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Chairman

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Editor

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TECH SESSIONS**

Hightstown Elks Club  
110 Hickory Tavern Road  
Hightstown, N.J.

3rd Monday of the month at  
8:00 p.m.

**Chairman's Column**

By: Ed DiNapoli

Hope everyone had a great summer. Those of you who attended the National in Hampton Virginia, experienced a very well run convention that offered enough Corvette information, activities, and judging to satisfy the most involved enthusiast. These National Conventions seem to get better every year and is certainly worth the time and money to attend. One of my favorite parts of this event is the Road Tour. You get to meet wonderful people, visit interesting places, get reacquainted with your Corvette, the remembrance on how well it drives and why you fell in love with it.

The National Award Program treated the CNJ Chapter and its members very well: Twelve Chapter Members acquired judging awards, Nine car awards were presented, and the CNJ Chapter achieved a

## HAPPY FALL SEASON



Chapter Top Flight Award (thirteen consecutive times) and a Ruby Level Certificate for support of the National Foundation. Congratulations to all the award recipients, as these awards don't come easy. Try to attend next year's meet in Kansas City, you will have a Corvette experience to remember.

A big thanks goes out to Pete Loscalzo, Pappy Papenfuhs, and Ralph Greer, for representing the Chapter at the Flemington Corvette Show. This type of event is part of our requirements to qualify for the National Top Flight Chapter Award.

Our Chapter Meet was held on September 8, which was Dave Mogroni's first Chapter Meet as our Chapter Judging Chairman. The meet was well attended for a small meet of only 4 Flight Judged cars. The weather god's finally smiled on us and offered very comfortable conditions. Jim



and Dottie Loughlin outdid themselves with a wonderful setting and great food. Their generosity is certainly well appreciated and a major thank you, Dottie and Jim. A great amount of gratitude goes to those who help plan and executed this fine event; all the judges, tabulators, car owners and a well done fist event, to Dave.

Our technical meeting for August was timely for our September Chapter Meet, as Mark Rudnick and Dave Mogroni spoke on "What not to do when having your car judged" Mark and Dave gave examples of how car owners irritate, distract and tick-off Judges. They also gave ways to challenge judges, without causing ill will. I know that those having their car judged appreciated some of the ideas Mark and Dave shared. Many were disappointed that the Callaway Motor Cars Road Trip was cancelled.

(Continued Page 2)

## "THE RED ONE"

By: Joe Ciaravino

I came of driving age near the end of the great muscle car era, having gotten my drivers' license on my 17<sup>th</sup> birthday, December 3<sup>rd</sup>, 1969. Before that I got around by hitching a ride with my hot rod friends

who began driving before I did. Prior to summer 1970, the cops would "look the other way" during the street racing antics that played out every Friday night, Saturday night, and Sunday afternoon in Brooklyn and Queens, most notably First and Third Ave-

nues, The Connecting Highway, Cross Bay Boulevard and Fountain Ave. After a driver killed his girlfriend (who was riding shotgun) by slamming into a pole near the "traps" on First Avenue, the cops finally put the kibosh on street racing there (Continued on page 2)

**Chairman's Message** (continued from page 1)

Howard Welch is trying to reschedule the event, but there may not be enough 2014-production cars available until next year. In the interim Howard is working on a mini road tour for Oct. 27 so save the date and watch your e-mail for details. We need this event for our Chapter Top-Flight requirements.

Our Sept. Business meeting had some interesting topics. We had some preliminary discussions regarding a CNJ Regional Meet in 2016. There were both positive and negative comments regarding the Meet. But surprisingly there was some energy generated about joining committees and distributing the workload. There is more discussion necessary before we put this for a vote and come to a conclusion. We will hold more open discussion at our next meeting. We also discussed the Chapters charitable donations for 2013. It was voted on and approved that we would continue to donate a total of \$800 to the following organizations; The Corvette Museum, Chip Miller Foundation, NCRS National Scholarship Foundation.

The Delaware Valley Chapter will be hosting their annual Chapter Meet. I know that Frank Stech and Elaine Raisner would appreciate all our Judges attending. I would also encourage Observer Judges to go and get some experience. The Del-Val Chapter is always there to support us, let make sure we reciprocate. Contact Elaine at 212 675 4299 to get more information.

We will have our first nomination of 2014 Officers in October, with second nominations in November, followed by a full election vote. I hope we get members interested in running for board positions, as new ideas make for a healthy organization.

As you can see we have a much to accomplish before we exit 2013, so come on out and get involved in your chapter. I guarantee you will enjoy the experience.

Ed

**"The Red One"** By: Joe Ciaravino

(Continued from page 1)

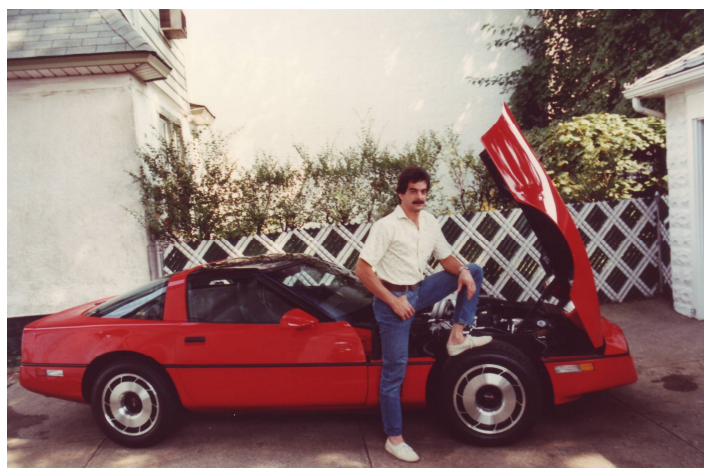
.....and, everywhere else. The handwriting was on the wall with the toughened Federal Clean Air Act standards of 1970 and the creation of the EPA. The Arab Oil Embargo in 1973-74 put the final nail in the coffin. Bad luck for me because I traded my first car, a Rangoon Red/black/black 1963 ½ Galaxie 500 with 352 engine for a brand new 1971 Top Banana/black/black Challenger R/T with 383 Magnum. I got to street race the Dodge for a short time, between police raids, but prudence eventually got the better of me after the cops began nailing guys with reckless driving charges.

The years passed and American muscle continued to atrophy during the pathetic 70s. I sold the Dodge and became enamored of two seat sports cars. I lusted after the 1975 Jensen Healey with its DOHC 16 valve Lotus 4-banger, but decided to look elsewhere after considering all the problems associated with British cars. I settled on a new, white/black 1975 Datsun 280Z which I owned for about a year until it was stolen in front of my fire house in Brooklyn. I bought another 1975 model, which I also enjoyed, but I always yearned to go back to those glory days of bellowing 'Murrican V-8 power. I had been subscribing to Car and Driver magazine for most of the seventies and eighties, and it was quite obvious that

they favored Porsche and held most American cars in very low esteem.....unremarkable since, well, they deserved it! And then, something very strange happened. The editors of C/D mag, and most notably Don Sherman, the Technical Editor, road tested the brand new 1985 Corvette, with its much improved Tuned Port Injection. They gave the new car a stellar review. In fact, they raved about it. Well, I figured that these guys who hated American cars must have really been impressed, and, besides, where there's smoke there's usually fire. I set out to get me one!

Almost all dealer-stock Corvettes back then were equipped very similarly with air, leather, cruise, tinted roof panel, Delco Bose, etc., so the only choices I had to make were the color, the transmission, and the inclusion/exclusion of Z51 (which was toned down considerably for 1985 after the teeth rattling debacle of the 1984 Z51). I decided that I wanted Z51, the stout and slick shifting 700R-4 trans (the Doug Nash 4+3 got a thorough trashing by C/D and already had a reputation of "hunting" between electric over-drive mode and normal mode). The color had to be either red or black. I also realized that I'd get the best deal on a dealer-stock car, especially if I bought it very near the end of the month.

My strategy was to test the waters in 3 dealerships, while keeping my eye out for the exact car I wanted in somebody's inventory, and then making the purchase from a fourth dealer which was closest dealer to my home. After going to a few dealerships in Brooklyn, I learned that the sticker on the car I was looking for would be somewhere between \$27,500 and \$28,000, that all three salesmen in the three dealerships I visited balked at my offers, and that one of these dealerships had "my" car in his storage lot. The next day I walked into BK Chevrolet (formerly dba: Benson Chevrolet) on 86<sup>th</sup> Street and 16<sup>th</sup> Avenue in Brooklyn with a \$5000.00 deposit in my pocket, and immediately sought out the sales manager. I sat him down and told him I didn't have any time to waste, that I wanted a new Corvette, and that I was ready to buy now. I described the car I wanted, told him I'd give him \$25,000 cash, and put the cash deposit on the desk in front of him. He crunched the numbers and told me that we were "off". I took the money off the desk and got up from the chair, whereupon he said, "besides.....I don't have anything like that in stock". I told him that I could fix that. I knew where to find the car, and after some more dickering, we closed the deal. He traded off one of his Corvettes for the red one stickered at over \$27,700 and by the following week, The Red One was mine.



My parent's back yard in Brooklyn, N.Y. August 1986

Her 230 HP engine was very powerful for its time, and even with the optional (high perf) 3.08 posi (up from the std. 2.73), was very quick off the line with the automatic's 3.06 first gear ratio. The tires went up in smoke easily.....kew! So, I had a lot of fun driving my first Corvette, used it as my cruiser/fair weather car and had a few beaters or "ghetto cars" to use as my commuter cars and grocery getters. The Red One was regularly driven locally and was used for several road trips as well, including a trip to New Orleans for the Mardi Gras, a trip to Florida, and a trip to Pocatello Idaho. On the Idaho trip I camped out every night, including at the base of the Grand Tetons in Jackson WY, and in a National Wilderness campsite in ID whose entry road (?) trail was unpaved, rutted and very rocky. Interestingly, the farther south I traveled, I found that onsite firewood became more and more scarce, so any time I found a good supply of dry hardwood, I packed as much into the hatchback as it would hold, along with my hatchet, clothing bags, tent, inflatable mattress, pillow, cook stove, lantern, fishing pole, sleeping bag, box of provisions, pot, pan, coffee pot and cooking tools. WHEW! You'd be surprised at how much cargo you can stuff into the back of a C4 coupe! I had never heard of the NCRS at that time.....hardy har har.

The years passed and I sparingly but steadily accumulated mileage on the Corvette; all the while taking meticulous care of her, while preserving her in a state that never suggested that she had accumulated close to 40,000 miles by 1997. By this time I had recently moved to NJ from Connecticut, and was driving The Red One along Route 36 one morning in the summer of 1997, when I noticed a large number of Corvettes and lots of people on the grounds surrounding Norman Chevrolet in Eatontown. I drove in to have a look, saw that it was a Corvette show, and decided to enter my car. She wasn't clean, was never detailed, needed to be polished and I had none of the necessary "shiny show" paraphernalia with me. Not even a wet rag. In any case, I received many kind words regarding her, and ended up placing third in my class. I had no idea that my Corvette was any good, especially after the use that she had been subjected to in her first twelve years.

After that, I spent almost a week deeply detailing every nook and cranny of the car. She cleaned up well and I continued enjoying Corvette shows the next couple years, joined the local Corvette Club and was now consistently placing first or second. I joined the NCRS in 1999, and although I continued to enjoy "show-and-shine" Corvette shows, I now began learning about the quest for originality as well as condition. Originality was never much of an issue since the only things that were changed over the years were the rear view mirror, battery, fuel filter, oil filter and spark plugs, and although the original tires were worn, they were still original. I re-installed the original rear view mirror which I had earlier replaced with a 1987 optional unit with a map light and all-important ashtray light, cleaned the cigar lighter element, refinished the ash tray which was stained and well used, and replaced a fogged/leaky parking light lens. The original air filter element is still in place and functional.

Finally, in 2005, The Red One became eligible for flight judging. So in Jan 2006 I drove from Jersey to VA, where she was loaded onto the AutoTrain in Lorton, and driven from Sanford FL to Kissimmee where she easily Top Flighted with plenty of room to spare beyond 97 points. Not surprisingly, the chassis took the biggest hit. Dave Mongnoni, who was an upstart chassis judge at this time, earned himself a Distinguished Service Cross for his heroism in the face of extremely confined spaces by crawling deep under the car to ferret out some oily grime, NTP, at the axle case.

Since she earned more than 97 Top Flight points, she was eligible for a McLellan Award, so now the dreaded PV lay ahead. Because of the great people in the NCRS, I got some very valuable heads-ups on the nagging problems that early C4s are prone to, including the rear hatch glass pistons and the cassette tape player among other things. The wipers on my car had always been a problem, and I was never able to completely eliminate it by any amount of adjustment. The problem was intermittent and very difficult, and MAY have been exacerbated by the fact that I preserved my original "spear ended" wiper arms by removing the rubbers from a donor set and making them fit within the original speared blades. I drove her to Marlborough MA in Sept 2006, and to my dismay, the day of the PV turned out to be a rainy one. I despaired that the wipers would pick that day to act up and sink my ship. Happily and unexpectedly, Dave Perry was there to greet me, and we both tried to make some final adjustments, which helped a lot, but the possibility that the wiper arms would contact each other at the inner end of their travel was still a very real possibility. Vito was the interim Team Leader at the time, so he was assigned to perform the PV. As it turned out, it continued to rain when my time came, and my heart was in my throat. Lady Luck was smiling on me because the wipers worked just fine, and everything else passed as well. We set out to take the road test, and everything checked out AOK. We had so much fun that some extracurricular activities quickly ensued which "explored" the full-lock-full-throttle U-Turn capabilities of the car. Does this count for extra credit? No.

She was driven to Marlborough MA again, for the National in July 2007 where she was to be scrutinized one final time and was required to again score 97+ points. She Top Flighted with the requisite score which earned her the sought after McLellan Award, and Dave McLellan was on hand to very graciously present the award and to congratulate and chat with me like we were old friends. He had generously signed the plenum of The Red One's L98 engine some years before, in Atlantic City, NJ.

The Red One had been on the road a fair amount throughout her life, but the lore of old Route 66 was calling her. The 2009 NCRS Road Tour to San Jose, flawlessly run by Bill Sangrey was where we wanted to travel next. The next step up the ladder was the coveted Crossed Flags Award, and since we were going to travel so far together, we thought that we might as well parley the trip into a Founders Award as well. Her original tires were now too old and worn to trust to a potential 4000 mile round trip, so new rims and tires were fitted and the originals were carefully stacked in my kitchen awaiting departure (yeah, I'm not married). The original rims/tires were trailered cross-country, the car was driven with the new rubber, and the rim/tire swaps were made in San Jose. The old girl was agile and as catlike as a young ballerina with the new tires and rims, and, except for a mishap due to driver misjudgment in Santa Maria, CA (thanks again to Dave Perry), her performance was seamless. The trip was long and unforgettable, a whole lot of good friends \* were made along the way, and she earned both a Crossed Flags and a Founders Award.

Why am I referring to her as "The Red One"? Because in 1999 I bought and restored a very rough 1965 Corvette which I also drive frequently, so any questions about my Corvettes is always answered with the reply: "Which one, the red one or the black one?" We have traveled many long and winding roads together, and although I know my triple black '65 convertible inside and out because of the restoration I did on her, "The Red One" holds a special place in my memory and in my heart because I bought her as a newborn. The last honor for her was to be featured in the NCRS Gallery at Carlisle in August 2013. Beyond that, we both look forward to many more smiles and miles together.



\* RIP: John Sweigert Sr., who made the 2009 RT especially memorable for me.

Special thanks to: Vito Cimilluca, Gary Dukeman, Jerry Fuccillo, Dave Perry, Vinnie Peters, Bill Sangrey, and Al Tremain.



At the 2007 National Convention Marlborough, MA.



**NATIONAL CORVETTE RESTORERS SOCIETY**  
**Board of Directors Meeting**

**Hampton, VA**  
**July 26, 2013**

*NCRS Board of directors Meeting was called to order at 7:00 AM EDT*

*Present were:*

*Vito Cimilluca, Bill Baker, John Ballard, Bill Braun, Joan Burnett, Dick Capello, Carl Davidson, Marilyn Heitzman, Mike Ingham  
Dave Brigham, Carlton Colclough, Larry Colvin, Jeff Cook, Dana For-*

*rester, Mark Lincoln, Eric Mortimer, Gary Mortimer, Vinnie Peters, John Waggoner*

*Several general members were present in the audience.*

**2013 National Convention** – Vito congratulated the team, John Yglesias, Duane Ravenberg, John Veen and Casey Strawmyre and all the volunteers. He thanked the Mid Atlantic Chapter for hosting the event and doing a fabulous job.

*The road tour was the largest yet with 172 cars participating from all over the USA, Canada, Australia and New Zealand.*

*Everyone reported having a great time. A big thank you to the Road Tour sponsors, Zip Products and Trailcon with a special thank you to the McCagh's for their hospitality.*

**2014 National Convention** – The 2014 convention will be in Overland, KS with Dana Forrester as the Chairman. Dana showed a short clip on the facility and the city of Overland. They are in the midst of finalizing the day tours and activities and promise a fabulous time for everyone attending.

**2016 National Convention** – Vinnie Capone distributed and reviewed the New England Chapter's proposal for the 2016 Convention in Warwick, Rhode Island. The proposal was accepted unanimously by the Board with Vinnie Capone as the Convention Chairman.

**Secretary's Report** – Larry Colvin is waiting for Director petitions form Region IV, V & VI. Vito recognized the contributions to the NCRS of John Ballard during his term on the Board of Directors.

**Membership** – Currently there are 15,708 members. Eric Mortimer reports that the NCRS Facebook page has 1,300 followers and is a great source of free advertising for the organization. A copy of "Road to Top Flight" will be included in new membership packets..

**Judging** – Dave Brigham reported that the transition of position of the National Judging Chairman has been reasonably smooth. Roy will continue to assist with the transition.

**National Corvette Museum** – Dana Forrester reported that there will be three new NCM Hall of Fame inductees this year and the Motorsports Park is moving forward.

**Driveline & Restorer** - Eric Mortimer & Vinnie Peters were congratulated for once again being awarded the Golden Quill Award for the Driveline and Restorer publications.

**Public Relations** – Carlton Colclough reminded the Regional Directors of the deadline for submitting Chapter Charity Matching Funds paperwork no later than October 31<sup>st</sup> and a copy of the Chapter cancelled check must accompany the paperwork.

*Carlton reported that Mr.Hendrick has committed to supporting*



the 2014 National Convention.

**Online Advertising Proposal** – Dick Capello reported the committee’s findings and the program was approved unanimously. It is estimated that it will take 60 to 90 days to build and test the new site. The site will be up and running as soon as all the programming is completed. A performance analysis will be done after one year. Program particulars will be sent by the Regional Directors once they are completed.

**Automatic Membership Renewal** will be implemented with the use of PayPal. John Waggoner reported that the process through PayPal complies with industry standard practices.

**Archives** - Bill Sangrey has secured additional materials for the NCRS archives and will share the materials with the National Corvette Museum as in the past.

**Discussion Board** - The NCRS site was recently hacked for the second time. The technology staff is looking at proposals from companies who would monitor for hacking attempts and perform some repair if the site is hacked again.

The meeting adjourned at 9:52 AM EDT

Date of the next Board meeting: March, 2014 TBD

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NATIONAL CORVETTE RESTORERS SOCIETY  
Foundation Board of Directors Meeting  
Hampton, Virginia  
July 26, 2013

NCRS Foundation Board of Directors Meeting was called to order at 10:00 AM EDT

Present were:

Vito Cimilluca, Bill Baker, John Ballard, Bill Braun, Joan Burnett, Dick Capello, Carl Davidson, Marilyn Heitzman, Mike Ingham, Carlton Colclough, Larry Colvin, Jeff Cook, Mark Lincoln

No general members were present in the audience.

**Foundation Report Review and Scholarship Approval** – The Board voted for the Foundation to award eight \$1,000 scholarships with two scholarships to be automotive related and the remaining six will be general. One will be awarded from the Marvin Burnett Memorial Scholarship for \$2,500.

**U.S. Navy Distinguished Visitor Raffle** – Members of the Board that had not purchased a program raffle ticket picked 12 winning names and 12 alternates.

The 12 winners are: Joe Czynewski, Vinnie Peters, Don Larue, Dave Heitzman, John St. Peter, Teresa Foss, Dave Ewan, Donna Crupi, Tom Huellemeyer, Bob Burkhardt, Mike Sams, & Joan Rankowitz. If any of the first 12 are unable to attend at the designation date, the alternate people will be contacted in the order

order pulled.

Meeting adjourned at 10:15 AM EDT



↑ EXHIBIT HALLS

← MEETING ROOMS 101 - 109

Hampton Convention Center Welcome Banner



CNJ Chapter Chairman Ed DiNapoli and his '72 Duntov car





Pat Addonizio, Greg Cue and Pat's very high scoring '85



Rich Vaughan and Dave Mognoni



Ed DiNapoli and Frank Stech



Your humble editor chatting with Drew Papsun



Jack Brown (standing) with Art Colussy



The Mighty Battleship Wisconsin at Hampton



**Central New Jersey Chapter Members Recognized at National Meet****Judging Level Awards****400 Level Judge**

Bob Zimmerman

**300 Level Judge**

Mark Rudnick

Bruce Crookham

**200 Level Judge**

Howard Welch

Dave Mognoni

Ed DiNapoli

**100 Level Judge**

Joe Barton

**Tabulator Award**

Kim Crookham

**Red Hat Award**

Erich Meyer

Joe Ciaravino

**Flight Judging Awards****Top Flight**

Carl Schubauer

Pat Addonizio

**Sportsman Award**

Dave Mognoni

Joe Ciaravino

Kim Crookham

Phil Barbaro

Frank Stech

**Duntov Award**

Steve Cook

**Chapter Awards**

Ruby Level Donor Certificate from NCRS Foundation

Top Flight Chapter Award 2013

**Central New Jersey Chapter Promotes NCRS at Local Corvette Show**

FLEMINGTON NJ CAR SHOW AUG 10, 2013

By: Pete Loscalzo

Flemington Township hosts car shows every other week during the summer on Saturday evenings, and they highlight a different car or class of car/truck for each show. Our chapter participated in the Flemington Township bi-weekly car show, on Aug 10, 2013, where the featured car for that night was Corvette. The show started about 5:30PM, and ended at dusk with a parade up and down Main Street, to some very loud, rousing "Star Wars" type music played over the PA system, while the announcer gushed over the cars. Approximately 50 Corvettes, from 1957, thru C6's participated in the event. Cars that registered were voted on by the folks that came out to see the cars, and trophies were handed out to the cars that got the most votes in several categories. They also gave out "door" prizes to everyone, for answering trivia car questions broadcast over the PA system during the show.

Our chapter had a table at the entrance to the featured cars section, behind the township offices, where a large parking lot was filled to capacity with Corvettes. It was great to see so many cars that were driven, rather than for show only. We had quite a few people inquire about the NCRS, and what we were about, and several took applications and meeting info. Hopefully they were interested enough to attend a meeting and possibly join our chapter.

Five of our member attended and manned the table. Besides myself (my 1963 convertible is still under going a complete body off restoration, so I brought the "anti-Corvette", my Prius), Pappy Papenfuhs brought his 1963 Silver Coupe. Ralph Greer brought his 2004 convertible. Rick Barrick was there as well as Emille Thomas who brought her beautiful black C4 coupe.



Ralph Greer and Pappy Papenfuhs manning the table





Pappy Papenfuhs with his legendary '63 split window coupe



Red Grand Sport



Emilie Thomas with her top flight 4th generation coupe



General Display Area



General Display Area



C1 and Mid-Years



**AFTER 32 YEARS, MY FIRST NCRS NATIONAL**

By: Pat Fullam

What took me so long?

That was the question I asked myself as I approached the Convention Center in Hampton Virginia on Sunday the 21<sup>st</sup> of July of this year. I first joined NCRS in 1981 and have been to some Regional's and numerous Chapter Meets, but no National.

I did not know what to expect at a National, even though the Mid-Atlantic Chapter had presented a laundry list of activates for those participating in the National. Trips to various Military Bases, to Colonial Williamsburg and other attractions. In addition, there were numerous road tours from all over the country.

When I arrived the Corvette candidates were being to be staged outside of the Convention Center for the Operations Judging on Monday. Lately I have been participating in the Judging of the 90-96 Class and I was scheduled to be an Operations Judge on Monday in this class. I looked the field over and could not get over the variety of Corvettes that were being assembled. From the pristine 1953 to the full blown race models. Everything was there that one could imagine to represent the Corvette. No judging was done on the first day as the staging of the candidates continued through the day.

If you feel that you are alone at this meeting of Corvettes, you can not even imagine how many old friends you meet. From Chapter members to individuals you have met at other various NCRS get-togethers. It was like old home week.



Mark Rudnick



Display Car Staging



Opie and Bruce Crookham





NCRS President Vito Cimilucca and Terry McManmon

As the evening drew nearer, it was time to take advantage of the welcome buffet put on by the host Chapter. In the past at other functions it was cheese and crackers. Not this time, first class sit down buffet with all the food you could eat. It was top shelf and I heard more than one member mention how wonderful this buffet was and the amount of food was unbelievable.

After filling myself with food it was time to retire to my hotel room. I was unable to get a room at the host hotel, which was adjacent to the Convention Center, but obtained quarters less than a mile away.

The National is loaded with various types of Technical Seminars, some sure to appeal to everyone.

Some of the seminars are point related and some are just for informational purposes. This is in addition to the various types of judging to be conducted from Monday through Thursday.

There is Flight Judging, Crossed Flags, Bowtie, Duntov and on and on. Something for everyone.

On Monday, I was fortunate to be paired up with an experience Master Judge to do the Operations Judging on the 1990-96 Class. By a strange twist of fate, we had eight Corvettes in that class and three were 1994 Yellow ZR1's. Caused a little confusion at first when someone mentioned the Yellow ZR1.

This Operations Judging is to ascertain that the Corvette is functioning according to factory standards. The Corvettes that appear at the National have been Flight Judged in the past and the owners know exactly what is expected of them. My partner and I were also accompanied by two Master Judges who performed as Observer Judges and were a welcome addition to our crew.

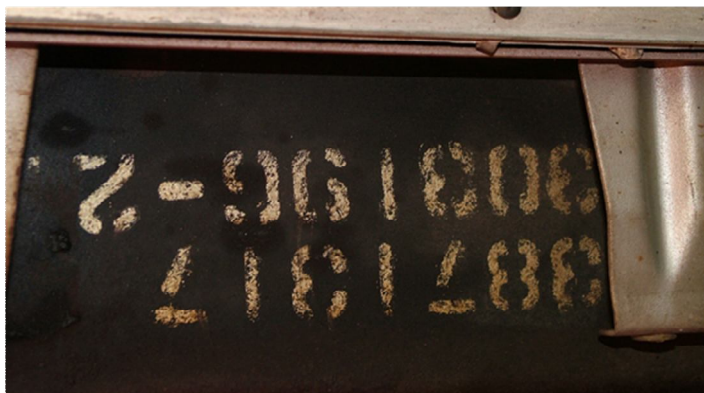
All went well and our group passed with no lost points. Once the specific Corvette has completed its Operations Judging it is placed inside the Convention Center for flight judging.

Forgot to mention the fact that if you are judging you get a nice breakfast and lunch compliments of the host Chapter. Again top notch food.

Later in the day I attended a Technical Session presented by John Ballard relating to the history of painting done on the Corvette. John is considered the number one individual in this field. The sessions are scheduled usually for an hour and a half and the time flies by and the attendees usually want more information. John stayed and answered all the questions.

On Tuesday, I attended the Technical Session relating to Midyear Frame Stencils and Markings. I currently do not have a midyear, but was always fascinated by the markings and stencils that I observed on the frames of not only the midyears but also on the Sharks.

I could never understand why the stencils were upside down, until I saw photos on how the stencils were applied, right side up with the frame upside down and when the frame was finally placed right side up, the stencil was upside down. Does that make any sense?



On Wednesday I assisted in conducting an Advance Judging Seminar under the direction of Terry McManmon. My assignment was the C4.

We examined two pristine 1995 Corvettes, one was a ZR1 with less than 500 miles and the second was a LT1 with 6,000 miles and was as clean as the ZR1. The owners also participated in the seminar and answered any questions the group had for them. This was a morning and afternoon class and again the time flew by. A lot of information was passed around and these advanced seminars are a must for anyone interested in a certain class of Corvette. There were Advanced Seminar Sessions for all the classes of Corvettes and three lifts were available for under carriage inspections.

On Thursday I participated as an Observe Judge (OJ) in the 90-96 Class. I was assigned to the exterior section under the watchful eye of our Chapter Chief Judge Dave Magnogi and Larry Murphy, the owner of the 1995 ZR1. As an OJ you assist the two judges in any way you can and along the way you have the opportunity to observe them in their judging methods. Sometimes you can assist by keeping the score sheets and then you really learn what they are highlighting in the scrutiny of the specific area. This is a great learning tool that everyone can take advantage of, just not for judging points but to learn.

You can rotate to the various segments of the Judging on the Corvettes in your class, you do not have to stay with one set of judges, and you can go to the interior, chassis, mechanical or exterior. Again, it is a great learning experience.



### CNJ Chapter Meet at the Loughlin's Residence Mendham, NJ

By: Dave Mognoni, CNJ Judging Chairman

On September 8<sup>th</sup> we held our annual Chapter Show and Picnic. Dotti and Jim Laughlin were kind enough to host the event at their home in Mendham. They did a fantastic job not only hosting, but also dealing with the food and ordering great weather.

We had 4 very nice cars to judge all being judged the first time, along with several Sportsman and Display cars. There were about 30 judges that came to help. Because of the small number of cars to judge it gave judges plenty of time to review the cars with their owners I must admit the judges really made my job easy. They went to work doing their thing I just had to stand around and try to look important. Thanks for doing a great job.

I also want to thank Elizabeth Meyer and her Tab team for doing a wonderful job and Ralph Greer for handling show registration. Many thanks to all who helped make this a great experience.

#### Judging Results

- 1958 Lou Romero Top Flight
- 1965 John Cammarata Second Flight
- 1971 Les Goldberg Top Flight
- 1996 John Tarallo Top Flight





### FOR SALE / WANTED



#### For Sale

1974 coupe, 4 speed, white with red leather interior, 63000 miles. ps, pw tilt-tele column, sidepipes, luggage rack, solid frame and suspension, One piece astro top, removable rear window, new tires, new battery . 400 hp SB , Car runs and looks great. Contact Ed DiNapoli. 732 297 4280, [ed72vette@aol.com](mailto:ed72vette@aol.com)

#### Wanted

For Corvette

An all original story of interest or technical article for publication in this newsletter!

Condition doesn't matter. All submissions welcomed. Top dollar paid (in Monopoly money).

Contact: Bob Zimmerman 973-270-6073  
[topcopfh1@verizon.net](mailto:topcopfh1@verizon.net)

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### UPCOMING EVENTS

- October 6 Metro Long Island Chapter Meet  
Wehrmann Engineering Hauppauge, N.Y.
- October 13 Delaware Valley Chapter Meet  
County Corvette West Chester, PA.
- October 17-19 Texas Chapter Regional Meet  
Melbourne, TX.
- December 15 Central New Jersey Chapter Holiday Brunch  
KC Prime Steakhouse Lawrenceville, NJ  
(In Lieu of December Business Meeting)
- January 23-25, 2014 Florida Chapter Winter Regional  
Kissimmee, FL.

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#### EDITOR'S MESSAGE

It gives me great pleasure to announce that the Board of the Central New Jersey Chapter of the NCRS has unanimously agreed to and voted affirmatively to create the position of Assistant to the Newsletter Editor.

Upon my recommendation and unanimously approved by the board the person selected to fill this position is Pat Fullam. Pat is truly dedicated to the Corvette hobby and to the Central New Jersey Chapter and will serve us well in this capacity. Please give him your full support.

Thanks to Joe Ciaravino , Pete Loscalzo, Dave Mognoni and Pat Fullam for their contributions to this issue!

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