



Spring 2019

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Vito Cimilluca, Judging Chairman

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Marvin Burock, Newsletter

Editor

BUSINESS MEETINGS & TECH SESSIONS

See Calendar of Events on our website: cnjnrcs.org

Chairman's Column

By: Joe Bardon



Spring is in full swing and it's time to take the car covers off and get our Corvettes out for a spin. The driving season has arrived!!

We had visits to the Vintage Auto Museum of New Jersey in February, and to the Super Chrome Metal Finishing Company in March. Many thanks to Ed DiNapoli for organizing both trips, which were very interesting. Vito and Joe Tripoli held an informative chapter judging session in March, hosted by BGT Automotive, which attracted a large crowd and proved to be very educational.

Our annual Chapter Judging Meet was held on April 28th and was again generously hosted by BGT Automotive. This was a special opportunity for chapter members to have their cars judged, or to get involved in the NCRS judging process. It was a fun and busy day for all chapter members present.

On May 18th, a tech session was held with Glen Atamanchuk at his facility, Hillside Corvettes, in Bridgewater. He discussed C2 rear axle assemblies and fielded questions from the attendees. The day ended with a pizza lunch.

A chapter road tour and day with the Spirit of '53 members at their annual car show at Forrestal Village in Princeton, NJ was held on Sunday June 2nd. We had a wonderful day with the Spirits several years ago and this year was a great day as well.

June will also mark the date of the Chapter's first Corvettes and Coffee, to be held in Woodbridge at Parker Press Park on Sunday June 30th. Details of all upcoming events will be made available as we get closer to the actual dates, and details will also be available on our calendar of events on the chapter website.

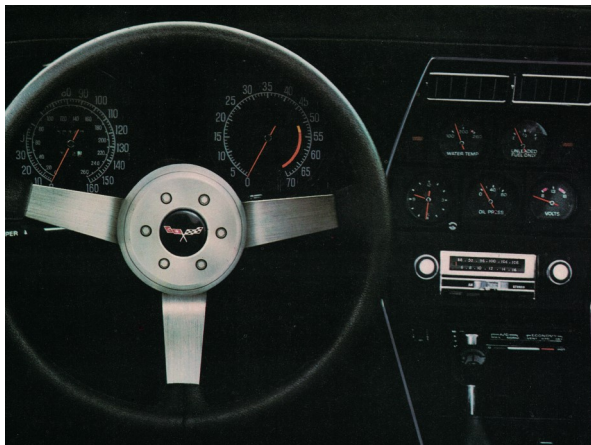
I am also proud to report that our chapter received the Chapter Top Flight award for 2018. This is in recognition of the membership's efforts and attendance at activities, events, technical meetings and their generous contributions to charities during the year.

Joe

Tech Article: 1977 Horn Button and Lock Ring Configurations
by Marvin Burock

Corvettes are widely known for their interim or “running” changes throughout a given model year and the 1977 vintage is certainly no exception. Consider the driver’s side front fender. On early cars, the alarm cylinder is located on the fender. However, no crossed flag emblem is present. Later in the model year, both the alarm cylinder and the crossed flag emblem can be found on the fender. Finally, in still later production, the alarm cylinder was removed from the fender since the alarm switch was now integrated into the driver’s side door lock. Hence, only the crossed flag emblem appeared on the front fender.

Even more confusing is the variety of horn button and lock ring configurations that were used on the 1977 model. This tech article will examine each one in the order of their appearance in production. The first photo was taken from the 1977 Corvette sales brochure. The horn button shown is a pre-production version that never made it into production.



The second photo (red interior) shows an example of a 1977 Corvette with the 4 spoke “Vega” steering wheel. A common misconception is that this steering wheel appeared only on the 1976 model. While it is true that the 1976 Corvette was equipped with this steering wheel across all production, if you had not opted for the N37 Tilt-Telescopic Steering Column option while ordering a 1977, 1978, or 1979 model, you received the 4 spoke steering wheel rather than the three spoke leather-wrapped unit. Production of Corvettes with the standard steering column in 1977, 1978, and 1979 was 2726, 2416, and 6344 units, respectively. The tilt-telescopic steering column became standard in 1980 and, as such, no Corvettes were equipped with the 4 spoke wheel that year and throughout the remainder of the C3 production run.



The third photo (smoked grey interior) is an early 1977 that shows the first configuration of the horn button and telescopic lock ring. Note that the horn button is brushed aluminum while the lock ring is the same color as the steering column.

Tech Article: 1977 Horn Button and Lock Ring Configurations (continued)
by Marvin Burock

The photo below of a black interior shows the next horn button and lock ring configuration that was offered. Note that both the horn button and lock ring are brushed aluminum. The final horn button and lock ring configuration is shown in the photo of a buckskin interior. Note that both the horn button and lock ring are the same color as the steering column. This change was more than likely precipitated by a pending NHTSA Recall Campaign. NHTSA Recall 77V115000 was dated July 28, 1977 and affected 15,484 potential units. Without documentation from GM, it would be difficult to determine the exact production cut-off date since some vehicles might have been ordered with the standard steering column during this period and those units would need to be excluded.

Components COMMUNICATIONS

Potential Number of Units Affected 15,484

Summary

THE INVOLVED VEHICLES HAVE STEERING WHEEL CENTER HUBS WHICH FAIL TO CONFORM TO FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 107, "REFLECTING SURFACES". THE HORN BUTTON CAP AND THE LOCK LEVER HAVE A BRUSHED CHROME FINISH. THE SURFACE REFLECTIVITY OF THIS FINISH ON SOME OF THESE HORN BUTTON CAPS AND LOCK LEVERS IS APPROXIMATELY TWICE THE MAXIMUM REFLECTIVITY ALLOWED BY THE STANDARD.

Remedy

DEALER WILL REPLACE THE CAP AND LEVER WITH PARTS PAINTED TO MATCH THE INTERIOR TRIM COLOR AT NO COST TO OWNER.

Notes

VEHICLE DESCRIPTION: PASSENGER VEHICLES EQUIPPED WITH TILT TELESCOPING STEERING ASSEMBLY SYSTEM. STEERING; STEERING WHEEL CENTER HUB. CONSEQUENCES OF DEFECT: IF THE DRIVER DOES NOT TAKE STEPS TO ALLEVIATE THE DISTRACTION OF LIGHT REFLECTING OFF THE STEERING WHEEL HUB, THIS COULD LEAD TO AN ACCIDENT.

1 Affected Product -



Here is a summary of the recall. "The involved vehicles have steering wheel center hubs which fail to conform to Federal Motor Vehicle Safety Standard No. 107, 'Reflecting Surfaces'. The horn button cap and the lock lever have a brushed chrome finish. The surface reflectivity of this finish on some of these horn button caps and lock levers is approximately twice the maximum reflectivity allowed by the standard."

Chevrolet dealers replaced the horn button and lock ring, if applicable, with a unit that matched the color of the steering column. Not all owners chose to have their horn button and lock ring replaced. In the case of my early production 1977 project car, the original horn button (shown by itself in the photo) is still present.



Super Chrome Visit by Larry Spilman

Have you ever had anything Chrome plated on your car? Did you specify exactly what you wanted done, such as triple plated with nickel, copper and chrome, or did you just say, like I did, just chrome plate it?

On Saturday, March 23, Ed DiNapoli, Central NJ Chapter NCRS, set up a tour of Super Chrome of Asbury Park, NJ, to better appreciate what chrome plating is all about, and I joined about a dozen other members for the tour.

Super Chrome was a convenient choice, in mid-New Jersey by the shore, and they advertise as a specialist for Corvettes and Harleys. So, this sounds like a natural place for a bunch of Corvette folks, and we weren't disappointed.

Robert Micele of Super Chrome provided the tour and narrative and it became very clear that he has been in this business for a long time, clearly explaining the processes and answering all of our questions.



Our first impression upon entering the “factory” is that the chroming process is complex, and a bit intimidating with all of the hot chemicals and tanks, and while we kept our distance from the work areas, the employees moved carefully but diligently to move metal pieces from one chemical tank to the rinse tank then to another chemical tank, like they had done it hundreds of times before (which I guess they had).

We were shown pieces, such as auto bumpers and motorcycle tanks, in various stages of the end-to-end process, and began to appreciate the work it takes to end up with the beautiful end products we were shown.

It reminded me of the paint jobs on our corvettes, where the body is taken down to the bare fiberglass, then prepped, then sanded, then primed, then sanded, then painted, then buffed, etc. Plating is the same; the basic metal piece needs to be prepared first, since dents or bends or waves in the metal will show in the final product. And if it is being re-chromed, since most of our bumpers are already chromed, then the old chrome and any other layers need to be taken off first. And once the basic metal piece to be chromed is prepared, then the chemical processes begin, and there are a number of variables that need to be managed, such as what under layers are desired or needed, such as nickel and copper, and how thick they should be prior to the final layer of chromium.



Super Chrome Visit (continued)
by Larry Spilman

Another significant variable explained by Micele is the thickness of the metal piece to be chromed; a bumper is quite thick, and can withstand the temperatures experienced in the plating processes, while a headlight bezel can be quite thin, and has to be handled more delicately.



We were shown the front-end grill and accessories for a classic Studebaker in mid process (above), a motorcycle gas tank in a near final process, and bumpers and external accessories for a 1955 Corvette at the beginning of the Chroming process (below).



We also saw examples of polished, brushed and antique nickel, brass and copper, and they even plate gold, but we didn't see that process.

Super Chrome Visit (continued)
by Larry Spilman



They also demonstrated powder coating, and shared some of their unique processes to insure the powder coating lasts a lifetime.

Some key takeaways from the tour are 1) this is a complex process, part physical, part chemical, but also a large part art, 2) when requesting chroming, talk to the proprietor since there are many variables needed to be decided, such as adequate preparation of the basic metal part, and 3) give them the time to do it right.

Thanks to Robert Micele and his team at Super Chrome for making time for us and being patient with all of our questions, and to Ed DiNapoli for making this happen.

NCRS 2019 Judging Retreat
by Pat Fullam

NCRS just recently concluded its 2019 Judging Retreat at the Hilton DFW Executive Conference Center in Grapevine Texas on March 17, 2019. This facility is located about 10 minutes from the DFW Airport. Shuttle service is very convenient and there is no need to rent a vehicle. Every day, beginning at 6:00 a.m. daily the Lower Garage Bay held a NCRS complimentary continental breakfast, which in reality lasted all day as it also included a lunch.

The Retreat started on the 14th of March. I was fortunate to attend in the position as an Instructor. I had attended two previous retreats as a Student. The course is broken down into one day of classroom instruction and one day of hands on judging. There were two groups of students this year so I began the retreat on Thursday the 14th. The first group of students also arrived on the 14th. On Friday, the 15th, both Instructors and Students attended class room instructions at the same time.

The day could start out at 7:00 a.m. in the morning and go to 6:00 p.m. On Saturday the 16th, both groups (Instructors and group one of Students) went to the Lower Garage Bay to begin a hands-on instruction of the NCRS Matrix method of Judging. The second group of Students had arrived on Friday and they were receiving instructions in the classroom.

The emphasis in the classroom is on the NCRS Matrix judging of CDCIF. This is C-Configuration, D-Date, C-Completeness, I-Installation and F for finish. This is the method that is taught to the Students to assist them in determining the amount of deductions for each area they are judging. Also, additional items were covered as far as filling out the judging sheet and relationships with the Owner. In addition, emphasis was placed on determining if an item is covered under the Standard Deduction or the CDCIF method of judging. Extensive coverage of judging paint, finish and fiberglass was also discussed. Instructions were also provided in preparation for the Performance Valuation (PV). The Instructors discussed the pass/fail aspects of the PV and how much time you get to make a one-time repair.

The basement of the Executive Conference Center contained approximately 10 Corvettes of various years. The judging process is a round robin affair in that eight Students and Four Instructors are assigned a specific Corvette. Two sets of the Students start judging on either the Chassis or Interior sections. The other two sets of Students who will judge the Exterior and Mechanical Sections wait their turn with their Instructors. After a certain period of time the first two sets of Students rotate and the initial Students review their findings with their Instructors.

This method of Student Judging/Instruction gives the Students a direct hands-on experience.

Again, after a period of time the second set of Students will return to review their findings with their Instructors. After a break these eight Students then rotate to another Corvette and begin the process all over again. HOWEVER, the Students do not judge the same area as before. For example, if you judged the Interior Section the first time, you would never judge Interior again. In the second round if you judged Interior in the first round, you would judge Exterior. The third rotation would find you judging Mechanical and the last rotation would find you judging Chassis. This way the Student would get the opportunity to judge all aspects of the applicable Judging segments of the Corvette.

The Corvette that I was assigned to with three other Instructors and a National Team Leader, who in my case was Tom Barr the 1984-96 National Team Leader was a 1967. Most of the Corvettes that were used in the Judging Program were previously judged and had many National Honors.



The Judging experience level of the Students ranged from 7 judging points to over 300 judging points. Each Instructor and Student received 20 Judging Points for their participation at the Retreat. So, it was well worth it to attend to accumulate points in addition to learning the judging process.

NCRS 2019 Judging Retreat (continued)
by Pat Fullam

However, our 1967 Corvette example was a little different. It had a completely NonTypical Factory paint application. The Owner had wanted a specific color and it was indeed a beautiful paint application but incorrect for NCRS judging purposes. The Owner wanted his Corvette to be judged as it stood. As it turned out this 1967 Corvette had the complete numbers matching drivetrain. It also had the correct radiator, alternator and starter.

During the complete judging review an NCRS Instructor played the role of the Owner. Some interesting conversations took place at the end of the day between the Owner (Instructor) and the Students.



This Corvette did not have the correct exhaust system and other minor components. The approach we took with the Students was to start them out with items that we knew were incorrect on our 1967 Corvette. The reason for this was to force them to apply CDCIF to the judging process. We did not want them to merely make slashes on the judging sheet for a correct item. The first item we pointed them out to judge on the Chassis was the Master Brake Cylinder, which was a replacement. There was no time limit on what they had to judge or any requirement on the amount of judging they completed. Some students did not finish one section, but they learned how to judge.

As mentioned upon completion of the Student judging on the individual areas, a review was held with the Instructors to go over their findings. The Students were eager to learn and took the constructive comments without any problems.

At the completion of the first day of Judging, a complete review was made of any comments by the Instructors or the Students. The first group of Students finished up Saturday evening and then on Sunday morning the second group of Students began the same learning process in the Garage Bay.

The entire program was completed around 6:00 p.m. Sunday night. I stayed over until Monday morning and then caught a flight back to Tampa.

In my opinion this is a terrific opportunity to learn from very experienced judges and to learn how to judge according to how NCRS wants its judges to score the judging sheets.

If NCRS continues its pattern of having this Judging Retreat, the next one will be in 2022.

If you have any specific questions, please do not hesitate to contact me.



NCRS 2019 Judging Retreat
Photos by Marvin Burock



NCRS 2019 Judging Retreat
Photos by Marvin Burock



NCRS 2019 Judging Retreat
Photos by Marvin Burock



CNJ NCRS Annual Judging Meet
by Vito Cimilluca CNJ NCRS Judging Chairman
Photos by Larry Spilman, Pat Fullam, and Marvin Burock

Our chapter judging meet was held on April 28, 2019 at BGT Automotive in Rahway NJ. We would like to thank Butch Mazza for opening his shop for our event and sponsoring the Judge's lunch. I would also like to thank our tabulators Marta Romero and Elizabeth Meyer and the judges who judged the 6 Corvettes. Thanks to all who participated.

The judging results were as follows:

- Richard Siegel — 1954 Conv — Top Flight
- Lou Notaro — 1963 Coupe — Top Flight
- Frank Cuccaro — 1964 Conv — Top Flight
- Butch Mazza — 1972 Coupe — Top Flight
- Joseph Tripoli — 1972 Conv — Second Flight
- Raymond Morgan — 1996 Conv — Top Flight

C4 judge, Larry Spilman, had this to say about the event, "It was a very good session, thanks much to Vito and the large turnout, being indoors made it much better, and high quality cars. The C4 I helped judge was the best C4 I have ever judged over about 10 years and dozens of cars (it was a very low mileage car), and there were two beautiful C2s and a C1 that I would love to have in my garage. It was all around a great session."



CNJ NCRS Annual Judging Meet
Photos by Larry Spilman, Pat Fullam, and Marvin Burock



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Photos by Larry Spilman, Pat Fullam, and Marvin Burock



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CNJ NCRS Annual Judging Meet
Photos by Larry Spilman, Pat Fullam, and Marvin Burock



Hillside Corvettes Visit by Pete Loscalzo

On May 18th, our chapter paid a visit to Hillside Corvettes in Bridgewater, NJ to attend a tech session on the rear drive section of the C2 Corvette. The presentation was given by the proprietor Glen Atamanchuk. Glen specializes in both C1 and C2 Corvettes. He does repair and restoration work, mostly mechanical, rather than body. Glen is one of the founders of CNJ NCRS, and is a very knowledgeable guy. His presentation centered primarily around the rear drive section of C2s with a little of everything else back there thrown in. Glen's discussion of his collection of busted, broken, and destroyed parts, and how they got that way, was very informative, in that the takeaway was how to recognize impending failures before they become complete disasters. And how to prevent them from happening in the first place! After his formal session, we hung out, talked shop and ate pizza. A great time was had by all who attended.



**NCRS New England Regional
Marlborough, MA May 16th-18th 2019**
Photos by Pat Fullam



NCRS New England Regional
Marlborough, MA May 16th-18th 2019
Photos by Pat Fullam



Items for Sale/Wanted

For sale: 1970 LS5 Corvette Coupe

I wanted to inform all of you and ask if you could spread the word that I am selling my beautiful 1970 Corvette with only 36,350 original miles. It is an LS5 coupe Top Flight NJ Chapter and Top Flight PA Regionals. If I still have it in July I will be taking it to the Corvette Nationals for its Top Flight. It's a prime example of an original 1970 Corvette. It has its original paint, original Bow Tie leather interior, PS, PB, PW, 4-speed, 3.36 rear gear, tilt wheel, original spare tire (never used), and even a rear defroster. The original exhaust is still on the car except for the mufflers. For those that haven't seen it, it's a piece of art. The car is fully documented. I have the tank sticker and it has all been certified by NCRS. The color is a very rare 993 code, Corvette Bronze. What I have uncovered is that only 6% of all 17,316 Corvettes in 1970 were this color and how many were big blocks or still surviving is anyone's guess. This car is number 13,656, a June 1970 build date.

If you personally or know someone who is interested, please have them email me or they can text me to start the conversation at (973) 202-1775.

Steve Sooby
ssooby@comcast.net



Items for Sale/Wanted

For sale: Eastwood Blast Cabinet

For sale is this nearly new Eastwood glass bead and other material blast cabinet. This unit was bought to replace an existing machine in order to finish my final restoration project. It is like new as evidenced by an examination of the interior which still shows paint on the blast platform.

Current Eastwood price is \$410.00 plus shipping.

Included are plastic glass protectors.

Dimensions:

36" Wide

24" Deep

59" High

Ed Lepelis

(609) 529-8171



CNJ CHAPTER MEMBER INFORMATION

NCRS # Check DUES for 2018_____ 2019_____

NAME Member SPOUSE/ Other

ADDRESS

CITY STATE ZIP

HOME PHONE

CELL PHONE

E-MAIL

JUDGING INTEREST

CORVETTE INFORMATION CHANGES - YEAR, MODEL, COLOR

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

Signature

Date

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