



July 2015

INSIDE THIS ISSUE:

INDEX

<i>Chairman's Column</i>	1
<i>Meet the Members</i>	2
<i>C3 Judging Clinic</i>	5
<i>Replacing Intake Gaskets</i>	6
<i>C1 Bowtie Judging Clinic</i>	10
<i>Charlotte Regional Images</i>	11
<i>Chapter Meet Registration</i>	12
<i>For Sale/Wanted Items</i>	13
<i>Membership Form</i>	15



HAPPY 20TH ANNIVERSARY  
CENTRAL NEW JERSEY CHAPTER!



Chairman's Column

By: Ed Dinapoli

I need to start this Column with thanks to the C3 team leaders for another fine Judging School at Dave Zimmerman's home. Mark Rudnick and Joe Ronzo did a full Flight Judging sessions with our members on Dave's 1969 L89. I know the members got a comprehensive insight to a Flight Judging experience, and Dave got a better idea as to how his beautiful car would do on the Judging Field. Thanks to all for a job well done. It was very generous of Dave to supply lunch to the Judging Teams. This was much appreciated by all. Thank you Dave. I also need to thank Ed Lepelis for his June Bowtie Judging School. Ed used his perfectly original 61 Corvette for his presentation and explained the Bowtie Judging process. He made the distinction on how Bowtie Judging differs considerably from Flight Judging. For those of you that have attended any of Ed's sessions in the past, you know how colorful and entertaining his sessions can be. Thanks to Ed for his hospitality, in depth knowledge, and a very entertaining event. We can hardly wait for an encore.

We are weeks away from the National in Colorado. I know some of our members will be making the trip to the mile high city, which I am sure will offer many beautiful sights and opportunities. I will be expecting the Chapter to receive it Top Flight Award for 2014. This will be due to member participation, Howard Welch, all the Boards record keeping and event planning. With the National so far away and the majority of our Board Members making the trip on the Road Tour, we will not be having any organized meeting or tech sessions in July. We will start August activities, with our annual Chapter Picnic on August 8<sup>th</sup> at Dottie and Jim Laughlin's home. We are looking forward to the good food, a Judging School on C4's, a nice road tour, and Dottie and Jim's wonderful hospitality. We will also be celebrating the Chapter's 20<sup>th</sup> Anniversary, at this event. We encourage everyone attending to drive their Corvettes so you may be part of the Chapter photo shoot, in the picturesque paddock coral. We will need to know which Chapter Members will be attending, for food planning. All members of the Chapter, in good standing (2015 dues paid) are welcome. The Chapter will be fully supporting this event. If you plan on attending please let Vito Cimilluca know at [vitoc@comcast.net](mailto:vitoc@comcast.net), by August 1<sup>st</sup>.

On September 20<sup>th</sup> we will be hosting a Chapter Meet at Princeton Chevrolet. The Chapter is fortunate to have a generous sponsor for our meet, and encourage you to give Mark Sable a chance to win your business, as they continue to support the Chapter. Our Registration Form will be in the Driveline, in July. If you would like to get a jump on the Driveline, there is a link on the Home page of our web site ([www.cnjncrs.org](http://www.cnjncrs.org)) in the upper right side. Ralph Greer will be doing the Registration again this year. If you plan on judging, please register in advance, so we know the number of Chapter Members that will be judging, there is no charge for a judging assignment. A big thanks to Ralph for his continued support to this important part of our Meet. Keep the date open as we will need Chapter Members support to run our meet. There will not be any Chapter Meeting in September at the Elks or anywhere else.

On October 3<sup>rd</sup> the Chapter will be involved in the Monmouth County Concourse d Elegance Charity Event, (<http://www.concoursdates.com/event/monmouth-county-concours>). We will be parking cars and displaying NCRS information, and offering a sample Judging Event to show people what the NCRS and the CNJ Chapter is all about. Howard and Lou Romero will be coordinating this event with the Concourse. We will need volunteers to help us make a nice presentation at this Charitable Event. If you would like to join us let Howard know by contacting him at, [hkwelch@comcast.net](mailto:hkwelch@comcast.net)

Howard is working on more events for the fall show keep an eye out for e-mails and the Calendar of Events on our web site for more information. The Regional Committee is still in place, however we have developed a new wrinkle on National

**Ed Di Napoli, Chairman**

**Howard Welch, Vice Chairman**

**Rich Vaughan, Treasurer**

**Pat Addonizio, Secretary**

**Vito Cimilluca, 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.

requirements. They are requiring us to do all registration on line. In order to do this we need to set a Pay Pal account with the National. While attempting to set up Pay Pal, we were requested to supply a personal Social Security number attached to the account. Of course we would not want any of our Board Members to have any personal exposure to IRS scrutiny from Chapter business. We are trying to work this out and will continue with the exploration of a future Regional. If you have any questions, regarding any aspect of the NCRS, don't be afraid to ask any of our Board Members. You can contact them by e-mail or by phone. All contact information is on the web site. [www.cnjnrcs.org](http://www.cnjnrcs.org)  
Here is hoping all members will partake in our planned events and looking forward to seeing everyone with their cars over the summer.

Ed

---

### MEET THE MEMBERS

Pete Loscalzo

By: Guy Vandervliet

Take the opportunity to meet one of our newer members, Pete Loscalzo. Pete grew up in Long Island, NY and moved to New Jersey after graduating from New York Institute of Technology with a degree in Mechanical Engineering. Pete moved to follow job opportunities here, although his job in the field of "Hydraulics and Fluid Technology" has taken him to many different areas.

Pete married his wife Silvia 46 years ago and reports (as we all do) it to be a blissful experience. Pete and Silvia have two children, one a daughter who is a teacher of special needs children (a labor of love, no doubt) and she and her husband, also a special ed teacher, have three children, 17, 15, and 13 years old. Pete and Silvia also have a son who is a computer wizard. He and his wife have a 4 year-old daughter.

Pete seemed to first notice Corvettes in 1963 when he was graduating high school and the new C2 models were first introduced. Pete seemed to know then that a '63 was to be his destiny. After college graduation, Pete looked into building a fiberglass "kit car" (the Fiberfab Avenger GT) that uses a VW chassis and drive train. As with all of us, the demands of marriage, family, jobs, and raising and educating kids caused Pete to hold off until he got close to retirement about 6 years ago. At that point, Pete thought about restoring a Model A Ford as it was his Dad's first car, as a retirement project. In conversation with his wife, she said, "Is that really what **you** want, or is that your Dad's dream?" She then asked him what car he would do if he could have his dream car. Without hesitation he said a '63 Corvette, and she said "Then do it,.". He thought, "Did she just give me permission to buy a Corvette?" How great is that??

Pete began the search for a '63 project car that he could restore and rebuild as a driver—but would also be as original and correct as possible. Pete went to Corvette events, followed ads on E-Bay, and read Hemming's until he found his project in Binghamton, NY. He bought it from a private guy who buys and sells Corvettes without much repair or restoration. Pete readily admits he did it backwards, having joined NCRS after, not before, he bought the car. After buying the car, he found that it was "seriously needy", and in fact had to replace the block as it cracked due to the previous owner telling Pete the water had been drained, when in fact only the radiator was, leaving 6 inches of water in the block. A week of below freezing weather before Pete could get to put water/antifreeze in the engine, caused the block to crack.

Pete has worked on the car for over 5 years, chemically stripping the body down to bare fiberglass, and completely rebuilding the chassis, drive train, suspension, etc himself, and it is finally nearing completion. Pete's project has been documented and presented by himself and fellow NCRS member John Kuhn at a number of NCRS meetings. The restoration was more of a "rebuilding" than restoration, as the entire front end, firewall, plenums, sill covers, hinge and lock pillar covers, and one rear quarter panel were replaced with parts from Sermersheim, and two thirds of the bird cage was completely replaced (as it was rusted through) and rebuilt, using the frame as a "jig" to align both the frame and the body to the bird cage. Pete can't say enough about the generosity of time and patience John Kuhn gave to the project. It would have been impossible, both from a technical expertise and financial point of view without his help. John and Pete had the help of a professional collision body man, who did all the welding needed to reconstruct the bird cage. At this point, after major reconstruction, including rebuilding the whole "bird cage", the car has come back together.

It is currently at Shore Vettes, Pat Welsh's shop (yes, that is Howard's son), where some minor mechanical work (re-installing the drive train, etc.) and final priming, sanding and blocking and paint are all that is needed before Pete can complete the interior himself.

The car is a '63 convertible that is (or will be) Silver Blue with dark blue vinyl interior. It has a Corvette 327 cu. in. 340 hp engine that has been completely rebuilt, with a four speed manual transmission. The car has a white soft top and a hard-top which is awaiting restoration as well.

Pete lives in Lebanon, NJ but found a great garage space to store the car which also provided work space about 4 miles from his home, in High Bridge, NJ along with a collection of other special cars including Morgans and a Jaguar.

Let's say "Hi" to Pete and share his joy when his '63 is finally on the road again this fall!







Pete Loscalzo on his first day of ownership



Final at John Kuhn's Before Going to Shore Vettes



C3 JUDGING CLINIC

By: Mark Rudnick

On Sunday, April 19th, the Central New Jersey Chapter of the NCRS held a judging clinic on member David Zimmerman's 1969 L89 427/435hp Riverside Gold Corvette convertible.

NCRS members: Mark Rudnick, Joe Ronzo, Ed DiNapoli, Bruce Crookham, Pat Fullam, Pete Loscalzo, Ed Ryan, Rich Vaughan, John Tarallo, John Kane, David Zimmerman, Larry Spilman, and Steve Gansky broke into judging teams to conduct a complete judging of David's Corvette using the 1968-72 NCRS Judging Sheets and the 1968-1969 Judging Manual. The weather was excellent, the Riverside Gold L89 Corvette is a beautifully restored well documented rare high performance Corvette and the camaraderie shared by the Chapter members excellent. The day met the NCRS mantra : "Great Cars-Great Friends."



Photo credits: Mark Rudnick

## Replacing the Intake Manifold Gaskets on A 1967 427/390 (L36) Corvette

By: Howard Welch

Step by step process to remove old gaskets and install new gaskets (see accompanying photos)

Now would be a good time to check for correct configured bolts gaskets, hoses, etc. and replace as desired

Intake bolts s/b M or FP or flathead bolts with an "A" headmark and three radial lines

Fitting s/b zinc or dad plated at the rear of the manifold

Original gaskets conform to the intake mating configuration with a small tab protruding outward between # 3 and #4 cylinders (driver side)

Big block engines use a small rounded tab on the front and rear seals with a raised GM logo

**Removal** (note we are leaving the carburetors on the intake manifold, no need to remove them)

Raise the hood and install fender covers or towels or blankets to protect the fenders

Disconnect the battery

Raise the car either on a car lift or on jack stands

Ensure car is stable and not off balance

Open the radiator petcock and drain the coolant from the radiator

Remove the air cleaner cover and base then cover the carburetors with a cloth, plastic covers or stuff paper towels in the air horns to prevent debris, hardware or tools from getting in

Remove the top and vertical ignition shielding

Disconnect the coil lead wires and coil to distributor wire

Remove the distributor cap and label the spark plug wires for position to ensure they are attached to the correct post when reinstalling the distributor cap, remove ground wires, rubber boots and wire grommets from the shielding

Remove the distributor shield by removing the wing nuts

Remove the power brake vacuum hose from the intake and brake booster (if equipped) for clearance

Remove vacuum advance hose from the vacuum advance

Remove the throttle linkage from the carburetors

Remove the PVC valve hose from the intake manifold

Remove the tach cable from the distributor

Index the distributor and manifold (mark with color marker or tape)

Remove the temperature sensor wire from the sensor

Remove the distributor and plug the hole with a rag or paper towel

Remove the upper radiator hose from the thermostat housing

Remove the by-pass hose from the intake manifold and water pump

Remove the upper heater hose from the intake manifold

Remove the fuel line from the carburetor linkage (seal/pinch the line to prevent leaking)

Remove the intake bolts and intake manifold use a large flat head screw driver or pry bar to loosen the intake (you may need to tap the intake with a mallet to help get loose)

Place paper, plastic or towel in the oil valley and ports to prevent debris from getting in

Remove the old gasket and clean the surface of the cylinder heads (use a scrapper, razorblade or some other sharp flat tool) clean with carb clean or brake cleaner

### Installation

Inspect the edges of the cylinder heads and clean and paint as required (to touch up)

Paint the edges of the new intake manifold gaskets (silver or orange) to replicate the factory overspray

Remove the protecting material in the ports and oil valley and clean to ensure there is not contamination

Install the gaskets on the cylinder heads ( you may need a little Indian Head Gasket Solvent to help hold the gaskets in place)

- Set the intake in place on the cylinder heads, line it up with the intake bolt holes (ensure all wires and cables are clearly out of the way)
- Insert the intake bolts (put a little thread seal on the bolts prior to installing) torque the bolts according to the manual (usually 30#) sequence, do not forget to install the sparkplug wire support brackets and ground strap wire to the rear bolts
- Now begin to install the components that you took off in reverse order starting with the fuel line from the carburetor linkage
- Once you have assembled all the components, close the petcock on the radiator
- Fill the radiator with coolant
- Connect the battery
- Remove the fender covers
- Start the car
- Check for leaks
- GO FOR A NICE RIDE





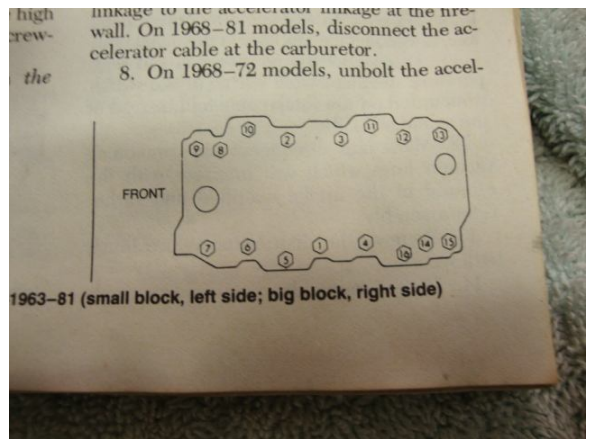
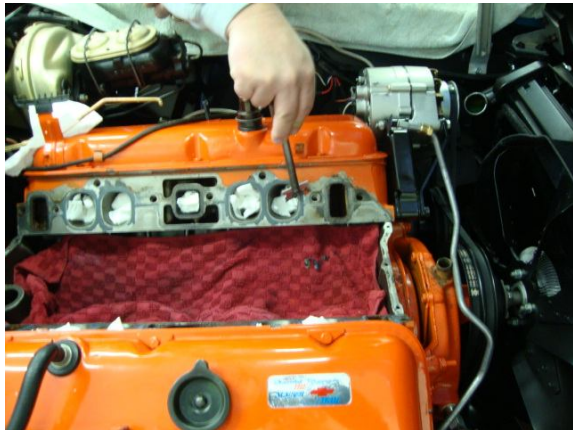


Photo credits: Howard Welch





## NEWSLETTER EDITOR'S COLUMN

By: Bob Zimmerman

No Message this Issue

---

## MESSAGE FROM OUR TREASURER & MEMBERSHIP MANAGER

By: Rich Vaughan



No message this Issue

---

## JUDGING CHAIRMAN'S MESSAGE

By: Vito Cimilluca



Bob Zimmerman and Jim Loughlin will be conducting a C4 judging seminar at our Chapter picnic at the Loughlin residence in Mendham at 10:30 a.m. The seminar will last approximately one hour. Please let me know if you wish to attend. [vitoc@comcast.net](mailto:vitoc@comcast.net)

### Central New Jersey Chapter Team Leaders

53 to 62 Ed Lepelis 609-466-0447  
63 to 67 Howard Welch 609-494-7618  
68 to 72 Mark Rudnick 609-895-1687  
73 to 82 Joe Ronzo 908-668-0662  
84 to 96 Bob Zimmerman 973-691-2762  
97 to 99 Ralph Greer 732-238-4582

**C1 BOWTIE JUDGING CLINIC**

On June 14th C1 Chapter Team Leader Ed Lepelis held an informative judging clinic on Bowtie Judging at his home in Ringoes. Approximately fourteen chapter members attended. Ed is the owner of an un-restored Sateen Silver 1961 roadster with a red interior which made an excellent candidate to illustrate what an original car with all its original parts should look like.

Ed also discussed the significant differences between judging a Bowtie car versus Flight Judging.



Photo credits: Pat Fullam and Mark Rudnick



SOME IMAGES FROM THE 2015 CAROLINAS REGIONAL

AT CHARLOTTE MOTOR SPEEDWAY



Photo credits: Pat Fullam





**Central New Jersey NCRS Chapter Meet**  
**Sunday September 20<sup>th</sup> 2015**

Princeton Chevrolet  
 200 Renaissance Blvd  
 Lawrenceville, NJ 08648  
 Telephone (877) 877 7569

*Rain or Shine (inside space available if inclement weather)*

**Schedule of Events**

7:30 Registration, Flight Judge Operations      8:30 AM Judges & Owners Meeting  
 9:00AM Flight Judging Begins  
 Online Registration available

**Class Limitations:** Judging field will be determined by earliest post mark. Participant must be a current National NCRS member. Registration closes 9/1/2015

**General Registration**

Name: \_\_\_\_\_ NCRS#: \_\_\_\_\_  
 Street Address \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Home Phone (\_\_\_\_) \_\_\_\_\_ Mobile (\_\_\_\_) \_\_\_\_\_  
 Chapter Affiliation \_\_\_\_\_ Email address \_\_\_\_\_

**Flight and Display Car Information**

Model Year: \_\_\_\_\_ Complete VIN#: \_\_\_\_\_  
 Coupe: \_\_\_\_\_ Convertible: \_\_\_\_\_  
 Exterior Color: \_\_\_\_\_ Paint Code: \_\_\_\_\_  
 Interior Color: \_\_\_\_\_ Trim Code: \_\_\_\_\_ Interior Fabric: Leather: \_\_ Vinyl: \_\_ Cloth: \_\_  
 Engine/Horsepower: \_\_\_\_\_ / \_\_\_\_\_ Transmission: \_\_\_\_\_  
 Build Date: \_\_\_\_\_ Body Number: \_\_\_\_\_ Trailered: \_\_\_\_\_ Driven: \_\_\_\_\_  
 Auto Ins .Co. Name: \_\_\_\_\_ Policy# \_\_\_\_\_ Expiration Date: / /

**Please note: You must send proof of insurance along with this registration form**

**Judges Information & Preferences**

(All Judges & Tabulators must register, list 1st and 2nd choices below)  
 Year: (53-62) \_\_\_\_\_ (63-67) \_\_\_\_\_ (68-82) \_\_\_\_\_ (84-96) \_\_\_\_\_ Judging Level: \_\_\_\_\_  
 Preferences Int. \_\_\_\_\_ Ext. \_\_\_\_\_ Mech. \_\_\_\_\_ Chassis \_\_\_\_\_ Ops. \_\_\_\_\_ OJ. \_\_\_\_\_  
 Tabulate: \_\_\_\_\_ Tabulator Level: \_\_\_\_\_

**Registration Costs:**

_____ Flight Judging	\$80.00	\$ _____
_____ Sportsman Display	\$30.00	\$ _____
_____ Mark of Excellence, Bowtie & Crossed Flags Display		____N/C____
	<b>TOTAL</b>	<b>\$ _____</b>

Make check payable to **CNJ-NCRS** and mail with the completed registration form and a copy of your insurance card to:

Ralph Greer  
 249 Rues Lane  
 East Brunswick, NJ 08816

**Judging Information:** Vito Cimilluca – 732-261-8928- [vitoc@comcast.net](mailto:vitoc@comcast.net)

**Registration Information:** Ralph Greer - 732 238-4582 - [bassinman@comcast.net](mailto:bassinman@comcast.net)

**Car Entrants Must Sign and Return Hold Harmless Agreement**

"Whereas all participants, including owners, voluntarily enter into this Central New Jersey Chapter Meet, it is agreed as follows:  
 I agree to insure my vehicle(s) and property against loss, damage, liability, and provide proof of Insurance. I also agree to assume the risk of any and all damages or injury and to indemnify and hold harmless NCRS, its Officers, Directors, Agents, Employees, Chapters, or products for any act/omission which may result in the theft, damage or destruction of my property or injury to me or others occurring, during, or as a consequence of this event, wherever located

Owner's Signature: \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

## ITEMS FOR SALE/WANTED

ALL ITEMS ARE ORIGINAL UNLESS NOTED

PHOTOS WILL BE FORWARDED UPON REQUEST PRIOR TO SALE OR ITEMS WILL BE BROUGHT TO NEXT MEETING OR TECH SESSION.

IF AN ITEM HAS TO BE SHIPPED, THE ADDITIONAL SHIPPING COST WILL BE INCURRED BY THE PURCHASER.

PAT FULLAM- 609-268-7603--FULASSOC@COMCAST.NET

1957 - CHEVROLET GUIDE AND MAINTENANCE BROCHURE. - \$15.00

1963 - CORVETTE SHOP MANUAL - \$25.00

1964 - CHEVROLET RADIO - SERVICE SHOP MANUAL - INCLUDES CORVETTE. - \$15.00

1964 - CORVETTE SHOP MANUAL - SUPPLEMENT. - \$15.00

1965 - CORVETTE SHOP MANUAL - SUPPLEMENT. - \$15.00

1968 - CORVETTE OWNER'S MANUAL - PRINTED AUGUST 1967. - \$15.00

1975-77 CORVETTE TECHNICAL INFORMATION MANUAL & JUDGING GUIDE. BRAND NEW, NEVER BEEN USED.  
\$25.00

1977 - CORVETTE ASSEMBLY MANUAL, WITH BINDER - \$15.00

1992 - FACTORY SERVICES MANUALS (BOTH VOLUMES) - \$45.00

C4 REMOVABLE TOP PANEL TORQUE WRENCH- HAS CORVETTE EMBOSSED ON HANDLE. - \$20.00

WHITE NCRS BINDER-CONTAINS CORVETTE RESTORER -BEST OF VOLUME ONE, CORVETTE RESTORER -SUMMER 1975 VOLUME 2, NUMBER 1 TO SPRING 1978 VOLUME 4, NUMBER 4. - \$45.00

WHITE NCRS BINDER- CONTAINS CORVETTE RESTORER - SUMMER 1978 VOLUME 5, NUMBER 1 TO FALL 1979 VOLUME 6, NUMBER 2, CORVETTE NEWS APR/MAY 79, DEC/JAN 1980, and APR/MAY 1980. - \$30.00

EARLY NCRS SINGLE PAGE CLASSIFIED AD LISTINGS. - \$5.00

EARLY NCRS 1956/57 SURVEY. - \$5.00

NCRS DRIVELINES - 7-9-10-11. 1979 AND 1980. - \$5.00.

1995, 1996, 1997 AND 1998 - CORVETTE SPECIALIST BOOKS-GIVEN TO CORVETTE SALESMAN TO ACQUAINT THEM WITH THE NEW CORVETTE. SPIRAL WIRE BOUND-\$25.00 PER YEAR.

1997 CORVETTE SALESMAN TRAINING PRODUCTS- GIVEN TO CORVETTE SALESMAN FOR REFERENCE, INCLUDES WRITTEN INSTRUCTIONS AND VIDEO. - \$30.00

SPARE TIRE CARRIER, SPARE TIRE AND BRACKETS FOR LATE C4. THESE ITEMS CAME FROM A 1994 ZR1 AND ARE IN GOOD SHAPE. BELIEVE THERE WAS NO DIFFERENCE BETWEEN THE LT1 AND ZR1. WANT TO SELL AS A PACKAGE BUT WILL SEPARATE. \$125.00.

Almost NOS 1995 AC Rochester Air Filter. Has date code of 5A12N-This converts to 5-1995, A-January, 12-12<sup>th</sup> day of the month, N-Night Shift. This is the real deal for Flight Judging for a 1995 with a build date of January 1995 or later. No deductions on this air filter. \$125.00

1994-96 Rims and Tires- These rims have been repainted and are in good shape for street use. They are not for judging purposes other than they are the correct rims for 1994-96. The front tires are in good shape (P255/45/ZR17) and the rear tires need to be replaced. \$425.00.

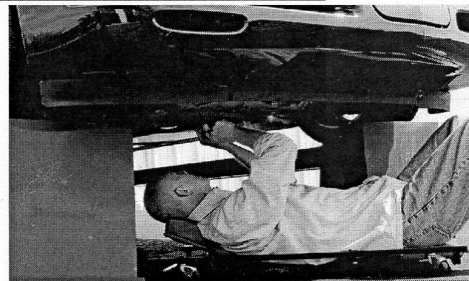
1997-99 Perfect Rims (Wagon Wheels) with Brand New (Less than 200 Miles) Nitto NT 555 Tires-P245/45/ZR17 89W (Front) P275/40/ZR18 103W (Rear). These Rims will also bolt right up to the late C4 model without any modification or spacer. \$750.00

Top part of the 1993 40<sup>th</sup> Anniversary Snap On Tool Box. In excellent shape. \$425.00

More next page

**FOR SALE/WANTED** continued

Kwik Lift 4 Sale



Kwik-lift is truly the perfect car lift system for your home garage. It is portable, adjustable, very mobile, and engineered in a way that a car guy can appreciate.

The unit is adjustable in length and width, and will EASILY fit in any garage. It is capable of handling 5000-6000 pounds. It is also 100% USA built, in Tulsa, Oklahoma.

Kwik-lift was developed to let you work on your cars in comfort and safety, right in your own garage. Kwik-lift is made of laser cut high strength steel from United States steel mills, and then powder coated. Kwik-lift raises the bottom of your tires to 20" off the floor, placing the chassis between 30" and 36" off the floor, right at that convenient height for you to work in comfort. With the Centerbridge attached you can use blocks or jacks to raise the the wheels off the Kwik-lift ramps to work on brakes and suspension with ease. Kwik-lift makes working on your car comfortable, and safe. You're working at the most convenient height to do any task.

The used Kwik Lift package being offered is powder coated in black and includes 2 Centerbridges, 2 mini ramps, and 2 wheel chucks.

This package new would be \$1,524 plus shipping. Asking \$700 - no shipping available - must be picked up in Lawrenceville, NJ  
Call Mark 609-306-1631 10am-8pm EST





**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.

