



November 2018

INSIDE THIS ISSUE:*INDEX*

<i>Chairman's Column</i>	<i>1</i>
<i>Pappy with Jay Leno at Hershey</i>	<i>2</i>
<i>Tech Article: '96 Laser Printing</i>	<i>3</i>
<i>Woodbridge Car Show</i>	<i>5</i>
<i>GM Tonawanda Plant Visit</i>	<i>6</i>
<i>Buying/Selling a Corvette</i>	<i>8</i>
<i>Judging Functionality</i>	<i>9</i>
<i>CNJ Annual Picnic</i>	<i>10</i>
<i>Altoona Regional</i>	<i>13</i>
<i>Tech Article: C3 Metal Floors</i>	<i>20</i>
<i>Items For Sale/Wanted</i>	<i>22</i>
<i>Membership Form</i>	<i>24</i>
<i>Chapter Sponsors</i>	<i>25</i>

Joe Bardon, Chairman**Lou Romero, Vice Chairman****Vito Cimilluca, Judging Chairman****Marta Romero, Treasurer****Ed DiNapoli, Secretary****Marvin Burock, Newsletter**

Editor

**BUSINESS MEETINGS &
TECH SESSIONS**See Calendar of Events on our
website: cnjnrcs.org**Chairman's Column**

by Joe Bardon



We are looking forward to autumn Corvette driving weather after a challenging spring and summer. Cooler, drier weather should make cruising this fall a wonderful change from keeping our Corvettes dry in our garages most summer weekends.

A number of our chapter members attended the National Convention in Las Vegas in July, and Howard Welch again brought home our 2017 Chapter Top Flight award from the awards ceremony to be added to our chapter banner.

On August 5th, Natalie and Vito Cimilluca hosted the annual chapter picnic at their beautiful home in Colonia, New Jersey. Carole and Ed DiNapoli led a small road tour in the morning, Jim Loughlin and Pat Fullam presented an interesting morning C-4 judging session, and the chapter enjoyed a delicious lunch under tents in the backyard. The weather cooperated and the great food and conversation were shared by all. Thanks again to Natalie and Vito for their hospitality!

Our September chapter meeting featured an informative presentation by Mark Rudnick on buying and selling a Corvette in today's market. Marks' presentation sparked a number of questions and was thoroughly enjoyed by everyone in attendance. We also plan on future technical presentations in addition to our annual elections at the October and November chapter meetings.

A number of our chapter members attended the recent Mid-Atlantic Regional Meet in Altoona, PA in late September. Congratulations to Vito Cimilluca, Pete Loscalzo, Joe Simon and Joe Tripoli for receiving awards for presenting their Corvettes for judging at the regional level.

In addition to our elections and technical presentations that were held in October and November, we conducted a judging session on November 11th at B&G Automotive in Rahway, NJ. Our annual year-ending Holiday Brunch will be celebrated on December 9th at KC Prime in Lawrenceville, NJ. Keep an eye on the chapter website and email announcements for details of these upcoming events.

See you at an upcoming event, and enjoy your Corvettes!

Joe

Pappy with Jay Leno at Hershey

Here is a great photo of Pappy with Jay Leno at Hershey. Interestingly, both he and Jay are the proud owners of 1963 Sebring Silver split window coupes, with Pappy's being an L75 300 horsepower Powerglide car with red interior while Jay's is an L84 360 horsepower fuelie with 4 speed and black interior.



Tech Article by Pat Fullam

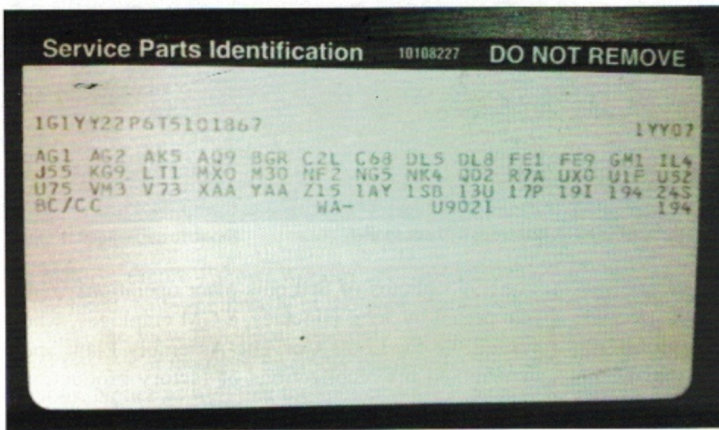
(Note: This article has appeared in the NCRS Corvette Restorer.)

LASER PRINTING INTRODUCED TO THE 1996 CORVETTE

by Pat Fullam

During my research pertaining to the Paint Code for the 1996 Collector Edition Corvette, I came across a bulletin from General Motors advising a change in the location of various Service Parts Identification labels (SPID). In examining this bulletin, I noted that photos showing the labels/decals displayed a different type of label than previously used by Chevrolet.

this only pertained to the Service Parts Identification label. But photos on this page display the older type that was utilized on the Corvette for many years and the newer laser printing. You can see the difference right away and there is no confusing them.



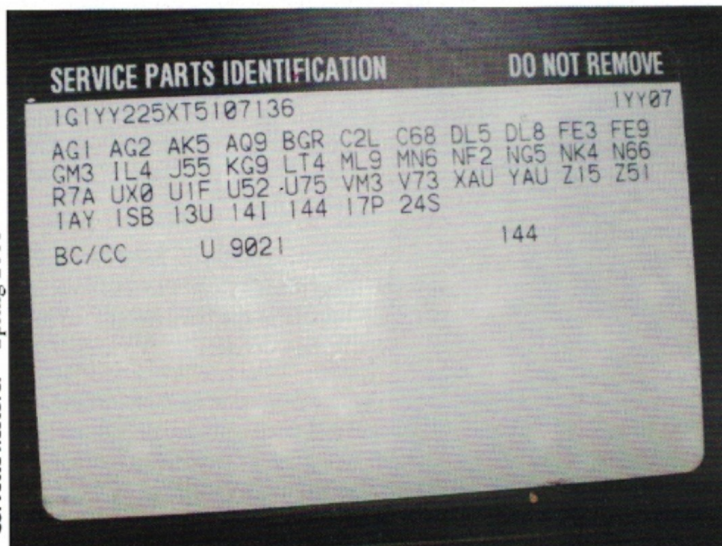
After completing the article on Service Parts Identification labels, I would no longer have any further association with the laser method of printing by Chevrolet. I was wrong in that assumption, as I was to find out.

During the time I was conducting my review of the 1996 Collector Edition paint code, I was asked to look into the deletion in 1996 of the Mobil One label under the hood of the Corvette. For many years this label was present and a judged item. However, information was being sent to the National Judging Chairman that 1996 Corvettes were showing

up on the Flight field without this label.

The Corvette Plant in Bowling Green confirmed that in October/November 1995, Chevrolet went to the laser method of printing labels/decals. At first I thought that

I checked into this and found that the Mobil One label was present on all 1995 Corvettes and early 1996 units also had this. But around October/November 1995 (sound familiar?), they were no longer affixed to the area under the hood and were not present in any other location.



I have about 100 1996 examples in my database and the date for the deletion of this label is apparent. The last VIN in my database with the label is 2654 and the first VIN that does not have it is 3034. There have been a couple of occurrences where a unit after VIN 3585 displays a Mobil One label, but the feeling is that the owner may have placed it there because the 1994-96 Judging Manual called for one. It appears that the deletion of this label coincided with the change in the Service Parts Identification label.

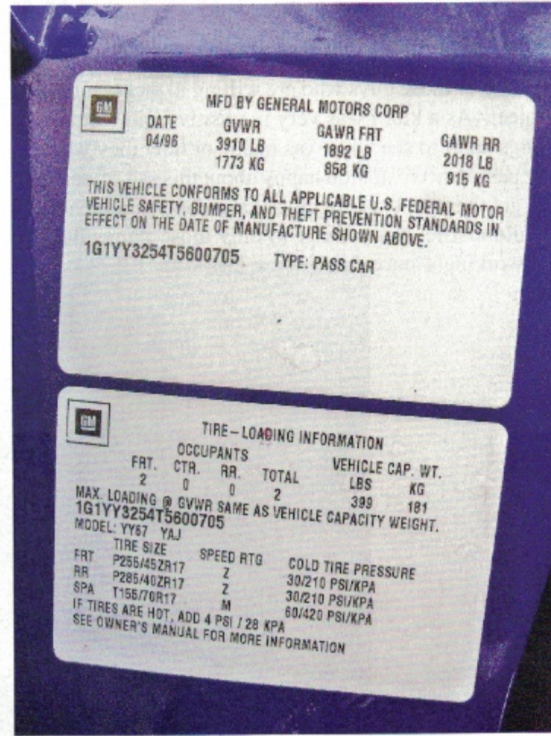
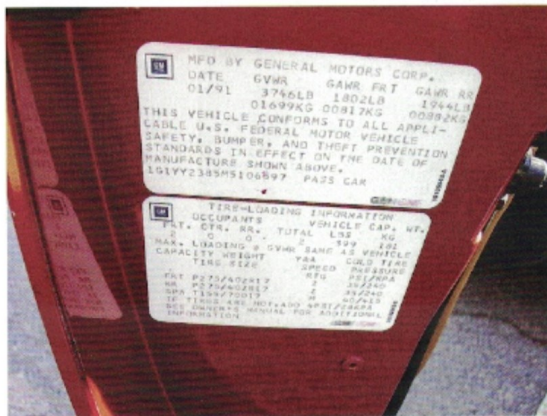
Corvette Restorer Spring 2018

Am I done with this changeover in printing? NO.

And now the new label with the obvious differences:

The Corvette has a number of labels attached to the driver's door jam. They display the build date, tire-inflation information and other items relevant to that specific Corvette. Again there was a change in the make-up of these around October/November 1995.

In the following photos you can see the differences in the labels.



The 1994-96 Judging Manual displays only the older build label not the newer version. Another interesting fact is that the older style had a part number, where the newer ones did not. The newer labels have the VIN on both, but the old style only displayed the VIN once on the upper one.

I have created a new database to see if any 1996 Corvette has a mixture of these label changes, and to date I have not located a single unit. All the units examined have either the old style or the new style for their respective Service Parts Identification and Build Labels. One of the later 1996 Corvettes that had a Mobil One label also had a laser-printed Service Parts Identification label. Again, this leads to the speculation that the owner added the Mobil One label since it was required in the Judging Manual.

To date I have not located a single 1996 Grand Sport with the Mobile One label. The earliest VIN I have is 600045

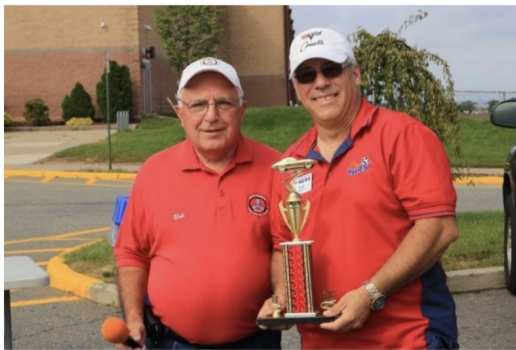
Little did I think when I was doing the initial paint survey that I would be taken this far with the changeover in printing styles by General Motors.

Pat Fullam
NCRS #4489
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Woodbridge Car Show

by Lou Romero

On Sunday October 7th, The Woodbridge Corvette Club (WCC) held its 33rd annual car show and though the weather looked threatening, three members of the Central Jersey NCRS Chapter made the trip to join the festivities. Though we had a road tour planned, we decided to meet at the show due to the menacing weather. As luck would have it, the clouds parted and before you knew it we had a sunny day well into the mid 80s. I think the Corvette Gods were watching down on us. The Woodbridge Corvette Club is a great organization and Bob Ackerman was a great host. Hopefully we can get a larger group to participate next year and bring home the 1st place Club Participation Trophy.



WCC VP Bob Ackerman presents Club Participation Trophy to CNJ NCRS Vice Chairman Lou Romero.



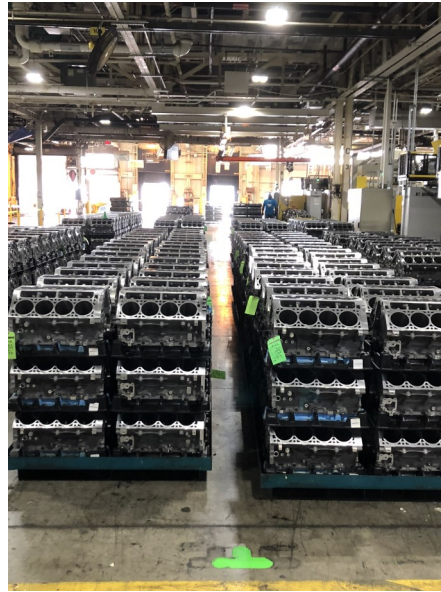
Left - Ed DiNapoli
Center - NCRS & WCC member Joseph Casaleiz
Right - Lou Romero



Left - Lou Romero's 1958
Center - Ed DiNapoli's 1972 Coupe
Right - Steve Sooby's 1970 Coupe

GM Tonawanda Powertrain Facility Visit by John Lapusnak

Hi guys, wanted to share a unique experience I had while visiting family in Tonawanda, NY in August. I was invited to tour The GM Powertrain Plant during their annual friends and family day. Everyone received a pair of safety glasses when entering the plant. The plant was crazy. As we walked through, we were told to follow the designated taped off path for safety reasons. I saw rows and rows of aluminum blocks for the 2019 Corvette. Robotic arms were swinging back and forth above our heads. There were enclosed caged areas, where different tests were being performed on partially assembled engines. There was so much to look at, it was insane. Along the way, there were different stations set up where employees gave us an overview of what they do in that part of the plant. At one point they showed us a raw crank, then the finished milled and polished crank. Also, while touring, I spoke to a gentleman who used to work in that particular plant (Plant #1) back in the day. I asked him if my '67 Big Block motor would have been built in this very same building. He said, yes it would have been for sure! That made the tour even better! I hope you guys enjoy the pictures I took, because I was told no pictures allowed, but I took them anyway.



GM Tonawanda Powertrain Facility Visit
(Additional photos provided by John Lapusnak)



Buying and Selling a Corvette Presentation

Mark Rudnick conducted a wonderful seminar at our September 17th chapter meeting on buying and selling Corvettes and where the market currently stands. Mark's presentation was both interesting and informative. He answered the many questions asked by the attendees.



Judging Functionality Presentation

Howard Welch conducted a wonderful seminar at our October 15th chapter meeting on Judging Functionality and how the Concours Judging process is unfolding. Howard's presentation was both interesting and informative. He answered the many questions asked by the attendees.



2018 Annual CNJ NCRS Chapter Picnic
by Joe Bardon

Natalie and Vito Cimilluca welcomed 34 chapter members and guests to their beautiful home in Colonia for our annual Chapter Picnic. Ed DiNapoli led a small group of members in their Corvettes on a tour to the picnic. After coffee and bagels, Pat Fullam and Jim Loughlin led an interesting C4 judging session while another group of chapter members took Pete Loscalzo's 1963 roadster on an operations review in preparation for his journey toward a Founders Award.

We had a beautiful summer day with a great menu and conversation. Tables and chairs were set up under tents in the back yard to provide shade and ample space for everyone as we chatted and enjoyed lunch.

This event is always a highlight of our season, and Natalie and Vito provided the group with a wonderful day.



2018 Annual CNJ NCRS Chapter Picnic
(Additional photos provided by Bill Braga)



2018 Annual CNJ NCRS Chapter Picnic
(Additional photos provided by Bill Braga and Joe Klitsch)



**Mid Atlantic Regional Meet
Altoona, PA
9/19 Thru 9/23/18
by Pete Loscalzo**

I must say, this group puts on a very good meet. It was well organized, efficiently run, everything was on time, and the meet went off without any hitches (except for three cars being disqualified for reasons I was not able to verify). Other than that, the venue was great (a county built and run convention hall, making the cost of the event affordable for a 47 car meet), and was attached to a very nice, affordable hotel (Courtyard by Marriott). The 47-car group consisted of the following:

9 C1's, 17 C2's, 10 C3's, 9 C4's and 2 C5's, several Sportsman's and one, I guess you could call it an educational/pre-flight examine -- a 1966 big block rolling chassis that was brought by the owner and restorer so they could get a "pre" judging to see if there were things wrong that could be corrected easily -- before the body went on. It was the subject of two inspections during the Advanced Judging School held on both Friday and Saturday.



I didn't count exactly, but there were approximately 10 P/V's done (all passed), three Founders Award Regional Operations checks (again, all passed) and the rest were Flight Judging (all but one Top Flight, with one Second Flight).

Our chapter had 8 members in attendance, as follows. Joe Bardon, who was there to observe judge, and support the event, along with John Tarallo who was there to help out and give support to a friend who brought his car for judging. Also, there to help out by judging cars were Howard Welch, Rich Vaughan, Vito Cimilluca, Pat Fullam, and Rick Barrack. Joe Simon brought his C2 (1967) for a P/V, and passed his first time out. Also, being judged for P/V (and passing) was Vito Cimilluca with his C4 (1996) Grand Sport. I'm sure we all wish Joe and Vito good luck in their quest for Duntov and McLellan Awards for their respective cars. I brought my C2 (1963) for the Founders Award Regional leg of the Op's Check, and passed. For me, it's on to the National next year (must drive it at least 500 miles there) for the last piece needed to earn the award.



Altoona Regional Judging Meet
(Additional photos provided by Pete Loscalzo)



Altoona Regional Judging Meet
(Additional photos provided by Pete Loscalzo)



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(Additional photos provided by Pete Loscalzo)



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(Additional photos provided by Pete Loscalzo)



Altoona Regional Judging Meet
(Additional photos provided by Pete Loscalzo)



Altoona Regional Judging Meet
(Additional photos provided by Joe Bardon)



Tech Article: C3 Corvettes with Metal Floors
by Marvin Burock

This tech article is meant to be a cautionary tale for those considering the purchase of a late 1975 and up C3 Corvette. I purchased the car in the photos in the fall of 2017 with the intention of returning it to its original color, light blue metallic. As a whole, the project has been smooth and uneventful. I am currently finishing up the body work on the car and will be going to primer shortly. I will be documenting my journey with painting my first Corvette in future issues. Today, I wanted to focus on the floor pans. It is important to note that late 1975 and up C3s have metal rather than fiberglass floors. As you can tell by the first four photos, things appear fairly normal. However, once I pulled up the “new” carpet and insulation, I found something entirely different. As you can see by the photos, there is quite a bit of surface rust on the floor pans. Thankfully, I was able to remedy the issue without having to replace them. Floor pans run about \$300



a piece and it is a ton of work to install them. The first thing that I did was to remove any loose seam sealer from the areas. I then used a 3M Scotch-Brite Roloc + Clean & Strip Disc to remove the surface rust without digging too far into good metal.



Tech Article: C3 Corvettes with Metal Floors

From there, I used POR-15 Cleaner Degreaser and then finished with POR-15 Metal Prep to etch the metal. Although not shown in the photos, my next step was to paint the treated areas with POR-15 Gray Rust Preventative Coating. I have found the aforementioned products to work effectively for me though there are certainly other comparable products on the market as well.



Items for Sale/Wanted

For sale: Corvette Nose Cover for 1984

I am looking to sell my Corvette nose cover for a 1984 model for \$20.

Erich Meyer
(732) 245-2646



Items for Sale/Wanted

For sale: Corvette Gas Tank

I am looking to sell the gas tank that was in my '63. It is a genuine GM replacement in excellent condition. Fits 63-70 Corvettes, asking \$60.

Lou Romero
(732) 937-9863
lromero529@gmail.com



CNJ NCRS CHAPTER MEMBER INFORMATION

NCRS # Check DUES for 2018_____ 2019_____

NAME Member SPOUSE/ Other

ADDRESS

CITY STATE ZIP

HOME PHONE

CELL PHONE

E-MAIL

JUDGING INTEREST

CORVETTE INFORMATION CHANGES - YEAR, MODEL, COLOR

I hereby state that I am a member in good standing of NCRS, Inc. and that I agree to abide by the NCRS and CNJ Chapter bylaws.

Signature

Date

CHAPTER SPONSORS



Bsccorvette.com

Phone: 609-306-1631 Email: mark@buyersandsellersconnection.net

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

