



July 2018

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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**Happy Summer!****Chairman's Column**

By: Joe Bardon



Summer has finally arrived and it is time to get out and enjoy our Corvettes with family and friends. July brings our National Convention, and a number of our chapter members will be participating in a national road tour and/or judging in Las Vegas later this month. Many more of us will be getting out on the roads in New Jersey to enjoy our cars locally. On the schedule for later in the season are the Metro NY Chapter Meet and the Mid-Atlantic Regional Meet in Altoona, PA in September, Del Val's annual Run for the Ribbons meet in October, and many local club shows and driving tours.

Our chapter had a busy spring with both a technical session at B&G Automotive in Rahway, New Jersey and a Road Tour to the Red Mill in Clinton, New Jersey in April.

May included our annual Chapter Judging Meet held this year at B&G Automotive – a great location and a fun day for the car owners, judges, tabulators, and everyone who attended. Many thanks to Butch Mazza and Joe Tripoli for making B&G available to our chapter, and to Vito for organizing and directing a special day for all of us.

Our June meeting was highlighted by an informative presentation by Rich Vaughan on the chemistry and characteristics of paint and the NCRS judging process.

August brings our annual Chapter Picnic, this year being hosted by Vito and Natalie Cimilluca at their Colonia, New Jersey home. We plan on a member road tour in the morning followed by a C4 judging session and an operations review of Pete Loscalzo's beautiful 1963 roadster. The picnic is to follow with good food and conversation as always. Our thanks to Natalie and Vito for hosting this year's great annual event.

We are looking for a few technical sessions, a judging session, driving events and interesting speakers for the rest of the year. Please bring thoughts and ideas forward to be included on our calendar of events for later in 2018. Enjoy your Corvettes for the rest of summer and see you down the road.

Joe

Meet the Members

Meet Vito Cimilluca
by
Guy Vander Vliet

Vito is well known to most of us as a long-term leader and expert within our CNJ group but even more as our Region 3 NCRS Director and as President of our parent group of NCRS for 7 years which is a one of a kind record. But read on and you will learn more about Vito as an outstanding Corvette guy, husband, father and public servant.

Vito's Corvette addiction began when he was 10 years old and his neighbor purchased a new 1972 white, 4 speed Corvette. This gave Vito his first ride in a Vette and fit the image that he was growing into. Vito at this time was a fan of a cartoon series called "Speed Racer" and it seems that this ride in a '72 fit his spirit and his dream which is still likely in his makeup. I suspect that he might still appreciate being referred to as "Speed Racer".

Vito's first Corvette was a 1969 coupe 350/350 that was fathom green and was later joined by a similar convertible. The convertible was Vito's first Corvette restoration. Both cars were sold sometime later.

During this time Vito was very involved in reading all that he could find about Corvettes and got hooked on the NCRS wealth of information and documentation about Corvettes. He got involved in the early years of our CNJ group as it was being formed by a group largely from a group of "Corvette Express" members.

Vito, over the course of time acquired, owned, or whatever 32 Corvettes in total. He presently owns 6 which are listed below, but knowing Vito, this could change at any time. From oldest to newest:

- 1975 L82 4-speed White/Beige interior
- 1977 L48 4-speed Black/Black interior 5 Star Bowtie, Mark of Excellence which has been on display at the Corvette Museum
- 1993 Coupe Ruby/Ruby interior 40th Anniversary Edition
- 1994 Convertible automatic Dark Red/Tan interior
- 1996 Grand Sport 6-speed # 840 Blue with White stripe/Black interior
- 2000 Convertible Silver Black/Red interior

NCRS has been a big part of Vito's life. He is a "400" level Master Judge. He has friends all over the US from his activities and enjoys both the people and the cars. Vito has had major involvement in NCRS National. He was our Region 3 Director for a number of years, Vice President of NCRS National, and then became President of NCRS National in 2007 for the next seven years. His term is the longest ever for anybody in our organization. Vito is currently active in the NCRS Past Presidents' group and is our Judging Chairman.

Vito has been supported in all his NCRS roles by his wife, Natalie, and children, Emily and Paul. Emily is 23 and a recent college graduate, soon to begin teaching 2nd grade in Woodbridge. Paul is 21 and a high-level hockey player who will be in school in Pennsylvania, but we may see him on a national team or on television. This family has travelled to NCRS events all over the US for many years. In addition, the family has won awards for "longest distance travelled" for a number of years. In addition to Vito's involvement, Natalie has taken the responsibility to plan and run family events for many years.

On a personal level, Vito graduated from Woodbridge schools and Middlesex County College. He was a police officer in Woodbridge for 13 years and after leaving the force has held very responsible positions in the Township. He has been the Director of Recreation, Arts, and Resident Services for Woodbridge for 10 years. If you have the chance to visit his community center, do—it is outstanding, huge, and very comprehensive with pools, ice hockey, baseball, weight lifting and many other activities. A truly unique operation!

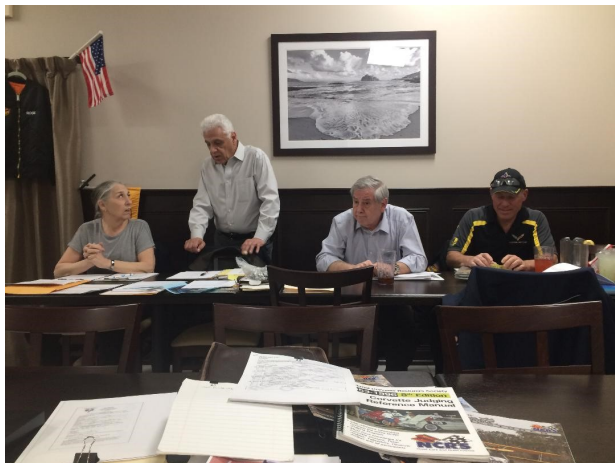
Get to know Vito and you will come to know the backbone of our organization and a great guy on all levels!

Vito with a few of his beautiful Corvettes



Visit to North Jersey Corvette Club

On April 11th Pat Addonizio and Joe Bardon visited with the North Jersey Corvette Club at a restaurant in West Caldwell to attend their April monthly meeting and to make a short presentation on the NCRS. The new judging program for modified Corvettes and resto-mods was of particular interest, but a discussion involved all facets of NCRS. Information on NCRS, judging manuals, and copies of the Driveline and Corvette Restorer were circulated among club members as the discussion continued. The Central New Jersey Chapter was invited to attend a future meeting and/or their annual car show to be soon scheduled for the fall of 2018.



Red Mill Tour

New Jersey's Red Mill historic village hosted a car show on April 29 to raise money to restore its water wheel from the early 1800s. The Mill was originally built around 1810 to process wool and today serves as a historical village and museum. To answer the call of a worthy cause, the CNJ NCRS Chapter put together a road tour spearheaded by our Vice Chairman Lou Romero to the Mill to showcase some of the finest vintage Corvettes in the area.

A great time was had talking to other Corvette enthusiasts and car aficionados while making new friends along the way.



Tech Article by Pat Fullam

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

PAINT CODES ARE ALL ALIKE, RIGHT? WRONG!

Paint codes are not all alike. I found this out by attempting to resolve an issue in the 1994-96 NCRS Judging Manual concerning the paint code for the 1996 Collector Edition. The Exterior Section of the manual shows a paint code of WA 9566 for Sebring Silver Metallic, which is the exclusive color for the 1996 Collector Edition.

There were 5,412 Collector Editions manufactured and there were 5,412 Sebring Silver Paint applications on the 1996 Corvette. No other 1996 Corvette was supposed to have been painted Sebring Silver. Are there any Collector Editions out there not painted Sebring Silver Metallic? We all know anything is possible. For discussion here, only the 1996 Collector Edition was painted in Sebring Silver Metallic.

Below are documents that were the preproduction charts given to Chevrolet dealers prior the 1996 Collector Edition delivery and a photo of a Collector's window sticker. It is readily apparent that from GM documentation that Sebring Silver is the only color of the Collector Edition.

GENUINE CHEVROLET	
Division of General Motors Corporation	
STANDARD VEHICLE PRICE	MANUFACTURER'S SUGGESTED RETAIL PRICE
	\$45,060.00
Options Installed by Manufacturer	
COLLECTOR'S EDITION INCLUDES:	1,260.00
• SEBRING SILVER EXTERIOR PAINT	
• 17" 5-SPOKE ALUMINUM WHEELS PAINTED SILVER	
• CHROME EMBLEMS FRONT, REAR AND SIDE	
• PERFORATED SPORT SEATS WITH COLLECTOR EDITION EMBROIDERY	
CORVETTE CONVERT PEF EQUIPMENT GROUP #1 INCLUDES:	1,333.00
DELCO/BOSE MUSIC SYSTEM - ELECTRONICALLY TUNED AM/FM STEREO RADIO WITH SEEK-SCAN DIGITAL CLOCK, STEREO CASSETTE TAPE, COMPACT DISC PLAYER AND DELCO LOC II	396.00
PERFORMANCE AXLE RATIO	50.00
50-STATE EMISSIONS	NO CHARGE
P255/45 ZR-17 S/B RADIAL B/W - FRONT TIRES	NO CHARGE
P285/40 ZR-17 S/B RADIAL B/W - REAR TIRES	NO CHARGE
BLACK CONVERTIBLE TOP	NO CHARGE
TOTAL OPTIONS	\$ 3,029.00
TOTAL VEHICLE & OPTIONS	\$48,089.00
DESTINATION CHARGE	\$65.00
TOTAL VEHICLE PRICE *	\$48,654.00

-
- 1996 COLLECTOR CORVETTE
- AVAILABLE WITH LT1 AUTOMATIC OR LT4 6-SPEED MANUAL
 - SEBRING SILVER EXTERIOR WITH TORCH RED, BLACK OR GRAY INTERIOR
 - SEBRING SILVER COLOR EXCLUSIVE TO COLLECTOR CAR
 - SPECIAL CHROME EMBLEMS FRONT, SIDE AND REAR
 - 5-SPOKE ALUMINUM WHEELS PAINTED SILVER
 - SILVER PAINTED DOOR HANDLES
 - PERFORATED SPORT LEATHER SEATS WITH COLLECTOR EDITION EMBROIDERY
 - AVAILABLE COUPE AND CONVERTIBLE
 - TRANSPARENT TOP AVAILABLE
 - BLACK CONVERTIBLE TOP ONLY
 - CONVERTIBLE HARD TOP AVAILABLE
 - ANTICIPATED VOLUME = FREE FLOW (ESTIMATE 4,000-5,000)

-
- 1996 NEW PRODUCT HIGHLIGHTS
- CORVETTE
- TWO NEW SPECIAL EDITION PACKAGES AVAILABLE ON BOTH THE COUPE AND CONVERTIBLE MODELS.
- Z16 COLLECTOR EDITION**
INCLUDES 17" 5-SPOKE ALUMINUM WHEELS, EXCLUSIVE SEBRING SILVER EXTERIOR COLOR, CHROME EMBLEMS, PERFORATED LEATHER SPORT SEATS WITH COLLECTOR'S EDITION EMBROIDERY.
- Z16 GRAND SPORT**
17" 5-SPOKE ALUMINUM WHEELS PAINTED BLACK, EXCLUSIVE ADMIRAL BLUE EXTERIOR COLOR FEATURING A DISTINCTIVE CENTER WHITE STRIPE AND RED HASH MARKS ON THE LEFT FRONT FENDER. "CORVETTE" LETTERING IN BRIGHT ALUMINUM ON THE FRONT CALIPEERS.
- COUPE - P275/40ZR17 B/W FRONT TIRES
P285/35ZR17 B/W REAR TIRES
INCLUDES REAR WHEEL FLARES
- CONVERTIBLE - P255/45ZR17 B/W FRONT TIRES
P285/40ZR17 B/W REAR TIRES
- NEW LT4 ENGINE WITH ALL 6-SPEED MANUAL TRANSMISSIONS PRODUCING 330 HORSEPOWER.

The top of the next page is a paint chart I located that shows 1996 Corvette colors and their respective paint codes. WA stands for Working Authorization which is the designation that GM has assigned paint properties that make up the standard.

Sebring Silver Metallic has the WA Code of 9566, and in the DuPont code it is D8590. The WA code was utilized for the Standard Production Paint Code so this paint chart agrees with the 1994-96 Judging Manual. This chart shows WA 9566 as the Standard Color for Sebring Silver, which is the exclusive color of the Collector Edition.

Code	Color	Valspar Code	DeBeer Code	PPG Code	DuPont Code	RM Code	SW Code	Azko Code	WA Code
05	Dark Purple Metallic	R1152	36294	4992	B9501	25011	50251	GMA95:05	117B
10	White	W243	11005	4185	B8949	19005	40911	GMA89:10	9567
13	Sebring Silver Metallic	S086	35838	4330	D8590	21787	44118	GMA95:13	9566
28	Admiral Blue	L1578	2766	4798	B9415	24006	48412	GMA94:28	128A
41	Black	K090	11099	9700	99	13572	1738	GMA78:19	8555
43	Bright Aqua Metallic	L785	2127	4456	B9201	22253	45732	GMA92:43	9796
45	Polo Green Metallic	G211	33897	4301	B9012	20011	42596	GMA91:45	9539
53	Competition Yellow	Y187	11127	4266	B9058	20028	43691	GMA90:53	9804
70	Torch Red	R311	11161	4230	B9008	20002	42027	GMA91:70	9075

On another paint chart shown below, D8590 is the same as 9021. On the above chart, D8950 is the identifier for Sebring Silver as a DuPont color.

However, NCRS judging of the 1996 Collector Edition has identified a paint code of WA U9021 and U 9021. No paint code of WA 9566 has been recorded to date. Again, you never know what is out there.

The two SPID Labels from 1996 Collector Edition models that show paint codes of WA U9021 and U 9021. This is the first time that I have discovered two different SPID Labels for the same Corvette model and year.

The letter U stands for upper paint and since in this case only one color is utilized on the 1996 Collector Edition, there is no need for a lower paint identifier. What you will also notice is that the font is different on these two SPID Labels. Examine the zero in 9021 for example and note the difference in the two. The placement of the data is also in a different location on the two labels. The first SPID has a part number of 10108227; whereas, the second one has no part number.



Next are two examples of the Service Parts Identification Label (SPID) that display the RPO of Z15 for the 1996 Collector Edition and the paint code of WA U9021 and U 9021. Since we have established that Sebring Silver is the exclusive paint color for the 1996 Collector Edition, the paint code of 9021 does not agree with the first paint chart or the 1994-96 Judging Manual that shows a paint code of WA 9566 for Sebring Silver.





The next paint chart that I examined showed the paint code for Sebring Silver to be WA 9021. Remember the previous paint chart disclosed D8590 to be a Dupont color; this time D8590 is listed as a Sherwin Williams color for Sebring Silver.

On the below paint chart, DuPont is shown with a code of 3822.

The WA U 9021 paint code appears on early SPID labels. The changeover to a different SPID label occurred around November 1995. I conducted a survey, and numerous owners of the 1996 Collector Edition furnished me with their respective SPID labels and build dates. I am very appreciative of their support. The second-type SPID label shows only the paint code U 9021.

When a similar difference is noted between the manual and any Corvette on any issue, it should be sent to the National Team Leader for inclusion in any updated manual. This communication of differences to the National Team Leader is one of the methods utilized in updating a judging manual with information derived from Flight Judging in the field. Judges should not just make an entry on the judging sheets that there is a difference from the judging manual and let it go at that.

Color		Ditzler PPG	Dupont	Sherwin Williams
Dark Purple	05	WA117B	4992	B9501
Arctic White	10	WA9567	4185	B8949
Sebring Silver	13	WA9021	3822	D8590
Admiral Blue	28	WA128A	4798	B9415
Black	41	WA8555	9835	99S
Bright Aqua	43	WA9796	4456	B9201
Polo Green	45	WA9539	4301	B9012
Competition Yellow	53	WA9804	4266	B9058
Torch Red	70	WA9075	4230	B9008

Corvette Restorer Fall 2017

The next paint chart that I examined showed the paint code for Sebring Silver to be WA 9021. Remember the previous paint chart disclosed D8590 to be a Dupont color; this time D8590 is listed as a Sherwin Williams color for Sebring Silver.

At this point it really became confusing trying to determine what the correct paint code is for the 1996 Collector Edition.

When the paint code for the Sebring Silver was established in the 1994-96 Judging Manual as WA 9566, it was not incorrect according to one paint chart.

The one constant identifier is the number 13 at the beginning of the charts. This 13 is the designator for the color silver. It does not identify what kind of silver, just silver. This 13 is displayed as 13U on all the SPID Labels.

So you thought it would be easy to just go to a paint chart and look up a color.

I subsequently learned that relative to the two different SPID labels for 1996, the second label was a changeover to implement laser printing, which occurred during the 1996 model year. I was unable to determine exactly why the paint designations changed from WA U9021 to U9021 on the laser-printed labels. All cars for the 1996 MY were painted to the same standard WA-U 9021.

I obtained Paint Designators for the paint code of WA 9021 and that it was indeed the correct paint code for the 1996 Collector Edition.



This was an old paint standard card and note this paint standard card is dated 1991- 1999. All cars painted to WA-9021 would have been to this standard. This is a view of both the front and back of the card.

Additionally, I determined another possible reason for the two different SPID Labels. Sometime around November 1995, a Technical Service Bulletin by General Motors concerned SPID Labels and paint information. This TSB for the 1995-1996 model year disclosed where the label was to be positioned by the various GM plants on respective GM models. This TSB was generated because a change was being made to a laser-printed label. Corvette was referred to in this TSB as a Y car and a photo displayed the placement of the SPID Label under the rear console door. The drawing was poor quality and the exact location of the newer label could not be ascertained.

This information not only answered our question on the different type of SPID Label and paint identifier but also the placement of the label itself on the 1996 Collector Edi-

tion. During our survey, it was discovered that the SPID Label had been placed in two locations under the rear console door. I am attaching two photos for comparison of the positioning of the SPID Label.

You can readily see the different placement of the SPID Label in relation to the Radio Label. A side issue to note is the bubbles in the Radio Label in the second photo. That is how the label appears on almost every 1995-96 Corvette that I have examined. There must have been some type of attaching flaw at the Corvette plant.

If anyone has any questions they can contact me at fulassoc@comcast.net. In addition, I would be happy to provide the entire GM TSB as it quite lengthy.

I want to thank everyone who provided information and their help in preparing this article. If I were to list them individually, I would need another page.

Pat Fullam
NCRS # 4489
fulassoc@comcast.net



Annual Judging Meet

This past May we held our Annual Chapter Meet indoors in Rahway, NJ at B&G Automotive Repair. B&G is owned by one of our newest chapter members Butch Mazza. Butch and all the Tuesday Corvette boys that hang out at B&G also recently joined our CNJ NCRS chapter.

We had judges come from neighboring chapters to help judge the 9 cars. The meet was an awesome and successful day with 8 Top Flight and 1 Second Flight. I would like to thank all the owners and Judges for all of their efforts in making the day a huge success.

Vito Cimilluca
Judging Chairman CNJ NCRS



Annual Judging Meet
(Additional Photos)



**Annual Judging Meet
(Additional Photos)**



Annual Judging Meet
(Additional Photos)



Annual Judging Meet
(Additional Photos)



Ciocca Chevrolet of Princeton Grand Re-opening

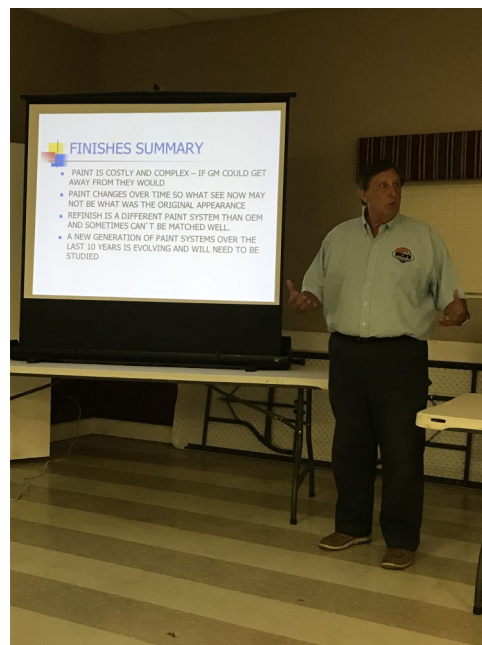
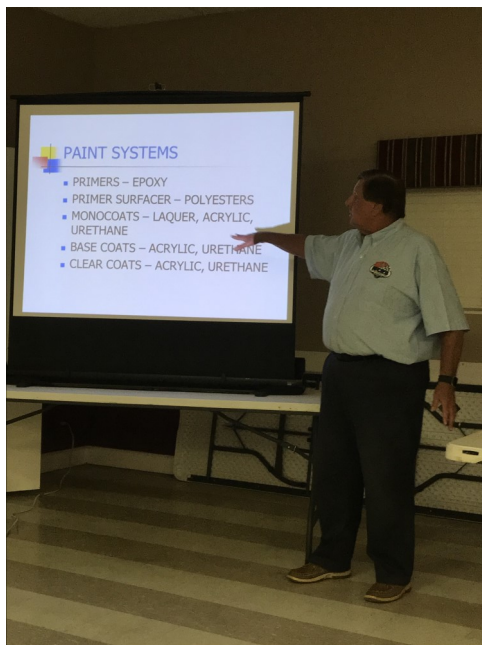
John Kane organized an exhibition of classic Corvettes to participate in Ciocca Chevrolet's grand re-opening on Saturday June 2nd at the dealership on Route 1 in Lawrenceville. Pete Loscalzo's 1963 roadster, Howard Welch's 1967 coupe and Ed DiNapoli's 1972 coupe were on display in the front of the dealership along with several other collector Chevrolet's from 10:00 AM until 1:30 PM to mark the re-opening of the former Princeton Chevrolet which is now under Ciocca management.

John is a friend of Jordan Geltzer, Business Development Manager, who appreciated the Chapter's participation in the event, which included a DJ, food trucks, door prizes, contests and other festivities. Jordan would like the dealership to be considered for inclusion in some of our future activities.



Paint Seminar

Rich Vaughan conducted a seminar on the chemistry and characteristics of paint and the NCRS judging process at our June 18th chapter meeting. Rich's presentation was both interesting and informative.



Items for Sale/Wanted

For sale: 1965 Fuelie Convertible in Virginia

I'm interested in selling my '65 white/red fuelie if you know of someone in the market for such a car. It's a rare and original, award winning car when you look through the attached article and read the background below. Estimated by Roy Sinor in 2005 to be one of less than 17 '65 fuelies with F40 suspension, radio delete and knock-offs. Roy was the fourth owner of the car.

I have 100 or so pics taken during the frame off restoration. Roy said this was almost certainly a car built for the '65 astronaut program since it was delivered to the CAC Zone office in Jacksonville. With that said, we have not been able to confirm that an astronaut chose the car since they could also choose more practical everyday cars as well. Alan Shepard did drive a white '65 fuelie convertible but that car had base wheels and a radio. Gary Summerville bought the car around May 1997 from the owner since 1970, Joseph Teal of Florida. Have pictures of car back to the 70's and it has knock-offs in all pics. Car comes with 5 original Kelsey Hayes knock-offs. I have all judging sheets for the grades shown below:

Bloomington Gold Certified in 2001. Points available of 8,475 with just 260 lost. Gary Naber was stamp judge. - Summerville

NCRS Chapter Top Flight in 2005 with score of 97.2 - Whitt

NCRS Chapter Top Flight in 2002 with score of 97.8 - Pyzel

NCRS National Top Flight in 2001 with score of 97.6 - Summerville

Chip's Choice Display Car (Barn Finds) - Carlisle 2011

Past well known corvette owners include Gary Summerville who restored the car, Dan Pyzel (who had the well respected Tom Ames repaint car in base/clear to improve car) and my brother, Richie Whitt, who bought the car in 2005 from Roy Sinor, past NCRS Judging Chairman. Jerry Bramlett tuned the fuel injection for Gary during the restoration. Richie always tells me this car is the best fuelie he has ever driven and he has owned several fuelies over the years. I know Richie's '64 triple black fuelie sold for \$120,000 plus Mecum auction fees in 2017 and it did not have original knock-off wheels like my '65.

Let me know if there is any other information I can provide.

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