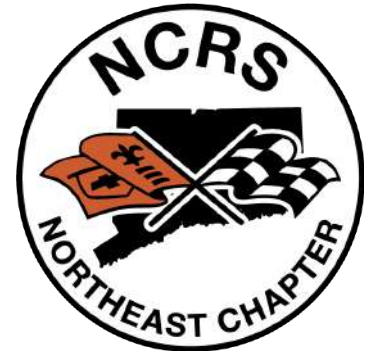


Northeast News

March 2026

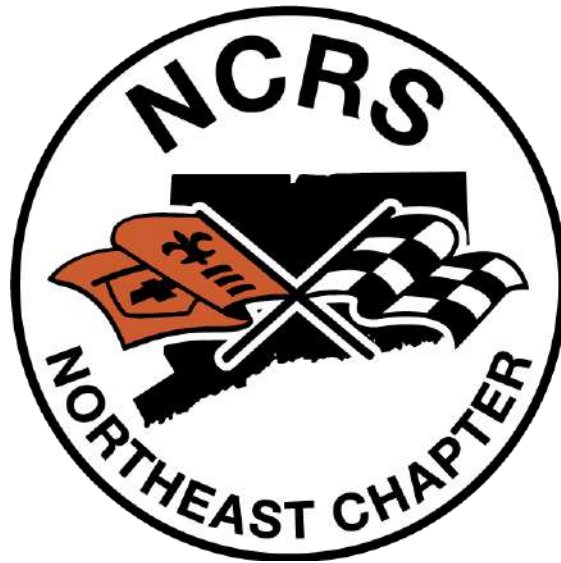
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NATIONAL CORVETTE RESTORERS SOCIETY
 NORTHEAST CHAPTER

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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 - Mike Lombardi - (203) 525-3501, fuelie64_99@yahoo.com
- Judging Co-Chairman - Joe Tansey - (203) 910-9911, btansey@charter.net
- Treasurer - Jesse Meeker - (203) 794-0551, jessmeeeker@aol.com
- Membership Chairman - Peter Martin - (917) 833-0665, mart78b@aol.com
- Membership Co-Chairmain - Steve Quatrocelli - (860) 712-7113, Squatrocelli@aol.com
- Newsletter Editor - Billy Schoenberg - (914) 645-7748, billy.schoenberg@gmail.com
- Secretary - Position Open - Volunteer needed!
- Events Chairman - Joe Covais - (914) 497-8900, usa67vette@aol.com

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Northeast Chapter Schedule of Events

March 21	General Membership Meeting and Judging School
May 8 & 9	Adirondack Chapter Meet
May 16	New England Chapter Meet
June 4, 5 & 6	Altoona Regional Judging Meet
June 19 & 20	Northeast Chapter Judging Meet and School
July 12	Sunset Grill Car Show
July 26 to 31	NCRS National Convention
August 2	Northeast Chapter Picnic at Sunset Grill
August 26 - 29	Corvette at Carlisle
Sept TBD	Northeast Tech Session
Nov 8	Northeast Chapter Holiday Party

New Northeast Chapter Members

As a chapter please let's offer a warm welcome to our 4 new members

Mike Barnes, with his 1967 L36 4sp AC Coupe

Sal Carlino, with his 2023 C8 Z06

Tom Hall, with his 1967 2-Top 4sp Convertible

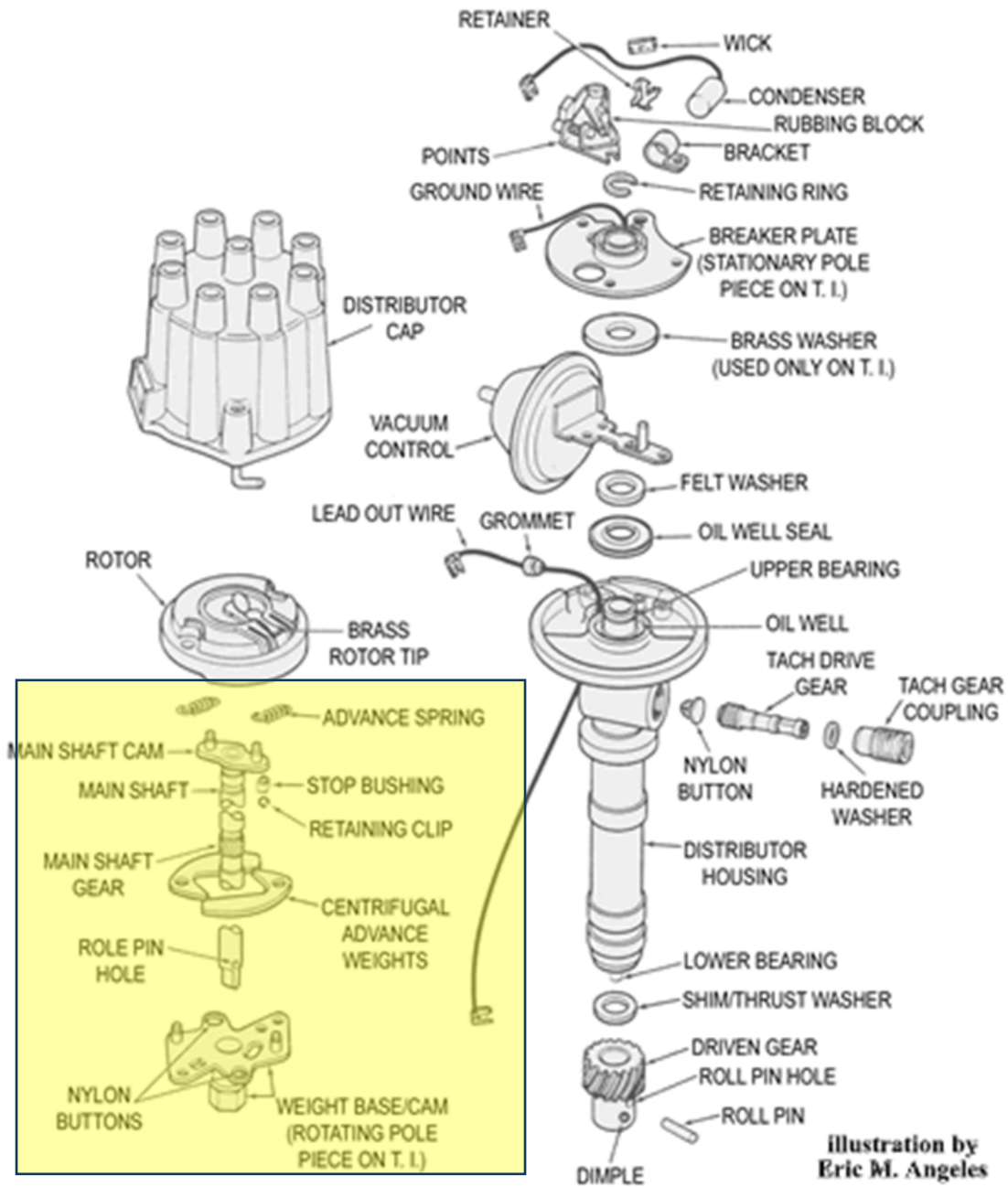
Jonathan Voskov, who is still hunting

Tech Article: The Care & Feeding of your C1, C2, C3 Ignition Distributor

By Bill Bertelli

We all know about the normal maintenance required of the Ignition Distributor used in Corvette Engines of the C1, C2 and C3 vintage ... change out the points (and condenser), replace the cap & rotor. But did you know there is one more mostly overlooked item that needs periodic attention? The Mechanical Advance mechanism. What is that, you say? This consists of the items directly under the rotor... (see yellow highlighted area in pic below; credit to Dave Fiedler).

What these parts do is to advance the ignition timing as the engine increases its rotational speed. It accomplishes this via the weights being acted upon by centrifugal force while being restrained by spring force to rotate the weight base/cam relative to the main shaft cam (aka the "football"). Because of the highly concentrated ozone in the vicinity caused by the arcing between the rotor and each cylinder tower terminal, corrosion can easily occur and "gum-up" the works. To remedy this, I recommend, after taking a photo of the weight orientation, carefully remove the two springs and the two weight assemblies and using 2,000 wet/dry sandpaper and 0000 steel wool, carefully polish all metal-to-metal contacting points. (properly protect the area below the weight base/cam from fallout debris). Next, lightly coat all contact points with WD-40, and wipe down, so that only a light film remains.



1962 - 1972 CORVETTE TACH DRIVE DISTRIBUTOR

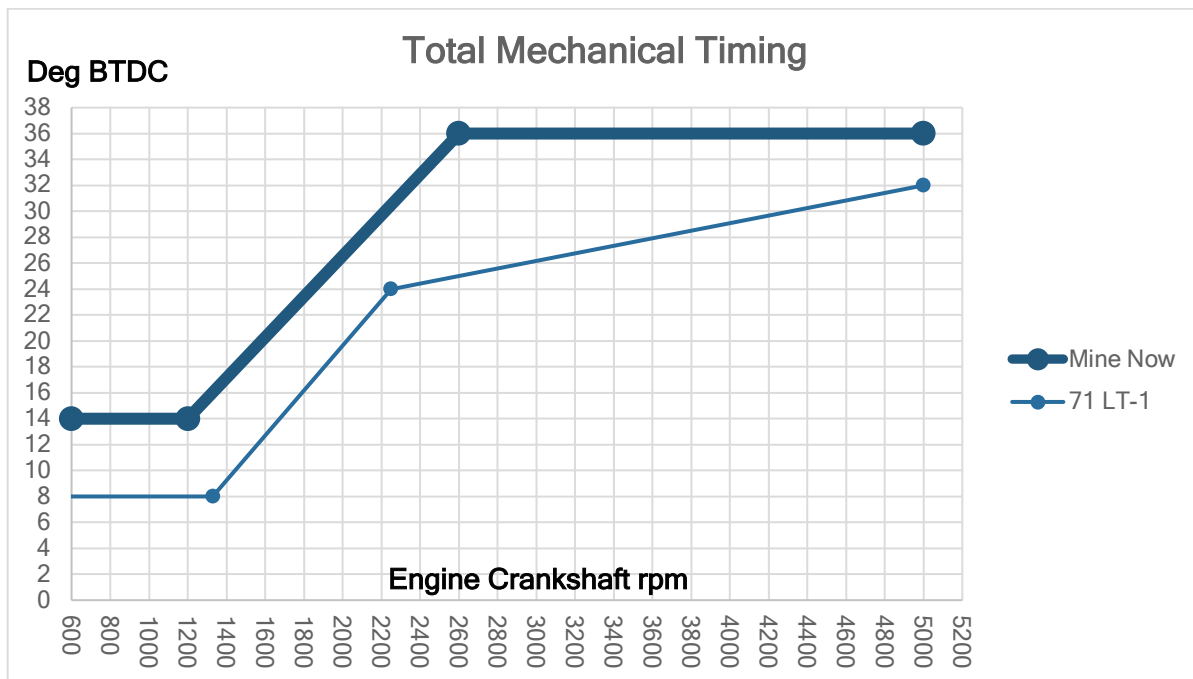


View looking down from the passenger side fender. Rotor, springs and weights removed. The weight base/cam assy should be able to be rotated within the limited motion with ease and little friction (points also removed) If not, disassembly and re-lube of the main shaft and weight plate/cam interface is in order.

Re-assemble the weights and springs on the assembly. To properly test, remove the point set from the distributor and using your hand, rotate the weight base/cam clockwise with your fingers until it stops. It should feel smooth. Now very slowly release the assembly, letting it slowly return to its final closed position. It should return smoothly to the weight closed position. If you try and apply slight rotation clockwise, the assembly should not move relative to the main shaft cam (the “football”). If it does not return to the fully closed position by itself, then the disassembly and lubrication steps of Part B would need to be accomplished.

Part B (if you are so inclined ...)

I would be remiss if I didn't have some controversial topic of note for the Newsletter, so here it is ... remapping the distributor advance curve for performance. Let's take a moment to discuss why the standard factory “map” is not optimum. Starting back in the early 60's, the automotive industry started to receive mandates to clean up the hydrocarbon (smog) emissions from passenger car engines. In short, retarding the timing with respect to optimum performance created hotter exhaust gas temperatures, thus reducing the tailpipe emissions. Second, is compromise for the engine to perform in sub-zero to Mohave desert conditions, and various states of maintenance conditions. If you have been on the NCRS Technical Discussion Board, you will recognize the names Duke Williams, the late John Hinkley, Lars Grimsrud, Mike McCagh, et al. They have extensive experience in this realm and I have taken advantage of this in order to improve low end torque, drivability, and fuel economy. So, what is an ignition timing map? Simply put, it is the spark plug firing point relative to piston position before top dead center over the crankshaft rotational speed (rpm). A graph will help illustrate this:



So, how does one go about modifying the curve to reap the improvements? First a word of caution ... if you are on the border of incipient pre-ignition (pinging, engine knock) then this modification is definitely not for you. If you enjoy driving your Corvette for fun and pleasure (with the “fun” part including wide-open throttle to red line), then this mod might benefit you!

To do this properly, you need to remove the distributor from the engine, and place on a clean workspace. Second, you need to plan your desired “curve”. Start with the end. The overwhelming consensus is to limit the total timing to approx. 36 degrees BTDC. Second, it wants to be “all in” at this limit by approximately 2,800 rpm. Third, at what rpm should the curve start (dictated by curb idle speed), and lastly, what is the desired initial advance setting at idle? While I won’t get into the weeds on how to pick these attributes, but once determined, now you need to compare what your distributor characteristics are. These can be found in the Chevrolet Service Book in the distributor section. Take the data from there and plot it. Overlay your desired plot and you will see what you will have to do to get there. Weights and spring changes will provide the start and slope, but the biggest mod will most likely be restricting the total advance of the distributor. In my case, I had 30 degrees of total advance available from my particular distributor. I only needed approx. 22 deg of advance, so I needed to take away 8 deg of advance. Because the distributor rotates at half the rpm of the crank, I had to restrict the weight base/cam to a distributor rotation of 11 degrees. How to do this?

The total movement of the weight base/cam relative to the main shaft cam (“football”) is governed by a circular slot on the weight base/cam in which a stop bushing hanging down from the “football” rotates within. - a quick note here - I, and a multitude of others, highly recommend replacing the plastic tube which serves as the stop bushing, with a brass collet of equal diameter. In order to reduce the travel, one must make the circular slot a little shorter. How? Good old J-B Weld epoxy. Below is a picture of the weight base/cam assy before epoxy. Note the two 5/64” holes I drilled on either side of the slot. That gives the J-B Weld something to adhere to while spinning around at 3,250 rpm in the distributor. I also “rough up” the area along with though degreasing in order to maximize adhesion. The second pic shows the application of J-B. Note that I used Gorilla tape on the backside and created a small pocket to accumulate the J-B on the bottom side of the weight base/cam, as there is lots of room below, but not on top. The top side wants to be almost perfectly flush as there is little room between the football and the weight base when assembled.



Before J-B application



After J-B

The next operation is using a Dremel tool with a .212" diameter rotary cutter bit and carefully carve away at the fully cured (24 hrs.) epoxy. Do a little at a time and continually check by assembling the main shaft cam to the weight base and using a protractor, determine the total rotational throw of the weight base from stop to stop. In my case for a total of desired 22 crankshaft degree range, I needed to check for 11 deg of total rotational motion here. I used a plastic protractor after I tied a wire to one of the weight studs to act as a pointer.



Protractor shown just laying on the assembly in order to take the picture. The mark the arrow is pointing to on the protractor must align to the center of the main shaft when measuring the rotational arc.

It might take several attempts of trial and measure to get it right. I lucked out on the first try with the Dremel and used a little semi-circular file to fine tune the throw.



Next, with everything clean and ready for lube, I used Ford PTFE lube for the upper portion of the main shaft / weight base bearing interface. I found this to provide long lasting lube, yet low viscosity to permit low force motion of the weight base about the main shaft. Don't forget to lube the bottom of the weight base/cam where it rides on the breaker plate. I also use this lube for speedo and tach cable lubrication. Good stuff, just don't mind the Ford Motorcraft logo 😊. The picture below shows remanence of the pale blue lube in the two circular grooves right below the football. Also note the brass stop bushing I installed to replace the plastic tube which served as the stop. I used red Loctite on it as insurance even though it was an interference fit. My completed weight base/cam assy also shown.



As to the Tach drive gear, I lubed that with Liqui Moly before Assy into the distributor.



Also used on the shaft below the Tach gear.

According to Dave Fiedler, the assembled vertical play of the main shaft wants to be approx. 0.010" endplay. The shims depicted on the camshaft drive gear provide the specified result.



Finally, the dimple depicted on the drive gear below the roll pin wants to point to the rotor's brass tip. (I used a 5/32" drift punch to disengage the pin from the shaft). The last step is installing the tach drive assy, using the Liqui Moly grease as appropriate.

Using the picture that you took before removing the distributor assy from the engine, re-orient the distributor assy in the same way. If done correctly, the assy will drop in place and line up the oil pump shaft with the distributor main shaft. Don't forget that the main shaft will rotate slightly clockwise as you lower the distributor into the engine, so orient the main shaft assy approx. 30 degrees counter-clockwise relative to the "before removal" picture you took.

As to obtaining the curve, I experimented with various weights and springs from different kits.



I found the black Moroso weights restricted the fully closed stationary point. I ended up using my original GM weights with the Moroso silver springs. The Mr. Gasket springs (even their heaviest Gold) never let the weights fully close with my 900 rpm idle.

After all said and done, check your results with a "dial back" timing light. It lets you line up the 0 deg index mark and readout the degrees advance on the timing light. Mine also displays rpm, so it's easy to record results.

If you are serious about modification and would like to get into the weeds on this topic, please contact me and I'll be glad to discuss details ad nauseum 😊! The Vacuum Advance canister is a topic in and of itself!

Tech Article: All About Air

By Mel Wolff

Many years ago, I purchased a Sears Craftsman portable air pump that plugs into any car's cigarette lighter. I primarily use it to adjust tire pressure as temperatures drop. It is rated at .35 cubic feet/minute. As part of my winter storage of the Corvette, I raise tire pressure 10 psi more than during driving season to prevent flat spotting. Some people say it's not necessary on modern radials, but I do it anyway to be safe. The tires are 255/45x17 and take a considerable amount of time to increase pressure by 10 psi. Those of you with even wider tires must have experienced how long it takes to increase pressure. I decided to do some research into portable air pumps and came across an article by Car and Driver evaluating portable tire inflators, [Car And Driver](#)

One of the limiting factors in the output of an inflator when using a cigarette light outlet is the amperage of the fuse. Older cars may have a 15 amp fuse and modern ones from the examples I have, use 20 amp fuses. The other option is clamps that directly attach to the battery. The problem I see there is that many modern batteries are difficult to access, they are covered to insulate them from engine heat. The last option is built-in lithium batteries.

I decided on the Viair 84P model. It plugs into the lighter and is rated at 1.26 cubic feet/minute, almost 4 times the amount of the Craftsman unit. It weighs almost 4.5 lbs compared to the Craftsman weight of 2.25 lbs.

I was amazed how fast it inflates tires compared to what I had been dealing with for so many years. Check out the article in the link above to help you decide what is best for your situation.



Judging School & General Membership Meeting Announcement

The Northeast Chapter of NCRS will hold its General Membership Meeting and a Judging School on March 21, 2026. Location will be at Center Station, 460 Amity Road, Bethany, CT. Coffee and donuts at 9:00 and the Membership Meeting will start at 9:30.

Agenda:

State of the Chapter	Joe Santiso
Plans for the Judging Meet	Mike Lombardi
Membership Report	Peter Martin
Treasury Report	Jesse Meeker
Social Events	Joe Covais
Open Discussion	All

The Judging School will be taught by Mike Lombardi, the Chapter Co-Judging Chairman. The subject will be "C2 Chassis Judging". It will start immediately following the Membership Meeting. This will be a 1-point judging school.

There is no need to sign up ahead of time.

NCRS Code of Conduct

By NCRS National Organization

NCRS CODE OF CONDUCT

Every year, and on an ongoing basis, the National Corvette Restorers Society (NCRS) organizes and sponsors numerous judging, technical, social, and road tour events at local chapter, regional, and national levels.

The NCRS values all who participate in these events and is committed to providing equal opportunities for all participants. The NCRS is also committed to providing a welcoming, enjoyable, and harassment-free experience for all attendees at its events, including members, guests, staff, exhibitors, vendors, and speakers.

In order to facilitate these goals, the NCRS has adopted this binding Code of Conduct that applies to all attendees at all NCRS events over the duration of each event. The NCRS expects all members and other attendees to behave respectfully, ethically, honestly, and fairly with one another in accordance with this Code of Conduct.

Because the NCRS promotes a culture of integrity, honesty, equity and fairness, the NCRS will not condone or permit harassment in any form, whether physical or verbal, at its events. All attendees at NCRS events are expected to follow this Code of Conduct.

Failure to follow this Code of Conduct may result in expulsion from an event without refund, prohibition from attending future events, suspension of membership, or expulsion from the NCRS.

Northeast Chapter Judging Meet

NCRS NORTHEAST CHAPTER JUDGING MEET

Friday and Saturday, June 19 & 20, 2026

The Northeast Chapter cordially extends an invitation to all NCRS Members to join us at our 2026 Spring Judging School, Membership Meeting and Judging Meet at 7 Del Mar Drive, Brookfield CT. (Space Is Limited, Register Early)



ONLINE REGISTRATION PREFERRED - [Click Here](https://www.ncrs.org/events)
<https://www.ncrs.org/events>



GENERAL MEET INFORMATION		JUDGING INFORMATION	
Chapter Chairman		Judging Co-Chairman	
Joe Santiso		Jay Tansey	Mike Lombardi
PH: 203-980-1576		PH: 203-910-9911	PH: 203-525-3501
Email: jsantiso@comcast.net		Email: btansey@charter.net	Email fuelie64_99@yahoo.com

NCRS#	_____ (From Driveline Label/NCRS Website)		Expiration Date:	_____ (From Driveline Label/NCRS Website)	
Name:	_____		Spouse/Sig. Other:	_____	
Guests:	_____				
Address:	_____	City:	_____	State:	_____
Zip:	_____	Telephone: () - -	_____ (List The Best Number To Contact You)		
Email:	_____ (All Registration Confirmations/Approvals will be sent by email)				

<u>Schedule of Events</u>	<u>Registration Fees</u>	
Friday – 4:00 - 5:00 PM – Judging School & Meeting	Judges Registration (NC)	NC
Friday/Saturday Judging- 8:00 AM – Coffee & Treats	NCRS Non-member Guest Fee (\$15/person)	
Friday & Saturday: 7:00 AM – Registration Opens	Flight/Concourse Judging Fee (\$85/car)	
8:15 AM - Judges/Owners Meeting	Sportsman Display (\$15)	
8:30 AM - Judging Begins	Duntov/McLellan/Hill/Bowtie/Cross Flags	
12:00 PM - Lunch	Concours/Open Display (No Charge)	NC
3:00 PM - Judging Completed - Awards Presentation	Yes, I would like to Join the Northeast Chapter through (12/31/26) (\$25)	
	Total	\$

Concourse/Open Judging Entry: (Check One) C1 C2 C3 C4 C5 Stock Modified (Complete Year, VIN, etc. below)

Flight Judging Entry:	Year	*VIN	*Build Date:	*Paint Code:					
*Trim Code:	*Body Number:	Engine:	HP:	Ext. Color:	Int. Color:	Fabric:			
Coupe <input type="checkbox"/> Conv. <input type="checkbox"/> (Check one) *1963-2007 Information Obtained From Vehicle Trim Tag and/or VIN Tag/Service ID Label									
Will you be a Judge?	Yes	No	Check Preferences: Ops <input type="checkbox"/> Int. <input type="checkbox"/> Mech <input type="checkbox"/> Chassis <input type="checkbox"/> Judging Level:						
Indicate your Judging Choices with a 1 st and 2 nd in the Judging classes below:									
53-55	56-57	58-60	61-62	63-64	65	66	67	68-69	70-72
73-77	78-82	84-86	87-89	90-93	94-96	97-02	02-04	05-07	

**Proof of ownership in your name (Title or State Registration or Bill of Sale) and Proof of in-force liability insurance with your cars VIN# and exp. date must accompany this registration form and be approved. Owners not complying cannot have their car judged or displayed.*

No Registrations accepted or refunds after May 30th, 2026.

If using USPS, make checks payable to: NCRS Northeast Chapter. Send check to: NCRS Northeast Chapter Meet, c/o Jesse Meeker, 23 Sunset Drive, Danbury CT 06810-7503

Hold Harmless Agreement: I AGREE to insure my vehicle(s) and property against loss, damage, and liability, and to provide proof of such insurance to NCRS at registration. I 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, and this Event and the owners/Lessee at 7 Del Mar Drive, Brookfield CT, for any acts or omissions that may result in theft, damage, or destruction of my property or injury to me or others during, or as a consequence of this event. I AGREE to abide by the NCRS Policy on Drugs and Alcohol (revised 2006). The use of drugs or alcohol by anyone attending an NCRS event including NCRS members, family members, guests, and vendors is prohibited while participating in any driving tests and/or road tours.

Auto insured with: _____ Policy #: _____
 Exp. Date: _____
 Signature: _____ Date: _____

Northeast Chapter Shirts and Merchandise

You can now buy shirts and other merchandise from the NCRS national website that has the Northeast Chapter logo on it. Go to:

<https://www.ncrsapparel.com/collections/ncrs-northeast-chapter>



NCRS NORTHEAST CHAPTER HOODIE

\$34.99



NCRS NORTHEAST CHAPTER Cotton T-shirt

\$21.99



NCRS NORTHEAST CHAPTER Ladies V-neck T-shirt

\$22.99



NCRS NORTHEAST CHAPTER LADIES - Soft Shell Lightweight Jacket

\$59.99



NCRS NORTHEAST CHAPTER Soft Shell Lightweight Jacket
\$59.99



NCRS NORTHEAST CHAPTER Cotton Blend Pique LADIES Polo
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NCRS NORTHEAST CHAPTER Cotton Blend Pique Polo
\$44.99



NCRS NORTHEAST CHAPTER OXFORD
BUTTON UP SHIRT
\$54.99



NCRS NORTHEAST CHAPTER Adjustable Cap
\$22.99



NCRS NORTHEAST Sweatshirt (EMBROIDERED)



NCRS NORTHEAST CHAPTER Coffee Mug
\$12.99



NCRS NORTHEAST CHAPTER Garage Banner
\$36.99

Dues Notice: 2026

2026 Dues Notice

Northeast Chapter NCRS

\$25.00 Due by December 31, 2025

Membership renewal dues may be submitted as follows:

RECOMMENDED: Go to: [Join or renew a NCRS chapter](#)

Click on **Join or Renew a Chapter Membership** and then choose **Northeast Chapter**

Once you've paid, your 2026 Northeast Chapter Membership will be effective from January 1, 2026 through December 31, 2026.

If you prefer to pay by check: Make check payable to **Northeast Chapter NCRS**.
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 _____

PHONE _____

EMAIL ADDRESS _____

NATIONAL NCRS # _____

Check One **RENEWAL** _____ **NEW MEMBER** _____

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Specializing in the year 1967.



Larry says:
"Let's unload
that beautiful
beast!"

*I buy Corvettes from all over
the country.*

*It is expensive to have them
shipped, but I do it!*

*You guys live in the New York
Metro area, so I could pay
even more for your Corvette
because I'm local.*

**Please call me when you are
ready to sell.**

**We can discuss the potential
sale when the time is right!**

Funds are always available.

I love race cars and L88's!

What do you have?



Two Cars Purchased
Checking In!

Call Larry Anytime!
Cell 917.656.2260

E-Mail: Metfan67@Yahoo.com

For Sale

KEVIN KUPEC (68599)

1967 Corvette convertible for sale: I have owned the car for 5 years and am looking to move up to a big block. Asking \$78k. I do not have a protecto plate or tank sticker. I believe that the tank is original to the car and the sticker may still be there. But I think that the tank would have to be dropped to get to it and I never had the ambition to drop it. I have NCRS records that show it went to an Ohio dealership from the factory. There is then a gap in history like most Corvettes. I have documentation that it was sold from Merschons classic car dealership in Ohio around 2004. It was bought by a guy in Orange CT who owned it for 14 years. I bought it in 2021. It is an original low mileage, 56,000 car 327/300 matching numbers. It is a no leak car. The garage floor has never had any drips under it. It doesn't burn oil and is pretty much original except for me guessing that it probably had a paint job decades ago. It has the matching hard top. The hard top headliner and trim were just restored. The hard top frame repainted. Factory options are hard top, working am/fm radio, 4 speed, power brakes. Finally like all old cars, the clock doesn't work and I haven't gotten to it yet. It is a really nice mostly original high quality driver. The interior looks to be original and mint. The rag top is in perfect shape seemingly replaced at some point. The paint and body are maybe 9.0 out of 10. No chips or large cracking. The car is marina blue with blue interior. It has a new/restored correct master cylinder, booster, carb, rotors, calipers, pads, new red line tires, hoses, starter and smaller mechanical items. The last owner replaced the clutch. I am in Bristol Connecticut. The car will come with about \$1,000 in extra parts like an extra set of \$300 original calipers, custom \$300 cover, \$200 aux hard top storage rack and manuals.



TOM ANJIRAS (6066)

Large inventory of mostly mid year parts, many new or refinished/replated... one complete instrument cluster, orig radio, dash grilles - side panels. Two 2818 carbs, rocker moldings - one 65, 3 66s... v nice complete set of original KOs correct for 65-66 (cones r bright for 65), spinners, adapters, all pcs... used set of taillights w backup lens, parking/directional lights... new orig 65 Tar top battery, blk caps yellow lettering; 4 - way flasher units, exhaust manifold 3846663, intake manifolds 3844461, 3890490... also Edelbrock Torker, 37 Amp alternator, hood supports, latches - male & female restored, 627 valve stem caps, bell housings 3899621, 3747042; exhaust bezels 66, 64-65, bumpers one front, one rear, 67 door sill plates v gd cond, door hinges, restored door opener mechanisms, int ext rear view mirrors, two 65 wheel covers - new set of spinners & collars for same; Chevy 327 engine never run built to 350hp specs. Assorted used brackets, braces, supports... assorted nuts, bolts orig & replated... call w your needs or come pick! 860-922-6787 cell/text tanjiras50@gmail.com

JERRY COIA (11656)

Jerry			
860-822-3798			
		Asking Price	
1956-1959 Valve Covers-Aluminum	#3726086 Staggered Bolt Set-up/No Seams	\$ 200	Good Condition-Media Blasted and clear coated
1958-1961 Rear Deck Lid for Hardtop		\$ 250	All stripped and in excellent condition
1963 Bark Blue Seat covers		\$ 100	Good-used
1963 Center Console Side Pieces (pair)		\$ 100	Good Condition
1963 Coupe side windows (pair)	Dated 9/62 and 10/62	\$ 200	Good condition with some minor scratches
1963 Fiberglass headlight bucket skins		\$ 100	Brand new
1963 Hi-Per Aluminum Valve Cover Bolt Set		\$ 5	Brand New
1963 Rear Axle Tag for 4:11		\$ 5	Brand New
1963-1966 Battery Hold-down Retainer		\$ 15	Good Condition
1963-1966 Interior Mirror (undated)		\$ 20	Brand New in Box
1963-1967 Cowl Wire Clip Set		\$ 10	Brand New
1963-1967 Speedometer Steel Drive Gear	3:08 to 3:55	\$ 30	Brand New
1964 Alternator	#1100668 37A Dated 3H23	\$ 75	Good Used
1964-1973 Back Up Light Switch Bracket		\$ 10	Still in Package
1964-1975 Center Exhaust Hanger		\$ 30	Refurbished
1965-1967 Door Handles		\$ 50	New Reproduction
1966 Tach Drive Distributor	1111196 #350HP Dated 10/17/66	\$ 200	Needs Rebuilding
1967 Alternator	#1100693 37A Dated 7F7	\$ 75	Good Used
1967 Black Vinyl Headrest covers (pair)		\$ 25	Brand new
1972-1982 Brake Caliper-Rear		\$ 25	Needs Rebuilding
1978 Hood Hinges		\$ 10	Brand New
Day/Night Interior Mirror 8"		\$ 15	Good Condition
Exhaust Manifold 2"	Refinished (I cannot read the part #)	\$ 75	Right side dated L13
Exhaust Manifold 2"	Refinished (I cannot read the part #)	\$ 75	Left Side dated D23
Exhaust Manifold 2"	#3932469 (used)	\$ 100	1969-1970 Chevy
Fender Tips	Replace Tips that were cut-off when side pipes were installed	\$ 75	Excellent Condition
PRICES DO NOT INCLUDE SHIPPING UNLESS LOCAL PICK-UP IS ARRANGED.			
PICTURES ARE AVAILABLE UPON REQUEST			
CONTACT ME WITH ANY QUESTIONS			

RON GODUTI (8076)

For sale: 1996 Corvette convertible with 40,000 original miles. It has a white exterior, white convertible top, and a striking red leather interior. Car is loaded and includes a white hard top, and automatic transmission. It is in excellent condition as a result of it being meticulously maintained. It is driven an average of only 500 miles a year and I change the oil/filter every other year. This car has never been in an accident and still retains its original factory paint. It has never been driven in inclement weather and has always been stored during the winter months. Car has new tires, new serpentine belt in the interest of preventive maintenance, new battery, and recently an oil/filter change. Car was sold new in Connecticut by Grody Chevrolet. Runs strong and is very dependable. \$19,500 OBO - Contact Ron for photos and more information.

NOS Parts for sale - (203) 530 - 0510 or RgodutiLT1@yahoo.com

The following NOS parts for sale are strictly for the hard-core Corvette purist and not for the hobbyist that is satisfied with second or third design, new old stock configuration or a reproduction.

Exterior:

1. Door Handles w/gaskets - \$400.00
2. 1970 -71 Lenses for front parking lamps - \$300.00
3. 1970 - E/71 Left exhaust tip - \$750.00
4. 1968 - 72 Front License Plate Bracket - \$125.00
5. 1968 - 72 Front and rear license plate frames (used very good condition) - \$350.00
6. 1968 - 73 Chrome Corvette Letters for rear panel - \$100.00
7. Left rear marker light - \$100.00
8. (2) Switches for head lights - \$350.00
9. 1969 - 72 Spoiler for front valance - \$650.00
10. 1968 - 76 (4) Center caps for rally wheels - \$800.00
11. 1969 - 1972 Complete set of weather stripping for coupe (first design w/correct width) - \$3,000.00
12. 1968 - 1975 Door sill plates - \$450.00
13. 1968 - 75 PO1/PO2 Valve stem caps - \$50.00 each
14. 1968 - 73 Rear license plate bezel - \$300.00
15. 1969 - 73 (4) PO2 deluxe wheel covers in excellent condition. Rare find in this condition. They were taken off a 1970 Corvette when it was fairly new. \$1500 firm



Interior:

1. 1969 - 75 Steering Wheel - \$2,000.00
2. 1969 - 76 Door Handles - \$300.00
3. 1969 - 76 Door Lock Knobs - \$150.00
4. 1970 - 71 Console Wood Trim Plate for Deluxe Leather Interior - \$300.00
5. 1968 - 72 (4) Speed shifter plate - \$100.00
6. 1969 - 73 Pair of Black Door Pulls - \$100.00
7. R89 S Delco Battery still in the box (dry) - \$3,000.00 (OBO)
8. 1968 - 76 Ash tray - \$150.00
9. 1968 - 71 Amp gauge - \$150.00
10. 1968 - 71 Temperature Gauge - \$150.00
11. 1968 - 71 Pedals - \$75.00

Engine/Compartment:

1. 1970 - 72 LT-1 Complete set of Ignition Shielding - \$800.00
2. 1969 - 72 Pair of Head Light Vacuum Canisters - \$400.00
3. 1968 - 72 Male & Female Hood Latches - \$600.00
4. 1970 - 72 LT-1 746 C PCV Valve - \$300.00
5. 1970 - 72 LT-1 Smog Pump Diverter Valve - \$1,200.00
6. 1970 - 72 Small Block Smog Pump Bracket (used in very good condition) - \$100.00

Chassis:

1. 1968 - 82 Upper/Lower Ball Joint Studs - \$1,500.00
2. 1968 - 82 Upper/Lower Front Control Arm Bushings - \$200.00
3. 1968 - 82 Upper Shock Washers - \$100.00
4. 1968 - 82 Brake Caliper Mounts - \$300.00

5. 1968 - 82 Tie Rod Sleeves (for p/s) - \$100.00
6. 1968 - 72 Front Sway Bar Links (std. suspension) - \$100.00
7. 1968 - 72 Front Sway Bar Bushings - \$175.00
8. 1968 - 72 Rear Caliper Brake Lines w/armor - \$50.00
9. 1968 - 72 Leaf Spring Bushings (std. suspension) - \$100.00
10. 1968 - 82 Emergency Brake Cable - \$150.00
11. 1968 - 82 Cross Shaft Red Plastic Plug - \$75.00
12. 1968 - 82 Rear End Snubber Mount - \$125.00
13. 1967, 1968 Big Block & 1970 - 72 LT-1/454 Mufflers for 2.5" exhaust - \$3,000.00

JESSE MEEKER (65121)

If your C-4 that has everything does not have a hardtop, it does not have everything. But keep in mind that the build sheet will show if it left the assembly with or without. 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.

I have a used pair of 1991 mufflers in good used shape but with too much black paint that I am willing to trade for one 1988 NOS muffler, right side, number ending in 136.

Located in Danbury, CT

Services Offered

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)

Avoid surprises, costly mistakes, Pre-purchase inspections, buyer and seller consulting. Nationwide service by master judge, who can help you with your next purchase or sale. Don't be fooled by the words, Matching numbers. Over 40 years' experience in hobby. If interested, please contact: Mike Lombardi at: Phone: 203-525-3501 or Email: fuelie64_99@yahoo.com.