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- Joe Bardon, Chairman**
- Ed DiNapoli, ViceChairman**
- Rich Vaughan, Treasurer**
- Pat Addonizio, Secretary**
- Vito Cimilluca, Judging Chairman**
- Bob Zimmerman, Newsletter Editor**

BUSINESS MEETINGS & TECH SESSIONS

See Calendar of Events on Our website: www.cnjncrs.org



Happy Birthday U.S.A. 241 Years Old and Going Strong!



Chairman's Column

By: Joe Bardon



Our reluctant spring has passed and we are finally seeing some great driving weather. It is now time to get our Corvettes out of the garage for some cleaning and pleasurable driving. There are a number of local shows and Cars and Coffee events to attend and to share information with others about our cars.

The NCRS Nationals take place in San Antonio, Texas in just a few weeks, and a number of our chapter members are planning to attend both the National Road Tours and the Flight Judging as judges. It is the 50th anniversary of the 1967 Corvette, so there are sure to be quite a few nice 1967's in attendance. Many of the rest of us are staying closer to home, but there are always projects to be planned, started, or completed on our cars. Speaking of touring, please mark your calendars for Saturday August 5th. Dottie and Jim Loughlin have been kind enough to host our Annual Chapter Picnic again this year at their beautiful home in Mendham, New Jersey. Their great food and poolside hospitality are both highlights of our chapter activities. We plan a southern road tour leaving from the Elks parking lot in Hightstown, and a Morris County tour meeting at the Hickory Tree Mall in Chatham, both taking scenic routes to Mendham in the morning. On arrival, Vito and Howard Welch are planning an hour long C2 judging school on Mid-Year Exteriors and Paint. The picnic will then be held at noon, and we are encouraging members to include spouses for fun, good conversation, and a delicious picnic luncheon.

Many of you attended our recent Chapter Judging Meet in Woodbridge on May 21st. Vito did a great job organizing our meet, and thanks to our many members who brought their beautiful cars for judging or display, judged the 9 cars presented for Flight judging, worked as tabulators, or came to assist in running the event. We held the meet at a wonderful location thanks to chapter member Kevin Morse, who provided his law practice parking lot for the day, offering shade, convenience, and plenty of parking. All who attended had a great day with perfect weather. Many thanks to Vito and to all who worked to make the event special.

We are planning some technical sessions, a social event and a chapter tour to a non-NCRS show like last year's trip to join the Spirits of '53 in Princeton. Please bring forward ideas and shows that you are aware of that might be good options for our chapter. Also, we are always looking for opportunities to pre-judge chapter member cars on a weekend morning. Please contact Vito or one of the chapter team leaders if you have a candidate for pre-judging.

Be sure to drive and enjoy your Corvettes, and see you down the road.

Joe

“Meet the Members”

Meet Joe Ronzo

By Guy Vander Vliet

Meet Joe Ronzo—Joe has been a Corvette Nut for many years and has taken a somewhat different approach. Many Corvette Nuts get a mindset on a particular year, model or color and work hard to find and then build or restore the car of their dreams. Joe, no doubt has a favorite, but he has a somewhat more diverse and eclectic process. Joe currently has eight Corvettes, a '68, 3 '69s, 2 '78 pace cars, 1 '94, and a 2000. In addition he has developed a huge collection of Corvette parts and pieces to the point that he fills 2 garages, and 2 basements, and I am sure that he knows where every part is... Maybe.... Joe works actively collecting, trading, and selling parts all over this area.

Joe's passion began while he was in High School in South Plainfield around 1967. Some other kid's father bought his son a Corvette which got Joe's attention. Joe started with a '66 Pontiac LeMans as his first car which he kept for a number of years. He was given the opportunity to drive and clean a friend's '64 which was blue/blue which Joe cleaned for free, but he got to drive the car.

Joe bought his first Corvette around 1977 which was a '71 LT1 Mulsanne Blue with Black interior and 4 speed. Joe loved that car and says it was very fast with a 350ci 370hp engine. Joe sold that car around '81-'82 and bought a '77 with automatic so his wife Sandy could drive it. Years later Joe finds his LT1 for sale but the car was badly damaged both to the body and drive train and the owner wanted too much money for the car in that condition. As Joe looks back, he wishes that he had taken the leap and bought it back. It would no doubt be a show car today.

Joe later found what he thought was a very clean '78 only to find from the wife of the owner that her husband had been killed in the car by a massive rear end collision. That car was sold and sent to England.

Joe is working on his '68 which he will get back into NCRS show condition in the next few years.

Joe started his club activities with the Spirit of 53 group which he stayed with from 1979 to the mid 80s. He got started with our NCRS group almost 20 years ago and has about 300 judging points; in particular Joe likes the “shark body” group and is most comfortable with that era.

Joe is married to Sandy who tolerates his Corvette addiction and they have two sons, Nick and Joey, who are both State Police Officers.

Joe has lived in South Plainfield for 63 years and currently works in the field of Fire Prevention equipment. When he retires, he plans to expand his Corvette parts business and enjoy life doing what he wants.

Say “Hello” to Joe, he is a very interesting and diverse guy with a lot of skills and experience.



Joe Ronzo

Restoration Battery Rescue

By: Pete Loscalzo

Some, if not most of you either use or have used a Restoration Battery in your older Corvette restorations. I know some of you curse them, and some of you have never had a problem with them. I looked on the Discussion Board of the NCRS, and found a lot of information about them, but never came across a solution like this. If you have ever had one go dead, or refuse to hold a charge for more than 24 hours, then this is for you.

I recently (last spring) had the Restoration Battery on my 63 go completely dead, after the vendor who put the new convertible top frame and top on my car, inadvertently left the accessory lights on for a few days. He must have recharged it to get it on the trailer to go back to the restorer who did the body for me, and my restorer must have recharged it before returning it back to me.

After I got it back and garaged, I disconnected the battery thru the cut off switch I had installed, put it on the battery tender, and didn't try to start it for a few weeks, as I still had to finish the interior (install carpeting and under carpet sound/heat reduction material), install seats, door panels, etc, to finish the interior myself. When all was finished, the car started fine, and my wife and I took it on it's maiden voyage. After that, I put it in the garage where it sat for about a week before it's next outing. When I went to start the car, the battery was dead. I charged it, which took about 2 to 3 hours, and started it with no problem. The next day, the battery was very weak, and when I put the charger on it, it said the battery was at about 50%. I charged it again, with the same results. I had the charger set for a 10 amp charge. Each time, it took about 1 hour to charge to 100%, and the next day the charge was down to less than 50%.

That's when I started to call Restoration Battery for advice. I found out that the battery being an AGM (Absorbed Glass Matt) construction is not a typical lead acid battery per se. You can look it up on the internet to get the technical specifics of this type of construction, but it has some peculiar properties that I found out over the course of a few days of intense conversation with both Restoration Battery and Odyssey Battery, who actually makes the battery that Restoration puts inside their reproduction case.

I was initially told by Restoration Battery to make sure the charger was set for an AGM battery, and to try again. I did that, with the same results. When I called back, they said I should take the battery out and send it back to them for warranty repair or replacement. Because I installed an after market A/C system (Vintage Air) in my car, removing the battery would have entailed disconnecting A/C lines, and a lot more. So instead, I called Restoration Battery again and asked to talk to a technical expert on the battery. I was told to call the manufacturer of the battery inside their case, Odyssey, for help.

When I did, I spoke to their Technical Expert, Tom (never got his last name), and was told I could fix it myself, with a procedure that initially had me very concerned. It is not the procedure on their website, and in all my research on the internet, I've never come across this. He also said if it didn't work the first time I tried it, I could do it at least two more times without damaging the battery, and that after three times, it should fix the battery permanently. He told me he has taken 10 year old batteries back into his shop that were "dead", and he restored them with this method to full working condition.

The procedure is as follows: First slowly discharge the battery using parking lights, to a point where the voltage across the open terminals was 3 volts or lower. I was told to wait at least 20 minutes, and make sure the voltage was still that low, as the battery could recover itself to upwards of 10 to 12 volts. So I waited, and sure enough, within 20 minutes the voltage was over 9 volts. I again turned on the parking lights for a few more hours, did the same check, and this time the battery read about 2.5 volts after 20 minutes.

Next, I was told to put a charger on the battery, set the charging current anywhere from 50 to 60 amps, and let it charge for 10 to 15 minutes at that rate. The reason for this was to shock the battery, as it has a "memory" from it's last discharge, and will not hold a full charge, as it "chemically" thinks the lower percentage charge is where it should be. After this, I should set the charge rate to 10 amps, with an AGM setting, and let it fully charge. When I did this, it went to about 50% charge in about one hour, then just sat there at 50% for over 6 hours, before starting to go up again. After another 2 hours, the charger shut off, with the charge condition showing 100%. I disconnected the charger, turned the cut off switch on, started the car, and took it out for a 15 minute test ride. When I got back, the battery was still at 12.8 volts and 100% charge.

The next day, and every day thereafter for about a week, I checked the battery charge (leaving the shutoff switch on, powering only the clock, without the battery tender). It continued to show a 100% charge, and 12.8 volts, just like it should.

Over the winter, the car was at a shop for a throw out bearing problem and some other minor mechanical problems, then back to the restorer to fix a major windshield leak problem due to incorrect installation by the restorer, all of which took about 3 months. Meaning the car sat without running for extended periods of time, with no battery tender. The battery was still working fine when I got the car back three weeks ago, and continues to give me no problems. I'd love to hear from any members or other owners who has had experience with these batteries and compare notes.

CNJ Chapter Judging Meet

May 21, 2017

A total of nine cars were presented for flight judging at the chapter meet held in Woodbridge. Many thanks to the judges who assisted from neighboring chapters and to Tabulators Kim Crookham, Liz Meyer and Marta Romero.





The results of the Flight Judging, Sportsman and Display cars are as follows

1959	Jack Skeuse	Lambertville, NJ	Top Flight	Duntov Mark of Excellence Display 1972 Ed DiNapoli
1963	Arnold Papenfuhs	Pittstown, NJ	Top Flight	McLellan Mark of Excellence & 5 Star Bowtie Vito Cimilluca
1963	Eugene Marotta	Clifton, NJ	Top Flight	Sportsman Display
1970	Steve Sooby	Dayton, NJ	Top Flight	1982 Kevin Morse
1972	Russ Bomberg	Bloomfield, NJ	Top Flight	1985 Robert Dapageorgiou
1975	Kevin Smith	Linden, NJ	Top Flight	2002 Rick Schreiter
1987	Dan Hogan	South Plainfield, NJ	2nd Flight	2004 Ralph Greer
1991	Italo Lacognata	Glen Rock, NJ	Top Flight	
1999	Joseph Klitsch	Bridgewater, NJ	Top Flight	

Second 1961 Corvette manufactured is available for sale here in New Jersey

If you have a spare quarter million bucks kicking around and want a very early production '61 Corvette, Conte's Corvettes in Vineland New Jersey is the place to come. Chapter member Pat Fullam is practically a neighbor of Conte's Corvettes and a friend of Marty Pindar who is the Managing Partner of the business. Many of us who are involved with judging C4 Corvettes know Marty from our last Wildwood regional . Pat provided us with some photos of this very special car. See more at www.contes.com Concours Collection.





NEWSLETTER EDITOR'S COLUMN

By: Bob Zimmerman

As always, member article submissions of both technical or Corvette interest are always welcomed.



MESSAGE FROM OUR TREASURER & MEMBERSHIP MANAGER

By: Rich Vaughan

This is your final opportunity to remit your 2017 dues. Payment is required immediately or you will be removed from the chapter's roster of members.



JUDGING CHAIRMAN'S MESSAGE

By: Vito Cimilluca

Many thanks to all who participated in our May 21st Chapter Judging Meet in Woodbridge and to all the judges and tabulators who made the event a success.



An Ounce of Prevention

We've all heard the cliché "An ounce of prevention is worth a pound of cure". That phrase rang true for chapter member John Lopusnak recently. John, like most of this time of year decided to take his '67 for a spin to unwind from life's occasional rigors.

Before starting out though, he decided to do a "pre-flight" walk around. Not something many folks routinely do with their vehicles these days. John discovered a bad tire on the rear of the vehicle. It was fully inflated but missing a generous portion of the tread as noted in the photo below. John's vigilance was essential to avoiding a potentially unsafe and unpleasant tire failure.



Dates to Remember

July 9th-13th NCRS National Convention San Antonio, TX

August 5th CNJ Chapter Picnic Home of Jim & Dottie Loughlin, Mendham

August 24th-27th Corvettes at Carlisle, Carlisle Fairgrounds

December 10th Holiday Brunch KC Prime Lawrenceville

For sale/Wanted

For Sale: Carter Carburetor 3721SB Date Code E6 (May1966), completely restored to new condition in approximately 2012 by Custom Built Carburetors, Middlesex, NJ. Used for 5 minutes in March of 2012 for a dyno test on a rebuilt 327. Price \$350.00 Cell: 908-303-4795 email: pappypete@comcast.net

For Sale: Like new 22' Homesteader Champion enclosed car trailer. 5,200 lb. ez lube axles. Four wheel electric brakes H.D. chassis. Electric pushbutton jack. Positive engagement lockable door latches. Integrated 110 volt generator coupler box. 12 volt interior lighting and 110volt fluorescent interior lighting. 9,000 lb. electric winch. Rooftop mounted heat and Air Conditioning (same unit as used in RV's) Wall and floor E tracks for tie downs in addition to the four factory floor anchors. Finished ceiling. Very little mileage. \$8,500.00 Cell: 973-270-6073 email: topcopfh1@verizon.net



CNJ CHAPTER MEMBER INFORMATION

NCRS # Check DUES for 2017_____ 2018_____

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

CHAPTER SPONSORS

We encourage all members to support our sponsors for all their Corvette needs, whether you want a new Corvette or a Classic Corvette.

