



Apr 2017

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## A New Season of Corvette Fun is On The Door step!



### Chairman's Column

By: Joe Bardon

Welcome to spring and the 2017 driving season! Soon enough, our latest snow will melt away and we will be getting our cars ready to be on the road.

I am excited for the 2017 NCRS season as I write my first Chairman's Column. I extend my gratitude, shared by the membership, to Ed Dinapoli for his leadership and efforts as Chairman during the past five years. Fortunately, Ed remains active on the Board as Vice Chairman, providing his vision and guidance as we move forward to a new season of activities and events. We appreciate his energy and experience, as well as his continued participation on the Board.

So far, we have conducted our first business meeting in February, and our first technical session in March. Vito has taken us through the process of preparing our Corvettes for Performance Verification judging in an interesting and informative presentation. Many of us are looking ahead to this next big step in the quest for NCRS Duntov, McLellan, or Hill Mark-of-Excellence Awards.

Vito is also actively working with our chapter team leaders to organize some enjoyable and interesting judging schools and technical sessions later in the season. Contact Vito if you have a project in mind or potential visit to a shop or vendor which might be of interest to us all.

Check our website as we regularly update our calendar to include new events and dates. Our chapter judging meet has moved forward to Sunday, May 21<sup>st</sup> at a new location. Jim and Dottie Loughlin will again be hosting our Chapter picnic on Saturday, August 5<sup>th</sup> at their beautiful home in Mendham, New Jersey. Our year-end Holiday Brunch will be held at KC Prime in Lawrenceville, New Jersey on Sunday, December 10<sup>th</sup>.

Please come forward with additional ideas for events, tours, and activities for the chapter. Document and take photos of any projects you may have or will be working on. These can be sent to Bob Zimmerman for inclusion in future chapter newsletters. Bob is always looking for interesting technical articles and adventures for our quarterly newsletter.

Finally, congratulations to all our members for achieving Chapter Top Flight status for 2016. This award is based on our chapter meeting and/or exceeding national guidelines for member participation in a wide variety of criteria, including technical, social, and fund raising activities during the year. We should all be proud of our chapter achieving this recognition.

Get out, enjoy your Corvettes, and see you down the road!

Joe Bardon

**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](http://www.cnjncrs.org)

2017 Florida Regional

In NCRS speak "If it's January it must be the Florida Regional ". Besides being able to get away from the cold winter New Jersey weather (didn't get any till mid March though) It's always nice to reconvene with old friends over a judged regional event. The Central New Jersey Chapter was certainly well represented when it comes to judges.

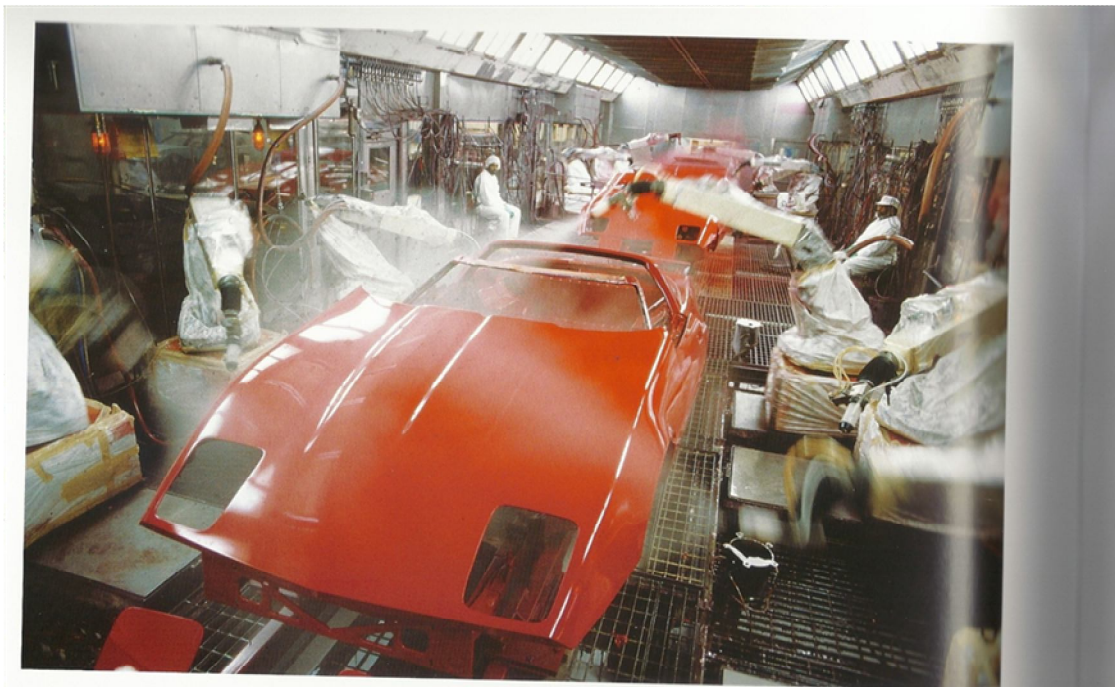


### Understanding Paint Overspray When Judging C-4 Corvettes

By: Pat Fullam & Bob Zimmerman

Today's Corvettes have arguably the best factory finishes ever. Much of the reason they're so good has to do with the absence of human error and the advancements made in the coatings used. We've all attended the NCRS paint seminars presented by Tom Ames which show the two St. Louis paint line workers spraying new mid years. Two guys applying paint, one on each side of the car and one smoking a cigarette and both too tall to bend down enough to get color on the bottom of the front and rear valances. So it was over a half century ago.

When Corvette production was relocated to Bowling Green in the early eighties many refinements were made in both the application and the actual chemical composition of the coatings used. Base coat clear coat systems were the new buzz word then and they were not without their share of maladies in the early applications. The term orange peel was never more evident on early factory clear coat finishes. As clear coat systems were refined, however the finishes became of consistently higher quality in just a few short years. The introduction of the first C4 in 1984 contained a high quality base/clear finish befitting an all new vehicle, one that Chevrolet delayed a whole model year before going into actual production just so they could get everything right. Besides improvements in the chemical structure of the finish coatings much credit goes to the introduction of robotics to the coating process. Multiple "spray arms" apply a consistent measure of coating and each "stroke" is perfectly even and exactly overlapped. Programming provides movement so that all the body panels are treated to exactly the same amount of coating and none is wasted. Spray pressure and speed of the spray arm throughout all ranges of movement are consistent eliminating blotching, metallic sag and runs that diminish the end result.



A 1990 Corvette was painted mostly by robotics, but humans still handled some minor work that year. Progress toward a 100-percent-automated paint booth began the following year and was completed by 1996, costing \$36 million.

"THIS PLANT WAS GIVEN TO ME to take care of," he explained to the Bowling Green *Daily News* in 2006. "I knew we could do better. I told [employees] as a manager I wouldn't lay them off if they would increase productivity." And that wasn't all. "I [also] noticed that the paint shop was in need of expansion and investment. It was not capable of producing what customers demanded. If [the C5] was going to be raised to the next level of quality, we needed to invest in the paint shop"

In the beginning, the Corvette's newfound fresh finish wasn't an issue in Bowling Green. One key to ironing out this particular bug involved a switch from the traditional lacquer-based paint used in St. Louis to a new base coat clear-coat (bc/cc) enamel application, the first such use on a General Motors product. Fisher Body paint engineers had experimented with acrylic enamels in St. Louis but stuck with lacquer until the end. It was then left to federal clean air regs to ring the death knell for the Corvette's old paint.



*Note the body color on the frame rails and front cross member prior to blacking out*

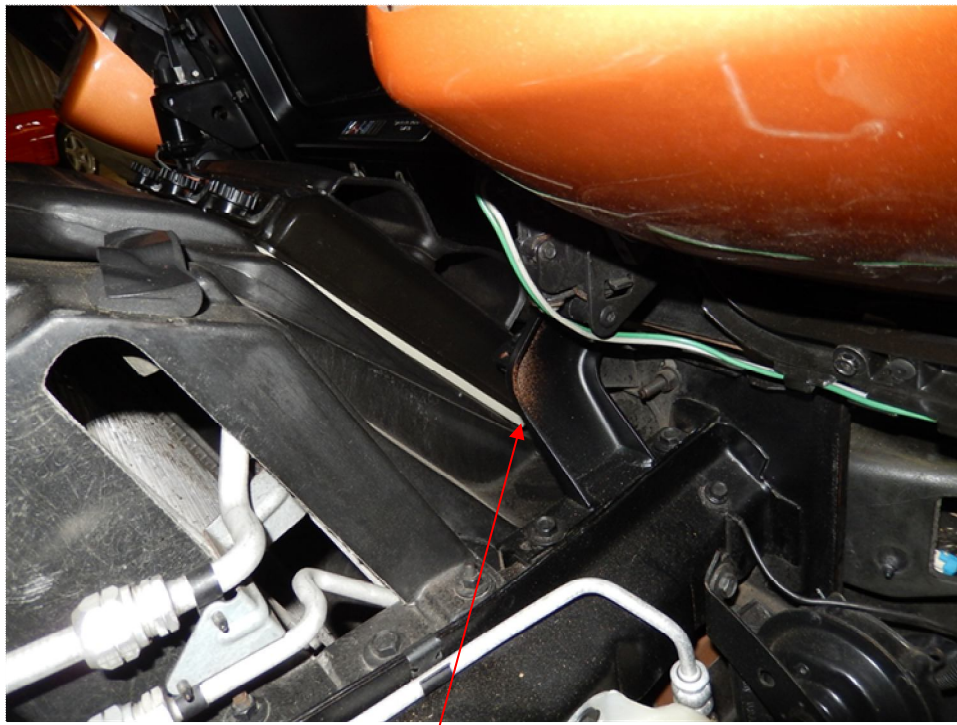
The robotic coating process continued to improve throughout C4 production but was not without occasional production issues.

Those of us who have been judging for a long time have certainly encountered all sorts of issues when engaged in the process. The vast majority of C4's that come to be judged are un-restored examples. For that reason we are more likely to spot something that looks like it doesn't belong. The observation of paint overspray becomes one of those items that raises a red flag for most judges. We tend to look with a jaundiced eye at the presence of body color on a molding or an under-hood component as it demonstrates some form of paint intervention after the vehicle was assembled. Bear in mind also that when judging areas like the engine bay there is a distinct difference between overspray and the lack of blackout. Remember that the C4's were painted body color first and then the blackout applied afterward as illustrated in the photo above. The blackout was manually applied and there are many instances where the blackout didn't get sprayed on all the intended areas. This is especially so in the engine bay, under hood and hinge areas. So be careful not to confuse the lack of blackout with body color overspray. That said, there are certainly plenty of examples of actual overspray that have been noted on various parts of C4's.

One such example was present during flight judging at the Florida Winter Regional in January. Presented was a low mileage torch red '94 with several noticeable areas of red overspray under the hood. The vehicle owner stated that he was the original owner and swore that the car had never been to a body shop since he took delivery of it from the original selling dealer. A number of judges made independent observations and all concluded that it was indeed red overspray that should warrant a deduction for originality. As the discussion unfolded among the judges it was overheard by a very knowledgeable gentleman very willing to offer comment. Known as the father of the C4, Dave McLellan holds the honor of having been the Chief Engineer of the Corvette having replaced Zora Duntov upon Zora's retirement. Dave opened his comments by mentioning that at times as many as 50% of C4 paint operations required some measure of correction after assembly. The corrective measures undertaken were carried out by workers in a special area of the plant. Minor damage encountered in the assembly process or other defects found in the finish would be repaired using conventional body shop methods. Often the degree of mask out of the affected areas was less than sufficient causing the unintended presence of body color on areas that shouldn't have it.



*Dave McLellan noting the presence of factory overspray on a 94 ZR-1*



*Copper overspray observed on hood hinge anchor*

C4 Overspray article continued.....

The bottom line for those of us encountering overspray on C4's is to look very carefully and take all the circumstances into account when deciding to take a deduction. In the two examples shown both of these Corvettes were original owner, low mileage cars whose owners attested to their never having been re-sprayed or repaired during their ownership. Given the high percentage of factory post paint repairs as indicated by Dave McLellan there is certainly an excellent chance that both of these cars left Bowling Green with factory applied overspray.



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**Important Dates to Remember**

April 17th Chapter Tech Session Fundamentals of Judging 101

May 21st Central New Jersey Chapter Judging Meet , Woodbridge

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

**March 20th CNJ Chapter Technical Session**

At the March 20th technical session at the Elks Club in Hightstown, New Jersey, our Chapter Judging Chairman, Vito Cimilluca, led 23 chapter members on a lively discussion about preparing a Corvette for Performance Verification judging. Vito used several articles that he has written for the Restorer Magazine, and the current edition of the Corvette Judging Reference Manual, to lead a discussion which included examples and stories from a number of experienced members who have gone through the process. Additional discussion on Bowtie, Duntov, McLellan, and Hill Mark-Of-Excellence awards was also covered and discussed in detail. Many questions from newer members were answered with examples from members who have taken cars through the challenging process to a PV award.

This theme of round table technical and judging discussions among members will continue and again be led by Vito at our April 17<sup>th</sup> meeting at the Elks. His timely topic will be "Fundamentals of Judging 101" as we look ahead to our May 21<sup>st</sup> Chapter Judging Meet. He will cover the basics of flight judging, with much member involvement and discussion, during the session. Hopefully, this will give our membership an inside look at the judging process, and encourage them to sign up to judge or observer judge at our upcoming chapter meet.

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**Test Judging Began for the NCRS Concours Class at The Florida Regional**

The Regional Meet in Florida was host to some of the test judging conducted on the new Concours Class. This class was created to give owners of their modified Corvettes an opportunity to display and win an award. Below are some of the examples that participated in the exercise.





## NEWSLETTER EDITOR'S COLUMN

By: Bob Zimmerman

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

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## MESSAGE FROM OUR TREASURER & MEMBERSHIP MANAGER

By: Rich Vaughan



It's that time of year again for 2017 membership dues renewal in the Central New Jersey Chapter of NCRS, Inc.. Don't miss out on any of the great activities we are planning for this coming year. Dues are still the same at \$30.00. Please print and fill out the form in the Newsletter and mail it back to me at 3 Harter Road Morristown, NJ 07960 along with your check payable to Central New Jersey Chapter, NCRS, Inc.

Under the new NCRS Membership Status Check List, the Membership Manager now has the ability to keep track of dues paid for multiple years if the member so wishes to pay for 2017 and 2018. We have closed out 2016 with 72 Members, with the chapter having 50 paid members so far this year. If your decision is not to maintain your 2017 membership, it would be appreciated if you would inform me by E-Mail ([whiteline1954@yahoo.com](mailto:whiteline1954@yahoo.com)) so that we can remove you from the Roster.

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## JUDGING CHAIRMAN'S MESSAGE

By: Vito Cimilluca

I will be conducting another tech session at the Elks Lodge during our meeting on April 12th entitled "The Fundamentals of Judging 101". This will be in time to benefit anyone wishing to have their car judged at our chapter Judging Meet on May 21st who is new to the process or just wants a refresher.

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## For sale/Wanted

For Sale: 1967 Corvette parts:

All are used and in excellent condition. They were removed from my car when preparing for NCRS judging. Exception are the rally wheels which were purchased for my car, but not used as I found a full set of DG wheels which are more likely to be on a Feb. car. More photos are available, and I can bring to a meeting for inspection.

Two (2) original DC rally wheels, blasted and painted, smaller DC clearly visible 15x6. \$200.00 for both wheels.

Pair of black leather seat cushions in great condition. Label on the insides is Auto Accessories of America. \$80.00/ obo.

Wooden steering wheel 16" with 3 spokes and 6 mounting holes. Excellent condition. Repro -- manufacturer unknown. \$140.00

Set of four (4) reproduction bolt-on wheels with all hardware. All in excellent condition with KMC Corp listed on the insides. Vendor unknown, but they are the older wider splines. 15x6. \$750.00



Contact Joe Bardon at 973-635-1711 or [jbardon@hotmail.com](mailto:jbardon@hotmail.com)

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**For Sale:** 1995 Corvette coupe, NCRS Top Flight (98.8 POINTS), Torch Red, Beige leather 28,300 MILES, 350/300 H.P.(LT1), Automatic, Electronic air conditioning ,6 way power seats, Delco Bose AM/FM cassette, Bronze glass roof panel.

Have window sticker, build sheet, full documentation etc..Have original wheels/tires plus a new set of wheels and tires all in mint condition. Sale includes a car cover, seat covers, battery tender, NCRS Judging Manual, extra floor mats, extra parts. The car has only been used for NCRS events and car shows. Immaculate and excellent condition.

\$16,495/ Best Offer.

Contact John NCRS# 46669

732-407-7908

[E-MAIL:TARALLOJOHN@GMAIL.COM](mailto:TARALLOJOHN@GMAIL.COM)



2013 NCRS TOP FLIGHT

**FOR SALE/WANTED Continued****For Sale: Corvette Books**

Corvette classics 2008,hardcover  
 Corvette an American Classic, John Katz, hardcover  
 Ultimate Encyclopedia of the Corvette, Peter Henshaw  
 Corvette America's Sports Car, 1984, hardcover  
 Corvette from Blue Flame Six to ZR1, Bonsail & Zavitz, 1988, hardcover  
 Corvette America's Sports Car, 2003, Randy Leffingwell  
 Corvette the Classic Marque, 1989, hardcover, John Lamm  
 Corvette the Complete Story, 2005, Randy Leffingwell, hardcover  
 Corvette Fifty Years, 2006, Randy Leffingwell, hardcover  
 Corvette, 2012, David Newhardt  
 Best of Vette Vues volume 19 serial #15,1981, Jim Prather  
 Chevrolet Buyers Guide (1946-1972), 1989, John Gunnell  
 Best of Vette Vues 35th anniversary, 2007  
 Corvette Odyssey, hardcover signed by Terry Berkson  
 1987 original GM Corvette service manual in original box  
 1979 corvette owner's manuals, GM, have three  
 Vette Vues 1963-1967 fact book, 9th edition, M.F.Dobbins  
 Corvette Black Book, 1953-2006, Mike Antonick  
 1989 Corvette sales brochure  
 2008 corvette sales broshure  
 E-Mail me for prices, will sell partial or whole collection.  
[TARALLOJOHN@GMAIL.COM](mailto:TARALLOJOHN@GMAIL.COM)

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**Parts For Sale:**

53/54 radiator overflow tank. Nice core for re chrome. \$250.00  
 61/62 convertible top frame, restored. \$2,000.00  
 63 coupe split window roof /upper rear body panel. \$2,500.00  
 63/64 convertible left door shell nice. \$350.00  
 63/67 convertible deck lid. \$250.00  
 63 OEM NOS grille w/hardware. \$700.00  
 64/67 coupe rear window outside molding set exc. \$500.00  
 64/67 coupe roof/upr rear body pnl. \$1,500.00  
 67 BB hood a/m \$400.00  
 68 early seats \$700.00  
 68/69 late seats w/head rests. \$750.00  
 70 SB OEM hood \$150.00  
 70 L88 style hood non OEM \$400.00  
 70 LT fender NOS front half \$150.00  
 70 convertible rear deck lid. \$250.00  
 75 convertible rear clip. \$1,500.00  
 70 T/T column \$1,200.00  
 68 Tele column \$1,500.00  
 BB exhaust 3969869 w/A.I.R. dated J1072 .....\$200.00  
 '63 black dash assy. w/original pads. Survivor cond.  
   Comes with original dash bezels.  
   Perfect for driver. ....\$1000  
 '63 Original hood alignment blocks (4) w/bolts  
   die cast part only ..... \$120  
 '73/'74 BB OEM Air Cleaner. Very good condition ..... \$185  
 '63 gauge cluster missing tach/speedo/odo. Needs resto. . \$150  
 '72 turbo 400 trans. Stored since early seventies.  
   Comes with original cooling lines,  
   flywheel, converter. .... \$75  
 Corvette BB oil pan. Needs work. .... \$40  
 C3 auto trans gear selectors (2). .... \$15 ea  
   2 1/2" under car exhaust brackets (2). ....\$10 ea  
 '70 Wiper Door Assy  
 64 4sp shifter w/frame bracket \$100  
 Entire convertible clear glass OEM for Dec 65 build from low mileage car.

Call John 732-367-4523 Leave message and phone#



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

