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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.

## CHANGE OF COMMAND

**Outgoing Chairman's Column**

By Mark Rudnick

First of all, I want to wish everyone a happy, happy and prosperous 2012 and thank you for the privilege of serving as Chapter Chairman from 2004 to 2011. I want to especially thank my fellow Executive Board members, past and present, as well as the other members who have graciously taken on responsibilities which have contributed to our chapter's ongoing success. Being involved with the Central New Jersey NCRS Chapter since its inauguration in 1995 has been an absolute pleasure. From our early Chapter Judging Meets to our first NCRS Regional event in September 2001 to our 4th NCRS Regional event in May 2011, it's always been a wonderful experience working with fellow members to make each of these events a success. In a world rife with "Egos Gone Wild", the level of cooperation and support exhibited throughout the years has

been nothing less than inspiring.

Working together and learning from each other is what I've found the NCRS in general and the Central New Jersey Chapter in particular to be all about. Owning a Corvette is great; but, being able to share one's passion for the Corvette, with kindred spirits is very special. I feel very fortunate to be able to come together each month with other chapter members to talk Corvettes. My interest and knowledge regarding Corvettes has grown as a direct result of my membership in the Central New Jersey Chapter and for that I am deeply indebted to our membership past and present. It has been a great ride and now I'm looking forward to returning to a seat rear of the Captain's chair and supporting Chapter Chairman Ed DiNapoli and his very talented and committed Executive Board as they set the direction for our chapter. I know 2012 will be an exciting

year for our chapter and we will continue to be the Top Flight Chapter we have been since our beginning in 1995.

Once again, thanks for the opportunity to be of service.

Best wishes to all, Mark

**Incoming Chairman's Column**

By: Ed DiNapoli

I would like to start out by wishing a very happy and healthy New Year to all our members and their families. As most of you know, after seven years as our Chapter Chairman, Mark Rudnick is stepping down to a more relaxed lifestyle. I would like to thank Mark for his years of service, leadership and dedication to the Central New Jersey Chapter. Under Mark's Chairmanship the chapter has achieved many milestones including two very successful Regional events, numerous (Continued on Page 2)



## HAPPY HOLIDAYS!

**Annual Holiday Brunch**

Turn out for our annual Holiday Brunch was excellent as usual. Good food, holiday spirit and fellowship were the buzz words of the day. Friends and fellow members along with their significant others

had an opportunity to gather over plenty of food and enjoy each other's company and talk socially. As in past years, the brunch is also the chapter's drop-off point for our Toys for Tots holiday drive.. A

good amount of toys was assembled by the membership during the brunch. Thanks go out to member and outgoing secretary Howard Welch for coordinating the delivery of the toys to the U.S. Marine Corps. (Continued on Page 2)

### Incoming Chairman's Column

(Continued from page 1)

chapter meets, as well as achieving 7 Top Flight Chapter Awards from the National. These are terrific accomplishments for Mark, our executive board and the entire chapter. I would like to see Mark stay active in chapter activities and to that end have offered him the newly created position of "Succession Committee Chairman". Which he has graciously accepted. The new position will allow Mark as a past Chairman to assist the new Chairman in vetting out chapter members who are willing to step up to the task of being chapter officers. With Mark's interpersonal skills and in-depth knowledge of all our members, I could not think of a better person to fill this position.. After all he convinced me to run for Chairman again.

So, what will the chapter be doing in 2012? My mission will be to get our executive board organized in their new positions and grow the chapter membership by 10%. Our new executive board is made of up five members, three of whom are in new positions. In order to make a smooth transition, we have identified the descriptions of each position and have made sure that there weren't voids in each of the responsibilities with no job overlap. Our new executive board consists of the following:

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**Chairman**, Ed DiNapoli                      732-297-4280,  
Ed72vette@aol.com;

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**Vice Chairman**, Howard Welch            609-494-7618,  
HKWelch@comcast.net;

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**Judging Chairman** , Bruce Crookham 215-547-1404;  
bcrookham@comcast.net

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**Treasurer**, Richard Vaughan            973-455-0842  
whiteline1954@yahoo.com

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**Secretary** , James Rosenberger        908-670-0607  
geminiproperty55@aol.com

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Volunteer Position

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**Newsletter Editor**, Bob Zimmerman    973-691-2762  
topcopfh1@verizon.net

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It gives me great pleasure to report that Bob Zimmerman has agreed to continue to be Newsletter Editor. This is a volunteer position that Bob really excels at and you can tell by the high quality of the newsletter publication that he really enjoys his work. I am looking forward to working with all the staff in the coming year.

In order to grow the chapter by 10% I believe we need to cultivate more interest in the chapter. One way to accomplish this would be to offer a more active Corvette-oriented educational environment to our membership. I think we can make our meetings more

entertaining and enjoyable by introducing corvette related technical topics more routinely. To start this multi-faceted effort I would like to modify the structure of our monthly gatherings as follows; Business meetings will occur on odd numbered months (six per year) and Technical Meetings will occur on the even numbered months (five per year) with our last meeting being the holiday brunch in December. This new format will commence in January with our first business meeting. February will be a Technical meeting, March a business meeting and so on. I'm certain that with Bruce Crookham and John Kuhn organizing the technical presentations, they will be both meaningful and entertaining.

In order to grow the chapter 10% for 2012 it will require the efforts of all members to be ambassadors for the chapter; encouraging friends and acquaintances to come see what we are all about. We are presently at 68 members and I know of several members who have dropped out since this number was established ; so we will have to be quite innovative to achieve a goal of seven additional members to bring our ranks to 75.

There will be more to come in the near future and I'll be looking for input from the membership regarding this year's chapter meet and any additional ideas determining the chapter's direction. I think 2012 will be a very interesting year and I am looking forward to both an enjoyable and productive year working with everyone.

Ed DiNapoli, CNJNCRS Chairman

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### Holiday Brunch

(Continued from Page 1)

Several members were recognized at the brunch for their significant contributions to the chapter. Presentations were made jointly by Mark Rudnick and Ed DiNapoli recognizing Howard Welch and Rich Vaughan.



Howard Welch



Rich Vaughan



Members

Incoming Chairman Ed Dinapoli also presented a recognition award to Mark Rudnick for his years at the helm as the chapter's Chairman.



Outgoing Chairman Mark Rudnick



More Members



Incoming Chairman Ed DiNapoli



Toys Collected for 2011

*(Ed Note: The following is an article that appeared in the Restorer Magazine . It was written by our new Chapter Chairman Ed Di Napoli and submitted as part of his requirements for earning a Founders Award. It is reprinted here so that the newer members of the chapter have some sense of the chapter's history from the point of its formation and incorporation.)*

**Birth of a Chapter**

By: Ed DiNapoli

Outside of our families, we are limited in our opportunities to make a mark on things we love and enjoy. Many businesses are started because of passion for an industry or commodity, but the real reason to initiate a business is to make money. When you have a hobby that consumes you and are given an opportunity to enhance its growth, you take full advantage of the moment because of your love for it. That is how I responded when I was approached with the possibility of starting an NCRS chapter in New Jersey.

For the sake of preserving the history of our chapter, I want to document how a few Corvette enthusiasts in a smoke-filled garage decided tht it was time to start a local New Jersey Chapter of the NCRS. In the late summer of 1994, I was approached by Walter Berg, who originated the idea of beginning a local chapter of the NCRS. There was a group of fellow Corvette owners who were interested in restoration of their personal Corvettes , with the ultimate goal of being NCRS certification. The problem they faced was the lack nof a chapter near enough to allow them to pursue their interest. The closest chapters to our area were many miles and hours from our location, which made it impractical to be an active participant. So, in a garage in Tennent, New Jersey, we agreed that our location in the most densely populated state in the union would be a perfect place for a new chapter. We developed a list of the most active Corvette people in the area so we could establish a competent, hard working board of directors. A letter was written to Dick Whittington, the NCRS Regional Coordinator for our area, requesting information on establishing a new chapter.

Dick responded quickly and sent us an application, along with sample by-laws. The basic prerequisites for chapter formation were a membership of 25, chapter by-laws approved by the national board of directors, a corporate charter in the state of New Jersey, and a statement of goals for the chapter. We were on our way! We were fortunate in developing a list of very qualified people who were interested in dedicating their personal time to a chapter start-up program. The following is a lidt of the names of the individuals and their cars of interest at our inception:

Walter Berg	Chairman	1971 LT-1 Convertible
Ed DiNapoli	Vice Chairman	1972 Coupe
Lenny Fiume	Treasurer	1965 Convertible
Al Goodrich	Secretary	1966 Convertible
Glen Atamanchuck	Judging Chairman	1967 Coupe
Bob Tower	Editor/Publisher	1964 Coupe
Mike Dorey		1970 LT-1 Convertible

The next mission was to obtain a certificate of incorporation from the State of New Jersey. This would require a lawyer and associated funds to support his efforts. We had no treasury or any means to raise funds. Necessity dictated that we would need to find an inexpensive way to get our chapter incorporated. I was able to persuade

Business associate, Ken Rubin, to do the legal work for free. It cost me a bottle of Dom Perrignon to thank Ken for his efforts, and I don't know that we would have had a good start without his help.

We went to work establishing by-laws , organized the board of directors, developed goals, and were incorporated on February 21, 1995. We held several preliminary meetings with the board to discuss the concepts and procedures that would operate the chapter. Our first meeting was scheduled for September 18, 1995 at the Elks Club in Hightstown. This required placing an ad in the July-August edition of *The Driveline*, announcing the existence of a new chapter and the meeting time and place. Basic principles for the chapter included a monthly meeting on the third Monday of each month, with the odd numbered months being a business meeting and the evenly numbered months, a technical workshop.

On July 12, 1995, I received a phone call from Dick Whittington informing me that that the national board had approved the formation of the Central New Jersey Chapter. We would be on probation for a one year period, but would be fully sanctioned after a year if we met the chapter requirements program. I can't begin to express the help that Dick offered in this chapter formation. He always knew the answers to our difficult questions and was always there for us. Thanks, Dick.

Our first meeting went off on schedule and was a major success with 40 people attending. By the end of September we had 28 dues-paying members. As with any organization, the chapter has had its ups and downs through its nine year history. I believe that it's always wise to remember your low points so that they are not repeated, and we have tried to follow that. But the highs are what keep the chapter together and we have been fortunate to have a number of those. We won Small Chapter-of-the-Year for two consecutive years (2002 and 2001) and have had several of our members chosen as National Member-of-the-Year.

What's the secret of any successful organization? People having fun with something they love, which in our case happens to be Corvette. What a rewarding experience this has been!





**From the Driver's Seat  
Editor's Column**

By: Bob Zimmerman

Happy New Year to all our members. I hope you all had a happy and healthy holiday season.

This edition of the Central New Jersey Chapter Newsletter represents the eighteenth consecutive quarterly newsletter as your editor. This is a significant edition for me because it represents the first effort under new chapter leadership. Change for many folks brings on a certain level of discomfort. Change brings about uncertainty and usually requires us to do something in a different way from the way we did it in the past. But change is healthy and it's what keeps fresh ideas on the table and fresh opportunities to keep our common interests exciting. Ed DiNapoli and I have exchanged a number of phone conversations over the past several weeks and I can promise you that there will be a lot to keep our interests alive and our chapter busy with new pursuits in the coming months. I also want to acknowledge the efforts and accomplishments of our out-going Chairman Mark Rudnick from my perspective as your newsletter editor. Since Mark first approached me at the National Convention in Boston in 2008 and asked if I would take on the responsibilities of editor, I have had nothing but high regard for his level of professionalism, respect and the dignity he has shown me at every turn. It has been my absolute pleasure to have had such a wonderful working relationship with someone who has been so passionate about the Central New Jersey Chapter and who has so ably led the chapter since 2004. In not surprised, though, Mark represents the core feelings of most us who love the Corvette hobby and want to be involved in it. I am pleased that Mark will continue to be involved in the chapter in a meaningful way as "Succession Committee Chairman".

I also want to remind our members that one of the best ways to make a meaningful contribution to the chapter and your fellow enthusiasts is to share your story about a technical issue that were able to overcome on your own Corvette. Nothing speaks to a correct restoration effort than hands-on experience. Those experiences are the essence of technical articles that appear often in your newsletter. They form the basis of the collective pool of knowledge that exists within the NCRS and it is a vast one that we can all draw on. It doesn't matter to me that you may have never written anything for publication before. If you send me the basic steps you took to accomplish your task and some photos to supplement your effort we will have a technical article from which we can all benefit.

Our newsletter serves as a local version of the *The Driveline* when it comes to selling parts and services or seeking the same. Why not share your wish list with us here. It won't cost you any money to advertise something or let everyone in the chapter know you're looking for a particular item. Please bear in mind that our newsletter is

**Corvette Trivia**

By: Jack Brown

1. It is common knowledge that there was no 1983 model. When did the first C4's hit dealer showrooms and what two revolutionary innovations were seriously considered for this new generation of car?
2. The year 1961 was more of a model change than most people realize. The exterior changes are obvious, but name two race-inspired changes not visible from the outside?
3. In 2002, Corvette with the Z06 with its 346/405 engine was finally able to equal in performance what earlier Corvette?
4. The 1967 L88 equipped cars were all heater delete cars. Why?
5. As the St. Louis plant was being phased out, how many 81's with the two tone paint option were painted there that year?
6. Which manufacturer supplied all the bodies for the '53 Corvette?
7. What was the first year that Halogen headlamps were used in production Corvettes?
8. The engine used in the 1988 Corvette Challenge Car was the same basic engine as was installed on the production line. The production engine in the 1989 Corvette Challenge Car was different from its race engine. What was the torque/horsepower differential?
9. What was significant about the exhaust system that was introduced with the new Z06 package in 2001?
10. How did the hood on a 1965 differ from that of a 1964 and 1964?

(Answer key on page 6)



published four times per year, April, June, September and December. Submissions should be made during the two week period preceding the first day of the month of publication. When submitting items for sale please be sure to include your name and phone number, a full description of the item offered and your asking price. Also, if possible send me a digital photo of the part .

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### Corvette Trivia Answer Key

1. The C4 was officially launched in March 1984. The two revolutionary innovations were to have been (a) a mid engine location which was championed by Zora Duntov and (b) a Wankel rotary engine which was pushed by Ed Cole. Neither materialized.
  2. In keeping with its long tradition of incorporating improvements learned on the race track, Corvette shelved its cast iron transmission case for one made out of aluminum and ditched the copper radiator for one also made out of aluminum and much more efficient. These two enhancements and several smaller ones reduced the car's weight by a good bit. The 1961 model, with these enhancements, yielded Chevrolet an impressive 11th overall for Corvette at Sebring that year.
  3. The 1990 ZR1, 350/405. The performance was virtually equal.
  4. Corvettes ordered with the L88 engine were all heater delete because GM wanted to discourage the purchase of the car by your average buyer as a street racer. GM had to relent in 1968, because federal safety standards now required a defroster for all passenger cars, which required GM to install a heater to achieve that.
  5. None. All 1981, M.Y. cars with a two tone paint option were painted in Bowling Green.
  6. Molded Fiber Glass Company.
  7. TUNGSTEN/Halogen headlamps were first used in the 1979 model year .
  8. The production engine for all sixty Corvette Challenge Cars (R.P.O. R7F) produced in 1989 was the same as L98 340 ft. lbs./ 245 h.p. engine Corvette had used for the last several years. Of the sixty cars only twenty nine were converted to race configuration by Powell Development America. These twenty nine cars received a special run of Flint Engine Assembly motors that were rated at 400 ft. lbs. 300 h.p. and all had been dyno'd and sealed.
  9. At the stage in C5 development and production, all engineering was geared toward saving weight. Corvette found that it could save nineteen pounds by using exhaust systems made from titanium rather than the conventional stainless steel. Stainless steel was still used on convertibles and standard coupes.
  10. The fake hood vents were eliminated and big block '65's had an impressive bulge in the hood.
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