



July 2014

INSIDE THIS ISSUE:

<i>Chairman's Column</i>	1
<i>Business Meeting Minutes</i>	2
<i>News from National</i>	4
<i>Corvette Trivia</i>	5
<i>Locating LTI Stamp Pad</i>	8
<i>Not Quite a Barn Find</i>	12
<i>Beach Bums Corvette Show</i>	15

**Ed Di Napoli, Chairman****Howard Welch, Vice Chairman****Rich Vaughan, Treasurer****Pat Addonizio, Secretary****David Mognoni, Judging 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.



## HAPPY INDEPENDENCE DAY!

**Chairman's Column**

By: Ed Dinapoli

Summer is finally here and time to get the Corvettes out and enjoy the drive. In two weeks many of our members will be on their way to the National Convention in Kansas City. The Road Tours to the Midwest should be very enjoyable, with the Mid Atlantic Tour leaving from Willow Grove PA, spending 4 nights on the road, before going into the Convention. I have done 6 of these and all have offered great driving experiences, while making new friends. The Convention this year will be hosted by a new President, Dick Capello. I met Dick and his wife Janet on a road tour some years ago, and became instant friends. If you know Dick from the Boston National and Regionals, you saw how efficient and well run they were. Dick brings a great sense of organization and energy to the National Organization and I want to wish him all the best in his new endeavor. If you have not noticed the National dues will be increasing in July by \$10/year. Don't worry, we have no plans to increase the CNJ Chapter dues.

Right after the National Convention, our Chapter will be hosting our annual picnic (July 26) at Jim and Dottie Laughlin's. (See Calendar of Events for details). Dottie and Jim have opened their home to us for several years, which has offer much entertainment and Corvette enjoyment. This year in addition to the Picnic, Howard Welch will be hosting a Judging School on the new C2 Judging Guide changes. Hope all member can make this terrific event, and looking forward to see you there. You must be a member in good standing and registered to attend. We will also be adding a small Road Tour and Caravan to the Picnic, Contact Howard Welch for more information when you register with him.

At our last Board Meeting we discussed the intentions of the Board Members desires to run for office in 2015. I am sad to report that Dave Mognoni our Chapter Judging Chair and Howard Welch will not be seeking reelection in 2015. Both of these long time members have been very active in our chapter holding a variety of positions and will be sorely missed from the Board. I would like to personally thank them for their service to the Chapter and the pleasure of their friendship. I mentioned above that we have a new National President, which means that Vito Cimilluca will no longer be serving as President. Although he will still be our District 3 Regional Director, I am pleased to announce that he has agreed to run for Judging Chairman in 2015. If elected, this will be the second time he has held this post, and will enjoy working with him again. We will still be looking to fill the Vice Chair position, if you are interested in getting involved, please contact Mark Rudnick our Succession Planning Chair or any of our Board Members. Any one of us would be very happy to explain the duties of the Vice Chair and give you a written Job Summary of this important position.

After we are done with the Annual Picnic, we will start in-depth preparation for our Chapter Meet, at Princeton Chevrolet on September 14. I would hope all members would attend and participate in the Meet. Dave Mognoni will coordinate, the judging, tabulation and awards. Ralph Greer will record and administer Registration. Guy Vander Vliet will be responsible for all food arrangements. Ed Lepelis will organize the parking and signs. Each area will be looking for support the day of the show, and would appreciate your assistance. You can contact each of them directly. If you need their contact information I would be happy to send it to you.

I need to give recognition and a thank you to Bob Zimmerman for his terrific efforts in producing this Newsletter. He continues to improve the contents, readability, and format of our Newsletter. Adding the pictures to the Column Authors was a very nice touch. Bob has also updated our members Car Photos on the web site. Thanks Bob for a superb job, we all appreciate it.

As you can see we have lots going on, so come out and enjoy the Chapter with your cars and friends.

Regards,  
Ed

Business Meeting Minutes	February 17, 2014
Ed DiNapoli	Chairman (in attendance)
Howard Welch	Vice-Chairman
Richard Vaughan	Treasurer (in attendance)
Pat Addonizio	Secretary (in attendance)
David Mognoni	Judging Chairman (in attendance)

The business meeting scheduled for February 17, 2014 held at the Hightstown Elks Club was called to order at 8:10 pm. The number in attendance was 15.

The agenda was to address the following:

- Secretary's Report
- Treasurer's Report
- Chapter's old business
  - Board elections for 2014
- Vice Chairman's Report
  - Chapter Road Tour
  - Holiday Brunch
- Judging Chairman's Report
  - Technical sessions for 2014
  - CNJ hosting a Regional in 2016
  - Chapter meet
- Chapter's new business
  - Quarterly Newsletter
  - Princeton Chevrolet
  - What should we do differently in 2014
  - Participation in a non NCRS show

The meeting opened with Ed thanking those in attendance for coming.

The secretary was called upon to read the minutes from the November meeting. They were accepted as read.

Richard gave the treasurer's report. We finished the year with a balance of \$21,712.28 of which \$20,277.04 was for the regional account unchanged for the year. The operating account ended with a deficit for the year. This year the operating account started with \$1,435.24 and is up to \$1,950.24 due to the income from membership dues of \$545 against expenses of \$30. Richard read the letter of appreciation from the NCRS Foundation for the chapter's contribution which was the last of the three donations. Ed reminded the members of the scholarship money available to all for family members attending college. Members can get a copy of the application in The Driveline Magazine. One of the members in attendance asked Richard for an update on the chapter's membership. Last year's membership ended with 73 active and two honorary non active members. Before tonight's meeting Richard had collected payments from 21 members for 2014.

Ed opened the discussion regarding the chapter's old business. He spoke in his opinion of the Florida regional and the lack of the cars being judged. Some people who attended felt that the weather may have been an issue for members trying to get their cars to the event. The 53-55 class had 2 cars which were judged using the new manuals. The manual, being most likely the last edition, is much thicker than the previous one but contains more information especially for the 1955. The C7 Corvette made an appearance at the event and was driven there by one of the engineers from GM.

Dave talked about the judging school that was conducted at Ed Lepelis's home. Everyone attending did enjoy the event surrounding the restoration of a 1960 Corvette. Ed provided those in attendance with good information regarding the restoration of a car. This was beneficial to all. Dave also spoke of some of the other sessions coming up this year. In May, Bob Zimmerman will conduct a Judging School on an LT1 and ZR1. Mark Rudnick will have a Judging Clinic on a 1971 LS6 but the date has not yet been confirmed. On March 17<sup>th</sup>, John Kuhn will conduct our scheduled tech session on his restoration. This will be held at Princeton Chevrolet. Mentioning the change in venue to Princeton Chevrolet brought up the discussion of the rental increase from the Elks Lodge to \$100 per month. This increase is causing us to look at other locations to hold meetings. This includes flexible site locations, a new permanent home, or the facilities at Princeton Chevrolet. While a new location may bring members that normally do not attend to the meetings, the concern would be will this offset the number we may lose after being in the same spot for 19 years. The issue with the dealership is that the relationship may start out well but how quickly will it fade. One of the final options may be to increase membership dues to cover the increase. The only conclusion at this time is that we will confirm six meetings with the Elks Club and hold the rest of the meetings at flexible locations. Ed asked the members for suggestions and recommendations on this topic that will be brought up again at our next business meeting.

A recommendation was made that this year's charitable donations remain the same. Ed would like to reach a final decision earlier this year and asked the members that if they would like to change one of the charities to please submit soon so it can be considered. Ed then updated the members on the progress of the Regional Exploratory Committee. The committee has met twice and even with Ed downplaying the glamour of the event, the committee showed an overwhelming response and displayed total commitment for a successful event and is willing to move forward. After the committee discussed several reasons to host the regional, it was felt that the only strong reason was to develop a core of involved members and extend the NCRS knowledge for future growth of the chapter. Ed then opened the floor to the members for discussion. Some of the concerns were choosing the correct facility, the financial reasonability to the event without

knowing how many will attend. One of the major concerns was other than those on the committee how many members are willing to commit to the success of the show. Ed felt that the chapter has the resources from its members along with the commitment from the committee. After a discussion on the pros and cons of hosting the regional, the members were asked to vote and the idea was voted down. With the decision reached on the regional meet the members then began to discuss other venues that could be conducted to stir up interest in the NCRS for members and non-members. It appeared that the two top runners of the discussion were working with a shine and show club on an event they would host and we could represent the NCRS or hosting an event with a guest keynote speaker to entice people to come.

Ed reminded the members of the incentive program for the newsletter. If someone would like to participate they will need to submit an article in March for the April newsletter. Ed received the following seven replies to his survey that was sent out to all members.

- A Conduct tech sessions for repairs and basic maintenance.
- B The Chapter is very well run. Enjoys the tech sessions.
- C Hold an annual barbecue with a DJ, door prizes and comic awards.
- D Outside influences for tech sessions such as SCCA. Road tours short and long with a dinner at the end. Chapter is run well.
- E Do not tie the business meeting/tech sessions schedule to a specific month but have a flex schedule. Organize more group participation to non CNJ events. Chapter is doing a wonderful job.
- F Combine January and February meeting held in February. Change the meeting start time to 7:30 with a one hour time limit. Participate in area Corvette shows to promote the NCRS. Chapter shows conflict with local shows. Always look forward to CNJ chapter events.
- G Like the tech sessions. Chapter should consider a local charity to support their event with displaying our cars. More contact with the National. Happy with the way the chapter is organized and runs well.
- H Too new to make a suggestion. Enjoy learning about the cars.

Ed thanked those who contributed. We will take a look at the suggestions and see if any can be implemented. Ed mentioned that he had reached out to Corvette Express for a shine and show event with them at Princeton Chevrolet. He has not heard back from them. Ed will be meeting with Bob next month to review updating the chapter's web site with new photos of our cars. Joe Bardon brought up the topic of chapter members participation at a recent offsite tech session. Just over a third of the attendance was non chapter members. This was at an event with limited space which filled quickly and closed out chapter members from attending. An opposing question that was raised is that if we limit attendance to these events to chapter members only, how can we raise interest in non members to join? The board had discussed this topic in the previous session and it was agreed that we need to find a resolution. Dave closed the meeting advising members that the team leader for the C5 group has resigned and asked if anyone was interested in the position to please let him know.

The meeting was adjourned at 9:55 pm.

Respectfully submitted,  
Pat Addonizio #54404  
Secretary Central NJ NCRS

## NEWS FROM NATIONAL

### **President's Message (6/22/2014)**

I feel that it is important for me to address a matter that recently has been the subject of much inquiry and conjecture.

After being elected President of the NCRS, I had to preside over a very controversial decision regarding Roy Sinor's status as the Historic Documents Service Manager (HDSM).

As President, I appoint several NCRS members to positions within NCRS and one of those was the appointment of Roy to the HDSM position. The NCRS Board of Directors (BOD) must ratify all such appointments.

Roy's appointment was made, and the approval discussion was deferred to the NCRS BOD Executive Session. After lengthy discussion in Executive Session, the appointment of Roy to the HDSM position did not receive the necessary 2/3 vote of Directors for ratification. The subject of Roy's acceptance of a paid Barrett Jackson position while concurrently holding the paid NCRS position of Historic Document Services Manager had been debated within the Board for several months

Subsequently, the Board defined a revised paid position for Roy, which was offered to him. Roy chose to decline the new position.

The statement below describes the Board's action regarding this matter

***Due to Roy Sinor's decision to take a paid position with Barrett Jackson, the NCRS Board of Directors voted to revise the Historic Documents Service Manager's position.  
The new position was offered to Roy and he declined the offer.***

***Currently the Document Validation Service is suspended until further notice. All other documents services will continue as usual.***

Dick Capello  
NCRS President

**CORVETTE TRIVIA**

By: Jack Brown

1. In 1967, what was the production snafu regarding the big block stinger hood and the standard hood? How did GM resolve this issue?
2. What was the common characteristic of almost all of the owners of the 300 car production run in 1953 and to whom were cars #2, #3 and #4 sold?
3. What is the reason why the rear wheel width on the 1996 Grand Sport coupe was wider than the GS convertible?
4. The mid-late 60's were the heyday for the insatiable appetite for more horsepower and bigger engines. In 1967, what was the most popular engine?
5. In 1963, Zora Duntov clandestinely built the Grand Sport racer which ran away from everything else at the Nassau Speed Weeks. The cars were unique in many ways but what were probably their two most distinguishing characteristics?
6. What was the size of the tires on the 1997 Corvette and what was the sequence to rotate the tires?
7. When was the first and the last of the optional larger fuel tanks?
8. With the introduction of the C4 and its greatly enhanced performance characteristics, a more robust braking system was needed. What was the trade name of this OEM brake supplier?
9. The Motor Vehicle Safety Standards Act of 1977 had many requirements one of which was the safety design features of the dashboard. In 1985, the major requirement was the incorporation of a padded block built into the dash on the passenger's side. What was the nickname for this ugly addition?
10. During what years in the the C3 era were rectangular exhaust tips offered?

(Answers on Page 7 )



## NEWSLETTER EDITOR'S COLUMN

By: Bob Zimmerman

As a reminder, we have an incentive award available to members as well as an opportunity to be selected as recipient of the Newsletter Editor's Award. I encourage the membership to participate in these programs. Everyone has a story to tell or has found a neat remedy to a Corvette problem or needed repair. Please, share your experiences with the membership. Someone out there will appreciate your efforts and experiences.

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## MESSAGE FROM OUR TREASURER

By: Rich Vaughan

As you know all dues remittances are expected to be sent during the month of January. Timely remittances allow the chapter to maintain a working Operating Budget throughout the year to accomplish the chapter's goals.

We are now in July and some of the membership are still in arrears. Please remit at your earliest convenience to:

Central New Jersey Chapter NCRS  
c/o Richard Vaughan  
3 Harter Road  
Morristown, NJ 07960

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## JUDGING CHAIRMAN'S MESSAGE

By: Dave Mognoni

The Chapter Picnic is scheduled for July 26th at the Loughlin residence in Mendham.

In addition to the picnic C2 Team Leader Howard Welch will be conducting a C2 Judging School. Please plan on attending.

Also the Chapter Judging Meet is scheduled for September 14th at Princeton Chevrolet 200 Renaissance Blvd. We will need judges for this event so please plan on helping with the judging task.

## TRIVIA QUESTION ANSWERS

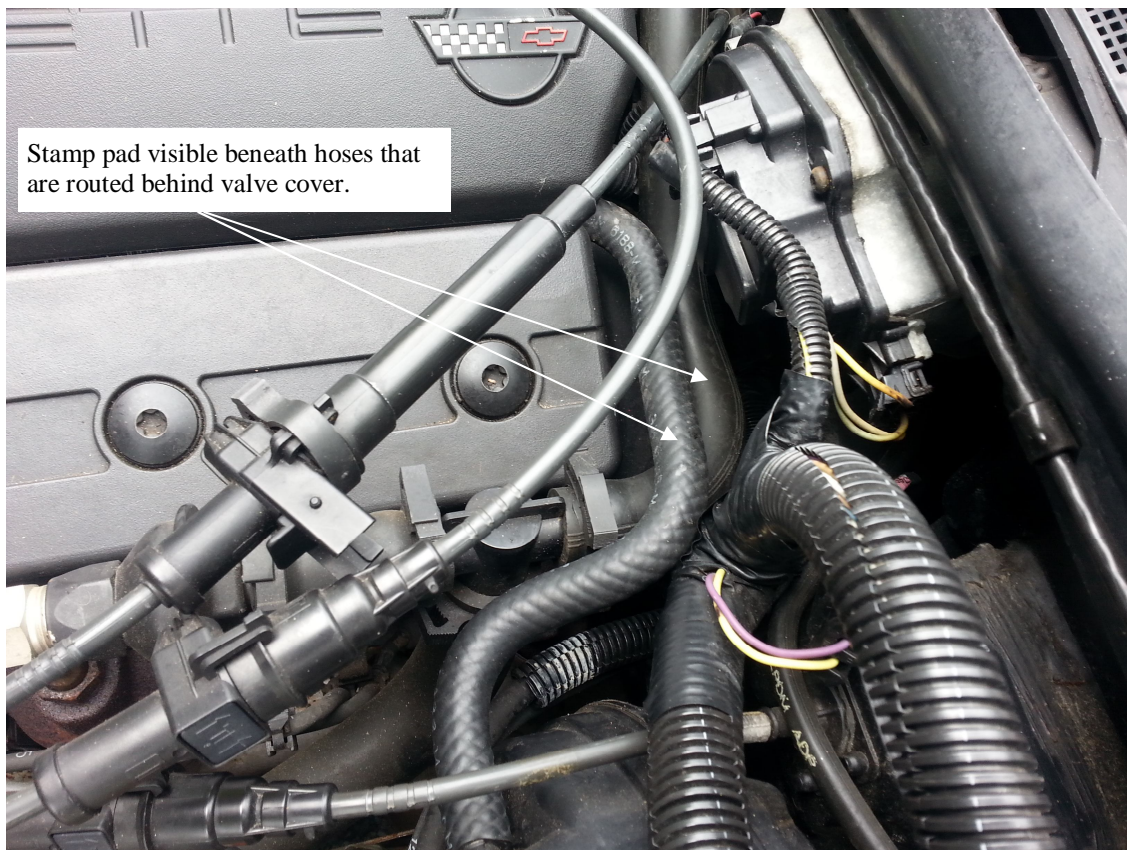
1. At some time during the '67 model year production, the mold for the small block hood was severely damaged. The issue was resolved the way GM resolved similar issues that threatened to stop production; it substituted whatever it had readily available. That was the substitution of the stinger hood for the standard hood on all those affected small block cars going down the production line. It didn't take GM long to correct the problem but several small block equipped cars rolled off the production line equipped with big block hoods. These hoods lacked the center line stripe and the unique dual color painting.
2. Corvette marketing people selected the rich and famous to be the first owners of its brand new sports car with the intention of gaining a publicity wind fall. This marketing ploy backfired when the real market for the car thought the car was only affordable to the rich and famous and was out of reach for the average Joe. At the end of the '54 model year there were hundreds of unsold Corvettes on dealer's lots.
3. The rear wheel width on the GS coupe was 11 inches and the convertible were only 10 1/2 inches. The reason was that in the event of a flat tire, an 11 inch wheel would not fit in the convertible's storage area where a 10 1/2 inch would. You probably thought that the difference was some technical or performance issue. J
4. You knew it wasn't the L88, even though it was king of the monster engines. Then it must be the 427 big blocks. Nope ! The most popular engines in 1967 were the 327's (over 2/3rds of buyers) and the base engine, 300hp is the winner by a sizeable margin.
5. The two most distinguishing characteristics of these cars was their ultra light weight compared to a production '63 and their super high performance 377cu. in. stroker engines.
6. The tire size on the 1967 Corvette was P245/45ZR17 up front and P275/40ZR18 in back. That's right, with different wheel sizes front and back and all 4 tires being asymmetrical and uni-directional, there was no ability to rotate the tires.
7. The first optionally offered larger capacity fuel tank was offered in 1959. However, GM made a small number of large tanks to be offered to racers as part of its unofficial support of that community. The last of the "tankers" was 1967 after which it was dropped as an option.
8. This new supplier was Girlock which was a joint venture between Girling Ltd and Lockheed. Girling was an Australian firm that had been producing brake systems for many high performance European cars for many years and Lockheed which had been producing heavy duty aircraft brakes for many years.
9. The padded block was laughingly referred to as the "breadbox".
10. Rectangular exhaust tips were offered from 1970 through MY 1974.

### LOCATING THE LT-1 V.I.N. DERIVATIVE STAMPING

By: Bob Zimmerman

If you own a 92-96 non ZR-1 Corvette and are planning to take it through the NCRS judging system you need to read this article. Almost every owner who has brought his car to its first chapter meet has developed apoplexy when it came to the Mechanical Section judging. Why? Because they can't find the pad that contains the V.I.N. derivative. For the first time since 1955, the pad containing that information has found its way to the left rear of the engine block rather than the traditional right front. To make matters worse hoses, vacuum lines and electrical harnesses pretty much make it impossible to see. As an owner, it is incumbent upon you to make it viewable to the judges and to be sure that it is a clean and legible stamping. The V.I.N. stamping is a 25 point item. If it is obscured with rust, grease, dirt etc. it is a 38 point deduction. I can tell you that almost every pad I've seen on first-time judged cars has had an ample amount of rust on it making it impossible to discern the stamping. The following will explain how to find it and how to clean and preserve it.

As owners we are asked to remove many components during the judging process. Exposing the v.i.n. pad will add only a few small items to the list of removals. Start by removing the vacuum hose to the brake booster at the booster. Once the hose is slid off the nipple it can be moved out of the way. Next there is an Air Injection Reactor hose that is easily removable by unfastening the plastic clamp at the top rear of the motor and folding that hose out of the way. Sliding the two halves of the clamp laterally in opposite directions will release the clamp. Looking down into the open area where the hoses were with a flashlight will expose the stamp pad





. If it is like most pads there will be a fair amount of rust making it very difficult to discern any stamping at all. Do not be tempted to rub the pad with sandpaper. You need to remove the rust without course abrasives. Here's a list of the items you will need and they are all available at most hardware stores.

1. A three eighths or half inch thick wooden dowel eighteen to twenty inches in length.
2. A Scotch-brite pad.
3. A small bottle of naval jelly.
4. A small can of semi-gloss or satin finish clear aerosol spray paint.
5. A long handle "artist's" paint brush .



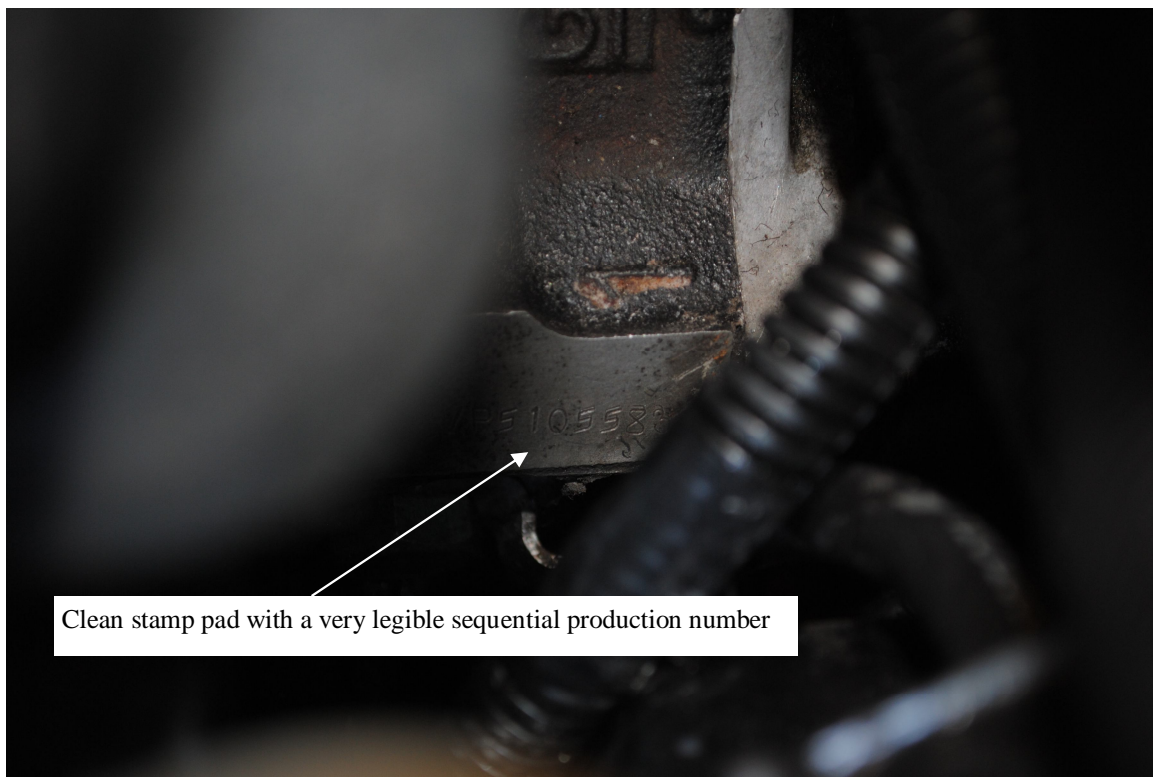


Remove power brake booster hose by sliding it from plastic booster nipple.



Remove plastic clamp and then slide hose from check valve.

Start the project by folding the scotch-brite pad into a wad and placing over the end of the dowel. Tape it to the dowel to hold it in place. Next be sure the pad is absent of grease or oil and apply a thick coat to naval jelly to the pad surface. The jelly needs to sit on the pad for five to ten minutes and then agitate the pad surface with the scotch-brite. After agitation flush the pad with a garden hose to remove the rust. Dry the pad and re-apply another coat to naval jelly and repeat the process. It make take multiple applications depending on how much rust is present. As the rust disappears the stamping fonts will begin to reveal themselves and become legible. After the final water rinse, dry the pad completely. Also clean and dry the artist's brush. Next spray some clear coat into the lid or other suitable container and paint the clear coat directly over the bare metal stamp pad. That will protect the bare metal of the pad from future corrosion. Let the clear coat dry and apply a second coat. Re-assemble your hoses and the job will be complete.



Clean stamp pad with a very legible sequential production number



**Not Quite a Barn Find**

By: Jim Loughlin

As members of the NCRS many of us have encountered situations where a friend or acquaintance asks questions assuming we know all there is to know about our favorite car, the Corvette. Such was the case when I received a call from Joe, the fellow who has maintained the air conditioning units at our New Jersey home for several years. Part of each summer's tune up has included a visit to the garage to look at my classic Vettes.

I was at home in Hilton Head when Joe called and explained that he had referred my name to a woman who needed assistance in valuing an old Corvette that she inherited when her finance died suddenly in January. He offered to send me some pictures of the car in question and I told him I'd take a look at them and give his friend any thoughts I had. What I received was a file of pictures of a fairly nice 1962 in ermine white with a red interior. It was fitted with a set of after market wheels and modern radial tires. My contact had told me that he thought the car was equipped with a 250 horsepower engine and automatic transmission. When I looked at a picture of the engine bay and saw that the engine was fitted with seven-fin alloy valve covers I assumed that he had been given erroneous information about the horsepower rating or that the correct pressed steel covers had been replaced. Unfortunately by this time, lacking a judging reference manual, I had exhausted my knowledge of late fixed axle cars. My immediate thought was to send the picture file to John Iglesias in Virginia. I knew that John had completed a total restoration of his '62. John was back to me in a couple of hours with a surprisingly lengthy list of observations and follow up questions he was able to glean from a look at the pictures. I thanked John and called Joe to tell him that I would be in New Jersey for a family commitment in a couple of weeks and offered to come and look at the car while I was there. He said that was fine.

A couple of weeks later my brother and I went to meet the owner and another woman who worked with the air conditioning company to look at the 1962. We arrived on a rainy afternoon at a home only about ten miles from my NJ home and were greeted by the car in the below photo.



The women explained that they had been able to push the car out of the garage and block the wheels since the car would neither start nor stop when once set in motion. We spent over an hour in the rain looking at each of the areas highlighted by John Iglesias as well as getting into the areas not covered by the package of original pictures. After completing our look at the car we spent time discussing the car's strengths and shortcomings. There was a matching number original engine, new top, good chrome and very nice interior on the one hand and pretty rough paint, wrong wheels and an engine compartment in need of some real TLC on the other. All on top of the fact that there would be less demand for a car with the lowest available horsepower rating and automatic transmission.

Next came a conversation about the value of the car. The woman who owned the car said she had been following some of the reports on the Barrett-Jackson and Mecum auctions and saw 1962 Vettes selling at prices from \$40,000 to over a \$100,000 and thought her car might fall somewhere in the middle of that range. She was disappointed as I explained the cost of getting a car of even mediocre quality into shape for a large auction and suggested she should expect to realize a price near or below the lower end of the range. In response to the question about whether I would be interested in the car I told her that I would very much like the car, but that I couldn't offer a price near the amount she hoped to realize. I made that offer and my brother and I helped push the car back into its garage.

Several weeks passed and I didn't hear anything more about the car. Since I had to be back in New Jersey for a corporate board meeting I decided to call Joe, my initial contact, and ask if the car had been sold. He said he hadn't heard anything on the car and suggested that I call the woman directly. I did and learned that although she had received an offer somewhat in excess of mine, the party making the offer hadn't yet come up with the money to buy the car. I offered to match the other offer and send her a deposit immediately providing I could pick up the car while I was in NJ the following week and pay her in full at that time. We reached an agreement and I finally had the 1962 Corvette I had wanted for as long as I've been in the hobby. Of course it wasn't a fawn beige car with a 360 horse fuel injected engine but we all make concessions when the right opportunity comes along.

I immediately called Bob Zimmerman and my brother Dennis and told them of my purchase and asked for their assistance in getting a non-running Corvette out of a tight garage and into my trailer for the trip to Bob's barn for cleaning and storage. They shared my excitement and we agreed to get together when I arrived in NJ the following week and assemble the winches, straps and other tools needed to pick up the car. We arrived at the Vette's old home and found the car wrapped in shipping blankets and vinyl table cloths all taped together with duct tape warning "DO NOT DISTURB" as illustrated below.



We carefully unwrapped the car and were pleasantly surprised when filling the master cylinder and pumping some air out of the brake lines gave us a pretty solid pedal and lessened the risk that the car would roll down the driveway out of control and into traffic. We had little difficulty getting the car aligned with the trailer and using a hand-winch (come along) pulled it carefully into the trailer three inches at a time.

Back at Bob's barn, we unloaded the Vette and pushed it into position on one of the Bob's lifts. The last step in the transition back to life for my car was to replace an obviously dead battery and add some fresh fuel. Both were accomplished within an hour and a simple click of the ignition brought the Vette back from its long sleep.

There are several things to be learned from my experience:

- Share your love for Corvettes with the people you meet. You never know when one of them will remember you when they learn of a long "lost" car.

- Don't hesitate to give advice. If its in an area you're not familiar with contact another member of the chapter or national society. They're always willing to help.

- Be persistent. The car you want is out there. Just wait

- Save the wave.



## CNJ Chapter Attends the Beach Bums Corvette Show June 2014

By: Howard Welch

The Central New Jersey Chapter was once again invited to attend and man an NCRS Information Booth at the 10th Annual Beach Bums Corvette Club Show on Long Beach Island on Sunday June 1<sup>st</sup> 2014. The weather was very cooperative with sunny skies and a light breeze, very comfortable. The show had 141 cars on the field including a number of our Chapter member's cars. In addition to the Corvettes, there were vendors, a DJ, a display by the Antique Automobile Museum of New Jersey and our Central New Jersey Chapter of the NCRS.

Our Chapter set up an information table to explain the purpose, benefits and activities of the National and local chapter of NCRS we also had available for distribution membership applications for both the National and The Central New Jersey Chapter.

Thanks go out to our members who attended the event and special thanks to John Wesley and Diana, Lou a new member and John Tarallo for manning the table. Other NCRS members in attendance were Steve and Linda Ciaccio, Frank and Nancy Paschal, Emily and Frank Thomas, Jim Michlin, Lenny Fiume, Al Lefler, Joe Ciaravino and Howard and Karen Welch who attended and helped.

We also give a thank you to the Beach Bums Corvette Club of Manahawkin for allowing our chapter the opportunity to provide information to their show participants and interested spectators.



### C4 Judging School

The Central New Jersey Chapter conducted its third in a series of judging schools led by the Chapter Team Leaders for each generation of Corvette. This installment focused on C4's and was hosted by C4 Team Leader Bob Zimmerman at his home in Hackettstown on May 17th. The class focused on locating and interpreting casting numbers, date codes and engine stampings for every C-4 engine ever installed at Bowling Green. There was an L-98, an LT-1, LT-4 and an LT-5 on hand for reference. A total of ten members attended. Special thanks to Jack Brown for his instructional input and for providing his L-98 engine and his LT-5 equipped ZR-1 for the class.





**DATES TO REMEMBER**

NCRS National Convention July 19-24

Central New Jersey NCRS Chapter Picnic July 26th

Central New Jersey Chapter Judging Meet September 14th

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**ITEMS FOR SALE/ WANTED**

**CHAPTER SPONSORS**

