chapter event, with a beautiful day, an outstanding car, good camaraderie and a excellent lunch provided by our host.





## ITEMS FOR SALE/WANTED

ALL ITEMS ARE ORIGINAL UNLESS NOTED

PHOTOS WILL BE FORWARDED UPON REQUEST PRIOR TO SALE OR ITEMS WILL BE BROUGHT TO NEXT MEETING.

IF AN ITEM HAS TO BE SHIPPED, THE ADDITIONAL SHIPPING COST WILL BE INCURRED BY THE PURCHASER.

1. 1957 - CHEVROLET GUIDE AND MAINTENANCE BROCHURE. - \$15.00
2. 1963 - CORVETTE SHOP MANUAL - \$25.00
3. 1964 - CHEVROLET RADIO - SERVICE SHOP MANUAL - INCLUDES CORVETTE. - \$15.00
4. 1964 - CORVETTE SHOP MANUAL - SUPPLEMENT. - \$15.00
5. 1965 - CORVETTE SHOP MANUAL - SUPPLEMENT. - \$15.00
6. 1965 - ORIGINAL SALES BROCHURE-NOT A REPRINT-\$25.00
7. 1968 - CORVETTE OWNER'S MANUAL - PRINTED AUGUST 1967. - \$25.00
8. 1975-77 CORVETTE TECHNICAL INFORMATION MANUAL & JUDGING GUIDE. BRAND NEW, NEVER BEEN USED. \$30.00
9. 1977 - CORVETTE ASSEMBLY MANUAL, WITH BINDER - \$17.00
10. 1992 - FACTORY SERVICES MANUALS (TWO RED COVERED VOLUMES) - \$48.00
11. C4 REMOVABLE TOP PANEL TORQUE WRENCH- HAS CORVETTE EMBOSSED ON HANDLE. - \$20.00
12. WHITE NCRS BINDER-CONTAINS CORVETTE RESTORER -BEST OF VOLUME ONE, CORVETTE RESTORER -SUMMER 1975 VOLUME 2, NUMBER 1 TO SPRING 1978 VOLUME 4, NUMBER 4. - \$45.00
13. WHITE NCRS BINDER- CONTAINS CORVETTE RESTORER - SUMMER 1978 VOLUME 5, NUMBER 1 TO FALL 1979 VOLUME 6, NUMBER 2, CORVETTE NEWS APR/MAY 79, DEC/JAN 1980, APR/MAY 1980. - \$30.00
14. EARLY NCRS SINGLE PAGE CLASSIFIED AD LISTINGS. - \$5.00
15. EARLY NCRS 1956/57 SURVEY. - \$5.00
16. NCRS DRIVELINES - 7-9-10-11. 1979 AND 1980. -\$5.00 FOR ALL.
17. 1996, 1997 AND 1998 - CORVETTE SPECIALIST BOOKS-FURNISHED TO CORVETTE SALESMAN TO ACQUAINT THEM WITH THE NEW CORVETTE. SPIRAL WIRE BOUND-\$25.00 PER YEAR.
18. 1997 CORVETTE SALESMAN TRAINING PRODUCTS- FURNISHED TO CORVETTE SALESMAN FOR REFERENCE, INCLUDES WRITTEN INSTRUCTIONS AND VIDEO. - \$30.00
19. 1977 ASSEMBLY MANUAL AND BINDER-\$20.00
20. OLD 1953-1982 CORVETTE FACTORY PARTS BOOK IN BINDER -\$25.00
21. FRANKLIN MINT-1963 RED COUPE, IN BOX ALL PAPERS-\$65.00
22. FRANKLIN MINT-1963 RED COUPE, IN DISPLAY CASE-\$70.00
23. FRANKLIN MINT-1968 L88 BLUE COUPE, IN BOX ALL PAPERS -\$75.00
24. MPC MODEL-GIANT 1/16 Scale - 1963 RED COUPE-STILL IN PLASTIC WRAPPING. MODEL MADE 1977-\$45.00
25. 1988-90 LOWER FRONT (14104002) RH SPLASH SHIELD-GOOD CONDITION-\$40.00
26. 1988-90 LOWER FRONT (14104001) LH SPLASH SHIELD-GOOD CONDITION-\$40.00
27. 1994 ZR1-C4 SPARE TIRE- \$60.00.
28. 1994 ZR1-C4 SPARE TIRE CARRIER AND MOUNTING BRACKETS- \$50.00
29. 1994 ZR1 SPARE TIRE BAG-\$65.00 (GOOD CONDITION-HAVE NOT TRIED TO OPEN).

PAT FULLAM- 609-268-7603--FULASSOC@COMCAST.NET



### FOR SALE

1974 Coupe, 4 speed, white with red leather interior. 63,000 miles, p.s., p.w., tilt-tele column, sidepipes, luggage rack. Solid frame and suspension. One piece Astro top, removable rear window. New tires, new battery, 400 h.p. small block. The car runs and looks great. Contact Ed DiNapoli for price and further details. 732-297-4280. ed72vette@aol.com

**DATES TO REMEMBER**

May 17th CNJ Chapter Judging Seminar

C4 Judging Seminar on locating and interpreting engine stamp pad data on L98, LT-1 and LT-5 engines.  
Hackettstown, NJ

June 5-7 Rocky Mountain Regional  
Loveland, CO

July 13-17 NCRS National Convention July 19-24

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