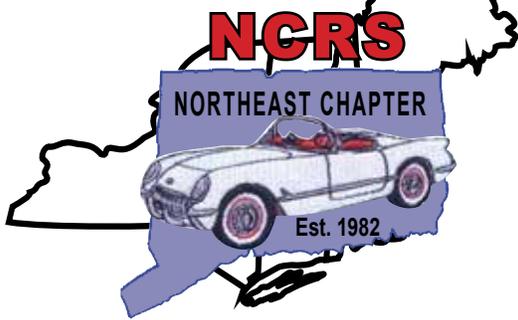


NORTHEAST *News*



Winter 2017 Volume 32 Number 1

NATIONAL CORVETTE RESTORERS SOCIETY NORTHEAST CHAPTER



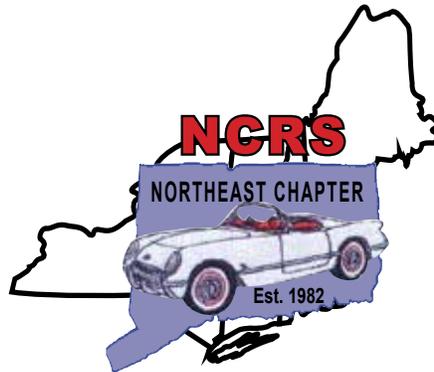
**National Corvette Museum Sinkhole Corvettes.
Where are they now?**

**Upcoming Events
Northeast Chapter Spring Meet**



Northeast Chapter
c/o Robert Amantea
261 Royal Oak Circle
Meriden, CT 06450-7333

Northeast Chapter web site: WWW.NCRSNEC.COM



2017 Officers - Northeast Chapter NCRS

Chairman:	<i>Bob Amantea</i>	<i>203-537-1802</i>	<i>bobamantea@gmail.com</i>
Vice Chairman:	<i>Jay Tansey</i>	<i>203-910-9911</i>	<i>btansey@charter.net</i>
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Membership Chairman:	<i>J.R. Amantea</i>	<i>203-537-1804</i>	<i>needforspeed1984@yahoo.com</i>
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Newsletter Editor:	<i>Ronald Goldberg</i>	<i>203 795-9823</i>	<i>rongoldbe@aol.com</i>
Events Chairman:			

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Northeast News

Edited and Published by Ronald Goldberg email:rongoldbe@aol.com

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2017 CALENDAR OF EVENTS

Upcoming Chapter, Regional, and National Events

April 22	Northeast Chapter Spring Meet (rain date, 23)
May 6	Northeast Chapter Technical School (see flyer on pg 10)
June 10	Long Island Judging School
June 11	Long Island Meet
June 21-24	Barrett Jackson - Mohegan Sun
Sept 16	Fall Meet (rain date, 17)

Thoughts: From the Chairman



Well it has been a busy winter for J.R. and I. We had several cars at the Scottsdale Auctions this past January; we got to catch up with some members out there as well, Joel Janokus & Larry Sachs. As Spring is around the corner and we are digging out of the snow, I'm sure some of us are getting our cars ready for the spring and some of us are finishing them up for the spring chapter meet. We are really looking to growing the chapter this year with some new events and speakers. We have two events up and coming, Ron Goduti has lined up a special speaker on motor oils and using them in your vintage cars, we also have a special announcement, we have Kevin Mackay of Corvette Repair joining us the night before our April Meet (Friday) putting on a presentation on the "Hunt and Chase of Significant Corvette Race Cars" that he just put on with the Canadian Chapter—look for more details in a separate email.

Bob Amantea
Northeast Chapter Chairman

Treasurer's Report - 12/31/16

Opening balance 2016 was \$4,366.64 Year to date revenue of \$4,735.36 less disbursements of \$6,730.36, leaves a loss of \$1,994.89 for the 12 months ended 12/31/16 this subtracted from opening balance of \$4,366.64 leaves a cash balance of \$2,371.75.

Rich Ferraro, Treasurer

Vice Chairman's *Report*



After the fairly short and mild Winter that the Northeast has experienced, we Corvette owners are still itching for Spring and eager to get our cars out of storage and back on the road. As the snow quickly disappears, salt and sand on the roads clear and milder temperatures begin, that urge to drive our Corvettes builds. For Corvettes that have been stored for an extended period, certain precautions need to be taken before they are fired up and driven for the first time after a long Winter hibernation.

The following is a good checklist for preparing to bring your Corvette out of Winter storage and getting it ready for the driving season.

1. Inspect the Battery

The most important item to check is the condition of the car's battery. Hopefully you had the battery on a maintainer/tender, trickle charger or Charged it monthly during the storage period? Make sure the battery is fully charged. If not, put it on a charger, although the integrity and life of the battery will likely be compromised if the charge has completely depleted. If you took the necessary Battery precautions when you put the Corvette into storage then you have nothing to worry about. Connect the battery slowly and check the cables and terminals for corrosion/oxidization and clean them if necessary.

2. Check engine Oil Level

Pull the dipstick to see if there is adequate oil in the engine and add if needed. Change the Oil if needed and don't skimp on changing the filter.

3. Check the other Fluid levels

Check the coolant, power steering, brake fluid and fuel level in the tank. Hopefully, you either have a racing fuel or 100LL that will not deteriorate during the winter or you put fuel stabilizer in the tank before storage. If not, put some high Octane booster to help with the start-up.

4. Perform a Smell and Visual check under the car and in the Engine compartment and Interior

Look in the engine bay, inside the wheels and under the car for signs of fluid leaks. Check the electrical wires and hoses, looking for cracks, deterioration or chewing from rodents. Look in the engine compartment, interior and frame area for rodent nests and infestation.

5. Check Tires

Check tire pressure and fill with air as needed. Look for cracks and bulges in the rubber. Bias-Ply tires will flat spot during the Winter but should be fine after a few miles of driving on them.

Now that you have checked everything on your Corvette, put the key in the ignition and start it up. Let your Corvette warm up a little and check for leaks again. If things look good then happy motoring and I hope to see you out on the road.

Sincerely,

Joe "Jay" Tansey

NCRS #9727

NCRS NORTHEAST CHAPTER MEET

Saturday, April 22, 2017

The Northeast Chapter cordially extends an invitation to all NCRS Members to join us at our 2017 Spring Judging Meet at 2 Christoni Lane, Wallingford, CT.

(Space Is Limited, Register Early)

GENERAL MEET INFORMATION

Bob Amantea
203-235-1302

JUDGING INFORMATION

Mike Lombardi
203-525-3501
fuelie64_99@yahoo.com

NCRS# _____ (from Driveline Label/NCRS Website) Exp. Date _____
Name: _____ Spouse/Sig. Other _____
Guest(s) _____
Address: _____ City: _____ State _____
Zip _____ Telephone: (____) - ____ - _____ (List the best number to contact you)
Email: _____

Schedule of Events:

Saturday - 7:00 AM - Judges Breakfast
7:30 AM - Registration Opens
8:15 AM - Judges/Owners Meeting
8:30 AM - Judging Begins
12:00 PM - Lunch
3:00 PM - Judging Completed - Awards Presentation

Registration (\$10)..... _____
Flight Judging (\$75) _____
Sportsman/Founders Display (\$15)..... _____
Duntov/McLellan/Hill/Bowtie/
Crossed Flags Display..... NC
Yes, I would like to join the Northeast Chapter
(Thru 12/31/17) (\$35) _____

Total \$ _____

Judged Entry: Year _____ * VIN _____ *Build Date _____ * Paint Code _____
*Trim Code _____ *Body Number _____ Engine _____ HP _____ Ext. Color _____ Int. Color _____ Fabric _____
Coupe/Conv _____ ***1963-1996 Information Obtained From Vehicle Trim Tag and/or VIN Tag/Service ID Label**
Will you be a Judge? Yes ___ No ___ Preference: Ops, Int, Ext, Mech, Chassis (Circle Preference)
Judging level _____ Indicate your Judging Choices with a 1st and 2nd 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 ___ 97-99 ___

***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. Owners not complying cannot have their car judged or displayed.**

If using USPS, make checks payable to: **NCRS Northeast Chapter**. Send completed application, with **Proof of Insurance and Ownership**, and check to: **NCRS Northeast Chapter Meet**, c/o Mike Lombardi, 58 Meadowcrest Lane, Watertown, CT 06796 **NO REFUNDS AFTER APRIL 8th, 2017.**

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 at 2 Christoni Lane, 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: _____



2016 CORVETTE FACTS

35% of the 2016 Corvettes were Z06 models

88% had performance exhaust systems

77% had 8 speed paddle shift automatic transmissions

21% were Arctic White, 17% were Black, 15% were Torch Red

Museum Commemorates Sinkhole's Third Anniversary With 1962 Corvette Restoration

Three years ago, on February 12, 2014, viewers tuning in to their morning news witnessed and heard an almost unbelievable story – a sinkhole had opened inside the National Corvette Museum in Bowling Green, Kentucky, and eight Corvettes fell victim... lying at the bottom of the more than 30 foot deep gaping hole. Fortunately, the cars and building were the only things damaged as it occurred in the early morning hours before anyone was in the Museum. The story captivated those who watched it, and while the Museum initially planned to put the past behind them, the interest in the sinkhole and damaged Corvettes was undeniable.

On Thursday, February 9, the 1962 Corvette, still covered in dirt and debris from the sinkhole, was removed from display in the Skydome and transferred to a garage bay where it will undergo restoration work to bring it back, better than ever. The on-going work will be performed in the Museum, and guests will be able to see the car's progress, oftentimes as it is happening. In addition to visiting the Museum to witness first-hand the work being performed on the Corvette, enthusiasts can tune in to Facebook and YouTube where a number of videos will be published by the Museum, providing updates and progress reports.



New Curator Joins Museum Team

Derek E. Moore of Garrettsville, OH has been named Curator for the National Corvette Museum in Bowling Green, KY, previously serving as the Crawford Curator of Transportation History at the Western Reserve Historical Society in Cleveland, OH.

As Curator for the National Corvette Museum, Moore will be responsible for researching, developing and producing exhibits as well as the planning, acquisition and/or loan, safekeeping and cataloging of collection objects and vehicles related to Corvette history.

He and fiancée, Christine Bobco, are auto enthusiasts and currently own several antique vehicles including a 1917 Overland, 1923 Peerless, and a 1961 Ford Falcon, and hope to be adding a Corvette to their collection soon. The couple will relocate to South Central Kentucky in March and his first day at the Museum will be the 6th.



National Corvette Museum Sinkhole Corvettes: Where Are They Now?

I'm sure if your like me, this seems like it happened only yesterday.



On the morning of February 12th, 2014, we all woke to the realization that eight significant Corvettes had fallen captive to a rare sinkhole inside the National Corvette Museum in Bowling Green, KY. As news of the event flourished over the internet at the speed of light, it seemed that all eyes were focused on the spire where the cars still resided, albeit now approximately forty feet below. As information poured out via news agencies, radio reports and the NCM's press updates, terms such

as Karst and cavern came into our vocabulary and we learned more details about their destructive power. The NCM even released the security camera footage captured as the event happened in the early morning hours before the museum opened. Thankfully, the timing was such that no one was in the building during the occurrence. News agencies from around the globe reported on the event and people who had never uttered the word "Corvette", were now burning up bandwidth to know more about these eight cars in particular.

While three stand out, there are eight cars down deep in this sinkhole.

Down below, between the rubble and mud, were eight prized Corvettes, and over the course of the next few months, the world would slowly learn of the current condition of each one. Some were still visible where they landed, seemingly unscathed from their several-story drop while others were completely covered, their fate uncertain from the surface. Even when they were recovered, the weight of the mud, concrete, the



building's metal structure and even the other cars had all but removed any traces of their former identity. As time rolled on, we learned that some would be restored to their former glory while others would remain in their sinkhole-extracted state; forever wearing the evidence of their stay in the cold, dark Kentucky ground. They would all share the same history, but the evidence of their experience would be more manifest on some than the others.

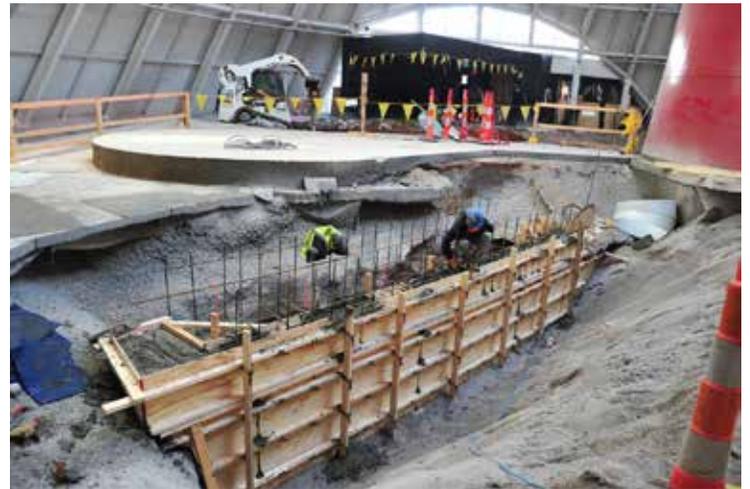


Once the Corvettes were removed from the sinkhole, work began to secure the remaining earth in preparation of rebuilding the flooring of the spire and ensuring that this does not happen again.

Since then, throngs of people twirled the turnstiles of the NCM to observe the scene of the crime for themselves. Some witnessed the cars coming out of the ground, while others got a better view by visiting after they were all removed and shown in their as-excavated state.

The National Corvette Museum reopened the spire exhibit section of the museum with great fanfare. There was a ribbon-cutting ceremony, appropriately using Caution tape, and the new exhibit helps visitors understand more about Karst landscapes, sinkholes and how each car was recovered. All eight of the cars are within the exhibit and are shown either restored, or in as-excavated condition. We'll take a look at each Corvette in the coming weeks. Stay tuned!

Now, almost three years after the event, each of the cars has since settled-in to the newest chapter of their history. Some have put on quite a few more miles since the event while others' odometers are now etched in mud-covered stone. We'll take a look at each one of the Corvettes that fell victim to the sinkhole at the NCM and show you their current condition. Our "Where Are They Now?" if you will. Some will bear testament to the talent of restoration craftsmen while others will forever serve to show the awesome destructive power of mother nature. Either way, each member of this exclusive eight-car pile-up will forever be remembered and revered as The Sinkhole Corvettes.



Article taken from Corvette Online - <http://www.corvetteonline.com>

URL to article: <http://www.corvetteonline.com/news/national-corvette-museum-sinkhole-corvettes-where-are-they-now/>



NCRS NORTHEAST CHAPTER

TECHNICAL SCHOOL

Oils & Lubricants for your Classics

Guest Speaker: Mike McHale from G.H. Berlin Lubricants

SPONSORED BY: GT MOTORCARS, LLC

SATURDAY MAY 6, 2017

10AM-11:30AM

OVERVIEW: Mike will talk on topics regarding zinc oils, what zinc oil is correct for old cars, cars that are driven hard or not driven at all.

PLEASE BRING A CHAIR!

GT MOTORCARS, LLC
168 NORTH PLAINS INDUSTRIAL RD, UNITS 49-50
WALLINGFORD, CT 06492
(203)-537-1804

DIRECTIONS:

FROM HARTFORD (NORTH OF WALLINGFORD) Take I-91 S and CT-15 S/Wilbur Cross Pkwy to US-5 S/N Colony Rd in Wallingford. Take exit 66 from CT-15 S/Wilbur Cross Pkwy. Left off exit ramp, Go through 4 traffic lights (CVS will be on your right at the light, Wells Fargo Bank on your left. Turn Right onto Pent Highway. Follow to End of Road and Turn Left onto North Plains Road. Go about 1/4 mile and the units will be on the left (you will see a row of mail boxes immediately on your left as you enter the driveway, stay left and you will follow the driveway around, there are multiple sets of buildings in this lot, you will look for UNITS 49-50)

FROM NEW HAVEN (SOUTH OF WALLINGFORD) Follow I-91 N to CT-68 W in Wallingford. Take exit 15 from I-91 N. Stay on Route 68W (Church Street) for 3.6 miles and Turn Left onto North Plains Industrial Road. Go about 3 miles and the units will be on the left (you will see a row of mail boxes immediately on your left as you enter the driveway, stay left and you will follow the driveway around, there are multiple sets of buildings in this lot, you will look for UNITS 49-50)

PLEASE RSVP WITH: Mike Lombardo fuelie64_99@yahoo.com

YOUR 2019 NEW ENGLAND CORVETTE
CARAVAN ADVENTURE
AT THE
SPRING 2017 KICKOFF
GIDEON PUTNAM
MAY 4-7, 2017
THE SARATOGA EXPERIENCE STARTS HERE



The beautiful Avenue of the Pines graces your drive into the park.



The Gideon Putnam - 24 Gideon Putnam Road - Saratoga Springs, NY 12866 - (866-890-1171)

All guestrooms are non-smoking and offer private bathrooms, flat screen television/cable, air conditioning, AM/FM radio/clocks, telephone/voicemail, wireless internet connections, iron/ironing boards, coffee makers, hairdryers, in-room safe, daily maid service, and a complimentary newspaper at our front desk. The fitness center, which is located within the hotel, is also complimentary to resort guests.



Friday Evening a wonderful dining experience, **Fortune's Restaurant**, overlooking the harness track. Gaming opportunities and even the nightclub, Vapor's, for the night owls.



Saturday Morning
Cars and Coffee

SARATOGA AUTOMOBILE
MUSEUM

Hear about the 2019 New England Corvette Caravan, our route and meet the people you will be traveling with in 2019. Official Caravan Merchandise will be for sale and great Raffle Prizes to win. Additional fun: Poker Run with cash prizes, Saratoga Winery, Tours of the Saratoga Battlefield (Look into a National Parks pass for Seniors), Backstage Tour of the Saratoga Performing Arts, and the National Museum of Racing and Hall of Fame. The Roosevelt Baths are also available for those that want an hour or two to relax. (Inquire at the Gideon for Reservations and Cost.) Bring your empty jug to take home some of Saratoga's Mineral Water.

For more information: <http://www.corvettecaravan.com/new-england/>

Return form to: NE Caravan/Randy Flock, P O Box 42, East Greenwich, RI 02818
Make Checks payable to: NE 2019 NCM Caravan

NAME _____

NAME _____

EMAIL _____

ADDRESS _____

PHONE _____

Once we receive your Paid Registration, you will be given the hotel room reservation password. You will need that password prior to making your own reservations. There will be no refunds after April 1, 2017.

Rooms are \$139. + appropriate taxes. Hotel phone (866) 890-1171 One night deposit will be required. Rooms and room types are on a first come first served.

Circle all the items that apply:

Couple costs \$150 Registration includes Saturday night Banquet at Gideon Putnam

\$50 Thursday Evening Barbeque at Gideon Putnam

\$70 Friday Evening Buffet Dinner at Saratoga Casino and Racing

Total \$ _____

Single costs \$75 Registration includes Saturday night Banquet at Gideon Putnam

\$25 Thursday Evening Barbeque at Gideon Putnam

\$35 Friday Evening Buffet Dinner at Saratoga Casino and Racing

Total \$ _____

I, the undersigned, being of lawful age, do for myself, my heirs, executors, and assigns, hereby release, remise and forever discharge the 2019 New England Corvette Caravan, and or any individual, group, corporation or group of individuals co-sponsoring this event, his/her heirs, administrators, and executors of and from any and every claim, demand, action or right of action, of whatever kind of nature either in law or in equity arising from or by any reason of bodily accident which may occur as a result of participation in the New England Corvette Caravan's Reunion weekend. This release contains the entire agreement between the parties hereto, and the terms of the release are contractual and not a mere recital.

I further state that I have carefully read the forgoing release and know the contents hereof and sign the same as my own free act.

Sign/Print Name /Date

_____/_____/_____
Signature Print Name Date

_____/_____/_____
Signature Print Name Date

CLUB CORVETTE OF CONNECTICUT, INC.
25th ANNUAL CORVETTE SHOW & SWAP MEET



SUNDAY, JULY 9, 2017

Moroso Performance Products, Guilford, CT
Exit 59 (Goose Lane) off I-95

Rain date: Sunday July 16, 2017

www.clubcorvettect.com (for rain information)

2017 Club Corvette's adopted charity is Connecticut Food Bank

REGISTRATION	\$25.00
*PRE-REGISTRATION	\$20.00
GENERAL ADMISSION	\$ 5.00
CHILDREN UNDER 12	FREE
VENDOR SWAP SPOT	\$25.00
CORVETTES FOR SALE	\$20.00

REGISTRATION & CLEANUP
8:30-12:00 NOON

JUDGING begins at 12 NOON
Over \$4000.00 in TROPHIES & PRIZES

7 BEST OF SHOW CLASS (driven cars)

C1 C2 C3 C4 C5 C6 C7

BEST OF SUPERSTREET --- BEST OF STREET

BEST CLUB PARTICIPATION --- BEST-OF-THE-BEST IN SHOW

MOROSO PERFORMANCE AWARD

2017 Celebrity Judge – Gil Simmons, WTNH Channel 8 Meteorologist

***PRE-REGISTRATION FORM WITH CHECK MUST BE RECEIVED BY July 1st, 2017**

MAKE CHECK PAYABLE TO: CLUB CORVETTE OF CT

MAIL TO: MICHAEL D'AVINO
21 ESTERLY FARMS ROAD
MADISON, CT 06443

For more information call: Mike (203) 865-3456-----Ed (203) 271-3060-----Dennis (203) 481-9439

Club Corvette of CT sponsored by: **David McDermott Auto Group, East Haven , Ct.**
Moroso Performance Products, Guilford, Ct.
Whelen Engineering, Chester, Ct.

NORTHEAST CHAPTER - NCRS 2017 DUES NOTICE

PLEASE PRINT:

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE (____) _____ - _____

E-MAIL ADDRESS _____

NATIONAL NCRS # _____ (ON DRIVELINE ADDRESS LABEL)

CHECK ONE: RENEWAL _____ NEW MEMBER _____

IF YOU ARE IN THE NCRS JUDGING PROGRAM, WHAT IS YOUR JUDGING LEVEL?
_____ (EXAMPLE: XX.X) DUES FOR 2017 WILL BE THIRTY-FIVE (\$35.00)

DOLLARS. IT'S IMPORTANT THAT YOU FILL OUT THE ABOVE FORM WHETHER YOU REMIT AT THE NEXT MEETING OR BY MAIL.

THE ABOVE INFORMATION WILL KEEP OUR MAILING LIST CURRENT AND OUR DUES-PAID RECORDS ACCURATE. WE WILL ALSO BE ABLE TO E-MAIL YOU NOTICES FOR MEETS, EVENTS AND QUARTERLY NEWSLETTERS.

THANK YOU FOR YOUR SUPPORT.

MAKE CHECK PAYABLE TO NECNCRS

\$10 late fee for checks received after February 10th

MAIL TO: Richard Ferraro - TREASURER - 54 Roast Meat Hill Rd, Killingworth, CT 06419
(860) 663-2754

If you know someone interested in joining our NCRS chapter, give them this application. Tell them they first have to join the National NCRS. To do this, go to www.NCRS.org.

Happy Motoring - J.R. Amantea

Well it has been a very busy winter season for us, especially heading into Spring. We had a busy auction season in Scottsdale bouncing back and forth between Barrett Jackson and Bonhams, we ended up purchasing a few cars out there to take back home with us just in time for spring. Thanks to Ceil and Joel Janokus for giving us an extra hand driving some of our cars through the auction across the block. Fast Forward to last week, I was lucky enough to be a part of a Collector



Car Symposium at Miles Collier's "Rev's Institute" in Naples, FL. This is a biannual event that he puts on and many of the top collectors in the world attend, I am indebted to a client for a long time for getting me an invite. I was humbled by the collector car people that I met. Many topics were discussed from: the Future of the collector car hobby,



Restoration & Preservation of automobiles, Modern Collectible, Classic Cars and Trusts, How to start a collection, What type of collector are you. This was all over 3 days, and add this to meeting new people each day from around the world with diverse backgrounds and using many of the cars in the collection there as our examples, it was sensory overload!

Two days later, I was at Amelia Island with a few clients and their cars that were on display for the Concours de'Elegance. This is one of the Premier Concours events in the country, the most prestigious



east coast event; if you have never been, you must put this on your bucket list! There were some familiar faces from Lance Miller (Carlisle Events) to Kevin Mackay (Corvette Repair) and two Corvettes, Bill Mitchell's Stingray Racer and Kevin Mackay's latest creation, the driveable see-through half-a-car 1953 Chassis 003.

I am looking forward to the spring season, we purchased a barn find 67 400 convertible that was built on my birthday, so we are in the process of restoring that along with finishing our 62'. It's a busy year already and I look forward to taking you on a ride with our adventures! We just received some invitations to the Quail at Pebble Beach for some of our cars, as well as Pinehurst which has become another premier Concours event in North Carolina. Yes, I do attend a lot of "Non-Corvette" Only shows! They are a great place to introduce these cars to new people to help get them interested in the marque and the hobby.



Happy Motoring,
J.R. Amantea

The Six Cylinder Corner

by Alan Blay



COLLECTING WITH FORENSICS

A few years ago, I wrote a column on Monroney paperwork. Monroney paperwork refers to the vehicle window sticker, shipper copy or "tank sticker", Protect-o-plate, warranty book, and other as manufactured paper because of the Congressional Law passed by then Oklahoma Senator Mike Monroney, who earned the nickname Mr Window Sticker. Starting with the 1959 model year automobiles, his law required a window sticker showing costs and options to the consumer. After NHTSA (National Highway Traffic and Safety Act) in 1966, more paperwork from this Law made things more descript.

As a collector, anyone seeking out information on a 1959 or later model automobile needs to secure this Monroney paperwork. Then, options can be documented, the selling dealer and so much more. In addition, these vehicles are logged in to the National Crime data base. This helps documenting past owners, racing history, modifications, crashes, and so much more. But what do you do when you have a pre Monroney automobile? When new, the buyer was provided with only an Invoice from the selling dealer, a warranty card and a deposit receipt. These items are available in addition to Monroney paperwork on 1959 and later automobiles. But how do you prove anything on a 1958 or earlier automobile? This data is not connected to any computer data base, perhaps only some very distant police records.

The answer is forensics. Not easy, and you need everything a prior owner or seller can offer. Some stories lead to a dead end. But if you use forensics, and be very patient, results can often be found. Keep in mind that invoices for pre 1959 automobiles were hand typed on a typewriter, not a computer, and were usually marked paid and signed by the salesman. The salesman was usually given credit for the sale

on the invoice. A warranty card was good for 90 days or 4,000 miles, whichever came first, and was usually discarded by the end of the first year of ownership, or sale of the vehicle. After a year, the Invoice, typed on thin paper and folded many times became illegible and self shred. The same happened with the deposit receipt. The people that purchased these vehicles new were born around 1900 or earlier. They were not born into a car culture like those from later generations. Unless original Chevrolet paperwork from 1958 or earlier was saved by a purchaser who had that foresight, documenting a 1958 or earlier car is quite difficult, although not impossible. My documenting 1953 and 1954 Corvettes in past issues of this column shows what is available, with E53F001174 having the best I have ever found. This includes Invoice, warranty card and \$25 deposit receipt in superb condition, from the original selling dealer.

E53F001113

When E53F001113 was found on a farm in NH it had nothing except a 1987 DMV issued transfer form from NH. Many small States, especially those in New England, did not even issue titles. Registrations for automobiles was a revenue generating endeavor, starting in New York in 1901. This was needed because of the State's, especially the 5 boroughs or counties of New York City's, need for revenue. The license plate on 113 is VI BO, for Victor Borge, and his address was VI BO Farms in Southbury, Cocceticut. The second line on the plate is 55 CT. The plate was hand made, just as license plates in New York were in 1901 with the vehicle owner's initials. Small states like Connecticut had no standard vanity plate, so Mr Borge made his own. Hartford and Bridgeport were the two major urban areas, and were then even more rural than now. License plate stan-

dardization, written about in this column, was taking place for all States and Territories at this time.

Unfortunately, the photos in this article were taken from originals that are more than 60 years old, faded and not the best quality even when the photos were taken. We decided to use them anyway, but had to keep them small as they became very grainy when enlarged. -Ed.



These five photos show lots of good stuff. Keep in mind the person who snapped these pictures, had in mind the special automobile that was acquired due to Mr Borge's involvement with General Motors. The photos were about the car and his wife Senna, then in a family way with their next child. They were not checking glass dates, serial numbers or part numbers. However, the photos still reveal much. Keep in mind in 1956 Victor Borge received his own television show, sponsored by, you guessed it, Pontiac Division of GM. They sold lots of Pontiacs. And Senna Borge acquired a new 1956 Pontiac.

A careful inspection of the interior photo shows the choke is pulled out for a cold start. Senna Borge is not opening the hood and spraying starting fluid into the air cleaners. The choke knob is next to the radio volume control knob which indicates it is definitely a 1953 or very early 1954. Looking at the wiper controls, there is no push button and the shadows on the carpet reveal a washer foot pedal and brake pedal. Combine this with a black speaker grille and parallel flippers to the wheel cover logo. From this data in the photos we can determine this 1953 Corvette was somewhere



between the 70th and 170th car made.

The only period documentation I have is a Massachusetts State inspection sticker from 1967. This plus the purchase in NH establishes 113 as a New England sold 1953 Corvette, one of 4. Back then these cars migrated very little. I have invoices for 027 and 174, and the owner of 277 purchased it in 1968 from the original owner. So these are the 4 sold in New England, as the newspaper clipping of the delivery of 027 on Sept 14, 1953 so states.

Note the child safety seat for one of the 4 Borge children. Although not approved by the Federal Government, it shows industry thinking before NHTSA took over the highways. Many times industry answers consumer



demand before lawmakers tell us what we must do.

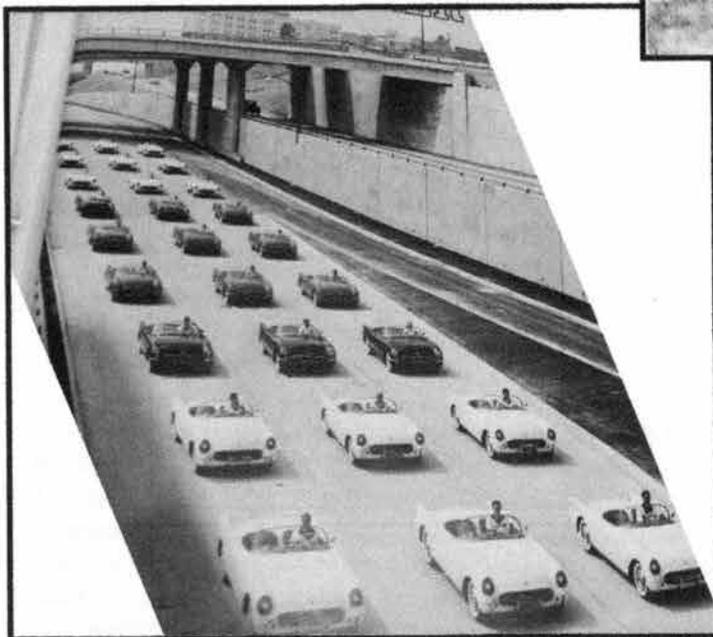
If the photos were larger, you would be able to see in one of them the driver side flipper molding is missing. These photos were taken less than a year after delivery, and the molding had broken off, perhaps from frequent up and down use of the top.

One of the reasons a manufacturer places a totally new product into the hands of selected customers, is for reasons like this. The special customer can cooperate and provide input, which will necessitate new engineering of the design. This failure had led to the non flipper convertible top design for the 1954 model about #2700 thru end of 1955 production. A spring was also added to the new bow design to facilitate raising and lowering of the top.



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Photos show third owner with this Corvette, then red, and his Jaguar as well. Both photos taken in 1957. The paint on the nose is virtually in the same condition as it is today. The same lifting and peeling in the same places. Because the red paint is real, and it is a very early 1954 with most all 1953 parts, this Corvette was probably one of the eight red 1954 Corvettes in the 27 Corvette photo on the L A Harbor Freeway on March 18, 1954. Not wanting all white 1954 Corvettes for the L A Motorama and local dealers Corvette debut,

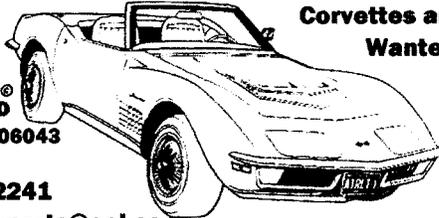


Chevrolet painted 8 red and 4 black and left the others white. This motivated Chevrolet to offer Pennant Blue with Beige Interior later in the year as a paint choice option, as proven in my Corvette contest cars article in 2008. The first photo of Pennant Blue Corvettes in a 44 Corvette debut in Chicago in a similar photo is a freeway photo taken April 27, 1954. There are only blue and white Corvettes in the Chicago covey.

So collecting pre Monroney can be done. It just takes more work.

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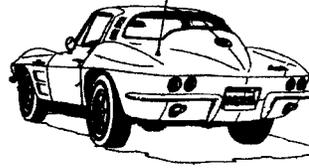


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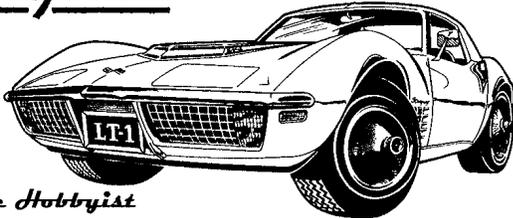
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