

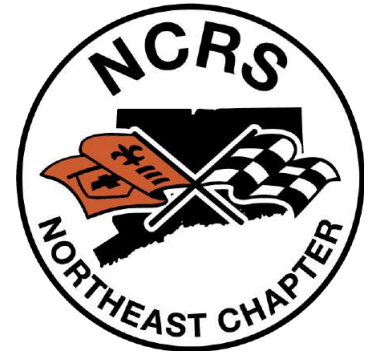
Northeast News

December 2024

Joe Covais'
!!! 38 Original Miles !!!
1978 Indy Pace Car



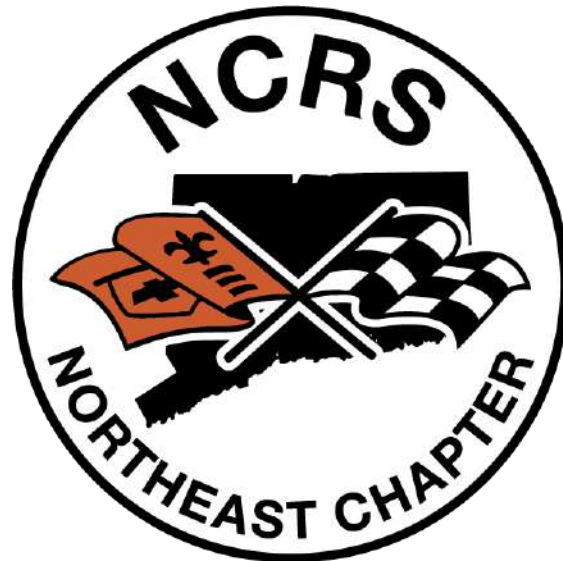
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NCRS Northeast Chapter Officers



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- Membership Chairman - Kurt Ryder - (860) 302-3958, hobosvet@gmail.com
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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,

Our Holiday Luncheon is coming up soon on Sunday December 22nd so be sure to RSVP to Rob Rohloff or Mike Lombardi by December 13th so that we have an accurate headcount for the restaurant. A good number of you have already RSVP'd so we should have a nice event. Remember to bring one unwrapped toy for our Toy Drive. The toys will be donated to the Connecticut State Police Annual Toy Drive after the event.

Keep an eye out for information about our Spring Judging meet. Mike Lombardi and Jay Tansey will be putting out more information in the future.

Thanks go out to Gary Ramadei for hosting our Technical Session on October 19th. As always Gary gave a great presentation, shared his vast knowledge and expertise, and answered many questions from the audience.

In October we held our Chapter elections once again. Thanks to all our officers that have served the Northeast Chapter for the past term. Their contributions keep our Chapter operating solid and strong. I am pleased to inform you that all the current officers will continue in their current positions for another term except for a change in our Membership Chairman. I would like to thank Kurt Ryder who has assumed the position of Membership Chairman for the Northeast Chapter. Many of you know Kurt. Kurt is also an active member of Club Corvette of Connecticut and has recently upgraded to a C7. I am sure that Kurt will bring a lot to the Chapter in his new role. Please join me in welcoming Kurt and providing him with support. I would like to thank outgoing Membership Chairman Rich Morgante for all his fine support during the past few years. Rich did a great job in the position. Our Newsletter Editor Billy Schoenberg who has been in the position for several years has indicated that he would like to relinquish the position. He will continue in the role until we find a replacement and will gladly support a transition to the new Newsletter Editor. If you are interested in assuming the position or know of someone, please contact me and we can work together with Billy to transition his newsletter template.

Please join me in thanking all our Chapter Officers for their efforts in supporting our Chapter and allowing us to host all of our events.

I look forward to seeing you at our Holiday Luncheon.

Have a safe and enjoyable Holiday Season!

Best regards,
Joe Santiso III
NCRS Northeast Chapter Chairman

Featuring: Joe Covais' 1978 Indy Pace Car

By Joe Covais



"I bought the car in 2022. I have always liked the 1978 Pace Car and this one had only 36 original miles. It has never been on the road or even registered."

"My goal with this Pace Car is to achieve the ultimate NCRS Five-Star recognition. I have first had to take it to local meets which I have, to earn Top Flight. Then I had to earn a TopFlight at a regional meet. After receiving these Top Flight Awards, I trailored it to the 2024 NCRS convention in Virginia where it earned a Bowtie Award (photos). A BowTie Award is four stars. In order to earn my fifth and final NCRS star, I need to display it at several chapter meets for judges to learn from. So far, it has been to judging school at the 2024 Convention (photo) and the Long Island local chapter meet for display." Joe says that he will bring it to the 2026 Convention in St. Charles, South Carolina, to earn his fifth star after completing the other two displays he needs to do.



When asked what he enjoys most about his 1978 Pace Car, Joe's eyes lit up as he said that he loves sharing his enthusiasm with his nine year old granddaughter, Michaela, who he says has a natural mechanical affinity for cars (photo). It is so important to share this hobby with future generations to keep the membership vibrant. He also thoroughly enjoys making friends around the country through this shared hobby. "NCRS brings us all together in a shared hobby creating lasting friendships. I even met my new friend Russ at the Virginia Convention, only to find out that he lives right down the street from me in Pawling, NY!"

It is a small world with big opportunities. You just need to be open to them.



Featuring: Hank Jankowski's 1965 Convertible

By Hank Jankowski

Hank Jankowski's 1965 Glen Green/Saddle Leather Corvette Convertible



Ordered from Livermore Chevrolet, Albany, NY in mid-winter of 1965 & delivered on July 2, 1965.

Major options: 350 HP, 4 Speed Trans, Positraction, 2 Tops, Leather Trim, Teak Wheel, PB AM/FM



This is an original owner, matching numbers, no accident car. I restored it, fully intending to drive it when I finished. So I installed Power Brakes & Power Steering. Also, since I have an aversion to fire & had fuel line leaks during the 1970s, I opted to install a stainless steel fuel line. Never had a fire.

The car was my daily driver from 1965 until the early 1980s. It was approaching 150,000 miles when it began asking me to let it retire: "Stop wearing a ski rack in winter, towing a boat in summer & taking you to work in all kinds of weather". I listened & parked it, vowing to begin a much-needed restoration very soon. *Very soon turned out to be a pipe dream.* My wife suggested if I pulled the engine, it would encourage me to get started. I did, but it didn't work; procrastination prevailed & the engine lived, covered & neglected, under my workbench for many years. I did not actually begin the restoration until well after I retired - 2007

That year, I met someone who encouraged me to begin restoring the car. . But it wasn't until that summer (2007) after my first trip to Corvettes at Carlisle, that I actually began. At that point I realized that my Corvette was connected to so many great memories that I did not want to lose. The project was a huge undertaking, but as an engineer, I was challenged by its scope & wondered if I really could do a first-rate restoration. Ego said YES: GET GOING!

The serious work of disassembly began in fall of 2007 after my visit to Carlisle. The interior was completely stripped including windshield, dash pads, dash frame, steering column, & wiring harness. Next, all exterior hardware was removed: trim, bumpers & doors, headlight buckets/motors & finally body mount bolts. Then braces between door jambs & door hinges were installed as well as the cross body bar. Eventually, several friends were enlisted to lift the body off the frame & place it on a body dolly - leaving the bare fiberglass shell almost ready for stripping, fresh gel coat & paint. Lastly, rust scale on the underside of the exposed birdcage below the door jams was wire brushed & rust converter was applied. Then it was off to the paint shop.



With the body out of the way, I concentrated on the frame which had major rust failing at the driver side kick-up. All bolted on hardware was removed from the frame & the bare frame was taken to a restorer in PA to be dip stripped, sandblasted, welded, aligned on a frame machine & powder coated. All other hardware including wheels needing restoration were taken in with the frame to be cleaned, restored & powder coated.

While the body & frame were with the restorers, the engine was being rebuilt & the transmission, clutch, positraction & steering box were off being inspected & refreshed as needed.

After the restored frame was delivered, I inspected it thoroughly & was pleased with the restoration. To finish it, I sprayed the interior of the frame with a rust inhibitor. It was now ready for reassembly to be reunited with the engine, transmission, clutch, exhaust system & all the running gear to make a complete rolling frame. Next, the body was remounted on the frame & aligned. As restored parts were delivered & I restored other parts they all found their way back into the car.



By late summer of 2017 I was almost finished. At this point only vent & side window glass in the doors & trim needed installation. With assembly complete, only mechanical & electrical checkout remained.

Unfortunately, in fall of 2017 I hurt my back. I needed help to finish. Luckily, I know a professional Corvette restorer who completed the last 5% of the assembly, including all checkout, as if it was his own car.

Looking back on a very lengthy project, I am

very pleased how the restoration turned out. It was worth every bit of time & effort expended. I didn't disappoint myself in any way, patience & attention to detail really paid off - but I wouldn't do it again! My only regret is that I didn't do it sooner.

Current Events: VMCC Corvettes Take Home the Gold AT 2024 Muscle Car & Corvette Nationals

By J Yager

At the recent Muscle Car & Corvette Nationals (MCACN) in Rosemont, Illinois, Joe Verrillo of Verrillo Motor Car made a statement by showcasing six rare and impeccably restored Corvettes. Widely regarded as the world's premier gathering for muscle car and Corvette enthusiasts, MCACN provided the perfect stage for these extraordinary vehicles to shine.



Over two action-packed days, the elite judges of MCACN meticulously evaluated every detail of these iconic machines. We're thrilled to share that all 6 Verrillo Corvettes took home top honors: the prestigious Triple Diamond Award—the pinnacle of recognition for restored Corvettes. This award reflects the highest restoration standards and a level of excellence that requires multiple certifications including NCRS Top Flight, Bloomington Gold Certification, and finally, a MCACN Gold Concourse Award.

Take a closer look at the Corvettes that captivated the judges and crowds at MCACN:

1963 Corvette Coupe Z06 N03 Tanker

- NCRS Regional Top Flight Award
- NCRS Chapter Top Flight Award
- Bloomington Gold Award
- Participant in Bloomington Gold "Fuel Injection Special Collection" 2023
- MCACN Gold Concourse Award
- MCACN Triple Diamond Award



941 Sebring Silver
Dark Blue Interior
L84 327/360HP Fuel Injection
Z06 Special Performance Equipment
N03 36 Gallon Fuel Tank
J50 Power Brakes
T-10 4 Speed Transmission
G81 Positraction Rear Axle
N11 Off Road Exhaust System
P91 Blackwall Tires, 6.70x15, (nylon cord)
P48 Cast Aluminum Knock-Off Wheels (5)
A01 Soft Ray Tinted Glass, all windows
U65 Signal Seeking Radio

1964 Corvette Coupe N03 Tanker

- NCRS Regional Top Flight Award
- Bloomington Gold Award
- Participant in Bloomington Gold “Fuel Injection Special Collection” 2023
- MCACN Gold Concourse Award
- MCACN Triple Diamond Award



900AA Tuxedo Black
 899CA White Leather Interior
 L84 327/375HP Fuel Injection
 M20 4 Speed Manual Transmission
 J56 Special Sintered Metallic Brakes Package
 K66 Transistor Ignition System
 A01 Soft Ray Tinted Glass, All Windows
 G81 Positraction Rear Axle
 F40 Special Front and Rear Suspension
 P48 Cast Aluminum Knock-Off Wheels (5)
 P91 Blackwall Tires, 6.70×15 (nylon cord)
 N03 36 Gallon Fuel Tank
 N11 Off Road Exhaust
 F40 Special Suspension
 K66 Transistor Ignition
 U69 AM-FM Radio
 A01 Tinted Glass
 T86 Back Up Lamps
 U69 AM-FM Radio

1965 Corvette Coupe Tanker

- NCRS Regional Top Flight Award
- Bloomington Gold Award
- MCACN Gold Concourse Award
- MCACN Triple Diamond Award



900FF Nassau Blue
 451AB White/ Blue Interior Leather Interior
 A01 Soft Ray Tinted Glass
 C60 4 season Air Conditioning
 N40 Power Steering
 J50 Power Brakes
 J61 Drum Brake Credit
 L75 327/300HP
 P48 Cast Aluminum Knock-Off Wheels (5)
 P92 775X15 White Wall Tires
 M20 4-Speed transmission
 N36 Telescopic Steering Column
 N32 Teakwood Steering Wheel
 N03 36 Gallon Fuel Tank
 G81 Positraction Rear axle Ratio 3:35
 N11 Off Road Exhaust System
 U69 AM-FM Radio
 Z01 Convenience Group

1966 Corvette Coupe Tanker

- NCRS Regional Top Flight Award
- Bloomington Gold Award
- MCACN Gold Concourse Award
- MCACN Triple Diamond Award



NO3 36.5 Gallon Fuel Tank
 Rally Red
 Black Leather interior
 M20 4 Speed Transmission
 L79 327/350 HP
 G81 Posi-traction Rear 4:11 Axle Ratio
 J50 Power Brakes
 A31 Power Windows
 K66 Transistor Ignition
 N14 Side Mount Exhaust System
 N40 Power Steering
 A01 Soft ray tinted Glass
 A82 Head Rest Seats
 N36 Telescoping Steering Column
 N32 Teakwood Steering Wheel
 P48 Aluminum Knock Off Wheels
 P92 Whitewall 4 Ply Tires
 U69-AM/FM Radio
 U74 Hazard Warning Switch
 Canadian Export Car

1967 Chevrolet Corvette L79 Convertible

- NCRS Regional Top Flight Award
- NCRS Performance Verification Award 2024
- Bloomington Gold Award
- MCACN Gold Concourse Award
- MCACN Triple Diamond Award



900AA Tuxedo Black
STD Black Vinyl Trim
L79 327/350HP Engine
M21 Close Ratio Transmission
J50 Power Brakes
N40 Power Steering
A01 Soft Ray Tinted Glass, All Windows
QB1 Redline Tires 7.75×15
N89 Cast Aluminum Bolt-On Wheels (5)
N14 Side Mount Exhaust System
C07 Auxillary Hardtop
C08 Vinyl Covering (For Auxiliary Hardtop)
Radio Delete
Hardtop Only

1969 Chevrolet Corvette L46 Coupe

- NCRS Regional Top Flight Award
- NCRS Regional Top Flight Award
- Bloomington Gold Award
- MCACN Gold Concourse Award
- MCACN Triple Diamond Award



900AA Tuxedo Black
STD Black interior
A01 Soft-Ray Tinted Glass
C60 4-Season Air Conditioning
G81 Positraction Rear axle 3:55 Ratio
J50 Power Brakes
K66 Transistorized Ignition
L46 350-HP Turbo-Jet V8
M20 4-Speed Transmission
N14 Side-Mounted Exhaust System
N37 Tilt-Telescopic Steering Wheel
U15 Speed Warning Indicator
U69 AM/FM Pushbutton Radio
1 Owner Car

Tech Article: Ball Joint Removal Tool

By Jerry Coia

I would assume we've all had our challenges removing ball joints with the old fashioned "pickle fork". In addition, many times the ball joint will not release, regardless how many times you pound on the fork. Along with this challenge, you're ruining the rubber cups along the way. I ran into this issue while restoring my 63 in the past. I felt there had to be a better way. Going through several corvette related websites, I came across an article that featured this tool. I bought the tool from Harbor Freight for about \$20.00 and gave it a shot. It worked great with no further damage to the rubber cups. The only modification I had to make was opening the top part of the tool (by using the full width of a grinding wheel). Then pushed the tool onto the ball joint and putting the other side on the ball joint stud. I tightened the bolt with a long extension socket. It will "pop" eventually, kind of like a Jack-in-the-box. But well worth the "surprise". I've used this tool a few times without damage to me, the tool or the ball joint. Well worth the \$20.00.



Tech Article: How to drill and tap a crankshaft

By Rob Rohloff

If you have an older corvette (55, 56 or 57) with a 283 or 265 cubic inch block there is a good chance that the balancer (also called the harmonic balancer, crankshaft balancer or damper) is held on with a press fit to the crankshaft. The problem is that the balancer becomes loose, walks off of the crankshaft and does serious damage to your engine or engine compartment. Because it is considered a safety issue, NCRS does not deduct points if you bolt the balancer on. In my case the balancer came off at about 2000 RPM hit the road and bounced back into the oil pan. Original oil pans and original dampers are almost impossible to find now.

To drill and tap the crankshaft to keep that balancer on three tools are required:

- 1) Snout tool that banks on the crankshaft and has a harden drill bushing. The slot goes over the key to keep the tool from rotating
- 2) Drill bit - I used a W size (.3860). Some people use a 25/64 (.3906).
- 3) 3-piece tap set 7/16-20. This is fine thread. (7/16-14 is coarse). A 7/16-20 bolt will have major Dia of .433 and minor Dia of .406

The snout tool is available from 12bolt tool.

<https://www.12bolt.com/store/p164/Crankshaft-Drilling-Fixture-Balancer-bolt-283-327-250-235-261-230-215-194-Tool.html>

The drill bit and taps are available from McMaster - Carr

<https://www.mcmaster.com/products/drill-bits/drill-bits-1~/cobalt-steel-drill-bits-12/>



This process is done with the engine out of the car and on an engine stand, the crankshaft in the engine. It is possible to do this with the engine in the car.

Balancer as installed on an early corvette



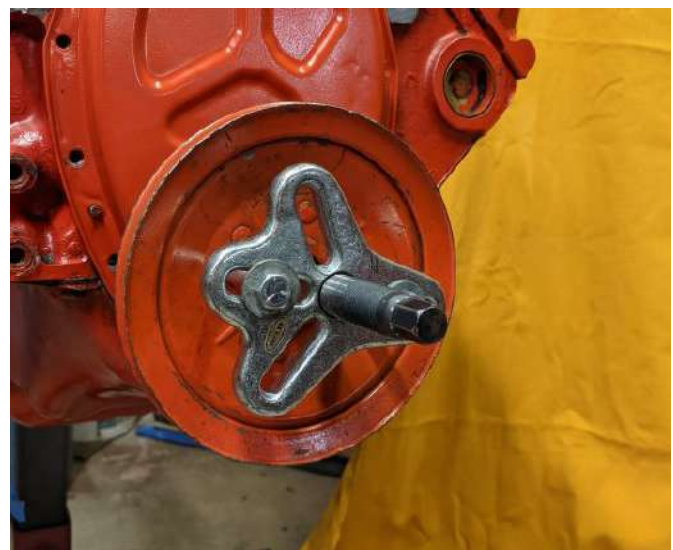
Damaged pulley/balancer that slid off of my crankshaft

Note that the balancer and the crankshaft pulley are all one unit. They are riveted together. That is what makes them so hard to find. No one has the tooling and equipment to rivet the pulley to a balancer any more. Newer corvettes use bolts (not rivets) to fasten the pulley to the balancer

- 1) Remove the balancer from the crankshaft, assuming it did not come off by itself.



Typical puller that threads into the balancer



Nose of the puller centers on the crankshaft

- 2) Remove the timing chain cover and cover over with plastic and tape to ensure no chips can get into the engine. The drilling and tapping can be done with the timing chain cover on, but I was concerned about chips falling into the engine from the opening around the crankshaft.
- 3) Put snout tool on the crankshaft and align slot in tool with the key in the crankshaft



Plastic and tape to cover front of engine



Snout tool secured on crankshaft

- 4) Use the W size drill bit to clean up the countersink in the crankshaft. Then remove the snout tool.
- 5) Drill a pilot hole and use progressively larger drills to open up the hole to about 5/16 (.3125). No need for the snout tool for this. Use a good drill lubricant.
- 6) Re-install snout tool and use the W size drill bit to bring hole to proper size for the tapping. Use a high torque, low speed drill and lubricant. Depth should be between $\frac{3}{4}$ and 1 inch from front edge of crankshaft.



- 7) Tap the hole in the crankshaft using the 3 piece tap set. Use a good tap lubricant and clean out the chips after every 2 turns of the tap. I used "tap magic" for the lubricant and brake cleaner to clean out the chips. I ended up with 12 threads of engagement.



Tapping the crankshaft



Thread cutters on taps

- 8) After everything is cleaned up well, remove the plastic and tape and install the timing chain cover.
- 9) Remove any burrs on the crankshaft. Clean the crankshaft and the balancer bore well. I used IPA (Isopropyl alcohol), Lubricate the shaft lightly.
- 10) Install the balancer back on the crankshaft. I used a 7/16 - 20 threaded rod that was 3 inches long and the washer from the bolt kit to draw the balancer onto the crankshaft.



Using a threaded rod to install balancer on crank



Another view of snout tool on crankshaft

11) Bolt the balancer to the crankshaft. Several corvette vendors sell bolt kits to hold on the balancer. Note that you will not find one for a 56 or 57 because they did not come with a bolt. I used p/n 302355 from corvette central which is for a 62. First clean out the hole just tapped with IPA, let it dry well, put some loctite on the threads and tighten. Make sure you did not bottom out the bolt.



Submitted by Rob Rohloff

NCRS # 53437

A day at Thompson Speedway Motorsports Park

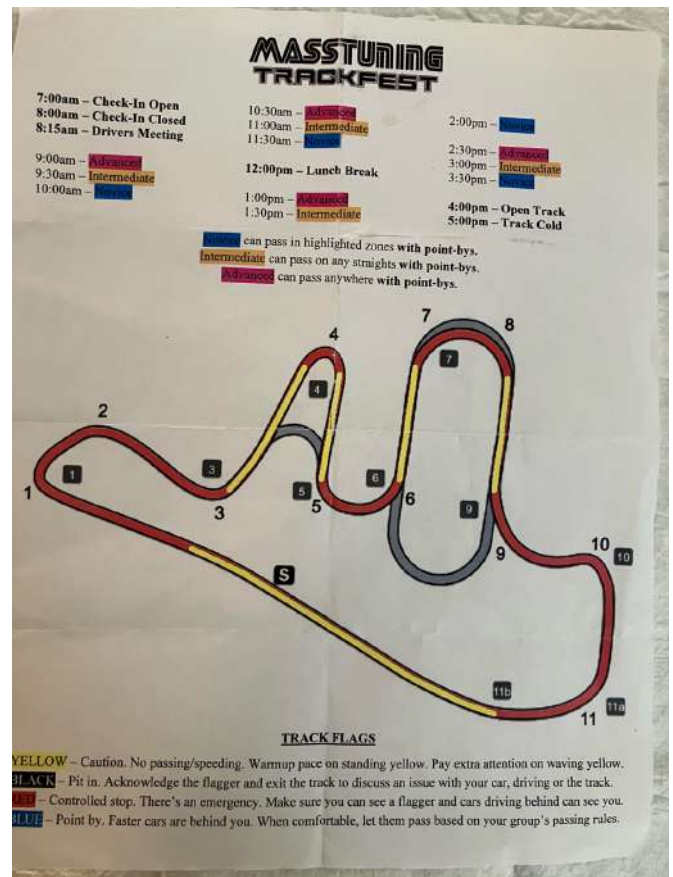
By Kurt Ryder

On Monday, September 23, 2024 fifteen members of Club Corvette of CT arrived at various times at Thompson Speedway in Thompson, CT. Included were Darryl DelGuidice (our organizer), John Mader, Deane Loucks, Todd Loucks, Tom Hansen, Walt Kaercher, Don Byrne, Frank and Shari Bugaj, John Pearson, Gene and Eileen Bialek, Gerry Casey, Mike Dansereau and Kurt Ryder. We assembled for a track day organized by Darryl DelGuidice. What a day we had!

Several members including Darryl, Todd, John and Tom arrived earlier than most to make a drivers meeting at 8:15 required by the Speedway and the organization putting on this event, MassTuning Trackfest of New England. MassTuning has held a number of events at Thompson. The event was very well organized. Of course, I must complement Darryl for such a great event which included all of us meeting for lunch in the club house. In addition to the members I mentioned others in attendance included a couple friends of Darryl and two people I met immediately upon my arrival at the track about 8:15 or so, Cory and Lars. There were many other people at the track as both observers and ones tracking their cars. Tracking is a great experience both for the driver and the lucky passenger of which I was one.

It took me about 1.5 hours to travel to Thompson from Southington. It was a pleasant drive which I have made before. I take Rt. 84 East to the Union exit and then travel through the Connecticut country side. Leaves are already falling adding much to the beautiful scenery. What a great cruise it would make ending in lunch or dinner. Any takers? I did mention when I arrived meeting Cory. Upon finding a parking place Cory came over to my car which is a new C7 for me. When I first saw Cory she was sitting behind an Elantra which I learned belonged to a friend who was tracking the car. Later in the day I would be blessed with a ride with Lars, her Elantra friend. I had checked some figures for tracking at Thompson and learned that the average time around the track is 1:20. Lars times were around 1:22 in a pretty much stock Elantra reaching a top speed around 116 mph. He is a very good driver. I was impressed. Cory also has a pretty impressive car which she has set up for power, speed and appearance. I was so fortunate to meet them as I learned a great deal. They of course were very interested in the goings on of Darryl, John, Todd and Tom as they prepared for tracking their cars.

Darryl is probably the most experienced track driver in our group with John Mader running a close second and then Todd Loucks. Darryl is very generous with his knowledge and his beautiful C8 allowing Todd and John to drive it and giving rides to several people including myself. That ride got us up to 131 mph and some pretty good g-forces. John has tracked his car a few times at Thompson,





taken a driver course at Ron Fellows School and autocross at Carlisle. Todd's tracking experience was many years ago when he took some Skip Barber classes at Limerock. I think he stored that information away for Monday. They all

worked closely to set up their cars for the track.

I found it interesting to see other drivers prepare their cars. There were many other people tracking cars of all types and models. The modifications were numerous from what looked like a pretty stock Elantra to Hondas you wouldn't recognize, a Ford GT 40, BMW's and Porsches to name a few. About 11:30 all of us went to the club house for lunch. I certainly had a good meal but the conversation was the best part listening to members speak of their experiences with the driving or riding as well as getting to know each other better. John Pearson was able to make lunch and when we all went back to the track we checked out his new C8 ZO6. Darryl was given the opportunity to drive it on the track. His opinion, the car is well beyond a stock or even a C8 Z51. Guess what his next car will be?

When I left the track there was still a lot of action going on. My apologies to any members I may have missed. Mike Dansereau and I took pictures and can share them at a meeting. You can also check out the ones included with this story. I believe the next track day at Thompson will be November 8, 2024. If you have the time try to make it, you'll enjoy the time.



NCRS National Board Meeting Notes

NATIONAL CORVETTE RESTORERS SOCIETY
Board of Directors Meeting
Frisco, Texas
October 17, 2024

NCRS Board of Directors Meeting was called to order at 7:30 AM CDT

Present were: Mark Tulley, John Ballard, Vito Cimilluca (Via Phone), Mike Doty, Andy Goodman (Via Phone), Mike Ingham, Michael Murray (Via Phone), Tony Stein, Joan Burnett, Larry Colvin (Via Phone), John Tidwell. Absent: Brad Hillhouse.

1. Reports to the Board.

a. President's Report – Mike Ingham.

- i. Thanked Bob and Sherri Demmel and Gary Chesnut for hosting the event.
- ii. Mike recounted Mark Tulley's history of service to the NCRS and thanked him for his valuable contributions.

b. Vice President's Report – Mark Tulley.

- i. Recounted 10 years of great relationships.
- ii. Congratulated the newly-elected Directors.
- iii. It has been an honor and privilege to serve on the NCRS Board.

c. Secretary's Report – Larry Colvin.

- i. The results of the 2024 Board of Directors elections were:
 1. Region I.
 - a. Steve Cataldo - 87 votes (won by 51 votes).
 - b. Harry Sadlock - 36 votes.
 2. Region II.
 - a. Andy Goodman – 72 votes (won by 24 votes).
 - b. Edward Polowy – 48 votes.
 3. Region III.
 - a. Vito Cimilluca – 55 votes (unopposed).

- ii. Total of 298 votes cast.

d. Financial Report – John Tidwell.

- i. Reviewed a graph of annual membership totals.
 1. Graph showed a membership decline of 4.5% per year.
 2. This is a bad trend and if not reversed it will lead to the end of the organization.
- ii. Hampton, VA National Convention financial results were disappointing with a loss of approximately \$16,000.
- iii. Litigation costs were \$70,000.
 1. This is a one-time event.
- iv. The Judging Retreat also lost money.
 1. Second session was not sold out.

2. Need to continue with these sessions since there is still a need to train judges.

e. Judging Report – Mike Ingham.

i. Dave Brigham was not in attendance.

f. Membership – Mike Ingham.

i. Mike discussed the process for Dave King to take over the Membership Office after Marilyn Heitzman's retirement.

g. Merchandise Sales – Mike Ingham.

i. Mike reviewed the Store report.
ii. Mike complimented Dave King's performance.

h. Road Tours – Mike Ingham.

i. Mike noted that Joe SantaMaria is working on the 2025 road tours.

i. Publications/Restorer and Driveline – Mike Ingham.

i. The Fall Restorer and Driveline are out.

j. National Sponsorship – Mike Ingham.

i. Working on re-upping sponsors for the 2025 National Convention.

k. National Corvette Museum (NCM) – Vito Cimilluca.

i. Financially the NCM is doing well.
ii. Mike Ingham and Vito are working with the NCM to emphasize the NCRS message.
iii. Strong improvement in NCM's view of the NCRS

l. Website/IT – Gary Chesnut.

i. Undertaking a large project to update NCRS software in response to package software updates.
ii. Activities sign-up function will now include associate members.

m. NCRS Foundation – Joan Burnett.

i. Scholarships have been awarded.
1. Results will be published in the winter publications.
ii. Had successful auctions at the National Convention.

n. Social Media Update – Mike Ingham.

i. Brad Hillhouse not attending.

2. Activities.

a. 2025 and 2026 Regional Schedules – Mark Tulley.

i. 2026 Regional schedule is light,
1. Mark reviewed the schedule.
ii. 2026 National Convention is in Charleston, SC.
iii. Discussion about marketing plan for Regionals.
iv. Carolinas Chapter is interested in a 2026 Regional.
v. Frisco Regional Status – Bob Demmel.
1. Having cost issues with 2025 and 2026 events.
2. Hotel has been uncooperative.
3. Working on 2027 event but may have to find a new venue.
vi. Mike Ingham reminded Directors to work with Chapters on Regional events.

b. National Conventions – Mike Ingham.

i. 2025 National Convention is at South Point in Las Vegas, NV.
ii. 2026 National Convention is in Charleston, SC.
iii. 2027 National Convention is in French Lick, IN.

3. Old Business.

a. Update on Steve Garrett Podcast Ads for the NCRS – Tony Stein.

- i. Podcast has 34,000 listeners per month.
- ii. Seven months into a one-year evaluation commitment.
 - 1. Advertising cost is \$500 per month, \$6,000 per year.
- iii. Marketing takes time.
- iv. Mike Ingham reminded the Board that it is imperative that steps be taken to stop the membership decline.
- v. The suggestion was made to get the podcast information out to the membership.
- vi. Michael Murray asked how the Board will evaluate this campaign.
 - 1. General opinion that the project to collect membership source data is important but is in its early stages.

4. New Business.

a. Proposal for Marketing Steering Committee – Tony Stein.

- i. Tony proposed the establishment of a Marketing Steering Committee.
- ii. Proposed steering committee candidates all have extensive marketing experience.
- iii. Need to increase the public understanding of how NCRS awards increase the value of cars.
- iv. *Mark Tulley moved, and Mike Ingham seconded, to accept Tony Stein's proposal to create a Marketing Steering Committee.*
 - 1. Discussion:
 - a. John Tidwell related a story about how a Duntov Award increased the value of his car.
 - 2. *Passed: 8 For, None Against, 1 Absent.*
- v. Marketing proposals need to work with social media activities.

5. Regional Reports.

a. Region I – Mark Tulley.

- i. Successful Regional in New England.
- ii. Concerned about Metro-Long Island Chapter turnover.

b. Region II – Andy Goodman.

- i. Michigan conducted annual meeting and plan.
- ii. Ontario has 114 members.
- iii. Quebec is just above minimum membership.
- iv. Some Region members have joined multiple Chapters.

c. Region III – Vito Cimilluca.

- i. Strong status.
- ii. Talking to the Pittsburgh Tri-State Chapter regarding allowing other Regionals before the 2026 National Convention.

d. Region IV – John Ballard.

- i. Florida Chapter has changed for the positive.
 - 1. Has capable new leadership.
- ii. Southeast Chapter donated \$1,000 to the NCRS Foundation.

e. Region V – Michael Murray.

- i. All 5 Chapters are growing.
- ii. Region had very successful Fall events.
- iii. All participating Chapters are on track to complete the Chapter Top Flight process.

f. Region VI – Brad Hillhouse.

- i. Not in attendance.

g. Region VII – Tony Stein.

- i. Reviewed the activities for each Chapter.
 - ii. St. Louis and Kansas City Chapters have seen membership growth.
 - 1. Marketing and membership efforts are not only for the National level.
 - iii. Fifty percent of Region VII members are not affiliated with Chapters.
 - iv. Chapters need to ensure that members' email addresses are correct.
- h. Region VIII – Mike Doty.**
- i. All 3 Chapters have satisfied event requirements.
- i. Region IX – Mike Ingham.**
- i. Five of the six Chapters are doing fine.
 - ii. Southern Nevada Chapter is concerning.
 - 1. Finally have judging event scheduled.
 - iii. Sharyl Ingham reached out to local members to urge them to join Chapters.
- j. Region X – Mark Tulley.**
- i. Lost the UK Chapter in 2023.
 - 1. Mainly due to health issues of main members.
 - 2. Mark keeps in touch with members to encourage them to remain National members.
 - ii. Would like to have a digital version of the magazines due to international mail issues.
- 6. Closing Comments.**
- a. Mark Tulley.**
- i. Mark described the need to always be selling the NCRS.
 - ii. Chapters need to understand the charitable matching funds process with the NCRS Foundation.
 - iii. Matching funds process is funded by NCRS, Inc., not the NCRS Foundation.
- b. Mike Ingham.**
- i. Trying to get as many Corvette/GM personalities as possible to attend NCRS National Conventions.

Tony Stein moved to adjourn the meeting.

Passed: 8 for, None against. One Absent.

The meeting adjourned at 10:57 AM CDT. Next General Board meeting is: TBD.

Respectfully submitted,
Larry Colvin
NCRS Secretary

NCRS National News - The passing of Gary Mortimer NCRS Member #1

We would like to express our condolences to the Mortimer family for the passing of Gary Mortimer, member number 1 of the NCRS. You can find Gary's obituary [here](#).



Board about Gary placed at the entrance of the Corvette Museum

Holiday Party: 2024

Dear Northeast Chapter Member,

We are pleased to invite you to the **Northeast Chapter's Holiday Luncheon Buffet and Toy Drive**.

Free for any Northeast Chapter member in good standing (2024 dues paid).

Free for spouse or first guest of a Northeast Chapter member in good standing.

\$35 for anyone else (second guest, non-member, etc.).

If you did not pay your 2024 dues, it is still not too late (\$25 dues plus \$10 late fee).

Date: **December 22, 2024 (Sunday)**

Time: **1:00 to 4:00**

Location: **Sunset Grill in Watertown, CT**

Please bring one unwrapped toy (approximately \$30 value) for donation to the Connecticut State Police Annual Toy Drive.

Please **RSVP by December 13 to Rob Rohloff**, email to robrohloff@aol.com or call 203-393-3028 or text 475-218-8613 as we need to provide a headcount to the restaurant.

Sorry, we are unable to accept walk-ins on the day of the event.

Menu: House Salad, Bread & Butter, Roast Squash, Roasted Red Potatoes, Penne with Marinara, Chicken Marsala, Baked Scrod, Sliced N.Y. Strip

We look forward to seeing you there!

Dues Notice: 2025

Northeast Chapter of NCRS

2025 Dues Notice

\$25.00 Due before February 28th 2025
 Late fee of \$10.00 after February 28th 2025

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** _____

Special thanks to the Regional sponsors

Event Sponsors



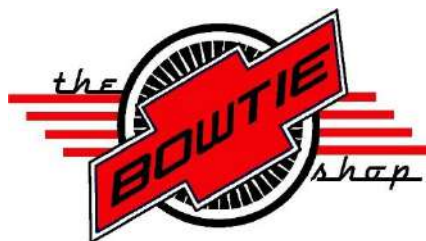
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Specializing in the year 1967.



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

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

RICHARD LECHNER (70711)

1974 DeTomaso Pantera 14,500 original miles , mostly original paint , never been apart or modified , a true rare survivor, Runs great. Chassis #6775. Marty report included owner's manual and sales brochures included. rich1dds@gmail.com. I am marketing this car in order to purchase a 65 to 67 white or blue roadster.



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			

RON GODUTI (8076)

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

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.

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.