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Chairman

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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.

## PUNXATAWNY PHIL HAS BEEN INDICTED! IT'S STILL WINTER

**Chairman's Column**

By: Ed DiNapoli

While thinking that spring was almost here and the Corvettes ready for top down cruising, we get a winter storm that makes us cancel our March Business meeting. I know we will be seeing Spring weather soon and can't wait to get the cars on the road.

The summer will be coming quickly and the Chapter is preparing for a busy Corvette season and trying to schedule programs that I think all will enjoy. If you go to our web site you will see the activities that we have identified to date. But I have some bad news as it pertains to posting activities to our web site. As I reported several weeks ago, we will not have the ability to update our website after the end of March. Our web master will not support us any longer and we do not have any in-house ability to make changes or updates. Pat Ad-

donizio is spearheading a team effort to identify what is the best direction for the chapter. In the interim I will be communicating events and will be sending our Newsletter through e-mails. Hopefully this is a short, temporary situation. As I have asked in the past, if you have any technical knowledge or skill sets, concerning web site development and would like to help out the chapter, please contact me or Pat Addonizio; [paddonizio@gmail.com](mailto:paddonizio@gmail.com).

For any of our members who did not attend either; Steve Gansky's presentation on his 67 big block air car, in his beautiful aircraft hangar, or John Kuhn, Dennis Sheridan, Phil Barbaro, Frank Stech, and Joe Danner; on midyears, Corvette racecar preparation, 283 engine restoration and the tremendous amount of fiberglass work that can go into a restoration, you really missed a very entertaining, educational and rare opportunity. I would like

to thank all involved in these presentations, for their hard work, dedication to the hobby and for sharing their knowledge and skills with our members. Great Job.

One of the core items, that we need to achieve a Chapter National Top Flight Award, is to exhibit and promote the NCRS and our chapter at a Corvette event. We have worked with Corvette Express to display our information at their show on May 19, at Bar A's parking lot in Belmar, NJ. We will be looking for volunteers to work the table, representing the NCRS. If you are interested in volunteering for the day, please contact me [[ed72vette@aol.com](mailto:ed72vette@aol.com) or 732-297-4280], or Howard Welch, [[hkwelch@comcast.net](mailto:hkwelch@comcast.net) or 609-494-7618].

We are pleased to announce that we will be having our annual chapter meet at Jim and Dottie Loughlin's home in Mendham on Sept. 8th.

(Continued on Page 2)

## MEET THE MEMBERS

By: Jack Brown

Our featured personality in this issue of the Newsletter is Dave Mognoni. Dave's interest in Corvettes started in about 1972 when he saw a '58 that was just what he

wanted. Dave's budget was \$250 and the owner wouldn't go below \$500. The End.

Dave compromised and settled on a Triumph. About a year later Dave's friend lent him his '69 and that was Dave's first drive. That was all

that was needed for Dave to become a Corvette enthusiast. His interest continued to grow and Dave looks back and considers himself to have been a serious enthusiast for the last 20 years.

(Continued Page 2)

### Chairman's Column

(Continued from Page 1)

We will be limiting the show to 4 Flight Judged Corvettes, but the Sportsman field will be open to all Corvettes.

We have a great NCRS opportunity this summer, with the National Convention being so close, being held in Hampton Virginia, starting July 21. If you have not attended a National before, you should consider attending, as it offers more good times than a Corvette enthusiast can absorb. If you have the time the road tour is worth considering, you will meet new friends, see new sights and you will get re-acquainted with your Corvette.

In closing there will be more to come on our events and I hope we will see all our member over the course of the year.

I would also like to recognize Bob Zimmerman for the wonderful job he does in servicing the chapter with our newsletter. This is a job that is transparent, requires a tremendous amount of work, and often goes unnoticed. Thank you Bob for a terrific job, as we all enjoy your efforts.

Have a great Spring,

Ed

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### Meet The Members

(Continued from Page 1)

. This was also the time he joined NCRS. His membership in the Central New Jersey Chapter occurred about 2 years later. Dave's interest in Corvettes is centered entirely around his participation in NCRS national, regional and chapter activities and he belongs to no other Corvette clubs.

As a 20 year enthusiast, Dave has owned 3 Corvettes, two of which he still owns. His first purchase was a 1972 Ontario Orange small block coupe which he bought as a driver. The car had about 50,000 miles at purchase and he put about 25,000 miles on the car in the 14 years he owned it. It didn't take long for Dave to determine that the car was very original. He began looking for original parts and like all of us in any kind of restorative effort, we always get in **much** deeper than we had originally planned. Dave's involved effort resulted in a body on restoration which included a repaint from the current blue to the original Ontario Orange. All Dave's efforts did not go unrewarded and he successfully campaigned the car all the way through NCRS achieving the Duntov Mark of Excellence Award. While selected as a display car at Corvettes at Carlisle, Dave was approached by a buyer who was so impressed with the car, he bought it on the spot.

Dave's second purchase was a beautiful 1990 ZR-1, Bright Red, red leather interior, with only about 5,000 miles. The car now has about 9,500 miles. He purchased the car from the original owner and the car is very original. Dave purchased the car in 2005 and was one of the first '90 ZR-1 owners to successfully campaign the car through NCRS to achieve the McLellan Mark of Excellence

Award followed by the Cross Flags Award. *The writer had the privilege of judging this car on 2 occasions.*

Dave's third car was a 2001 C5 silver convertible with black interior and black top, about 55,000 miles which he purchased about 3 years ago. While the ZR-1 is a lot more fun to drive, the '01 is a lot kinder and more comfortable to Dave's very tall frame. He likes driving this car and doesn't have to worry about getting it wet or stone chips, etc. With the '72 gone and the '90 an immaculate show car, Dave needed a driver and found this car in Connecticut.

His long participation in NCRS has allowed him to achieve a status of Master Judge at the 200+ level. Dave currently has no plans to campaign any cars in the near future and will concentrate his participation in NCRS with his responsibilities as Central New Jersey's Judging Chairman. Dave and his wife Mary have together participated in several NCRS chapter and regional events over the years. They live in Rochelle Park where they have been for about 25 years. Dave is the owner of an electrical contracting business.



Dave Mogroni  
CNJ Chapter Judging Chairman



### NCRS Judging Retreat Dallas, Texas

#### Corvette Trivia

By: Jack Brown

1. Disc brakes were introduced in what year and why did some buyers select conventional drum brakes over the discs?
2. What is reverse flow cooling and when was it introduced?
3. Besides outward appearances, what how did the '61 differ from earlier model in the area of performance? what model year were factory installed seat belts first introduced?
4. How did Zora Arkus-Duntov get his name?
5. What was the first year for Chevrolet's small block V8?
6. The front quarter gill panels (louvers) have changed throughout Corvette's evolution; in what year did those changes occur in C4s?
7. What is CAFÉ, what year was it instituted and what did GM do to try and achieve those objectives?
8. When did the removable hardtop first appear in C4s and how long did it last?
9. In 1954 Chevrolet sponsored a Motorama which featured 3 Corvette prototype designs. What were they?
10. Corvette's evolution as a high performance sports car achieved many milestones. Within the C5 generation what year and model achieved the most significant performance milestone?

By: Bob Zimmerman

Photo Credits: Pat Fullam

There are few venues within this organization that will provide as much hands on and classroom instruction in the area of flight judging than the NCRS Judging Retreat. This course should be a must for anyone working toward their Master Judge designation as well as a refresher for seasoned judges. If you were unable to attend here's the overview:

The role of an NCRS Judge is to help an owner achieve the award he is seeking to earn with his/her car. The manner in which we offer help and encouragement is called process. The process should be uniform throughout the entire judging spectrum regardless of whether you're judging a 1953 or a 1996 Corvette. Uniformity is achieved through the use of a matrix that divides originality into five areas of judgment known as "CDCIF" Configuration, Date, Completeness, Installation and Finish. Using a bit of mental math in the Originality column will enable you to make the appropriate deduction in "fifths of value" if any of the elements of originality are lacking. Aside from items that fall into the realm of "Standard Deductions" (they trump CDCIF) the judging process remains consistent no matter the individual judge or where the judging occurs.

The retreat incorporated one day of classroom instruction with one day of practice judging on a variety of Corvettes of various generations. Groups of students moved from judging area to judging area and car to car throughout the day applying the matrix with "round table" discussion intervals between sessions with the volunteer instructors. I was pleased to see that about 10% of the Central New Jersey Chapter membership was in attendance as either a student or instructor.

Hats off to Roy Sinor, National Judging Chairman and the National Team Leaders and others for putting this latest retreat together. Their efforts were no small task.





(Answers on Page 5 )

### Answer Key for Corvette Trivia Quiz

1. Disc brakes were first introduced in Corvettes in 1965. A small number of '65 buyers selected drums over discs because they felt more comfortable with "tried and true" vs the "new" technology of discs. Another reason may have been that in ordering your new '65, if you selected the drum option you would receive a \$64 credit.
2. Reverse flow cooling was introduced in 1992 with the LT1 engine and is the flow of cooling water from the water pump to the cylinder heads and then to the block. This flow order reduces heat (and ring friction) in the upper combustion chamber as well as heat reduction of valves seats. Conventional flow went from water pump to block to heads.
3. The 1957 fuel-injected 283/283 was the fastest Corvette to come along until the '61. This was because the '57 was a basic design, light weight car while '58-'60 saw many changes that added considerable weight to those cars. In '61 the heavy toothed grille, copper radiator, cast iron transmission case, etc. were all substituted with much lighter components reducing its overall weight and increasing its performance to finally exceed that of the '57.
4. Zora was born in Brussels of educated Russian parents in 1909. Zora, or birth name, Zoria Yakovlovich Arkus, lived his early childhood with his parents, Rachel and Yakov in St Petersburg. The Duntov part of his name came about when Zora's mother later remarried Josef Duntov and years later, out on his own, Zora decided to adopt his step father's name.
5. Chevrolet's first V8 was introduced in 1917 as a pushrod, overhead valve, 90 degree engine with 288 cu. in. producing 55 horsepower. This engine was developed to power a much larger "Series D" Chevrolet model which was much longer, heavier and more expensive than the standard "490" 4 cylinder model. The car and its engine only lasted about a year and a half because the public couldn't afford the "Series D". Its successor was the small block 265/162 V8, a higher hp version of which we know and love in our C1.
6. C4 gill panels changed in 1991 and 1995. In all three cases these were functional panels.
7. CAFÉ is the acronym for **C**orporate **A**verage **F**uel **E**conomy, a government law mandating specific mpg hurdles for auto manufacturers to meet. Failure to meet these requirements on all models required the company to pay a gas guzzler tax for each specific model not measuring up. This was naturally passed along to the buyer as an additional cost. It was instituted in 1980 and the hurdles were rapidly raised every year. The auto manufacturers lobby efforts resulted in what amounts to a compromise. Corvette, as a high performance car, was naturally more affected by this legislation than other GM cars. However, Chevrolet made major efforts to achieve the CAFÉ requirements, specifically, spoilers to reduce drag, polyurethane molding on the front, the use of Sheet Molding Compound (SMC)(thinner and lighter) in place of current fiberglass for door and roof panels, reduction in steel frame thickness, reduction in glass window thickness, and aluminum intake manifold and differential case. These measures resulted in a reduction of about 250lbs in vehicle weight which allowed GM to meet the CAFÉ requirements and avoid having to charge buyers with a gas guzzler tax. Unfortunately, 1980-83 Corvettes are underpowered and are often referred to as the weak sisters of the breed.
8. The removable hardtop (Auxiliary Hardtop, RPO CC2) was first offered on C4s in 1989 and lasted through the C4 production run ending in 1996. These removable hardtops cost approximately \$ 2,000 each.
9. The three Corvette prototype designs of the 1954 Motorama were: 1. A 1953 looking model with a removable hardtop, roll-up windows and exterior door locks, 2. Another similar 1953 only with "Corvair " emblems and a fastback coupe rear end, 3 Another 1953 look alike front end only this was a 2 door sweptback station wagon (Nomad) . While #1 continued its evolution as the Corvette we know and love, #2 was too far ahead of its time and never was seriously considered for production, and #3 was very successfully marketed as the Nomad and sold for many years on the full size platform. The Motorama was a public relations debut of design ideas open to the public to gather public opinion on design concepts Chevrolet was considering.
10. Although a matter of conjecture, the model achieving the most noteworthy performance achievement would have to go to the Z06 in 2002. This car (LS6 engine) finally equaled the performance characteristics of the ZR-1 breaking 400+ hp. and could now be seriously considered with the Ferraris and turbo Porsches. The engine performance and reliability record of this car was about to put the world of performance endurance racing on notice that Corvette was not only a contender but a multi-winner at LeMans.

### Central New Jersey Chapter Tech Sessions & Judging Schools March 9, 2013

The Central New Jersey Chapter and the Delaware Valley Chapter conducted joint Judging Schools and Tech Seminars that were well attended by the memberships of both chapters. In all, twenty four members attended. Thanks are in order to Frank Stech for his great job in setting up this joint undertaking at the Sheridan Collision Center in Elmer.

There were two tech sessions presented; one given by Joe Danner on the inexpensive Paint Repair & Refinishing on his C4 race car. The other session that discussed Fiberglass Repairs to a 1960 Corvette was presented by Dennis Sheridan, Joel Watson and John Kuhn.

Several Judging Schools were also given; Phil Barbaro discussed judging a 1960 245 h.p. motor and Frank Stech talked about an un-restored '67 tri-power coupe.



### A Message from Our judging Chairman

Hi Everyone,

As I begin this adventure as judging Chairman I find it both interesting and challenging. I hope to balance getting information out to our newer members as well as working with our more experienced judges to improve all of our NCRS experiences.

We are in the process of preparing some interesting Tech Sessions and Judging Schools for the up coming year and I hope to see many of you at our monthly meetings. Our next meeting on April 15 will be a combined short General Membership meeting and Judging School on Matrix Judging as presented at the February Judges Retreat in Texas.

Please feel free to contact me with any ideas, suggestions, and criticisms that you feel will help make our Judging Program even better.

Regards,

**Dave Mognoni**  
 CNJNCRS Judging Chairman  
 95 Chestnut Street  
 Rochelle Park, NJ 07662  
 Cell: 201-481-4080  
 Fax: 201-291-0605  
[davidselec@aol.com](mailto:davidselec@aol.com)

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### Upcoming Events

**April 15** Technical Meeting, 8:00 p.m. Elks Lodge Seminar on AIR pumps presented by Joe Ronzo. Seminar on Matrix Judging presented by Dave Mognoni

**May 19** Corvettes at Bar-A. This is a non NCRS Corvette event to promote NCRS membership

**May 20** Business Meeting 8:00 p.m. Elks Lodge

**June 17** Technical Meeting 8:00 p.m. Elks Lodge

**July 15** Business Meeting 8:00 p.m. Elks Lodge

**August 19** Technical Meeting 8:00 p.m. Elks Lodge

**Sept. 8** Annual Chapter Meet 8 a.m. to 4 p.m. to be held at the Loughlin residence 462 Cherry La. Mendham\

**Oct 21** Technical Meeting 8:00 p.m. Elks Lodge

**Nov 18** Technical Meeting 8:00 p.m. Elks Lodge

**Dec 15** Annual Holiday Brunch KC Prime Restaurant & Steakhouse 4160 Quakerbridge Rd. Lawrenceville

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### Request For Rolling Chassis For Display at National Convention

I received the following message Jim Board MAC Chapter for distribution among our chapter members;



The NCRS 2013 National Colonial Virginia Committee is planning a Corvette chassis evolution display for our July National Convention in Hampton, Virginia. We are in need of C1 to C4 rolling chassis to complete the display. Restored or un-restored are acceptable.

Help us make Hampton a special event! If you can provide a chassis for display, please contact Jim Board, [jboard@cox.net](mailto:jboard@cox.net) or James Board (8093) via Private Message or email on the NCRS Forum.

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### Mason Dixon Chapter Meet Havre de Grace, Md.

A significant number of Central New Jersey members were on hand to help with judging at the Mason-Dixon Chapter Meet on Sunday March 24th.

Congratulations are in order for all the winners including our own Pat Addonizio who earned a Top Flight award with his very high scoring all original low mileage '85.



More Images From M-D Chapter Meet





Items For Sale

Please Support Our Sponsors

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- 1963 - CORVETTE - TWO HOOD ALIGNMENT BLOCKS. - \$25.00
- 1963 - CORVETTE - TWO PLASTIC FASTERNERS FOR WIRES TO BE ATTACHED TO HOOD RELEASE CABLE.-\$10.00
- 1964 - CHEVROLET RADIO - SERVICE SHOP MANUAL - INCLUDES CORVETTE. - \$15.00
- 1964 - CORVETTE SHOP MANUAL - SUPPLEMENT. - \$15.00
- 1965 - CORVETTE SHOP MANUAL - SUPPLEMENT. - \$15.00
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- 1965 - CHEVROLET SALES BROCHURE-INCLUDES CORVETTE. - \$5.00
- 1968 - CORVETTE OWNER'S MANUAL - PRINTED AUGUST 1967. - \$25.00
- C4 REMOVABLE TOP PANEL TORQUE WRENCH- HAS CORVETTE EMBOSSED ON HANDLE. - \$20.00
- WHITE NCRS BINDER-BEST OF VOLUME ONE, SUMMER 1975 VOLUME 2, NUMBER 1 TO SPRING 1978 VOLUME 4, NUMBER 4. - \$45.00
- WHITE NCRS BINDER - 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
- EARLY NCRS SINGLE PAGE CLASSIFIED AD LISTINGS. - \$5.00
- EARLY NCRS 1956/57 SURVEY. - \$5.00
- NCRS DRIVELINES - 7-9-10-11. 1979 AND 1980. -\$5.00.
- 1995, 1996, 1997 AND 1998 - CORVETTE SPECIALIST BOOKS- GIVEN TO CORVETTE SALESMAN TO ACQUAINT THEM WITH THE NEW CORVETTE. SPIRL WIRE BOUND-\$25.00 PER YEAR.



ALL ITEMS ARE ORIGINAL UNLESS NOTED. PHOTOS WILL BE FORWARDED UPON REQUEST OR ITEMS BROUGHT TO NEXT MEETING.

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