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- Joe Bardon, Chairman**
- Lou Romero, Vice Chairman**
- Vito Cimilluca, Judging Chairman**
- Marta Romero, Treasurer**
- Pete Loscalzo, Secretary**
- Marvin Burock, Newsletter Editor**

BUSINESS MEETINGS & TECH SESSIONS

See Calendar of Events on our website: cnjncrs.org



Chairman's Column

By: Joe Bardon

The leaves are falling and the time is right to get our Corvettes out on the road. It is the end of the car show season with several nice driving weeks left before the snow flies and we put them away for winter.

We had a number of our members attend the July NCRS National Convention with several receiving awards. Award winners include Steve Sooby Top Flight, Joe Simon Duntov Award, Pete Loscalzo Founders Award, Vito Cimilluca Hill Award, Larry Spilman Crossed Flags Award, Greg Norton Concours Blue Ribbon, Howard Welch 400 point Judging award, Rick Barrack 300 point Judging award, and Pat Fullam 300 point Judging award. Jim and Dottie Loughlin also received an award for their contribution to the NCRS Foundation.

In August, 20 members and guests traveled to Natalie and Vito's home in Colonia, NJ for an interesting C3 judging session led by Mark Rudnick, followed by our annual Chapter Picnic. It was a beautiful day with delicious food, good conversation and lots of Corvettes on the lawn and driveway.

October included an educational judging session led by Joe Tripoli at BGT Automotive in Rahway, NJ. Joe discussed air conditioning systems, wiper motors, oil filler caps, and other original parts for '53 to '82 Corvettes.

A number of chapter members also attended the popular Woodbridge Corvette Club's annual Car Show at the Woodbridge Community Center in mid-October for a day of good Doo Wop music and 140 beautiful classic cars.

We held a chapter meeting in October to begin our annual election of officers. Marvin Burock gave a presentation on his experience at the 2019 National Judging Retreat. We will continue our annual election of officers at our November meeting.

Our season will conclude with our annual Chapter Holiday Brunch in December at KC Prime in Lawrenceville, NJ. Included in the event is our annual Toys for Tots program to help disadvantaged children enjoy a better holiday season.

Be sure to check our chapter website www.cnjncrs.org for exact dates and more details. Enjoy the fall driving season!

Joe

Tech Article: Wing Nut Study 1953-82 by Joe Tripoli

I was preparing my 1978 for the Altoona Regional in September 2018. In looking at the 1978-79 NCRS Judging Manual, the manual did not call out the air filter wing nut. In a previous NCRS Chapter event, I lost a point for "NTF WING NUT". It started me thinking about wing nuts, so I researched all my judging manuals for wing nuts. As it turns out, the 78-79 3rd edition, and the 75-77 2nd edition manuals do not mention the wing nut at all. The 80-82 4th edition only mentions the 82 black knobs. So, I launched my own investigation.

I have included a spreadsheet on wing nuts with all pertinent information. I have also included a wing nut drawing that I found on CorvetteForum, drawing #219281. This number matches up to the wing nut part number that I found in some of the Assembly Manuals.

Long Island Corvette Co sells 2 different 63-67 wing nuts, for \$6 each. The 63-67 chromed one and the 65 big block black plated one. Kim at Long Island told me that Richard had purchased them in the 80s from the original supplier. It is my understanding that both pass NCRS standards. Zip Products sells both replacement and reproduction wing nuts. All the major Corvette parts suppliers are selling reproduction wing nuts.

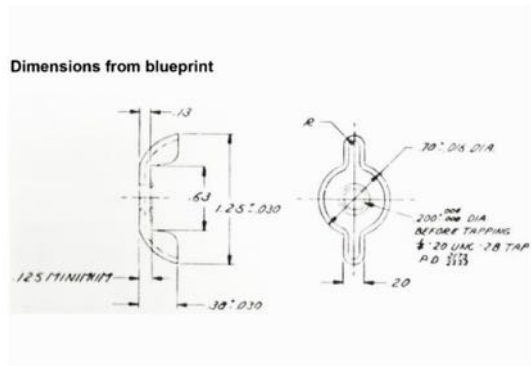
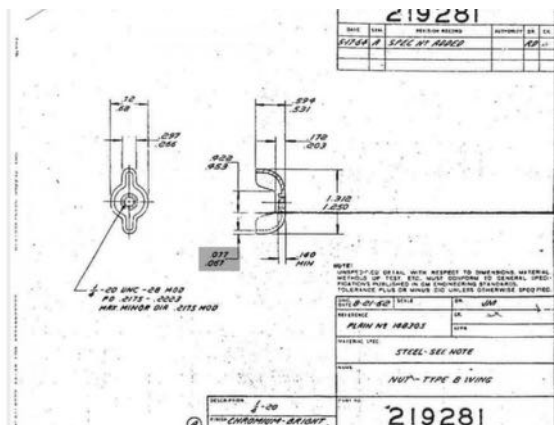
Wing nuts are also available on eBay, advertised as original, from \$80 to \$250. For a wing nut. The problem is that you do not know if you are buying an original or a \$2.99 replacement from all the Corvette parts suppliers. I must reiterate that you only lose 1 judging point for the wrong wing nut, so you must weigh the investment versus the point loss. I will try to help you find the correct one. In the 61-62 NCRS Judging Manual, there is a photo on page 132 of the forged wing nut with a 1/4" bolt as the gage. I have attached my own photo of the bolt as the gage.

While I was at the Altoona Regional judging event, I went around looking at the wing nuts on the entrants' cars. As part of the judging, the air cleaner must be removed so the carburetors could be judged. Usually the air cleaner is placed on the floor in front of the car with the wing nut on it. My judge looked at my wing nut, told me it was original, and then told me to put it in my pocket. I am struggling with this, as it presupposes that someone would walk by and steal it. But since the event is open to the general public, to be on the safe side, my suggestion is to put your wing nut in your pocket. It was also suggested that the original wing nuts that hold the shielding on be also put in your pocket.

The information I collected was from many sources. The GM wing nut part number was taken from each year Assembly Manual. Wing nut dimensions were taken from drawing #219281, and from actual measurements of original wing nuts. Descriptions were taken from the various years NCRS Judging Manuals. Photos were taken of original wing nuts at NCRS judging events.

I hope my article helps you when you are selecting or investigating your own wing nut.

Joe Tripoli
NCRS #1641
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Tech Article: Wing Nut Study 1953-82
by Joe Tripoli



ROUGH DRAFT 9-1-2019

WING NUT SPREAD SHEET

YEAR	ENGINE	STYLE	FINISH	THREAD SIZE	GM NUMBER	SIZE OVERALL LENGTH	OVERALL HEIGHT	SIZE BOTTOM DIA.	THICKNESS
1953	235 6 CYL	MACHINED	CADMIUM	1/4 20	?	5/16" LONG SCREW	N/A	N/A	N/A
1954 early	235 6 CYL	MACHINED	CADMIUM	1/4 20	?	5/16" LONG SCREW	N/A	N/A	N/A
1954 late	235 6 CYL	STAMPED	CHROMED	1/4 20	219281	1.25"	.50"	.50"	N/A
1955	265 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.50"	.50"	N/A
1956	265 V-8	STAMPED	CHROMED	1/4 20	117204	1.25"	.38"	.70"	N/A
1957	283 V-8	STAMPED	CHROMED	1/4 20	117204	1.25"	.38"	.70"	N/A
1958	283 V-8	FORGED	CADMIUM	1/4 20	126177	1.125"	.50"	.50"	N/A
1959	283 V-8	FORGED	CADMIUM	1/4 20	126177	1.125"	.50"	.50"	N/A
1960	283 V-8	FORGED	CADMIUM	1/4 20	126177	1.125"	.50"	.50"	N/A
1961	283 V-8	FORGED	CHROMED or CADMIUM	1/4 20	126177	1.125"	.50"	.50"	N/A
1962	327 V-8	FORGED	CHROMED or CADMIUM	1/4 20	126177	1.125"	.50"	.50"	N/A
1963	327 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1964	327 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1965	327 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1965	396 V-8	STAMPED	BLACK	1/4 20	9418633	?	?	?	?
1966	327 & 427 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1967	327 & 427 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1968	327 & 427 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1969	350 & 427 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1970	350 & 454 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1971	350 & 454 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1972	350 & 454 V-8	STAMPED	CHROMED	1/4 20	219281	1.25"	.550"	.70"	.070"
1973	350 & 454 V-8	STAMPED	ZINC FINISH	1/4 20	148312				
1974	350 & 454 V-8	STAMPED	ZINC FINISH	1/4 20	148312				
1975	350 V-8	STAMPED	CADMIUM	1/4 20	148312				
1976	350 V-8	STAMPED	CADMIUM	1/4 20	148312				
1977	350 V-8	STAMPED	CADMIUM	1/4 20	148312				
1978	350 V-8	STAMPED	CADMIUM	1/4 20	148312				
1979	350 V-8	STAMPED	CADMIUM	1/4 20	148312				
1980	350 V-8	STAMPED	CADMIUM	1/4 20	148312				
1981	350 V-8	STAMPED	CADMIUM	1/4 20	148312				
1982	350 V-8	MOLDED	BLACK CAST METAL KNOBS (2)	1/4 20	14047051	N/A	N/A	N/A	N/A

2019 NCRS Gallery XVIII at Carlisle
Photos by Marvin Burock



2019 NCRS Gallery XVIII at Carlisle
Photos by Marvin Burock



2020 Corvette on display at Corvettes at Carlisle
Photos by Marvin Burock



2020 Corvette on display at Corvettes at Carlisle
Photos by Marvin Burock



2020 Corvette on display at Corvettes at Carlisle
Photos by Marvin Burock



CNJ NCRS 2019 Annual Picnic
Photos by Joe Bardon and Marvin Burock



CNJ NCRS 2019 Annual Picnic
Photos by Joe Bardon and Marvin Burock



CNJ NCRS 2019 Annual Picnic
Photos by Joe Bardon and Marvin Burock



2019 Mecum Auction - Harrisburg, PA
by Marvin Burock

On July 31st, I attended the Mecum Auction at the Pennsylvania Farm Show Complex in Harrisburg. There was a very nice assortment of Corvettes at the event. I took many photos, several of which I am sharing here. Tickets were reasonably priced, especially if you purchased them online before the start of the first day of the auction. Interestingly, I went to see the Rolling Stones at MetLife Stadium in New Jersey the very next day. Back in 1964 on their first US Tour, the Stones played the PA Farm Show Complex on June 19th and then wrapped up the tour with two shows at Carnegie Hall in New York on June 20th.



2019 Mecum Auction - Harrisburg, PA
Photos by Marvin Burock



2019 Mecum Auction - Harrisburg, PA
Photos by Marvin Burock

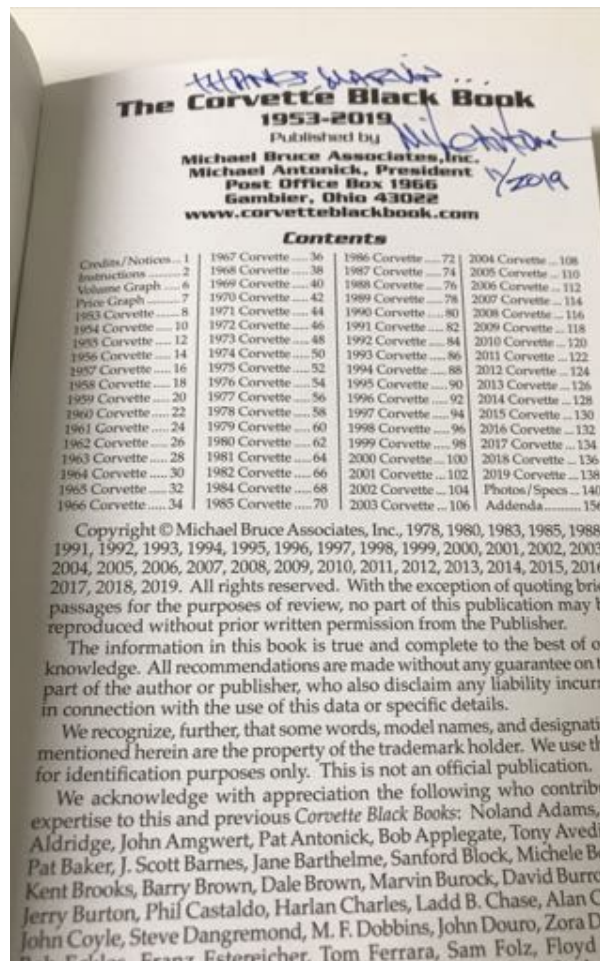
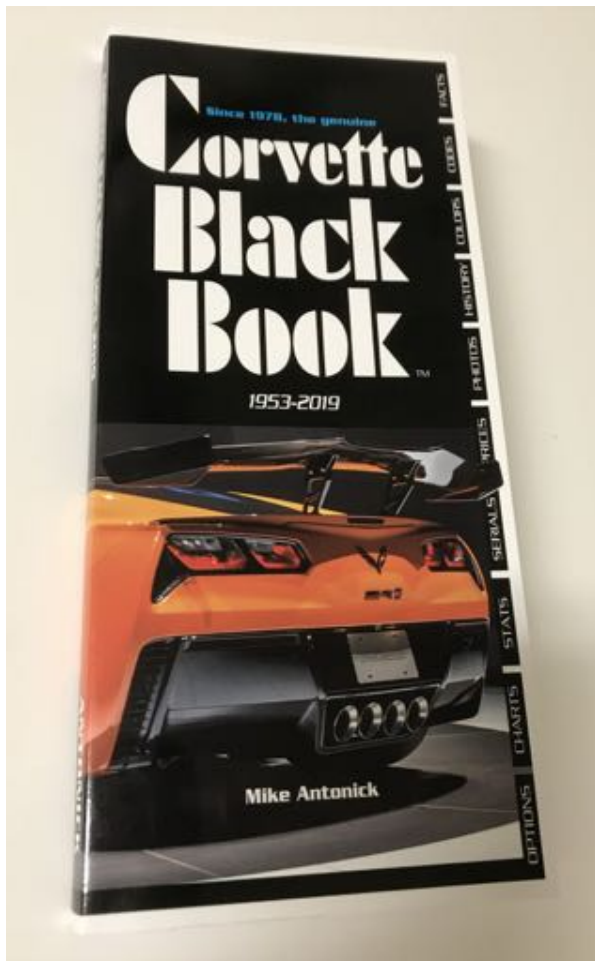


2019 Mecum Auction - Harrisburg, PA
Photos by Marvin Burock



2019 Corvette Black Book
by Marvin Burock

Over the past year, I have been in touch with Mike Antonick, author of the wonderful Corvette Black Book, to make a few suggestions to him regarding information found in the 1972 and 1975 Facts sections of the book, specifically related to 1972 LT-1 air-conditioned cars and the introduction of HEI on 1975 models. Mike incorporated my suggestions in the second printing of the 2019 edition and graciously signed and sent a copy to me. Even more significant, he included me in the acknowledgements page at the beginning of the book. I want to take this opportunity to thank Mike. It is a great honor to be mentioned in his book, which I have read since the early 1980s.



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We acknowledge with appreciation the following who contributed their expertise to this and previous *Corvette Black Books*: Noland Adams, Aldridge, John Amgwert, Pat Antonick, Bob Applegate, Tony Avedis, Pat Baker, J. Scott Barnes, Jane Barthelme, Sanford Block, Michele Block, Kent Brooks, Barry Brown, Dale Brown, Marvin Burock, David Burro, Jerry Burton, Phil Castaldo, Harlan Charles, Ladd B. Chase, Alan C. John Coyle, Steve Dangremond, M. F. Dobbins, John Douro, Zora D. Bob Eckles, Franz Estereicher, Tom Ferrara, Sam Folz, Floyd...

Tech Article: C3 Door Hinge Pin Bushing Replacement
by Marvin Burock

This tech article chronicles my experience replacing the door hinge pin bushings on my 1977 project car. In addition to replacing the 4 bushings on both the driver and passenger-side doors, I also replaced both hinge pins on each door. Corvette America offers a door hinge pin & bushing kit (part #X2499) for 1968-82 models. It is about \$15 plus shipping. The bushings themselves are still available through Chevrolet as GM part number 9721917. However, you must purchase them in a package of 20, which can be costly since you only need 8 to complete the job.

I removed both doors to replace the pins and bushings because it allowed me access to the entire door jamb in order to remove old paint. In addition, it allowed greater access to the doors themselves when removing old paint. I also used this as an opportunity to clean up, via a tumbler, the portion of the hinge that attaches to the door. If you are going to remove the doors, you will need at least one, or perhaps two people to assist you, particularly during the install. I also found that a portable motorcycle floor jack for lifting Harleys or other large motorcycles can be used under the metal portion of the door to keep it in place during the realignment process. In some cases, you may need to cut a chord into the head of the upper pin to allow for clearance when reinstalling it. The head of the pin will now appear to be "D" shaped rather than circular. This was not required in my case.

Before even beginning, you want to check the condition of the "S" shaped door hinge springs. These may also need to be replaced. In addition, the holes in the hinges themselves may have become elongated over the years, necessitating a complete replacement. In my case, the upper door pin on the passenger side door was frozen. I used an air hammer to gently coax the pin out of the hinge. Finally, it is important to be mindful of the orientation of the hinge pin bushings when installing them. The lower ones need to be "upside down" meaning the flange is on the bottom rather than the top.



Tech Article: C3 Door Hinge Pin Bushing Replacement
by Marvin Burock



Tech Article: C3 Door Hinge Pin Bushing Replacement
by Marvin Burock



2019 NCRS National Convention
by Pete Loscalzo

I decided to write up my recollections of the 2019 National Convention (at first) for my own memories, then figured "What the heck?", I might as well try to enlarge it to include the info on the other members of our chapter that also attended. So here goes.

I took my 63 convertible on the Metro LI Road Tour, in order to complete my Founders Award (must be driven on a road tour, and must be a minimum of 500 miles). I took their tour, since they were traveling the shortest distance, and the least time on the road, figuring the less I drove, the better chance I would have of not breaking down, etc. I stocked up on spares (one of each headlight, and light bulb in the car, a pack of every size and type of fuse, repair tape for any coolant hose leak, duct tape, wrenches, pliers, screwdrivers, and a tiny jump start battery just in case. I joined the tour at exit 20, Hamburg, PA, right off Route 78 west, which was about 85 miles from my home, on the route I would have taken anyway. I met up with them at a Cracker Barrel, at 8 AM, where they stopped for breakfast, and got to meet them during breakfast. After we ate, we all filled up our tanks, and took off for their second stop, the Luray Caverns, in Luray, VA. (At this point I should point out that the tour consisted of my 63, 6 C6s and C7s, and one Jeep. I felt like the canary in the coal mine when I came to gas, as I only get about 11 MPG, while they all got 25 plus. So, we had to stop twice as often for gas, just for me. They are a great bunch of people to travel with, and they had no problem with my "thirsty" old car. After the cavern tour, we had lunch at a restaurant there, gassed up and got back on the road, in the rain. It was at this point that my A/C (Vintage Air) crapped out, due to a leak of the freon, and we spent the rest of the trip in 95-degree weather, with 4-70 A/C (4 windows open, 70 MPH cooling!). Since I have never driven the car in the rain, that's when I really found out how bad a 63 convertible leaks, and my wife and I went through 3 towels just sopping up what came in through the windshield/convertible top seam, and the windshield/dashboard seam. Never mind what came in through the firewall! From there we gassed up again, checked into our hotel, and enjoyed a very nice dinner at a restaurant in the town of Luray. Next day we were on the road by 8 AM, for our next stop, Black Dog Salvage (they have a TV program on the DIY network), an architectural salvage firm in Roanoke, VA, that was amazing. We had arranged a private tour with the owner. If you're ever near or in Roanoke, this is a must-see place. After lunch, we went to Pigeon Falls, TN, for dinner on our own, and hotel for the night.

The next morning, after raining most of the previous night, my clock stopped working, along with my courtesy lights, glove box light and dashboard lights. Figured it was just a fuse, and I planned on replacing it at our next overnight stop. We again were on the road at 8 AM, and enjoyed a very curvy side trip (think mini Tail of the Dragon) to Cherokee, NC, then on to Maggie Valley for lunch, and a tour of Dale's Wheels Through Time (Motorcycle) Museum, where we ran into the Central PA Tour group! Again, if you're in the area, it is another must see.



2019 NCRS National Convention
by Pete Loscalzo

After that, we were on our way to our Last Night Out stop in Asheville, NC, at the Doubletree Hotel, where we enjoyed the 5 to 7 PM National Convention Cocktail Hour, got our Road Tour and Registration shirts and info packets, etc., and then dinner again on our own. I replaced the fuse that night, and it lasted 2 minutes before blowing. At this point I figured I had spent 3 days on the road, and another 7 to go, and I was not going to pass Ops, and that would end my quest for a Founders Award.

The next day, Sunday, the first of the Convention, we checked into the Embassy Suites, where our tour group leader (Dennis Crupi) offered to help get my A/C going if I could get a refill can of r134a. I did, he helped, and we got it running. I still had an electrical problem, but at least one problem was fixed enough to get through part of the Ops inspection. After driving our cars to the convention center lot to set up for Ops outdoors the next day, I ran into Vito Cimilluca, and while talking about my electrical plight, he offered to help me the next morning at 7 AM, 2 hours before I was to be judged, and Ed DiNapoli offered me his multimeter to help troubleshoot the problem. I figured the rain the day before had shorted out some wires, and we would have to find it and fix it. Miracle of miracles, at 7 AM, I started the car, and the fuse held for 15 minutes. I guess sitting in the heat all afternoon, and overnight must have dried out any electrical short, so I crossed my fingers and went for it. I must say that Vito's instant offer of help was most appreciated, and kept me from total despair about this trip. Ed's offer of a multimeter was also appreciated, and would have made finding the problems a lot easier, if it had come to that. I can't thank them enough for their support. Along with Dennis's on the A/C. The inspection team for Founders Ops was a pair of young girls (12 and 14 years old), who were supervised by two judges, and they were very cute as they judged the car very professionally. Once done (I passed all items and got my award). We (the four cars that were going for Founders) were the last cars into the convention center, and I was done with judging for the rest of the convention.



I managed to earn 11 judging points by attending several judging schools, visited Hendrick Motorsports, etc., and the most interesting session wasn't for points, but was a 2 hour talk with Dave Hill and Dave McLellan about their experiences during their tenures as Chief Engineers for Corvette. I also got them to sign my air cleaner cover!

2019 NCRS National Convention
by Pete Loscalzo



2019 NCRS National Convention
by Pete Loscalzo

During the awards ceremony, since Joe Bardon didn't attend, and I was closest to the presenters, when our chapter was awarded our Chapter Top Flight award, I accepted for our chapter.



Our ride home after the convention was uneventful, except for the fact that again we had no A/C, and again, it was 95-degree weather, so we again suffered through 700 miles of sweat. I have to credit my wife, who suffered along side of me, with no complaints (well, maybe a few about the heat), and helped keep my spirits up when I thought I would never pass Ops because of the electrical and A/C problems.

Many of our other members attended, and I will list their comments and recollections below.

Marvin Burock:

I had a great time at the convention. It was my first one. Although I did not participate in a road tour, I did manage to attend every judging and technical school/seminar except for one. I also accepted the Chapter Top Flight Award on behalf of the DeVal Chapter of which I am also a member.

2019 NCRS National Convention
by Pete Loscalzo

Greg Norton:

Although my home is now in central Florida, I am a founding member of the Central New Jersey Chapter and thanks to the generosity of your board, I am still a member. I like to think of myself as the Southern Chapter of the NJ Chapter. I still attend NCRS meets mostly the Winter Regional in Lakeland, FL and some National meets. My wife, Sue, and I trailered my Monza Red 1969 Coupe 450 miles from Florida to Greenville to participate in the new Concours Judging category. I first entered it at this year's Winter Regional in Lakeland FL, and earned the Blue Ribbon, losing 36 points out of 2260. Not bad for a car with 41-year-old lacquer paint and many original features. I used the judging sheets from Lakeland to make corrections, as I expected the judging at the National to be much tougher, and it was. I have owned my 1969 for 44 years so I know every inch, and I still spent 4 months preparing for Greenville.

The Concours Judging was more intense, I would say on par with Flight Judging at the National meet. The judges took off a total of 46 points and I earned my Blue Ribbon again. It was a good thing I corrected from Lakeland, what was practical to do. We also participated in "The Year of the 69" display commemorating 50 years and received a very nice glass plaque. I highly recommend to anyone that does not want to have a car Flight Judged or is modified (not original engine and modified as mine is) to try Concours Judging.

The convention center where the cars were staged for 4 days was huge. There was plenty of room for the 150 or so cars in attendance. Each car had room around it so the judges could move freely, no banging doors. All judged cars were staged outside Sunday night, then Operations was started very early Monday morning. After Ops, cars moved in according to their indoor parking space. I judged Operations on 5 very beautiful 68 and 69 cars. Plus, I had to be available when the judges came to do Ops on my car. Once I was parked inside, my attention turned to cleaning. I have an open trailer and it rained on the drive from Florida. Concours Judging is cleanliness and condition, so I had my work cut out for me. As you know Bowtie/Stars can only be awarded at a National and there were several 68 through 72 cars for judging. I had the privilege of doing the exterior of three 1970-72 cars.



The Embassy Suites host hotel was worth the room rate. Breakfast had much to choose from, pancakes, scrambled eggs, etc., plus the omelet station. Breakfast was very hurried for us as on Monday and Tuesday I had to be at Judges meetings and Wednesday was when all Concours Judging was done. That made the free happy hour each night from 5 to 7 a welcome perk. It also made a great meeting place to talk about the day with all our NJ friends and plan where we were going for dinner.

2019 NCRS National Convention
by Pete Loscalzo

Greg Norton (continued):

The awards banquet was Thursday night in the Embassy Suites and from the looks of it almost all car owners and significant others attended. Finally, after 34 years of being an NCRS member I was not going up to the stage to pick up a Sportsman Ribbon. All the years keeping my 69's appearance up finally paid off by receiving an NCRS Concours Blue Ribbon. Not bad for a car that is driven, with more than 140,000 miles on the clock.



2019 NCRS National Convention
by Pete Loscalzo

Pat Fullam:

I judged Friday and Saturday in the C4 Class. On Friday, I helped judge 8 C4s in the exterior section. On Saturday, I judged another 8 C4s in the interior section, for a total of 16 C4s in two days.

I also attended all the judging seminars and accumulated 15 judging points. Although I earned 22 judging points, you can only receive a total of 15 at a National. I also received my 300 Judging Club Award.

The only downside, which was not really a downside since you had to travel from the host hotel to the convention site was the selling out of the rooms at the host hotel within hours of opening them up for registration. This caused a lot of problems, but since I had attended the Regional the year before at Greenville, I knew that you had to travel a distance to the convention center for the judging so I booked a hotel near the convention center and had no problems.



2019 NCRS National Convention
by Pete Loscalzo

Rick Barrack:

I achieved my 300 and judged 1965 mechanical and 1966 interior at Greenville.



Joe Simon:

I attended the Nationals in Greenville, SC. I took my 1967 L79 Convertible Silver Pearl with a Black interior attempting to earn a Duntov Mark of Excellence Award. I arrived on Thursday to make sure I would be able to stage my car early Friday morning. The C2 small block Duntov judging wasn't until Thursday afternoon. So, a lot of time anxiously waiting to be judged. When the judging began two issues came up that I challenged. My challenges were accepted by the National Team Leader for 1967 and I was awarded a Duntov Mark of Excellence plaque. Other than two flats on my trailer coming home, I was feeling really good about accomplishing what I set out to do three years ago. All this would not have been possible without all the support and help from Vito and all the members of the CNJ Chapter of NCRS. My appreciation and gratitude go out to all our members.

Ed DiNapoli:

Carole and I were on the Mid Atlantic Road Tour and attended the National. At the National, I attended the Advanced Judging School, Meet the Judges Seminar, and Paint Judging Seminar. I also attended the trip to Hendrick Motorsports Campus.

2019 NCRS National Convention
by Pete Loscalzo

Howard Welsh:

The Road Tour was great. I had a blast with great people, places and food!!! At the Convention, I judged 1967 Flight cars for three days. Finally, I received my 400 Club Award.

Road Tour - Central PA Tour

Places visited:

- Flight 94 Crash Site and Museum
- Mike McCagh's Farm
- Skyline Drive
- Natural Bridge
- Greenbrier Resort and Bunker Tour
- Princeton Railroad Museum
- Aviation Museum
- Barton Distillery
- Mammoth Cave
- Corvette Museum
- Muscle Car Museum
- Tail of The Dragon
- Last Night Out in Asheville



2019 NCRS National Convention
by Pete Loscalzo

Larry Spilman:

I was at the convention and obtained the Crossed Flags Award with my C4, which was a lot of work and time getting it ready.



2019 NCRS National Convention
by Pete Loscalzo

Jim and Dottie Loughlin received an award for their contribution to the NCRS Foundation.



2019 NCRS National Convention – Greenville, SC
Photos by Marvin Burock



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Corvettes and Coffee

by Joe Bardon

Photos by Joe Bardon and Vito Cimilluca

On Sunday morning June 30th, 11 Central NJ Chapter members hosted the chapter's first annual Corvettes and Coffee at the Parker Press Park in Woodbridge, New Jersey. The morning did not have a formal registration, judging or a fee. We simply advertised locally and contacted area Corvette clubs to invite them to join us for coffee and car talk. We had members from a number of clubs attend; including members of 2 Staten Island Corvette clubs, and a total of 52 original and modified Corvettes on the field.



The chapter set up our banner and a table with literature on both the NCRS and our chapter for those in attendance who were curious about our organization. Several Corvette owners visited the table and took information about NCRS. We will likely hold another event like this in the future, due to its success.



Corvettes and Coffee
Photos by Joe Bardon and Vito Cimilluca



Items for Sale/Wanted

For sale:

Maisto 1965 Corvette Coupe Blue die cast model 1:18 still in box \$25
Original Helm 1987 Corvette Shop Manual in box \$25
Hardcover novel Corvette Odyssey signed by author Terry Berkson \$6
Three original 1979 Corvette owners manuals (Mint) \$10 each
Hardcover: Corvette the Complete Story (2005) Randy Leffingwell \$10
Hardcover: Corvette an American Classic (1993) John F.Katz \$8
1989 Corvette Sales Brochure \$12
2008 Corvette Sales Brochure \$12

Contact John: TARALLOJOHN@GMAIL.COM
Photos and more info upon request.

Regards,
John Tarallo NCRS #46669

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We encourage all members to support our sponsors for all of their Corvette needs.