

Northeast News

NATIONAL CORVETTE RESTORERS SOCIETY
NORTHEAST CHAPTER



Northeast News	1
NCRS Northeast Chapter Officers	2
Message from the Chairman.....	3
Treasurer’s Report	4
Review: 2020 Adirondack Chapter Judging Meet.....	5
Review: 2020 Bloomington Gold.....	7
Review Northeast Chapter NCRS Road Tour.....	8
Northeast Chapter NCRS Board of Directors Meeting Minutes	11
Northeast Chapter NCRS 2021 Schedule.....	15
2021 Adirondack Regional Update	16
Technical Article: Muncie Four Speed Shifter Mash-Up	17
Technical Article: Effects of Ignition Timing and Curb Idle Speed upon Intake Manifold Vacuum	22
NCRS National Meeting Minutes	26
Dues Notice: 2021	32
Classifieds & Business Directory	33
Parts for sale: Tom Dingman (4889).....	34
Parts for sale: Jesse Meeker (9525)	34
Parts for Sale: Mike Lombardi (9525)	34
Services Offered	35
Ron Goduti (8076).....	35
Mike Lombardi (9525)	35

NCRS Northeast Chapter Officers



- Chairman - Joe Santiso, (203) 980-1576, jsantiso@comcast.net
- Vice-Chairman - Robert Rohloff - (203) 393-3028, robrohloff@aol.com
- Judging Co-Chairman - Angelo Milazzo - (203) 461-4543, angmilz@aol.com
- Judging Co-Chairman - Joe Tansey - (203) 910-9911, btansey@charter.net
- Treasurer - Jesse Meeker - (203) 794-0551, jessmeeeker@aol.com
- Membership Chairman - Rich Morgante - (914) 494-2514, rpm12161@aol.com
- Newsletter Editor - Billy Schoenberg - (914) 645-7748, billy.schoenberg@gmail.com
- Secretary - Position Open - Volunteer needed!
- Events Chairman - Position Open - Volunteer needed!

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Message from the Chairman



Greetings Northeast Chapter Members,

Welcome to our Northeast Chapter Fall Newsletter.

Considering the unusual circumstances, we faced this year, it is very encouraging to see those who have safely participated at various Corvette events these past few months...great stories and photos provided in the following pages. The Northeast Chapter Officers recently met and scheduled a full year of Chapter events for 2021, including a Spring Judging Meet in June. Please see our calendar of 2021 Chapter events posted below in this newsletter.

Our 2020 Regional with the Adirondack Chapter was well on its way to being a huge success before it had to be postponed. Numbers of participants and cars met, if not exceeded our expectations weeks prior to the postponement. The Northeast Chapter is working with the Adirondack Chapter for a potential reschedule of the Regional

in the fall of 2021. We will provide more information as it becomes available.

In 2020 the Chapter Flight Award Program was suspended, however in 2021 it will return. The Northeast Chapter will participate in the Program as the rules have recently been relaxed to allow some multiple events on the same day. Our chapter will offer all events that are required for the Chapter Flight Award such as Judging School, Judging Meet, Technical seminar, Road Tour, etc. along with charitable and social events. If you have any ideas or recommendations for events, please bring them forward to our officers.

In January we will begin the process of election of officers. Please consider yourself and others for nominations as it is very enjoyable and rewarding to be part of such a dedicated team serving our Chapter. Feel free to reach out to any of our existing officers if you would like to find out more information regarding any of the positions.

As most Chapter members were not planning to attend Corvettes at Carlisle this year, we were able to return the tickets for our Chapter's 2020 two spaces and receive credit for the same spaces for 2021. It was very generous of Carlisle Productions to facilitate this change.

I would like to express my sincere appreciation and gratitude to everyone who has taken the time to contribute to the outstanding articles and information provided in this newsletter. And a special thanks to our Newsletter Editor Billy Schoenberg who formulates a very professional newsletter from those contributions.

Please safely enjoy the remainder of this year as well as the forthcoming Holidays. We look forward to seeing you in the spring for the start of our 2021 season.

Take care and stay safe!

Joe Santiso III

NCRS Northeast Chapter Chairman

Treasurer's Report

By: Jesse Meeker



Treasurer's Report:

Check book balances December 31, 2019

\$2,443.67

Check book balances Sept 30, 2020

\$4,058.01

Receipts:

Dues (53 members 2020 dues)	\$1,855.00
Dues (2 members 2021 dues)	\$70.00
Donation (Unrestricted)	5.00
Late payment penalty - dues	20.00
Total receipts	\$1,950.00

Expenditures:

Meet refreshments	\$61.44
Sec. of State Annual Report	50.00
PayPal fees	31.37
Web domain and service	192.85
Total expenditures	\$335.65

Net cash increase \$1,614.34

Other Assets: Last year we had paid \$375.00 to the Adirondack chapter for the now canceled 2020 regional join meet. Since we have now agreed to the same arrangement for a 2021 meet, those funds are still held by Adirondack chapter.

Review: 2020 Adirondack Chapter Judging Meet

Article by: Jay Tansey

The Adirondack Chapter of NCRS hosted a Chapter meet at Verillo Motor Cars in Clifton Park NY on September 20, 2020. The weather cooperated and Chapter Chairman, Lief Larsen, and Brian Cantele, Judging chairman put on an Excellent show with Seven Corvettes entered for flight Judging. The NCRS COVID 19 guidelines of Masks, Temperature checks, sanitizing and social distancing was practiced by all participants and guests attending the show.

Three Beautiful 1967 Big Blocks set the stage for a great presentation of judged Corvettes. Ralph Russo's Black/Black 435HP Convertible restored by Ron Bunnell and his shop and Joe Verillo's Silver/Black 435HP Convertible both came off fresh Body-off restorations, operated flawlessly and looked magnificent in the outdoors.

Northeast Chapter member Angelo Finateri brought out his beautiful 1964 Daytona Blue/White 365HP Corvette for the Judges to scrutinize. The 64 was spectacular and the color combo was very rare.

A rare Black/Black 1963 Split Window owned by chapter member Dennis Rotunno, a 1967 Maroon/Black 390HP California AIR Coupe, a 1979 Red/Saddle Coupe and a 1972 Orange/Saddle Coupe Rounded out the Judging Field.

David Brigham showed up in his new Black/red interior 2020 Corvette. He had a matte Black wrap applied to the exterior of the car that gave it a "Bat mobile" stealth appearance.

Other North East Chapter Members that attended the meet were Mike Lombardi, Ron Bunnell, James Sabia and New England Chapter Judging Chairman Andy Cabral.



1967 390 AIR Coupe



Angelo Finateri's 365HP



Dave Brigham's 2020



Cars on the judging field



Ralph Russo's 435HP



Joe Verillo's 435HP



Dennis getting his Top Flight award



Dennis Rotunno's 1963 split window

Review: 2020 Bloomington Gold

Article by: Dennis Rotunno Jr.

I attended the Bloomington Gold event in Indy Lucas oil stadium this September. This was my first time going to this event. It was a great experience to meet Corvette owners from around the country. The cars Mechanicals were done outside the first day then moved to inside the stadium for the rest of the show. Once inside five man teams did Interior, Engine, Body, Chassis and Stamps judging.

There were a number of C1, C2 and C3 cars that joined the event for judging. The event also had a number of rare race cars Corvettes that were brought there for viewing. (See pictures) The event was very fun and the people were great. I would recommend any chapter members going in the future. The Charlotte event in October was cancelled this year based on Covid-19.



Dennis getting gold with his 63 split window

Review Northeast Chapter NCRS Road Tour

July 25th 2020

Article by: Billy Schoenberg

After being cooped up for 4-ish months Rob and I decided it was time to get the cars out, but more importantly to get ourselves up and out of our houses. Rob designed and led us along a beautiful route taking the backroads through North-Western Connecticut. Early on July 25th after many rain and heat rescheduling attempts the road tour finally took off.

Along for the ride were Fred and Linda Sarbello, Rob and Phyllis Rohloff, Mike and Sandra Lombardi, Joe Santiso and Jonathan and myself. We all took a wonderful ride through the country side, and pulled over along Rt 7 not long after passing through the covered bridge in West Cornwall to have some snacks and chat before breaking off and heading home.



Setting up for taking a break



Joe and Jonathan checking out Billy's 71



Joe Santiso's 70 LT1 passing through the covered bridge



Rob and Phyllis heading for the covered bridge



Everyone waiting to set off



Mike and Joe talking before leaving

Review Northeast Chapter @ Corvettes at Carlisle

Article by: Joe Santiso

After 20 years of attending Corvettes at Carlisle, this past August's event was the first time I ever contemplated not going...for obvious reasons. The safety aspect I felt was in my control. Of course, it would be my responsibility to social distance and avoid any situations of concern. The real question was if the 5 hour drive would be worth it. Hearing about all kinds of vendor cancellations prior to the event, I had no idea what the turn out would be. I thought worse case if I arrive and the turnout is poor, I could always drive back the same day. Or I could stay just one day. Or I could stay and pursue some other back up plans I had in mind while in Pennsylvania such as the Simeone Museum and cheesesteaks in Philly, or head down to Delaware for some tax free shopping and seafood. Who knows?

Making a long story short, the trip exceeded my expectations. Arriving Wednesday afternoon, vendors were setting up and the number of spectators were minimal...seemed like more vendors than spectators. The numbers of both vendors and spectators grew as the week progressed, along with the number of parts and cars. By noon Thursday I determined that the trip has been worth pursuing and I was having a great time. By Friday noon, the event had exceeded my expectations. A fellow NCRS member who drove down with me, and who is in the midst of a '62 build, found several spectacular deals on parts. All in all, it turned out to be a worthwhile venture and a nice break.

Shown below are some photos from the event.

Joe Santiso



A Handful of 2020's on display



Waiting for the Parade



A 64 Fuelie for sale



Carlisle is for more than just the new cars!



Overlooking the grandstand



Northeast Chapter NCRS Board of Directors Meeting Minutes

Minutes by: Rob Rohloff

October 19, 2020

The Northeast Chapter BOD was called to order by Joe Santiso (Chairman) on Monday (10/19) at 6:00 PM. This was a virtual meeting. Present were: Jesse Meeker, Robert Rohloff, Joe Santiso, Billy Schoenberg and Jay Tansey

Treasurer Report - Jesse gave an update of this year's income and expenses. As of 9/30 we have \$4,058 in the treasury.

Judging Meet - Jay and Angelo have been setting up a Judging Meet for next spring. Tentative date will be Saturday, June 12 with June 13 as a rain date. The meet will be held at a corvette collector's facility in the Danbury area.

Judging School is to be held the Friday evening before the Judging Meet. The subject will be Exteriors. There will be comparisons between original and restored paint on C2 and C3. A General Membership Meeting will follow the Judging School.

Schedule for 2021 was discussed and agreed upon. See attached Schedule.

Dues for 2021 will be the same as last year. \$35 for dues paid before February 28 and \$45 for dues paid late.

Election of Officers will be held in January 2021. Request for nominations will go out in November. It is very desirable to get more members becoming officers.

Chapter Top Flight Award will be pursued again in 2021. Note that NCRS National suspended this program for 2020. Rule changes made by NCRS National make this program more restricted.

Newsletter - Billy will be assembling a newsletter for distribution in November. We will again have 4 newsletters in 2021.

Northeast Chapter NCRS 2021 Schedule

January 29	Election of Officers
May TBD	Social and Charity Event (e.g. Friday Pizza and cars at J. R.'s)
June 11	Judging School - Exteriors, Danbury
June 11	General Membership meeting, Danbury
June 12	Judging Meet (June 13 rain date), Danbury
July 11	Road Tour (from J. R.'s to Moroso's for Club Corvette show)
August TBD	Technical Session on differentials
August 26 - 28	Corvettes at Carlisle for NCRS display
September 16 -18	Regional Judging Meet held with the Adirondack Chapter
December TBD	Holiday Party

2021 Adirondack Regional Update

Article by: Lief Larsen

Earlier this year our two chapters were well on our way to hosting a very successful Regional Judging Meet. We had over 40 cars registered with 45 days to go. Members from as far away as Switzerland and the UK had registered as well as many from Canada. And then.....well, you know the rest.

Fast forward to now and we have picked up the banner once again. We are looking at options for hosting a Regional sometime in the fall of 2021. With things still tentative regarding government imposed restrictions we are stepping very carefully regarding committing to something we may be forced to cancel again (there are many unknowns as of this writing). Having said that, the joint venture between our two chapters is currently trying to make a comeback. The Adirondack Chapter did hold a small Judging Meet in September which showed it could be done safely. Hopefully by fall of 2021 we will be able to enjoy our hobby as in the past.

Lief Larsen

Adirondack Chapter Chairman

Technical Article: Muncie Four Speed Shifter Mash-Up

Article by: Tom Dingman

One afternoon long ago, I was invited to drive a fairly new 1969 Corvette along the Erie Canal in Medina, NY. Since then, I have known that the '69 four speed "Muncie shifter" had a taller handle and thus a higher knob. The very similar, but shorter, shifters were introduced prior in the 1964 Corvettes. Those were used until the end of 1967 model production.

While a great improvement over the frail four speed shifters used before 1964, a huge number of both types were swapped out. By far, the favorite replacement came from the Hurst company in Bucks County, Pennsylvania. About half of all the Corvettes I have owned or worked on came to me with Hurst shifters. Hurst shifters are like a new deck of cards: Tightly packed together and slick.

While working on the "last project Corvette", a 1965 coupe, I had been looking at a to do list; For things that are best done prior to putting the body back on the frame. Installation of an original style shifter for the Muncie four speed was on my list. I found a fairly nice C3 shifter already assembled and proceeded to move the three "at the transmission" levers and rods to a more correct 1967 shifter that I already owned. I retained the C3 linkage because it had properly slotted levers.

Here's why: *On the transmission, I wanted the later style side-cover levers which bolt on with 3/8" - 16 bolts. The '65 side cover has been modified to include the later, more durable, shifter shafts. They have 3/8" bolt holes instead of studs, either 5/16", or 3/8" with flats. Also, the side cover now has the later pivot pin (with a head). That stops the pin from falling into the transmission.*



Here's what the shifter and rods looked like when I first installed them. Note the "short shift" position of the rods on the transmission levers. This is not the position you want if you plan to do NCRS Performance Verification (PV) with your Corvette. Placing the rod ends in the upper holes (on the levers) results in longer shift handle movement, which was the original factory placement.



There is an alignment slot that runs through this shifter from the left side, just under the bottom of the shifter handle. This allows you to insert a thin alignment tool and line up the three shifter arms that push and pull the rods.

No matter how "short" I made the adjustment to the rods I had selected (C3), I could not get the alignment tool to correctly line up the arms. After some evaluation time, I found that C3 shifters were not only taller, but they had slightly longer rods. If I ever knew this before, I forgot. I cannot tell you how many years since driving that '69, and now in 2020 I am finally learning this! A Chevrolet change in the 1968 Corvette mounting bracket moved the shifter back (to the rear) just a bit.

So, the rods you see in the first photo got returned to the C3 shifter handle and mechanism they came with. I then recovered the rods that came with the 1967 shifter.



Here's a photo comparison of all three rods that came with the 1967 shifter (1&2, 3&4 and reverse). As you can see, they are shorter than the C3 rods.

At this point, you might say this is a "wrap", but I want to include just a couple of other points. Please read on.

If planning to use the "short shift" position on the transmission levers, like I mentioned under the first photo, you might find the 1967 version of the longest rod to be "too straight".



Compare this service replacement rod (black finish) with the rod that came with the 1967 shifter. See my footnotes for more on that black finish.

Footnotes:

1. Hurst and Campbell had an auto repair shop in PA. Their first venture into aftermarket parts production was a bumper for the VW bus. (Wikipedia)
2. The 1967 shifter and rods came to me from a good friend in Allentown, PA. His description of the assembly "from a '67 Corvette with very few miles". I believe the owner switched to a Hurst shifter.
3. Looking back to the 1981 parts book (4 speed group 4.035), I found the part numbers for the three 64-67 rods sold for service. For 1968-1973, the longer three rods were serviced with different part numbers. I also found the 1966-1967 shifter bracket in group 4.010. Number 3888263 is for '66 and '67 only. (Remember the parts books had a three-speed section, separate from the four speed parts. Don't look for these rods in the three speed section, if you have such a book.)
4. The black service replacement rod came with a heavy coating of black paint, probably from dipping it. I had to drill the paint out of the hole for the 3749084 retaining clip. I also had to use a 7/16"NF20 die to clean the paint from the threads on the other end. Not a bad idea for each of the rods involved.

Tom Dingman

(810) 338 0307

or midvette@mac.com

Technical Article: Effects of Ignition Timing and Curb Idle Speed upon Intake Manifold Vacuum

Article by: Bill Bertelli

I must apologize in advance for a subject that doesn't apply to Corvette power plants that are computer controlled, which may constitute about half of the Chapter membership, however, even if not applicable to your Corvette, I hope you find this tidbit of Tech interesting.

I have to chuckle to myself as I use the word "Tech", because we commonly associate that with cutting edge, breakthrough innovation but alas, I come equipped here with a low-tech vacuum gauge and timing light. For those of us who are old enough to remember the adventures of "Gus Wilson and his Model Garage", one of the most important diagnostic tools in his toolbox of the day was a vacuum gauge. Vacuum gauges are useful to diagnose all types of maladies of the internal combustion engine, all you have to do is watch how the gauge reacts. My application of the gauge is more straightforward, just looking for the steady-state average value of my intake manifold vacuum reading. So why am I diddling with a vacuum gage on my 1970 LT-1 small block engine? *Necessity.*

After a frame-up, body-off resto-mod tribute project on my base vehicle (only option was the U69 AM-FM Radio) which I converted to an LT-1, with some chassis ZR-1 pieces (10.5" flywheel, M-22 transmission), I fired up the engine only to find my headlamps and windshield wiper doors performing a slow dance without me activating either one. As the readership of C3 owners will well know, these particular systems are operated by intake manifold vacuum. As expected, I did find and subsequently fix some minor vacuum system leaks, but alas, the dance of the wipers and headlamps continued when engine was started and remained at idle. I had set my ignition timing to the published 8.0 degrees BTDC and idle speed set to 800 rpm, just as the emissions sticker indicated. So what was the cause of the issue? Was it low intake manifold vacuum, to the tune of approx. 7.0" Hg at idle? Hmmmm... So I did what any other NCRS enthusiast would do ... dial-up ... I mean... connect to the internet and log into the NCRS Technical Discussion Board and put in my symptoms. A treasure trove of information ensued, and I collected all of it and put 2 & 2 together to understand what and why. It wasn't one particular cause and effect, but rather a series of separate things that resulted in where I was and how I got there, and, most importantly, what I needed to do to stop the winkies, as I affectionately refer to the problem.

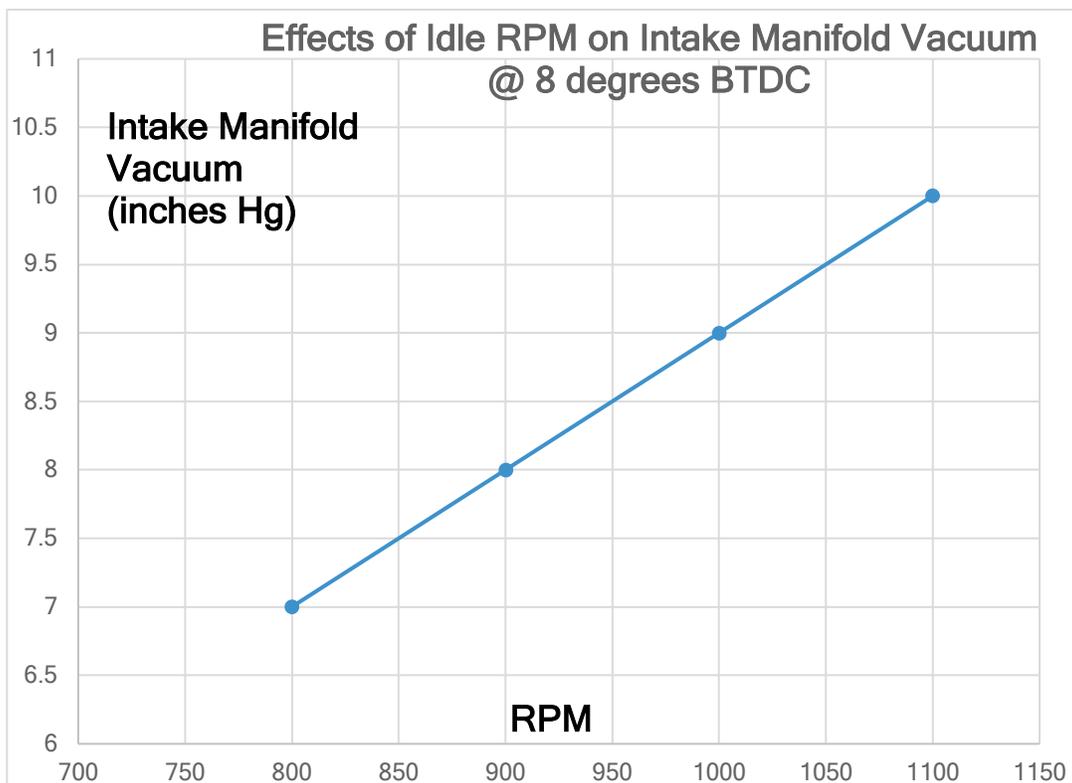
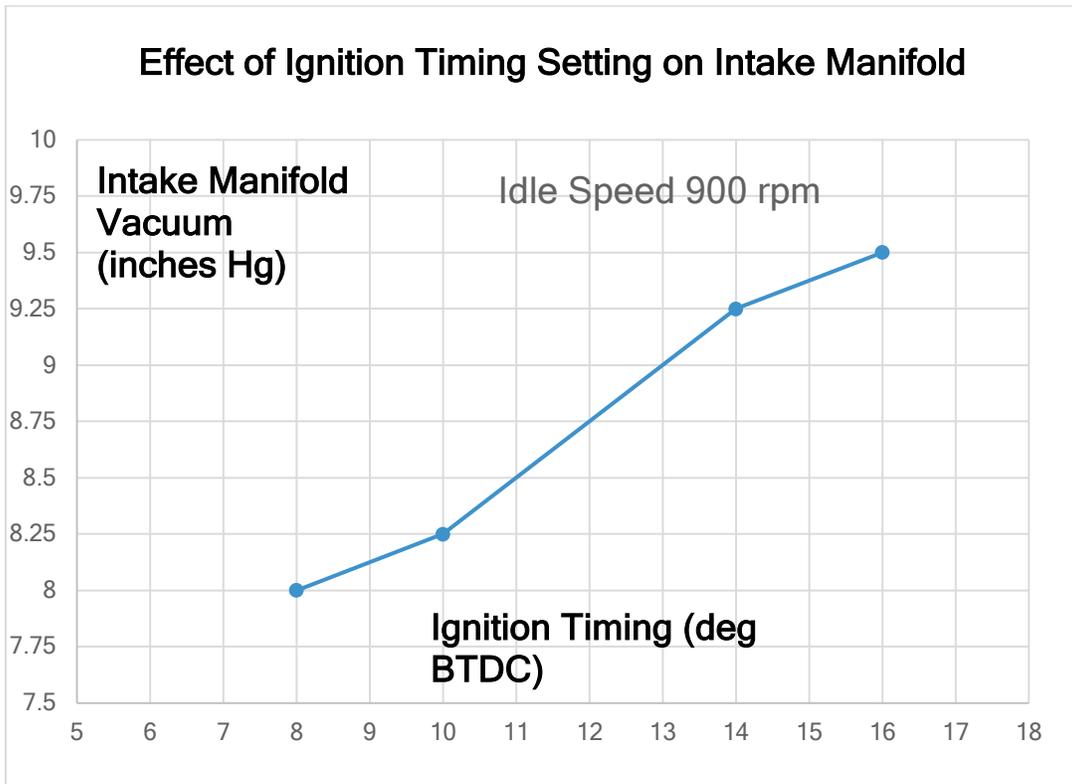
Before I ramble on with the rest of the story, I must credit Duke Williams and Lars Grimsrud for my knowledge of understanding in this area. For those who frequent the NCRS Tech Discussion boards, you recognize Duke as a "beyond control poster" who has extensive knowledge and experience with internal combustion engines. Lars Grimsrud is a western US engine performance tuner, specializing in Corvettes. So let's get to it ...

Intake manifold vacuum is affected by multiple variables, but the most important ones are valvetrain timing (overlap/duration), idle speed, and ignition timing. The lower horsepower engines had no problem achieving sufficient ("good") manifold vacuum at idle. Their camshafts were "mild", resulting in a good stable idle, and good intake manifold vacuum numbers. The introduction of the original LT-1 in 1970 with a mechanical lifter, high overlap/long duration valvetrain has a detrimental effect upon intake manifold vacuum. (apparently only the "30-30" FI cam'd engines were worse). To add insult to injury, I had adjusted my mechanical rocker arm lash using the Hinkley-Williams method, which in short, opens the valves slightly sooner and closes them slightly later, which adds more overlap/duration, which decreases manifold vacuum. (you can search the NCRS site for the article).

OK, it is now time for some controversy, which I believe is a healthy attribute in the NCRS membership. If we didn't have differences of opinions, life would be boring. Anyway, the advice some would give is "just make everything set as it was produced from the factory and be done with it". Yes, that would probably resolve my issue, but I am looking for performance and will accept some factory non-compliance to get there. So, when someone had posted an issue similar to mine of low manifold vacuum and was contemplating abandoning the Hinkley-Williams valve lash adjustment procedure, Duke Williams (of the Hinkley-Williams method) recommended not readjusting the valve lash, but rather adjust idle speed and most importantly, revamp the ignition timing map. Some historical facts: The Good General (GM) was under pressure to reduce vehicle emissions in all of its products starting in the mid sixties. The Corvette was not immune. In fact, the LT-1 engine had a "smog-pump" installed to force air into the exhaust manifold near the exhaust valves to achieve lower emissions. But prior to that, GM left a trail of evidence in their service manuals that, to me, clearly shows the pressure GM was under. In the 1970 Service Manual, (while the Corvette covered in that manual was the 1969 due to the late introduction of the 1970 Corvette), the at idle ignition timing spec slated for the LT-1 engine was a whopping 14 degrees BTDC !! Contrast that to the 8 degree production number when the engine hit the street in late Feb 1970. Duke indicates

"emission controlled engine spark advance maps were set up to meet emission standards, not fuel economy or performance. That means that the entire spark advance map is significantly retarded in order to increase EGT to promote oxidation of HC and CO in the exhaust system with injected air." He further states " *The best spark advance map for the LT-1 is the same as the OE setup for the 365/375 HP 327s. Centrifugal all in at no more than 2500, 8" VAC, and set total WOT advance (VAC signal hose disconnected and plugged) a few hundred revs above the point of maximum centrifugal as high in the 36-40 degree range as the engine will tolerate without detonation.*"

The spark advance map Duke discusses can be "dialed in" with a Mr. Gasket 928G distributor spring kit. Note here that the timing setting is not set at idle, but rather the distributor rotated to achieve the maximum limit of 36-40 degrees by 2,500 rpm. Let the timing at idle fall out where it may after the achievement of max mechanical setting (vacuum advance can disconnected and plugged). Separately, Duke recommends a Vacuum can that will be all in at max advance at a vacuum level at least 2" below that of idle vacuum readings. (plus by-passing the "ported" vacuum and connecting the can directly to the intake manifold). His recommended B28 Vac Adv unit (fully in by 8" Hg) can still be obtained under P/N WVE 4V1053 from Rock Auto. Another more recent technical input on dialing back some of the total vacuum advance displacement comes from Lars Grimsrud. Lars makes the argument that today's modern gasoline formulations available at the pump burn differently from those fuel blends from a number of years ago. To that end, the amount of useful partial throttle operation ignition timing advance needs to be a little lower to avoid "trailer hitching". By restricting the available range of the vacuum unit, one will not have to retard the distributor settings in order to avoid that "trailer-hitching" (a jerky engine response at partial throttle cruise conditions). Lars has Vacuum Advance Correlator plates available that limit the Vac Adv range to 10-12 degrees of advance over the mechanical setting. Most Vacuum Adv cans have a standard displacement of approx. 16 degrees of advance. I have ordered the Distributor Spring kit, the B28 Vac Adv unit and the Correlator restrictor plate, but have not installed yet as of this writing. I did, however, performed some quick experiments of ignition timing settings at a set idle speed and recorded the intake manifold vacuum, as well as another set of data with fixed ignition setting at various idle speeds. I have plotted these results here:



This data was hurriedly obtained, as I was departing CT for a trip down south. But the trending is definitely very noticeable. I did quickly set my initial timing at 14 deg BTDC (from the 8 deg std setting) and set my idle speed to 900 rpm (from the 800 rpm std setting). My manifold vacuum increased from a 7.0" Hg reading to a much better 9.25" Hg reading. And this is before I ventured into Duke's remapping and Lars vacuum limiter. (the B28 Vac unit will be in full Vac Adv mode at idle, thus providing more ignition advance at engine idle). In my way of thinking, with more advance, comes higher idle speed, which in turn will have to be adjusted at the carburetor, this resulting in less butterfly throttle, and making the idle circuits of the carburetor function better, with finer granularity of the idle mixture adjustments. To me, a win-win. Oh, by the way, that increase of vacuum to 9.25" cured my "winky" issue. And the engine performs better with no detonation detected. Lastly, after the engine break-in period is completed, the manifold vacuum may further improve as rotating friction gets reduced and carburetor throttle blade angle can be reduced to maintain a 900 rpm idle.

I will quickly report in the next newsletter how I made out with the tuning efforts and be a little more accurate in my timing data. Again, thanks to Duke and Lars for their expertise and experience in this area.

Bill Bertelli is a recently retired Flight Control Systems Engineer at Sikorsky Aircraft and owned his 1970 coupe since 1977. He has been collecting NOS and used parts for his Resto-Mod tribute project since the mid-eighties.

NCRS National Meeting Minutes

NATIONAL CORVETTE RESTORERS SOCIETY Board of Directors Meeting

Summary Minutes

Conducted Via Conference Call

March 18, 2020

NCRS Board of Directors Meeting was called to order at 9:05 AM EDT

Present (all via phone) were: Mike Ingham, John Ballard, Rick Coker, Dave Ewan, Bob Johansen, Ralph Ridge, Sue Strawmyre, Mark Tulley, Shannon Urton, Dave Brigham, Larry Colvin, and John Tidwell.

Note: This is the first annual Board meeting where NCRS department management employees are not attending.

Mark Tulley moved, and Dave Ewan seconded, to accept the minutes from the July 19, 2019 Board Meeting.

Passed: 9 for, None against.

1. Election/Appointment of Officers, Managers and Editors

- a. *Dave Ewan nominated Mike Ingham as NCRS President. John Ballard seconded the nomination.*
 - i. *There were no other nominations.*
 - ii. *Voting result: Mike Ingham elected (zero votes against).*
- b. *Mike Ingham appointed Mark Tulley as Vice President.*
 - i. *Approved: Zero votes against.*
- c. *Dave Ewan nominated John Tidwell as Financial Officer. John Ballard seconded the nomination.*
 - i. *There were no other nominations.*
 - ii. *Voting result: John Tidwell elected (zero votes against).*
- d. *Mike Ingham made the following appointments, all of which were approved:*
 - i. *Larry Colvin as Secretary.*
 - ii. *Dave Ewan as National Events Chairman.*
 - iii. *Dave Brigham as National Judging Chairman.*
 - iv. *Vinnie Peters as Restorer Editor & Driveline Editor.*
 - v. *Marilyn Heitzman as Membership Services Manager.*
 - vi. *David King as Merchandise Sales and Inventory Manager.*
 - vii. *Carlton Colclough as Public Relations Officer, National Sponsor Liaison, and National Corvette Museum Liaison.*

- viii. Kay and Scott Sinclair as National Road Tour Co-Chairs.
- ix. Sue Strawmyre as Youth Activities Coordinator.

2. Reports to the Board

- a. **President's Report – Mike Ingham.**
 - i. Thanked everyone for the honor of being NCRS President.
 - ii. This is Mike's 6th year as President.
 - iii. Appreciates Dave Ewan's efforts as Vice President over the years.
 - iv. Appreciates Mark Tulley stepping up to the Vice President's role.
- b. **Vice President's Report – Dave Ewan.**
 - i. Challenge is navigating difficult times with much unknown.
- c. **Secretary's Report – Larry Colvin.**
 - i. Discussed vote count results of the 2019 Board elections:
 - 1. Region IV: 314 votes (two candidates).
 - 2. Region V: 24 votes (unopposed).
 - 3. Region VI: 13 votes (unopposed).
- d. **Financial Report – John Tidwell.**
 - i. This has been John's worst financial year so far.
 - 1. Loss of advertising due to advertisers retiring or going out of business.
 - 2. Unbudgeted growth of the travel budget.
- e. **Judging Report – Dave Brigham.**
 - i. Reviewed the specific manuals which are being worked on.
- f. **Membership – Marilyn Heitzman (Not Attending).**
 - i. Mike Ingham noted that April 15th is the cutoff date for ordering National Convention pins.
- g. **Merchandise Sales – David King (Not Attending).**
 - i. Travel will be curtailed due to event cancellations.
- h. **Road Tour Report – Kay and Scott Sinclair (Not Attending).**
 - i. Road tour registrations are keeping pace with prior years' convention registrations.
- Restorer and Driveline – Vinnie Peters (Not Attending).**
 - ii. Quality continues high on both publications.
 - iii. Need to notify Vinnie of any event cancellations and make sure cancellations are on the web site.
- i. **National Sponsorship – Carlton Colclough (Not Attending).**
 - i. The Board is interested in any ideas on how to get the NCRS message out.
 - ii. Ralph Ridge asked about how NCRS can leverage member purchases from suppliers who could be potential advertisers.
 - iii. Suggestion was made for Mike Ingham to write an article for the next Restorer suggesting that members notify a supplier that they are an NCRS member when they are ordering.
- j. **Website/IT – John Waggoner (Not Attending).**
 - i. John Waggoner requested approval not to exceed \$2,000 for updating NCRS custom software to accommodate the new MySQL version.
 - 1. Mike Ingham explained the work required.
 - 2. *Dave Ewan moved, and Mark Tulley seconded, to approve up to \$2,000 for work required for the MySQL software update.*
 - a. *Approved: 9 for, none against.*
 - ii. Discussion of proposal for emails sent to members to also be sent to spouses.
 - 1. Active spouses do not currently get emails which are sent to the registered member. The Board agreed to this change.
 - iii. Discussion of need to update the Technical Discussion Board (TDB) software.

k. Social Media Update – Lauren Girdler (Not Attending).

- i. Mike Ingham had asked Lauren to comment on the current social media status and suggest options to improve visibility.
- ii. This will be discussed later in the agenda.

3. Coronavirus Update – Mike Ingham.

- a. This subject was discussed extensively in the Executive Board Meeting.
- b. Rocky Mountain Regional.
 - i. Light registration numbers.
 1. Some cancellations.
 - ii. Seriously considering canceling the event.
 1. The hotel contract has a contractual “force majeure” clause which would allow release because of a pandemic.
 2. The State of Colorado has already prohibited gatherings and closed restaurants and bars.
 3. Ralph Ridge is talking to the hotel about rescheduling this even to 2022.
 - iii. John Tidwell clarified that normal event insurance only covers liability and not event-cancellation losses.
- c. Adirondack Regional.
 - i. Adirondack Chapter prefers to wait until their cutoff date in April before making a decision whether to cancel.
 - ii. The Board agrees with this but feels New York State will likely force a decision sooner by measures imposed to curb the coronavirus emergency.
- d. French Lick, Indiana National Convention.
 - i. The Convention faces possible cancellation.
 - ii. In event NCRS cancels, Dave Brigham is willing to extend the normal 3-year window for Mark of Excellence and Crossed Flags prerequisites to 4 years so awards can be earned in 2021.

4. Activities – Dave Ewan.

- a. Dave reviewed Regional commitments for 2021 and 2022 and identified date windows available for additional proposals.
- b. Discussed 2021 Regional option being explored by New England Chapter to be held at large New Hampshire Corvette dealer.
 - i. The Board approved the New England Chapter and Dave Brigham to move ahead with planning a proposed Regional for September 16-18, 2021 dates.
- c. Reviewed locations and status of Conventions planned for 2021 in Palm Springs, California; 2022 in Mobile, Alabama; and 2023 back in French Lick, Indiana.
- d. Briefly discussed that NCRS is considering Santa Fe, New Mexico for the 2024 Convention and will have more to report later in the year.

5. Old Business**a. Leake and Barrett Jackson Auction Update – John Tidwell.**

- i. John Tidwell reported on the Leake and Barrett Jackson auctions held in Scottsdale in January.
 1. This was Leake’s first event during Scottsdale’s January auction week and John felt it went very well.
 2. NCRS was given an excellent booth location and great exposure by labelling their center raised VIP area as the “Top Flight” deck.
 3. Barrett Jackson gave NCRS a much better booth location in the main vendor area this year, resulting in much better exposure.
 4. Manual sales and new and renewal membership sales at both auctions were excellent.

b. Michigan Chapter Tax Status Issue – John Tidwell.

- i. John Tidwell reported on the status of the Michigan Chapter tax status issue.
- c. Discuss Monthly Expired Membership Reports – All.**
 - i. Discussion of ways to communicate with former members whose memberships have expired.
- d. Discuss Support for New Directors. – All.**
 - i. Mark Tulley suggested a mentor be assigned to each new Director.
 - ii. All agreed that the Board could do a better job of onboarding new Directors.
 - iii. A New Director Information Manual could also inform new Director candidates about what the job requires.

6. New Business

a. Increasing Revenue – Mike Ingham.

- i. Tom James introduced himself and explained that he has recently retired and would like very much to help the NCRS raise much needed funds.
- ii. Tom explained that he believes there are numerous vendors selling Corvette parts who don't currently advertise in the Driveline who could be tapped to do so.
- iii. Tom thinks the NCRS could attract at least some of the many vendors who will be creating aftermarket parts for the new C8 Corvette.
- iv. Tom believes the NCRS is under-charging for flight-judging at our Regional and National events given the vehicle appreciation that results
 - 1. He compared the NCRS's typical charge for judging to Bloomington's charges, and feels ours is far more valuable to the owners.
- v. Tom was asked to put together a list of the vendors he thinks we should be pursuing and send that to the Board.
 - 1. He is ready and willing to pursue these vendors on his own.

b. Discuss Proposal for Improving NCRS Social Media Presence – Mike Ingham.

- i. Shannon Urton discussed some of the content of Lauren Girdler's report.
 - 1. Shannon discussed what Facebook Groups are.
 - 2. Social media should be a large part of NCRS' future.
 - a. Room to make more use of social media.
 - i. May cost some money to make the most of it.
 - 3. Shannon discussed how the NCRS might use Facebook Groups.
 - a. May be a need for a full-time administrator.
- ii. Shannon will work with Lauren Girdler to assist Chapters in effective uses of social media, and the best way to oversee their social media activities to ensure consistency.

c. Discuss Succession Planning for Key Employees – All.

- i. This is key for the following employees:
 - 1. Dave Brigham.
 - 2. Vinnie Peters
 - 3. John Tidwell
 - 4. John Waggoner.

d. Committee to Study Expense Reduction and Income Enhancement Ideas for Board Consideration – Mike Ingham.

- i. Mike Ingham asked John Tidwell if putting together a group to study expense reduction and income enhancement would be a good idea.
 - 1. John said he could only deal with the expense reduction area.

e. Discuss Whether Conflict-Of-Interest Policy Should Apply to Employees, Team Leaders, Etc. – Mike Ingham.

- i. There is no need to expand the conflict-of-interest policy coverage to employees or Team Leaders since the only reason to have this policy at all was due to a

requirement by our liability insurance company to have the policy apply to Directors.

f. Chapter Charity Matching Funds Program Issues. – Mark Tulley.

- i. Joan Burnett is going to develop a form for Chapters to designate a new charity.
 1. Deadline for Chapters to submit new charities for approval is October 1st of each year.
- ii. Need matching funds applications from each Chapter by January 15th of each year.
- iii. New forms will be sent to Chapters along with a current approved-charities list.
- iv. The Board needs to vote on the 2020 matching funds percentage.
 1. Will be voted on at the July, 2020 Board meeting.

g. Chapter Top Flight Program Reporting Concerns – Mike Ingham and Bob Johansen.

- i. Bob Johansen recommends cancelling the 2020 Chapter Top Flight program due to the coronavirus emergency.
 1. The Board agreed and thus the 2020 Chapter Top Flight Program is cancelled.

h. Advertising Strategy – Mike Ingham and Mark Tulley.

- i. Suggestion was made to give potential members an incentive to join the NCRS at events.
 1. New members joining at an event (auctions, Carlisle, shows, judging events) would get a 14-month initial membership period instead of the usual 12-month initial period. All subsequent renewals would be for the usual 12 months.
 2. Proposal was positively received by Board members.

7. Regional Director Reports – All.

- a. Mike Ingham asked Directors to comment on what feedback their Chapters might have for the NCRS Board.
- b. Region I – Mark Tulley**
 - i. Issues with spousal emails and the Chapter Top Flight program.
 - ii. Issues with Adirondack and New England Regional events.
- c. Region II – Shannon Urton**
 - i. All Chapter annual reports and financials are complete.
 - ii. Chapter feedback:
 1. Share educational videos on web site.
 2. Eliminate event fees for judges.
 3. Continue to push the Concours program.
- d. Region III – Sue Strawmyre.**
 - i. Chapters don't like filling out financial reports.
 - ii. April 4th Mid-Atlantic Chapter event will probably have to be cancelled.
- e. Region IV – John Ballard.**
 - i. Working with the Florida Chapter again.
 - ii. Event in Tennessee will probably have to be cancelled.
- f. Region V – Rick Coker.**
 - i. Trying to get Chapters to update weak bylaws.
 - ii. Issues: frustration about some people not being chosen to judge.
- g. Region VI – Ralph Ridge.**
 - i. Nebraska Chapter is a rising star.
 - ii. Some have suggested expanding the NCRS objective statement to include Concours Program.

- iii. Part of a Director's job is to help Chapters avoid holding events in conflict with Regional and National Convention events, as well as other Chapter events within their Region.
 - h. **Region VII – Dave Ewan.**
 - i. Chapters are concerned about the unknowns around event cancellations.
 - ii. Chapters have asked if they can hold a stand-alone Concours meet and advertise it themselves.
 - iii. All Chapters are financially sound.
 - i. **Region VIII – Bob Johansen.**
 - i. Three Chapters.
 - ii. British Columbia Chapter is still struggling.
 - iii. Northwest Chapter has a Regional in August.
 - iv. New Intermountain Chapter is struggling to attract members.
 - j. **Region IX – Mike Ingham.**
 - i. Northern California Chapter cancelled its Spring meet.
 - ii. Central California Chapter cancelled its Spring meet.
 - iii. Arizona Chapter is going forward with their judging school.
 - iv. Southern Arizona Chapter cancelled its Spring meet.
 - v. All Chapters are financially sound.
 - k. **Region X – Dave Ewan.**
 - i. UK Chapter has cancelled all events.
 - ii. The Central European Chapter will probably have to cancel its judging school.
 - 1. Chapter has grown from 0 to 39 members in one year.
 - iii. All Chapters are sound financially.
 - iv. Australia Chapter has gained 18 new members, but some are probably international.
- 8. Meeting Feedback – Mike Ingham.**
- i. Mike asked the Board for feedback on how well the meeting worked without having employees attend.
 - 1. Consensus that the meeting was fine without all employees.

Dave Ewan moved, and Mike Ingham seconded, to adjourn the meeting.

Passed: 9 for, None against.

The meeting adjourned at 3:20 PM EDT.

Date of the next Board meeting has not yet been set.

Respectfully submitted,

Larry Colvin

NCRS Secretary

Dues Notice: 2021

Northeast Chapter of NCRS

2021 Dues Notice

\$35.00 Due by February 28th 2021

Late fee of \$10.00 after February 28th 2021

Membership renewal dues may be submitted as follows:

- 1) **Recommended:** Go to <https://www.forums.ncrs.org/register/chapter-membership.php> and choose Northeast Chapter
- 2) **2nd Best:** Using PayPal: Pay to NECNCRS@GMAIL.COM
- 3) **Pay by check:** Fill out this form and mail with check to:

Jesse Meeker
23 Sunset Drive
Danbury, CT 06810-7503

Please Print

NAME: _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

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EMAIL ADDRESS _____

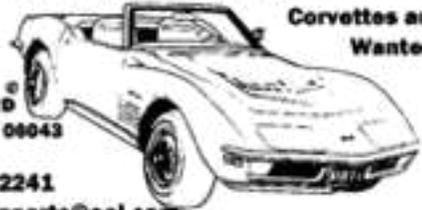
NATIONAL NCRS # _____

Check One RENEWAL _____ NEW MEMBER _____

If you are in the NCRS judging program, please indicate your judging level? (Example XX.X) _____

Classifieds & Business Directory

Sal Carbone's
Restoration Parts Outlet
 Corvettes and Parts
 Wanted



55 CLARK RD
 BOLTON, CT 06043

(860) 649-2241
 restorationparts@aol.com
 RESTORATIONPARTSOUTLET.COM

NEW * USED * N.O.S

MEMBER: N.C.R.S., N.C.C.B., N.C.S.B.

Ron Goduti



Corvette Hobbyist

49 JUNIPER DRIVE, NORTH HAVEN, CT 06473 • (203) 530-0510
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GOLD: 1960 N.A.F.T. Corvette LeMans
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SOLD: 2003 CSR. Raced and finished on Podium at 24 hours of LeMans and raced by Dale Earnhardt Jr.



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SOLD: 1968 Corvette SunRay DX L88-Racer: 24 hours of Daytona 1968, 12 hours of Sebring 1968.



Parts for sale: Tom Dingman (4889)

Tom Dingman's C2 and C3 Corvette parts (many are NOS) can be seen on NCRS.ORG's online classifieds. <https://www.ncrs.org/classified/index.php> Or, you may wish to contact him with your specific needs.

(810) 338 0307 or midvette@mac.com

Parts for sale: Jesse Meeker (65121)

A mint (two paint chips on the trailing edge) Chevrolet hard top for an 1989 and later C-4 roadster. Color black. It will fit the earlier C-4s with an adopter kit. The glass window does have a date for a 1993, the unit is in storage off site, but I can supply that date given a bit of time. Asking \$1,700.00.

Also have an adopter kit as mentioned above. This includes some castings, a windshield trim piece with the appropriate holes in the right places and some other stuff. It is missing the instruction sheet and one of the wires for electrical connection for the defroster. Otherwise it is complete, to the best of my knowledge. I did install the kit on my 1987 roadster and it worked out well except the missing wire did not allow me to test the defroster. Looked good, but the person that purchased the car did not want the top. Asking \$350.00.

Phone number 203-794-0551 with answering machine - leave number, will call back. Caller ID is not working well. email jessmeeker@aol.com.

Located in Danbury, CT

Parts for Sale: Mike Lombardi (9525)

For Sale: Original 63-65 Corvette 6 quart trap door oil pan for HP motors REAL DEAL \$ 495

Original 1967 Corvette antenna mast good condition \$125

Original used GM CV590 PCV valve black heavy milled steel a must foe 63-E 64 FI cars REAL \$195

Used 67 DC master cylinder fits with or without power brakes, worked when recently taken off car \$195

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RON GODUTI (8076)

Pre-purchase inspection service. Will travel. All components, numbers, and dates of the vehicle are inspected to ensure their originality and if are found to be typical factory production or not. A several page word document covering exterior, interior, engine/compartment, chassis, and operations is available to perspective buyers for their review of my findings. This report also determines condition, identifies aftermarket parts, and overall quality of the vehicle. Also matching buyers with sellers to find the right Corvette for your budget. I have been involved in the Corvette hobby and possess real hands on experience for just north of four and a half decades. I am a Master Judge in one organization and am a Benchmark Judge in another venue. Having owned approximately 30 Corvettes, performed/consulted on numerous high dollar restorations, given restoration seminars/factory procedures for over 30 years, have done research with factory personnel, and have bought and sold more Corvettes than I can remember. If interested, please contact: Ron Goduti at: (203) 530 - 0510 or RgodutiLT1@yahoo.com. Thank you for your consideration. Member # 8076.

MIKE LOMBARDI (9525)

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