

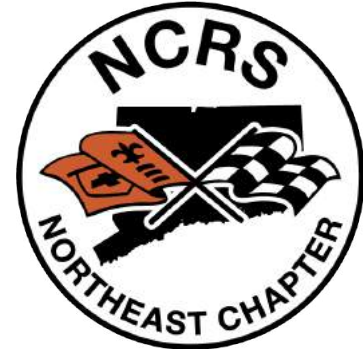
Northeast News

December 2023

Featuring Harvey Wooding's
1967 Convertible



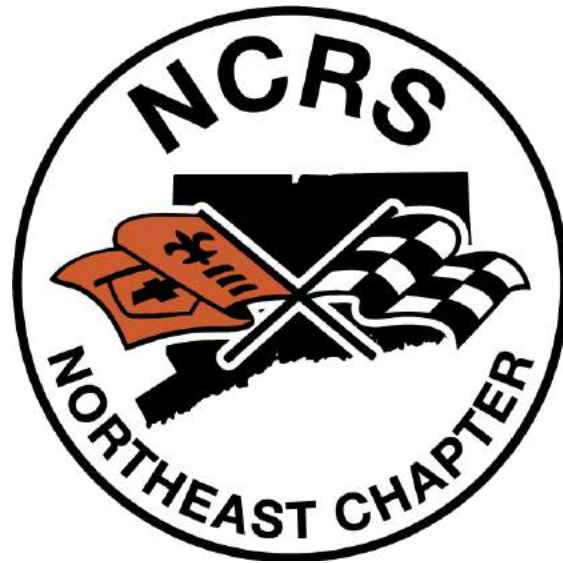
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NATIONAL CORVETTE RESTORERS SOCIETY NORTHEAST CHAPTER

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NCRS Northeast Chapter Officers



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- Secretary - Position Open - Volunteer needed!
- Events Chairman - Position Open - Volunteer needed!

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Message from the Chairman



Hello NCRS Northeast Chapter Members,

In 2024 we again look forward to a full calendar of Chapter events. First up, on January 27th we are offering a Judging School focused on members with minimal or no prior judging experience. One judging point will be awarded for attendance at this event. But more importantly this session is focused on helping members get a basic understanding of the judging process and to get them ready for their first judging experience. We look forward to providing you with a detailed understanding of the judging process and taking time to answer all of your questions. Rob Rohloff is currently pulling this event together and soon will be announcing further details.

Our big event of 2024 will be the New England Regional on May 31 through June 1, 2024 in Marlborough, MA. This event will be co-hosted by our Northeast Chapter and the New England Chapter and will serve as a feeder to the 2024 National Convention in Hampton Roads, VA on August 4-8, 2024. Planning is underway for our regional and we will need our members to support and volunteer at this event. Registration is open on the www.NCRS.org site along with a link to the host hotel for booking your room. Please book your room through this link to ensure that you receive the special NCRS reduced room rate. Registration is required for anyone participating at the event even if they are not showing a car. Your help is needed and there are many volunteer positions open at this time. Please reach out to Jay, Mike, Rob, or myself and we will be glad to discuss open positions with you and help you select one that you would like.

Since our last newsletter in September, we hosted two more Chapter events. First, on October 28th we conducted a road tour to North American Motorcar in Danbury, CT followed by lunch at the nostalgic Sycamore Drive-In in Bethel. Then on December 2nd we hosted a Holiday Luncheon and toy drive at the Sunset Grill in Watertown. Thank you for your generous donations of toys as they were donated to the CT State Police Toy Drive on Sunday December 10th. We met up with members of Club Corvette of CT at MacDermott Chevrolet and were then escorted as group south on I-95 by the Connecticut State Police to their barracks in Bridgeport where we brought in all the toys that literally filled a room! Even though the weather was not the best on that day, it was impressive to see so many Corvettes brave the weather to transport toys.





I would like to end this message by saying thanks to everyone who contributed, participated, and supported our many chapter events in 2023. It is through your selfless participation that we are able to provide our chapter membership and others a full complement of NCRS chapter activities in this year. And I would also like to say thank you to our members, guests, and participants as well and I hope you enjoyed and benefited from some of the events.

Also, membership dues continue to remain at \$25.00 for 2024. If you have not done so already, please remember to renew on-line via the NCRS National website www.ncrs.org or by mail using the form available in the newsletter or on our Chapter website www.ncrsnec.com. A \$10.00 late is assessed after February 28th.

If you have any ideas or recommendations for events, or would like to host an event, please bring your ideas forward to our Chapter officers. Our contact information can be found on our website www.ncrsnec.com.

Happy Holidays,

Joe Santiso III
NCRS Northeast Chapter Chairman

Featuring: Harvey Wooding's 1967 Convertible

By Harvey Wooding



The story of my love of Corvettes is a long one - I guess it reflects my age, but since I first became aware of them on the street in the late 50's, they have been an ongoing interest. The '61-'62 with those gorgeous rear ends were amazing. As it did with most all of us, the '63 swept me off my feet. I guess it was at that point that I made up my mind to own a Corvette.

While I was in college, a dorm mate's father and mother showed up for a parents' weekend with a '67 BB (not sure which engine) Convertible. Goodwood Green, Tan Interior, Side Pipes and who knows what else!! I really didn't care - it just became my ultimate wish car. The story continues for almost 30 years and includes the purchase of my first Corvette in 1970 while in the Army. I still have that car, but there were more to come.



THE UNDERSIGNED (HEREIN CALLED PURCHASER, WHETHER ONE OR MORE) PURCHASES FROM DOMINION CHEVROLET CO. (SELLER) AND GRANTS TO _____ A SECURITY INTEREST IN, SUBJECT TO THE TERMS AND CONDITIONS HEREOF, THE FOLLOWING DESCRIBED PROPERTY.

Dominion CHEVROLET CO.
6517 WEST BROAD STREET PHONE 288-3171
RICHMOND, VIRGINIA 23230

SALESMAN: T. J. ...
STOCK NO. 28228
SERIAL NO. 191677 S12106

PURCHASER: DEMMIS WAYNE ROWE DATE: 12, 12, 70
ST. ADDRESS: 1011 A. ... PHONE—RESIDENCE: 282-1531
CITY: Richmond STATE: VA ZIP: _____ PHONE—BUSINESS: 359-5043

ENTER MY ORDER FOR ONE NEW USED 1967 Camaro conv plum
YEAR MAKE SERIES BODY TYPE COLOR

DOWN PAYMENT DETAILS		VEHICLE LIST PRICE
TRADE-IN (CASH VALUE ONLY)	\$ <u>500 00</u>	\$ <u>2485 00</u>
LESS TITLE LIEN (TO BE PAID BY SELLER)	\$	
NET TRADE-IN ALLOWANCE	\$	
CASH DOWN-PAYMENT	\$ <u>65 00</u>	
(OFFICE RECEIPT NO. _____)		
OTHER CREDITS:	\$	
TOTAL DOWN PAYMENT	\$ <u>565 00</u>	

TRADE-IN DETAILS
YEAR: 1965 MAKE: Oldsmobile BODY: HR.
SERIAL NO.: _____ MODEL: Captiva
TITLE LIEN OWED TO: _____
STREET ADDRESS: _____
CITY: _____ STATE: _____ ACCT. NO.: _____

INSURANCE AGREEMENT
DEDUCTIBLE COLLISION \$ _____
COMPREHENSIVE COVERAGE \$ _____
The purchase of insurance coverage from the seller is voluntary and not required for credit. Insurance is available as follows:
AUTO PHYSICAL DAMAGE MOE. \$ _____
CREDIT LIFE MOE. \$ _____
ACCIDENT & HEALTH MOE. \$ _____
AUTO LIABILITY MOE. \$ _____
I desire insurance coverage as intitled above
SIGNATURE: Demmis Wayne Rowe DATE: _____
I do not desire any insurance coverage.
SIGNATURE: _____ DATE: _____

FINANCIAL RECORD
PURCHASER HEREBY AGREES TO PAY TO Southwest Bank & Trust Co. Street
1011 A. ... City Richmond State VA
The "TOTAL OF PAYMENTS" SHOWN opposite is 30 monthly installments of \$ 75.00 (final payment to be \$ _____) the first installment being payable 12 21 and all subsequent installments on the same day of each consecutive month until paid in full. The finance charge applies from _____
SIGNED: Demmis Wayne Rowe

SUB-TOTAL	
SUBTRACT DISCOUNT (IF ANY)	<u>300 00</u>
CASH PRICE	<u>2185 00</u>
TOTAL DOWN PAYMENT (DETAILS OPPOSITE)	<u>565 00</u>
UNPAID BALANCE OF CASH PRICE	<u>1620 00</u>
OTHER CHARGES (ITEMIZED): TITLING TAX	<u>3 70</u>
DOCUMENTARY FEE	<u>10 00</u>
LICENSE & TITLE FEES	<u>5 00</u>
INSURANCE PREMIUMS	
AMOUNT FINANCED OR DUE ON DELIVERY	
FINANCE CHARGE	
TOTAL OF PAYMENTS	
DEFERRED PAYMENT PRICE	
ANNUAL PERCENTAGE RATE:	

I HAVE READ THE MATTER ON THE BACK HEREOF AND AGREE TO IT AS A PART OF THIS ORDER THE SAME AS IF IT WERE PRINTED ABOVE MY SIGNATURE. THE FRONT AND BACK HEREOF COMPRISE THE ENTIRE AGREEMENT AFFECTING THIS ORDER AND NO OTHER AGREEMENT OR UNDERSTANDING OF ANY NATURE CONCERNING SAME HAS BEEN MADE OR ENTERED INTO. I HEREBY ACKNOWLEDGE RECEIPT OF A COPY OF THIS ORDER.

THIS ORDER IS NOT BINDING UNTIL ACCEPTED BY DEALER

PURCHASER'S SIGNATURE: Demmis Wayne Rowe DATE: _____
ACCEPTED FOR DEALER BY: _____ TITLE: _____

Notice to Buyer: You are entitled to a copy of the contract you sign. You have the right to pay in advance the unpaid balance of this contract and obtain a partial refund of the finance charges based on the APR of this contract.

Dwight Farmer 124 Sleepy Pt. Way
Suffolk, Va. 23435

8/14/99

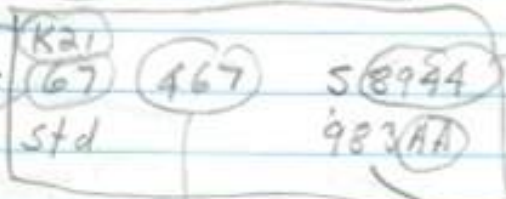
(757) 538-8865

Suffolk, Va.

VIN #: 194677S121A65

2nd 21

Trim Tag:



body Number OK

Green OK

Engine Pad: T0606 JE 7121465

Engine Borech Marks: Yes (GM original)

Engine Cast date: ~~0217~~ 0217 => 0517
5 May 1, 1967

Assembly date of engine: June 6

Assembly date of car ~~at~~ ~~that~~: Mid/Late June 67 See Spec Guide

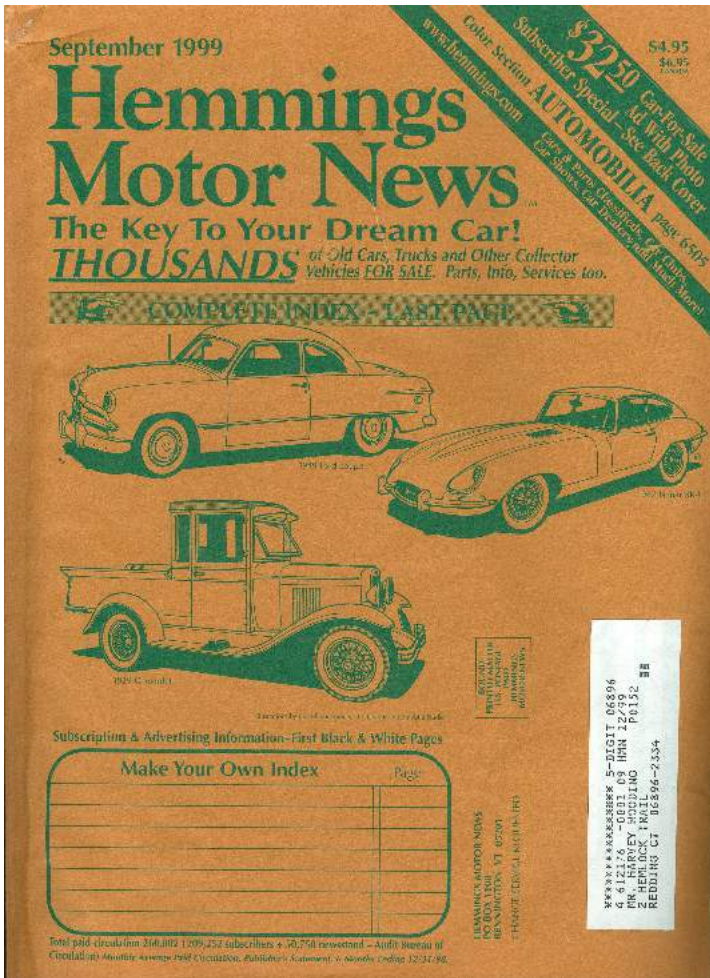
Build date of body at: 8944 est. May/June

Exterior color per trim tag: Std

Interior per trim tag: Black Vinyl

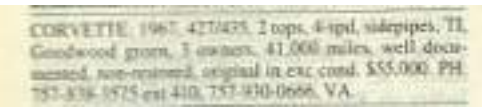
Rear axle code: ~~FF~~ AZ 613 67 3,551 Pos. 4pl. 427

Build sheet in place: No

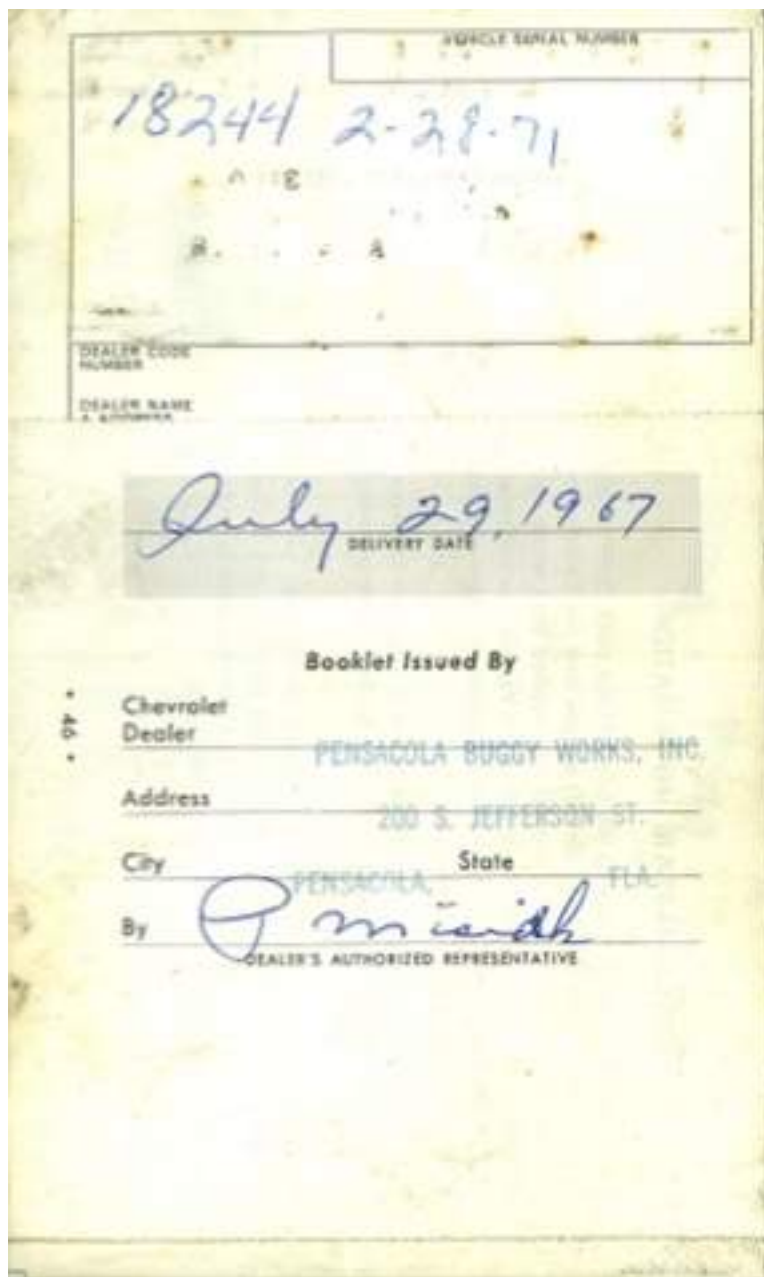


Finally in the mid-late 90's mid-life crisis hit, and that desire to own the '67 that I had seen 30 years earlier bubbled to the surface. Each month I would wait for my Hemmings and scour the ads for just the car I was looking for. It is amazing to see, when I look back to the pre internet days, how many print ads there were each month for these cars. In the September 1999 issue, I finally came across the car that I had had been looking for. This was going to be an expensive purchase, so I went about trying to find someone who would be willing to look at the car with me and help me validate that it actually was what I thought it was. The car was located in VA, near Norfolk. I made a tentative date to see the car. We agreed on a price- if the car was as advertised, I would buy and he would sell the car. If not, no negotiation... we would part company. I did some looking in my NCRS publications and found two names that I thought fit the bill. They were Chuck Berge and Bill Sangrey. As I recall, Chuck may have been a Chapter Chair at the time and was certainly deeply involved in showing and judging. Feeling slightly intimidated, I picked up the phone and called. His wife was very pleasant, but advised me that he was on the Road Tour to the Sun Valley National Convention. She took my

number and said that she would speak with Chuck while he was on the road. With in 24 hours, she called me back with a name - Dwight Farmer. I contacted him immediately. Dwight was not on the Tour but was or had been the National Team Leader for 56/57 as I recall. He had done extensive research on '67 BB's before purchasing one himself. The car was every bit what was advertised - completely original/correct in all that mattered. I could see that there were numerous replacement service parts on the car - those could be replaced and made correct. The biggest miss was the carburetor/intake set up which were service parts for 68-69. Bottom line, when we got thorough Dwight's check list his opinion was that the car was a terrific example of a maintained but never restored car. I think if I had not bought the car, he knew of others that would have interest.



I took a deep breath and we headed for the bank. I had arranged with the owner's bank to wire funds to me at his branch to be available to me only upon supplying proper ID. That went without hitch. They had the cash ready; we counted it out and gave it to the owner; he gave me a bill of sale and the title. THE CAR WAS MINE!! I loaded it on a U-Haul trailer and headed for CT.



My research tells me that my car was originally purchased in Pensacola, FL in 1967 - a Navy Flier?? No record of where it was titled first or by whom. It showed up in late 1969 and was bought as a used car from a Chevrolet dealer in Richmond. The buyer was apparently a dealer employee, who moved through a couple of employers while driving and intermittently maintaining the car. There are lots of service records. When he died in about 1990, the car was stored by his widow and finally sold to the third owner about eight years later. His ownership was short - having previously owned small block cars, he hated the beast!! His loss. I am still trying trace the car all the way back to the first owner.

Mid-life crisis was mitigated and best plans kicked in. However, best plans involved driving the car into my garage with the idea that I would start by correcting the obvious and turning it back into a driver. Nearly 20 years later that finally occurred. I pulled it out of the garage in 2018 and took it to a Corvette friend. My desire was to clean it up, correct what could easily be corrected and make safe to drive. I was able to find a correct dated intake and we added correct but not dated carburetors; parts where rust had gotten involved were replaced with correct parts; brakes and fuel system were serviced. The TI was completely replaced - it was a nightmare mixture of parts and piecing of components into the mid 70's. A dated Pilkington windshield to replace the cracked original was

installed. As you can imagine there were many other little things like replacing a cracked horn button. The most obvious cosmetic issue was the stinger - it didn't have one. I had determined not to get into a major restoration, so painting was not in the plans. My friend races vintage Corvettes, so we had his vinyl guy use the template and add the stinger in vinyl. From 20 feet, who could tell. I added redlines and bolt-ons just because I like the look - not original to the car.



It is now the driver I wanted in many ways. It has been to Carlisle. I drive it for fun on weekends. I have decided to try to get more involved in the Northeast Chapter. I had it in the Sportsman Class last May and had a great time.







What is in the future? Far more of the same. I am identifying parts that are not correct and collecting them as I find them. My goal is to make it as correct as I can at this point without going through an all-out restoration. That will probably involve entering Flite Judging in the future to give me a better baseline. In the meantime, the more I can learn about these great cars and the more friends I can make though NCRS the better.

I must admit that when Billy first came up with the idea of featuring a member's car as part of our Newsletter, I thought it was a great idea. I jumped right in and volunteered. Then I watched in awe the parade of magnificent restored Corvettes that were being presented by our members and the stories behind them. When Billy contacted me and said my number was up and would I still like to participate, feeling a little like the red headed step child

with my rough and ready driver, I hesitated. He reminded me that Zora always encouraged us to drive our cars and said this would be an interesting change of pace to this feature. He convinced me. I love to drive mine. The goal is to constantly make it better while I enjoy every minute behind the wheel.

Northeast Chapter Meeting and Judging School 2024

Save This Date

January 27, 2024

In the planning stage

Judging School – This will be for NCRS members with minimum prior judging experience

General Membership Meeting – Agenda to include events for 2024

Elections for Officers of the Northeast Chapter – Consider this to be the 30 day notice

Location and times for the above will be announce shortly.

Hope to see you there

Northeast Chapter Holiday Party 2023

By Billy Schoenberg

The Northeast Chapter of NCRS held our holiday party and charity toy drive on December 2nd, 2023 at the Sunset Grill in Watertown. The weather was amazing for a late fall day. Ten members attended and with spouses and guests we had fifteen people in total. Bob Boutot drove a 63 split window coupe! Everyone seemed to have a good time. The food was excellent and there was PLENTY of it!



Message from the President of NCRS

By Mark Tulley

A Merry Christmas, Happy Holidays, Happy Hanukah and a safe and blessed New Year 2023 was a successful year for the NCRS. The Regionals were well attended and the French Lick National was memorable.

2024 will be the 50th anniversary of the NCRS. Plan on attending the annual Convention in Hampton Roads Virginia.

We are planning a special celebration, and we will be honoring the original founding members. A very special car display featuring NCRS Heritage award winners and other special interest cars. Registration opens February 1st and the details will be in the next edition of the Driveline.

By now the Northeast and New England Chapters have all of the details for the Regional in Marlborough Massachusetts planned out. It is a great facility and I look forward to a great event. I hope to see many of you at these events and your support is needed for your Chapter and the NCRS.

I am always amazed at the amount of time and work all of the volunteers put in to make the events run smoothly.

My thanks to all of you Have a great Holiday.

Mark Tulley

2023 Ontario Regional Judging Meeting

By Rob Rohloff

The Ontario Regional was held September 14 - 16 at the Canadian War Plane Museum in Hamilton, Ontario. Several members from the Northeast Chapter attended. There were about 30 cars for flight judging. This was a very interesting place to hold a judging meet. Outside, close to the area used for operations judging there were vintage aircraft were being run up, and inside, where the flight judging was taking place there were over 40 aircraft on static display.





Tech Article: Gasoline for our Vintage Corvettes

By Bill Bertelli

I call this a “controversial” topic, as a majority of us already have hard and fast opinions based on what works and what doesn’t work for fuel requirements in our pre-1975 Corvettes. This topic has been covered extensively on the NCRS Technical Discussion Board, and I always get a chuckle over some of the hard and fast opinions presented therein. In this article, I hope to present some facts, and have the reader make up their own minds of what fuels are best for their particular Corvette engine and their driving habits with them. Keep in mind that this article is based largely on my experiences, and I’m not an expert on this subject, but hope to share some facts as I know them (hopefully most are correct - apologies if not 😊)

Let’s start with the “good ol’e days” of Gasoline (pre-1972). Gasoline octane was controlled via the use of blending lead compounds, primarily Tetraethyl (TET). The octane rating is the fuel’s ability to avoid “knock”. From the EES Institute in 2016: “Knock occurs when fuel is prematurely ignited in the engine’s cylinder, which degrades efficiency and can be damaging to the engine”. I won’t get into the theory of how and why engine knock occurs, as it is interesting but long and complex.

The phase-down of lead in gasoline started in the 1974, in part due to the compatibility of catalytic converters installed in all production automobiles for the 1975 model year. At that time, as you may remember, the pump nozzles were smaller diameter on unleaded gas, as were the automobile gas tank filler necks to accept them, and reject the larger diameter leaded gas pump nozzles.

From a 2003 Paper from Resources for the Future, a Washington think-tank org, this is what the lead content of gasoline produced in the US over the years looked like:

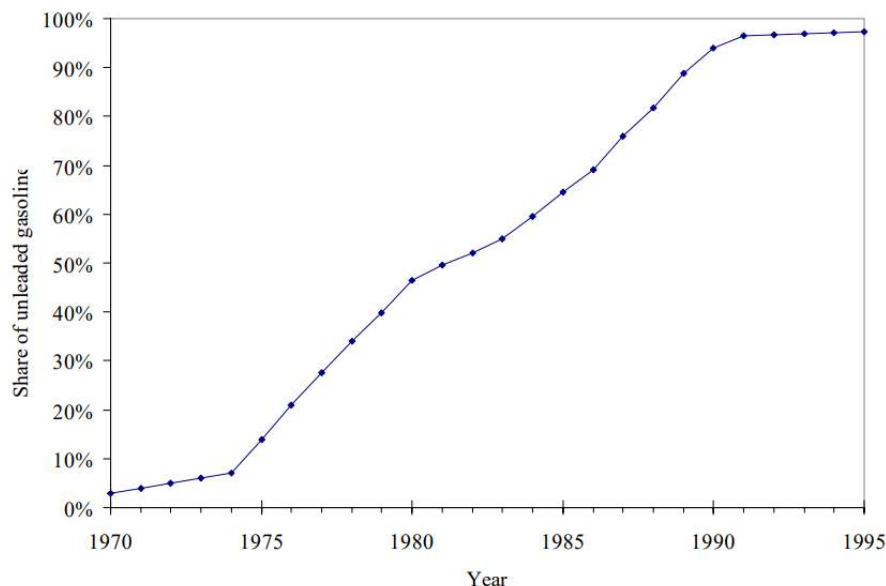


Figure 1. Share of Unleaded Gasoline in Total U.S. Production

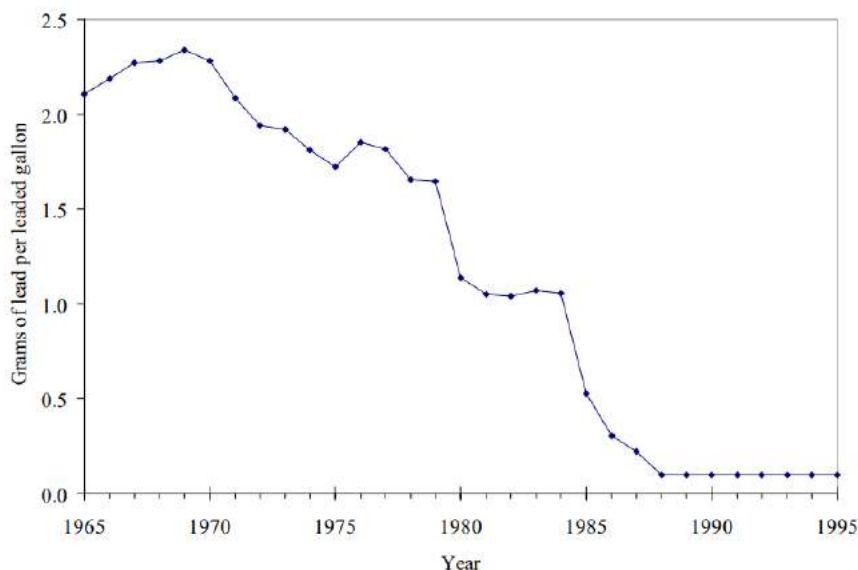


Figure 2. Lead Content in Leaded Gasoline (U.S. average)

So, lead (TET) was removed from our motor fuels over time and replaced by a petroleum based additive, primarily Methyl Tertiary Butyl Ether, otherwise known as “MTBE” which we have seen labeled on gas pumps for many years. Around the 2005 timeframe very much like TET lead, MTBE was also phased out due to reports of groundwater contamination. In its place, a compound known as “BTEX Complex” was adopted. BTEX Complex is a hydrocarbon mixture of benzene, toluene, xylene, and ethyl-benzene. The total volume of BTEX increases to define the increasing octane levels. Starting circa 2007, similar to TET, health concerns over the amount of benzene used started to mount

Enter Ethanol as an octane booster in motor fuel to replace BTEX. This is what we are now familiar with today as “E10”, “E15” and “E85” gasoline. The numbers reflect the percentage of ethanol present in the blend. The E85 can only be used in what we know as Flexible-Fuel vehicles, which are designed to use fuels ranging from E0 to E85.

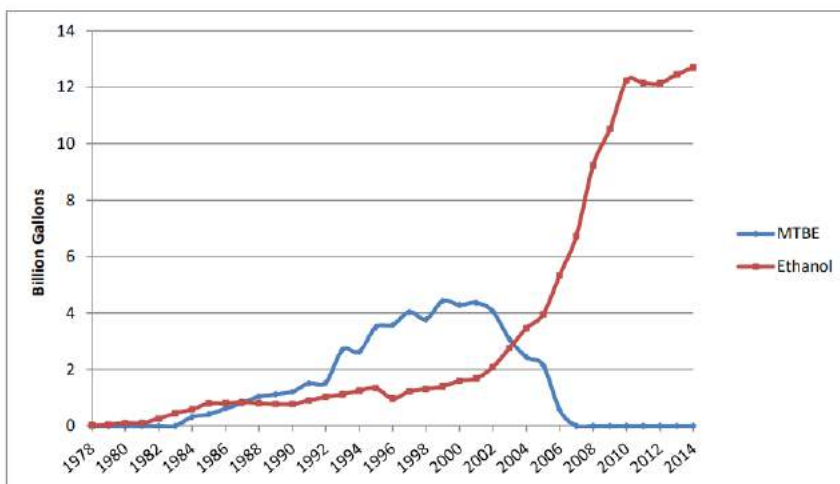


Figure 1. U.S. oxygenate consumption by year, 1978–2014

Source: 1978–1991 data: Morris (1992); 1992–2014 data: EIA Annual Energy Outlooks

Now, I’m sure all of us “vintage Corvette” owners are familiar with the concern of ethanol “attacking” our rubber fuel hoses, fuel pump and carburetor assemblies, to name a few. These are real

concerns, and while there are indeed components and parts designed to stand up to the use of ethanol blends, for those who have Bowtie, Survivor, or otherwise original fuel components, that is a long-term realistic concern.

What are some mitigations that we can use today to avoid ethanol? Legal and “illegal” solutions are available. The legal ones are “ethanol free” gasolines. Stations that sell them exist, but appear to be few and far between. Another concern, with their use are available octane ratings offered, and the aromatics in their blend. What I mean by the aromatics, is the lingering smell that a typical pre-1971 carbureted vehicle will emit in the garage when parked after driving.

A couple years ago, I tried a tankfull of ethanol-free gas from a station in North Carolina called “Pure Gas”. Well, after I parked the Corvette in in the garage, my wife yells out to me in a panic “come here in the garage, I think your Corvette is leaking gasoline”. (Our natural gas fired water heater is located in a room next to our attached garage). Sure enough, a heavy benzine-like odor was being emitted by the warm carburetor after the drive. I had to open up the garage doors and windows to air it out. It really stunk! Never again for me! So “illegal” alternatives came to mind. What’s an “illegal” alternative you ask? Aviation Fuel, i.e. 100 octane Low-Lead (Av Gas) sold at Aviation Service Centers, otherwise known as Fixed Base Operators (FBOs). Some FBOs will sell Av Gas to the public, but if they do, will require the buyer to sign several copies of paperwork certifying the buyer will NOT use the product in an automobile that will operate on a public highway. Now, some might use it straight in the gas tank, and other might “blend” as an approx. 1/3 Av Gas to 2/3 93 octane pump gas. The advantage with Av Gas, is that it contains some lead. Why is that significant?

Quickly, (because I am running out of room and time here) in engines built prior to 1971, our cylinder heads do not have “hardened” valve seats. They were designed to be “lubricated” from the constant pounding of the valve closures to the seats from the lead content in the gasoline. Use of unleaded gas in those pre-1971 engines could, over the long haul, could cause valve seat “recession”. If one only uses their vehicle less than say 1,000 miles per year, it might not be a concern, but just be aware.

Lastly, let’s talk about Octane ratings. If we have a vintage vehicle where the owner’s manual indicates a fuel requirement of say 100 octane, exactly how does that relate to today’s available pump gas?

From an article on Chevytalk.org in Nov. 2005:

The research octane number is a higher number than the motor octane number, so when oil companies used to advertise their Hi-Test gasoline, they used the more impressive research octane number, in this case, around 100 octane.

But "motor" octane is a number about 10 points lower than the Research number. The oil companies didn't advertise that lower number.

In the early 70's, the government decided to require oil companies to post an average of the 2 different octane ratings, which lowers the octane rating number for the same fuel that had higher numbers before. So, ever since then, when you look on a gas pump, you'll see a sticker for the octane rating that says "R+M/2", which stands for Research octane plus Motor octane divided by 2, which is the average of both rating numbers.

So, if we assume the above, then today's 93 octane pump gas is equivalent to approx. 98 Research Octane and 88 Motor Octane. So, the 93 octane (R+M/2) pump gas is just a little shy of the required 100 in the manual, as those manual numbers refer to research octane. Interestingly, the Av Gas rating is given as Motor Octane, thus 100 octane LL Av Gas is equivalent to approx. 110 Research Octane, which is an approx. 105 pump gas (R+M/2) equiv. You can crunch your own numbers of different blends if one goes the Av Gas route. (why some folks blend with pump gas if using Av Gas). While use of pure Av gas sounds appealing to some, the resulting excess of octane means resulting peak cylinder pressures (reduction due to the slower burning) might not be optimum for your engine, thus actually resulting in lower power output. The optimum strategy is matching the resulting fuel octane with the engine's specified requirement.

Anyway, just some informational data to throw your way so you can make an informed and educated decision on which fuels to use for your vintage vehicles depending upon your circumstances, situations and requirements.

Bill Bertelli

Tech Article: C2 and C3 Easy Jack and Easy-Tow

By Mel Wolff



Anybody who owns a C2 or C3 generation Corvette should be aware that you cannot jack up the car by the center of the front crossmember without risking denting it. Only the forward and rearward edges of the crossmember are designed to handle the weight of the car. Typically, the solution is to find a thick enough and long enough piece of wood to straddle the front and rear edges of the crossmember and place it on the jack pad. The problem is that if your car sits too low you cannot squeeze the jack under the crossmember with the increased height of the

piece of wood. A gentleman by the name of David Howard has, over a series of iterations, developed a simple bolt on solution. It is a curved and shaped steel plate with sufficient thickness to support the weight of the car. For reasons not known to me, the crossmember on many C3's possibly starting in 68 but definitely in 69 already have 4 holes which align perfectly with the slots in the Easy Jack. The plate comes with 4 grade 8 bolts, nuts, and washers and takes maybe 20 minutes to install. If you have a C2 you would have to mark the hole locations using the plate as a template and drill the holes. I jacked up my car under a front lower control arm, placed a jack stand under the frame. Loosely attached the plate to the holes, lowered the car and repeated the process on the other side. I then lowered the car and jacked it up again by the center of the plate. This forced the plate to correctly align with the curve in the crossmember and I then fully tightened the bolts. The plate cost \$99 with shipping and includes the hardware. Payment is by PayPal, personal check, or money order. I spoke to David on a Saturday night and by Monday morning he provided a USPS tracking label. It ships from Easton, PA. If you are interested David can be contacted at DavidSHowardHome@gmail.com. He can also be found on Facebook in a group called <https://www.facebook.com/groups/940420900153529/>

The upper row in the picture shows two Easy Jacks. The lower row is Easy Tow and is suitable for a car that is used in competition and may require frequent towing or loading onto a trailer.

Northeast & New England Chapter Regional Event 2024

SPONSORSHIP



Diamond Level

\$3500

- Exclusive sponsorship for the Thursday Reception
- Exclusive Sponsor Banner Display in the hotel foyer and display in the convention center
- Complimentary event registration
- Two tickets for the banquet
- Display space in the convention center for two cars (24x20)
- Free trailer parking
- Company Logo on the Sleeve of all Convention Shirts

- Gold Level \$2500
- Sponsorship for Judges Lunch for one day
 - Display banner in the convention center
 - Complimentary event registration
 - Two tickets for the banquet
 - Display space in the convention center (12x20 one car)
 - Free trailer parking
 - Company Logo on the Sleeve for all Convention Shirts

- Silver Level \$1200
- Display banner in the convention center
 - Complimentary event registration
 - Two tickets for judges breakfast and lunch
 - One ticket for the banquet
 - Free trailer parking

- Bronze Level \$750
- Display banner in the convention center

- Associate Sponsor \$100

Publicity for all sponsors

- Recognition in the event magazine and other printed materials
- Recognition on display boards
- Recognition at the judges meeting and banquet
- Recognition on the chapter websites
- Authority to advertise your business as an event sponsor

SAVE THE DATE
2024 N. E. REGIONAL MEET
MAY 29 – JUNE 1, 2024

The Northeast and New England NCRS Chapters cordially invites all NCRS members to attend their 2024 Feeder Regional in Marlborough, MA. Start your engines and get your final tune up for the 2024 NCRS National Convention in Hampton Roads, Virginia.



Where: Best Western Royal Plaza Hotel & Trade Center

Address: 181 Boston Post Road W, Marlborough, MA 01752

Phone: (800) 568-8520 (Room rates \$159.00 plus tax) Use Group Code NCRS
 Local (508) 460-0700 Online reservations: https://www.bestwestern.com/en_US/book/hotel-rooms.22024.html?groupid=T94EW8Y0

- Room rates include breakfast and the Best Western offers a full menu for Lunch and Dinner. *Online Reservations: Will go live on July 19, 2023. Online Registration will go live on Sept. 4, 2023.*
- Best Western Royal Plaza Hotel & Trade Center is located 30 miles from the Boston-Logan International Airport and offers an airport shuttle for guests. We recommend calling ahead to confirm details.
- Secure Corvette and Trailer/Tow Vehicle Parking will be available, effective on Wednesday, May 29, 2024, at 6:00 PM.

Marlborough offers a wide variety of amenities, including over 100 restaurants, retail stores, sports and recreational facilities, green spaces, bike trails, beaches, ponds and creeks that are enjoyed by residents and visitors alike. The Apex Entertainment Center is located across the street from Best Western Royal Plaza & Trade Center, offering a variety of activities, i.e., Bowling, Bumper Cars, Laser Tag, Arcades, Go Cart Racing, Simulated Sports, Miniature Golf, etc.

Come and Enjoy the Great Northeast and tune up for the 2024 NCRS National Convention.

NCRS National Board Meeting Notes

NATIONAL CORVETTE RESTORERS SOCIETY
Board of Directors Meeting
Via ZOOM
September 28, 2023

NCRS Board of Directors Meeting was called to order at 10:32 AM EDT.

Present were:

Mark Tulley, Andy Goodman, Vito Cimilluca, John Ballard, Michael Murray, Brad Hillhouse, Harry Ledgerwood, Bob Johansen, Mike Ingham-

Larry Colvin, John Tidwell

- 1. Presentation and Approval of Board Meeting Minutes from July 28, 2023 – Larry Colvin.**
 - a. Mike Ingham moved, and Harry Ledgerwood seconded, to approve the minutes from the Board meeting of July 28, 2023.*
 - i. Discussion: None.*
 - ii. Passed: 9 For, None Against.*
- 2. Reports To The Board – All.**
 - a. President – Mark Tulley.**
 - i. Report from 2023 Carlisle event.
 1. NCRS gallery was well done.
 2. NCRS store did well.
 3. Added 17 new members and 47 membership renewals.
 - ii. Discussion about the Ontario Regional.
 1. First C6 judging.
 - a. Went well.
 - iii. French Lick National Convention.
 1. More positive feedback.
 2. Only minor issues were experienced.
 3. Great facility, very clean.
 4. Hotel was not set up for disabled people.
 - iv. Moving the date of the 2024 NCRS Annual Board Meeting.
 1. *Mark Tulley moved, and Vito Cimilluca seconded to move the date of the NCRS Annual Board Meeting to March 21 or March 22, 2024.*
 - a. Discussion: Mark polled the Directors.*
 - i. March 21st was the preferred date.*
 - b. Passed: 9 For, None Against.*
 - v. Mark reviewed the upcoming Judges Retreat.
 1. Reminded the group that Judges Retreat judging points are only awarded twice.
 2. Retreats are usually sold-out.
 3. Retreats are usually financially break-even.
 4. Mark asked Andy Goodman to investigate potential sponsorships.
 5. Instructors will be chosen about 12/15/2023.

- vi. Mark asked all Directors to promote the 2024 Hampton Roads, Virginia National Convention
 - 1. Planning a special car display for the 50th Anniversary.
 - vii. October 1, 2023, is the deadline for Chapters to submit new charities for matching-funds approval.
 - 1. Submissions should go to the Regional Director first for approval.
 - 2. Need to include cancelled check.
 - a. John Tidwell will accept any reasonable proof of payment (for example, a credit card receipt).
 - viii. Chapter annual reports are due on February 1, 2024.
 - 1. Mark will send out reminders.
 - ix. Mark requested that outgoing Directors assist new Directors with the transition.
 - x. Announcement and discussion of a New England Chapter/Northeast Chapter joint Regional May 31-Jun1, 2024, in Marlborough, Massachusetts.
- b. Vice President – Mike Ingham.**
- i. Reminded Directors of the importance of contacting Members whose memberships have expired.
 - 1. Personal phone calls work best.
 - a. It is a person-to-person approach that is appreciated by the Member.
 - ii. Discussion about problems with Member email address accuracy.
 - 1. Suggestion that new members get a test email with a link for them to confirm their email address.
 - 2. Vito suggested the NCRS needs a new approach and tools to manage Membership information.
- c. Finance Officer – John Tidwell.**
- i. As of August 31st, 2023, finances are ahead of plan and most categories are ahead of last year.
 - ii. The French Lick National Convention will be profitable.
 - iii. Membership is on revenue target.
 - iv. No budget yet for the 50th anniversary Convention.
- d. Secretary – Larry Colvin.**
- i. Reviewed candidates for the 2023 election.
 - ii. Voting began on September 1st and will conclude on October 10th.

3. Activities

a. Regional Events – Mark Tulley.

- i. Regional Application Withdrawn.
 - 1. Wisconsin Chapter is withdrawing their Regional application for 2025.
 - a. Withdrawal due to issues with Chapter leadership and a location change.
 - b. Need to submit a new application for the new location.
 - c. Application is expected in 2-4 weeks.
- ii. New Regional application.
 - 1. New application received from the Kansas City and St. Louis Chapters for Springfield, MO in 2025.
 - a. Dates are July 16-19, 2025.
 - 2. *Harry Ledgerwood moved, and Andy Goodman seconded, to approve the Kansas City/St. Louis Chapters' application for a Regional in Springfield, MO in 2025.*
 - a. Discussion:
 - i. Secondary event markets may be a trend for the future.

- ii. May be able to get facilities for free or at low cost in exchange for lodging and food revenue.

b. *Passed: 9 For, None Against.*

iii. Event Planning Tool – Mike Ingham.

- 1. Mike reviewed the spreadsheet-based event planning tool he had distributed to the Board.
- 2. The current Regional Guide document needs to be updated.
- 3. Need to induce Chapters to hold Regional events.
 - a. Starts with making planning tasks easier.
 - b. Assist with attracting sponsorships.
- 4. Next steps:
 - a. Form a committee to implement recommendations.

b. **National Conventions – Mike Ingham.**

- i. Mark reviewed the current National Convention schedule.

4. **Old Business.**

a. **Finalize Board Election Notification Process – Mark Tulley.**

- i. Current Bylaws require a 45-day notification before the annual Board meeting date to all Board members and the NCRS membership by anyone planning to run for Board President.
- ii. *Mark Tulley moved, and Harry Ledgerwood seconded, to specify that any candidacy announcement for Board President election be included in the monthly Membership email and posted to the Technical Discussion Board.*
 - 1. Discussion:
 - a. Change current Bylaw wording to read “No later than 45 days before the Annual Board Meeting”.
 - b. Vito Cimilluca suggested new Bylaw language needs further development so don’t try to update the Bylaws now.
 - 2. *The motion was withdrawn.*

5. **New Business.**

a. **Appointments to Committees – Mark Tulley.**

- i. Mark reviewed a list of members who have volunteered to be on committees.
- ii. Committees and their *initial* staffing:
 - 1. Membership Committee.
 - a. Marilyn Heitzman.
 - b. Mike Ingham.
 - c. Vito Cimilluca.
 - 2. IT Steering Committee.
 - a. Mike Ingham – Chair.
 - 3. Human Resources (HR) Committee.
 - a. Vito Cimilluca – Chair.
 - b. Michael Murray.
 - c. Marilyn Heitzman.
 - 4. Social Network Committee.
 - a. Brad Hillhouse – Chair.
 - b. Sarah Lardy.
 - c. Tom Sutcliff.
 - 5. Youth Program Candidate.
 - a. Jennifer Stefanik.
 - 6. Marketing/Public Relations/Sponsorship Committee.
 - a. Andy Goodman – Chair.
 - b. Vinnie Peters.

- c. George Denham.
- b. Chapter Top Flight Program – Bob Johansen.**
 - i. Another Director will need to take over the program since Bob is leaving the Board.

Mike Ingham moved, and Michael Murray seconded, to adjourn the Board meeting.

Discussion: None.

Passed: 9 For, None Against.

The Board meeting adjourned at 12:55 PM EDT.

Next Board meeting is October 19, 2023, at the Frisco, TX Regional.

Respectfully submitted,
Larry Colvin
NCRS Secretary

Dues Notice: 2024

Northeast Chapter of NCRS

2024 Dues Notice

\$25.00 Due before February 29th 2024
 Late fee of \$10.00 after February 29th 2024

Membership renewal dues may be submitted as follows:

Recommended: Go to

<https://www.ncrs.org/services/services-overview.php>

and click on **Join or Renew a Chapter Membership**

and then choose Northeast Chapter

Or, 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 _____

Classifieds & Business Directory

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

Ron Goduti



Corvette Hobbyist

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SOLD: 1968 N.A.R.T. Corvette LeMans Racer, 24 hours of LeMans 1972, 24 Hours of Daytona class winner and 3rd overall 1972.



SOLD: 2003 CSR. Raced and finished on Podium at 24 hours of Lemans and raced by Dale Earnhardt Jr.



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SOLD: 1969 Corvette SunRay DX L88-Racer, 24 hours of Daytona 1968, 12 hours of Sebring 1968.



For Sale

MIKE LOMBARDI (9525)

original 091 GM coil for 62-64 Corvette \$650
original 67 jack and handle early style NO date very good condition \$750
original 67 Second Edition owners manual with full card, looks NOS \$250
original 62 First Edition owners manual with full card, \$225
63-64 Corvette CV590 METAL pcv valve GM # 5649689 \$135
original 69 Second Edition owners manual Date Dec. 1968 \$100
More 63-67 Parts Call Mike Lombardi @ 203-525-3501

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! 860-378-0328 tanjiras50@gmail.com

JERRY COIA (11656)

Jerry Coia			
860-822-3798			
geraldcoia@sbcglobal.net			
CORVETTE PARTS			
		Asking Price	
Alternator #1100693 (37amp) Dated 7F7 (June 1967)	1967	\$ 300	Excellent Condition
Brake Caliper-Rear	1972-1982	\$ 50	Needs Rebuilding
Center Exhaust Hanger	1964-1975	\$ 30	Refurbished
Clutch Fork	1964-1972	\$ 40	NOS
Fender Tips	Replace Tips that were cut-off when side pipes were installed	\$ 75	Excellent Condition
Hardtop Trim	1963-1967	\$ 100	Used-Misc Pieces
Horn (High Note)	1963	\$ 40	Dated 4E2 (May 2, 1964)
Hubcaps (Full Set)	1963	\$ 525	Nice Driver Set
Intake Manifold	1970 Chevrolet	\$ 100	#3965577 Dated 4/10/70-Rochester Quadjet 350/300HP
Radio AM/FM	1967	\$ 150	Needs Rebuilding
Steel Wheel (4.50 Bolt Pattern)	15 X 5 1/2	\$ 250	K9 Welded Seams
Steel Wheel (4.50 Bolt Pattern)	15 X 5	\$ 200	KN - TA5 Riveted Seams
Tach Drive Distributor	1969-1112020 #300HP Dated 12/1/69	\$ 200	Needs Rebuilding
Tach Drive Distributor	1966-1111196 #350HP Dated 10/17/66	\$ 300	Needs Rebuilding
Valve Covers-Aluminum	1956-1959 #3726086 Staggered Bolt Set-up/No Seams	\$ 200	Good Condition-Media Blasted and clear coated. One of the towers has a very small crack
PRICES DO NOT INCLUDE SHIPPING UNLESS LOCAL PICK-UP IS ARRANGED.			
PICTURES ARE AVAILABLE UPON REQUEST			
CONTACT ME WITH ANY QUESTIONS			

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.

Located in Danbury, CT

PETER MARTIN

1962 Corvette Factory 360 hp Fuelie - First time offered for sale since 1969! - Documented Ownership History since 1964!

Honduras Maroon body and hard top

VIN 20867S106919

Original "born with" 327 / 360hp RF Code assembled February 8, 1962

Production Date February 14, 1962

\$155,000







Description

- NCRS Top Flight Award 97.8 Spring 2023 first showing
- Two tops (includes Hard Top storage rack)
- Black Interior and black soft top
- Fuel Injection unit restored by John DeGregory
- correct numbers throughout
- all components restored and function as new
- T10 4 speed Transmission
- 4:11 Positraction differential
- Windshield washer system
- Wonderbar radio
- Two complete sets of wheels and tires
- Bias Whitewalls
- Radial Whitewalls

Documented Ownership History since 1964!

Purchased new from Don Allen Midtown Chevrolet, New York City per NCRS shippers report. Acquired from

owners widow 2012 after owning since 1969. – completed Body-Off in 2018. From 2018 to 2023, driven 1000 miles while refining the restoration and showing at local Connecticut events. In Spring 2023 NCRS performance and judging completed - first time evaluated and scored 97.8. Minor discrepancies to standards included missing coolant labels, glove box contents not visible, incorrect fan pulley, all in process of correction. Attention to detail, fit and finish, and accuracy to factory standard is extraordinary. Opportunity to own a “no excuses” original NCRS correct restoration showing pristine interior, body lines and panel gaps. Chassis, drivetrain and all mechanicals well sorted after 1000 miles of careful break-in and use. Owner history, restoration Invoices and judging sheets go with sale.

Peter Martin
mart78b@aol.com
cell 917 833 0665

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.