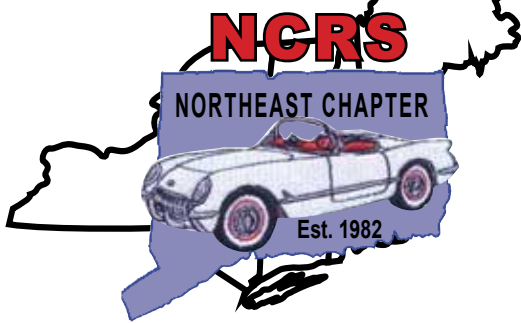


NORTHEAST *News*



Summer 2015 Volume 30 Number 3

NATIONAL CORVETTE RESTORERS SOCIETY NORTHEAST CHAPTER

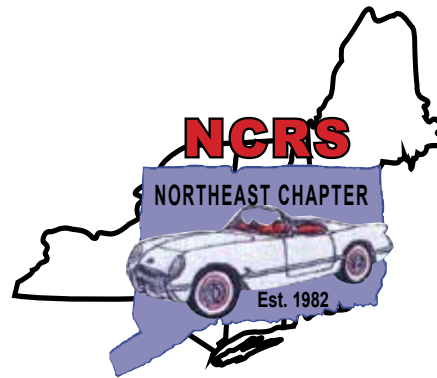


**The NCRS gallery at Carlisle has invited Rob Rohloff to display his beautiful Cascade Green 1957 Corvette.
(see NCRS flyer inside on pg. 10)**



**NORTHEAST CHAPTER
P.O. BOX 39
CHESHIRE, CT 06410**

Northeast Chapter web site: WWW.NCRSNEC.COM



2015 Officers - Northeast Chapter NCRS

Chairman: *Jerry Cribbs - (203) 272-4651 (gcribbs@snet.net)*

Vice Chairman and Website Administrator: *Joe Santiso - (203) 980-1576 (jsantiso@comcast.net)*

Secretary and Co-Editor: *Robert Rohloff - (203) 393-3028 (RobRohloff@aol.com)*

Treasurer: *Bill Bachlechner - (203) 375-3746 (texacola62@yahoo.com)*

Events Chairman: *Ronald Goduti - (203) 530-0510 (RgodutiLT1@yahoo.com)*

Membership Chairman: *David Smith - (860) 621-2195 (dasm5657@yahoo.com)*

Judging Chairman: *Drew Papsun - (203) 847-4678 (Apapsun@aol.com)*

Newsletter Editor: *Ronald Goldberg - (203) 795-9823 (rongoldb@aol.com)*

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Northeast News

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

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2015 CALENDAR OF EVENTS

Upcoming Chapter, Regional, and National Events

- | | |
|---------------------|--|
| September 27 | Northeast Chapter Fall Event |
| October 18 | Northeast Chapter Vineyard Cruise |
| December 6 | Northeast Chapter Christmas Party |

Thoughts: From the Chairman



The Feds are looking to take care of us again with one hand in our wallets, and the other hand taken care of special interests better known to us as lobbyists. When ethanol was first introduced into our gasoline many years ago the purpose was to cut the amount of foreign oil we were using down by ten percent. Made sense at the time, but it was at a cost. It gummed up engines and carburetors especially on small motors as on snowblowers and lawnmowers. The government said too bad, live with it, and that's what we had to do. It was on the national news recently that the ethanol industry which is very rich now is pushing lobbyists in

the US Congress to convince them to pass new laws requiring that we increase the ten percent requirement to thirty percent. Their giving all kinds of crazy reasons to justify their demands such as it is better for the environment and it also improves gas mileage. The average person may just believe this. We know the real reason is that ethanol executives want to become super rich at our expense. The real shame is that our public servants serve big business at our expense, and they believe we are too stupid to even care. This is just another small straw to be added to the breaking of this countries back.

Jerry

1972 LT-1 Corvette Coupe survivor for sale with no-hit body, original paint, interior and motor. One owner, 30,254 original miles with 350ci, factory solid lifters and Holley Carb. Targa blue with black interior. Close ratio 4-speed, 4:11 posi rear end. Leather seats, power steering and radio. Also has some good paperwork. Vin #1237L28524379. Can email pictures upon request. Missing original wheels, tires and smog pump. Has 1969 Corvette side exhaust with some parts to change back. Easy five star NCRS Bow-Tie candidate. Starting price around \$40K. If you would like to view this car or get more information call Jerry 203 272-4651.

Treasurer's Report - 8/31/15

Opening balance for 2015 was \$5,138.58. Year to date revenue of \$1,450.33 less disbursements of \$1,474.59 leaves a loss of \$24.26 for the 8 months ended 8/31/15. This subtracted from the opening balance of \$5,138.58 leaves a cash balance of \$5,114.32.

Bill Bachlechner, Treasurer

NORTHEAST CHAPTER FALL MEET

September 27, 2015

Rain Date: TBA

Mark Your Calendar!

The Place is: 50 Waterbury Rd. (route 69), Prospect, Connecticut, 06712

The Hosts are: Bob Skrip and Mark Guastaferrri

**YOU MUST REGISTER TO ATTEND THIS MEET.
NO ONE WILL BE ADMITTED WITHOUT A REGISTRATION.
YOU MUST BE A MEMBER OF NCRS TO ATTEND.
Cars must be on the judging field by 8:00 am.**

Corvette only parking available on site, regular vehicles are to be parked in customer parking lot in front of strip mall.

From New Haven:

Route 15 to Exit 59 to route 69 North. Go to the center of Prospect, (route 69 crosses route 68). Staying on route 69 (Waterbury Road), go short distance to 50 Waterbury Road on the right. Strip mall is called CROSS POINTE NORTH. Go to rear behind strip mall. Some body will give you instructions for parking.

From Hartford:

Route 84 to Exit 23 to route 69 South. Staying on route 69 (Waterbury Road), go to 50 Waterbury Road on the left, just before you cross route 68. Strip mall is called CROSS POINTE NORTH. Go to rear behind strip mall. Some body will give you instructions for parking.

.....
Mail to: Jerry Cribbs, 351 Wood Pond Road, Cheshire, CT 06410; (203) 272-4651

This is a one day event.

Name _____
Address _____
City _____ State _____
Zip _____ Phone # _____

Spouse/Guest _____

Chapter Affiliation _____

NCRS Number _____

You will be required to show proof of insurance before placing your vehicle on the judging field. This event will be limited to 5 cars per class. Only the vehicle owner may have a car judged, no representatives.

() Registration/Includes spouse or guest \$10
() Late Fee, After September 20, 2015 \$25.
.....
() Flight Judging \$70/car. Cars must be on field by 8am
() Sportsman Display Fee \$15/car
() Join the Northeast Chapter \$35/year
Total

Hold Harmless Agreement:

I AGREE to insure my vehicle and property against loss, damage & liability & to provide proof of such insurance to NCRS at time of registration. I AGREE to assume risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees, chapters, and meet workers for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or others occurring during, or as a consequence of this event at 50 Waterbury Rd, Prospect, CT 06712. 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.

Judged Car Information:

Year _____

Body Style _____ VIN _____

CI/HP _____ Color Ext/Int _____

Insurance Info: Company _____ Exp _____

Judges Information: Judging Level _____

I would like to Judge: 1st choice _____

2st choice _____

I would like to participate as an observer judge _____

I would like to participate as a tabulator _____

You must bring your original insurance policy or valid certificate of in-force.

\$\$\$ Please make check payable to Northeast Chapter, NCRS \$\$\$

Signature _____



NCRS 2015 VINEYARD RUN

This year we are going to:

Haight – Brown Vineyard
129 Chestnut Hill Road
Litchfield, CT 06759

- + Provide your own snacks/cheese & crackers or can purchase there
- + Can participate in wine tasting @ \$9.00 per person
- + Wine available for purchase
- + Date – Sunday October 18th – Rain date 10/25
- + Meet – Commuter Lot off Rt. 40 in North Haven
- + Time – 11:00
- + Leave for Haight – Brown Vineyard at 11:30
- + Arrive – 12:30
- + Leave Vineyard 2:30 for dinner and arrive at:

Mirabelle's Italian Restaurant
50 Waterbury Road
Prospect, CT 06712

- + RSVP to Ron Goduti at RgodutiLT1@yahoo.com for car and head count for both vineyard and dinner. Have dedicated parking at both vineyard and restaurant for Corvettes only.

2015 National Convention

The NCRS held its National Convention in Denver, Colorado from Saturday, July 18th to Friday, July 24th. The event was held at the Crown Plaza Convention Center. This was a great facility to hold the convention with lots of space for the corvettes being judged and displayed, plenty of classrooms for the seminars and tech sessions and a large outside parking area for trailers and corvettes. It was also co-located with the many other hotels and restaurants close to the convention center. There were 91 corvettes to be judged. Over 500 families attended, including from Australia, New Zealand and the Netherlands. Each of the four main days (Monday thru Thursday) had 3 events going on simultaneously: Judging, Tech Sessions/Seminars and tours to local attractions. However, the Judging Seminars were limited in quantity resulting in the few there were being over crowded. On Monday evening at the Membership meeting a special salute was given to each and every member who was a veteran. A standing ovation was given to them for their service. Also at this meeting the Northeast Chapter received a Chapter Second Flight Award and a Sapphire Foundation Award. Both were accepted by Drew Papsun.

Joel Junokas was awarded his 300 level judging award .

Northeast Chapter members who attended:

Joel and Ceil Junokas

Drew and Joan Papsun

Rob and Phyllis Rohloff

Dave Brigham

Submitted by Rob Rohloff



Joel Junokas, Drew Papsun and Rob Rohloff

Pictures from the 2015 National Convention



Joel Junokas with his 300 level shirt

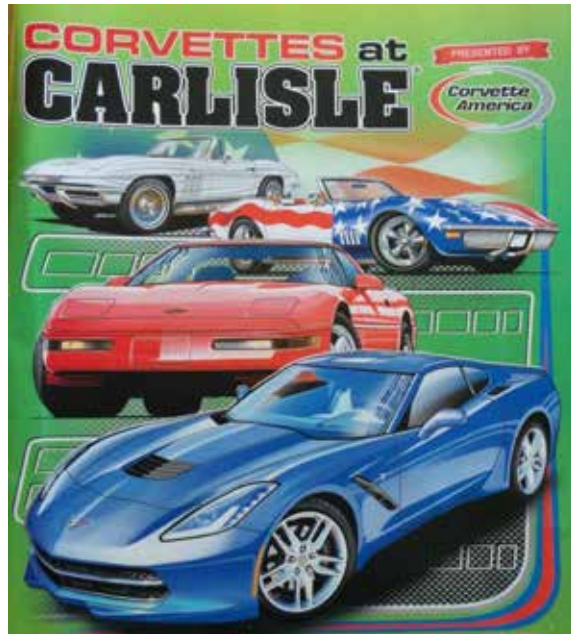


Drew Papsun and Rob by an original paint 53



Some of the 91 Corvettes to be judged

Corvettes at Carlisle 2015



The 33rd Annual Corvettes at Carlisle was attended by 20 members of the Northeast Chapter of NCRS. There were 7 spaces set aside for the chapter in the vendor area (J126 – 128 and K127 – 130). Three tents were set up which provided much needed shade. There were refreshments and chairs in that area for our members and tables were set up for NEC NCRS members to sell their corvette parts. The weather was dry and comfortable all four days. Many chapter members have made Corvettes at Carlisle a tradition to attend each year, for some, going back for 33 years.

As usual for Carlisle, the vendor section was large and diverse with parts for any corvette, or corvette related merchandise. Many of us spent most of the time in this vendor section looking for needed parts to complete a restoration, or enhance an ongoing project. For those members who have never attended Corvettes at Carlisle, or have not attended lately, make plans for August 25 -28, 2016. Jerry Cribbs is signing up a block of rooms at the Day's Inn for next year, call him for special rates. In attendance:

Bob and JoAnn Amantea

JR Amantea

Frank Aveni

Bill Bachechner

Alan Blay

Dave Brigham

Jerry Cribbs

George Gereg

Pete Gereg

Ron Goduti

Ed Jolly and friend

Joel and Ciel Junokas

Mike Masiog

Joe Santiso

Pat McPherson and Judy Thomson

Drew and Joan Papsun

Robert and Phyllis Rohloff

Dave Smith

Charlie Spanaci

Steve Widger

Submitted by Rob Rohloff



The NCRS Gallery XV is a must on everyone's list of great things to see and experience this weekend! The NCRS Gallery is conveniently located adjacent to Gate 1 in Building G. Housed in the old brick dealership building adds a nostalgic feeling of stepping back in time while viewing this year's spectacular exhibit.

The NCRS Gallery is an invitational collection of Corvettes of merit that exemplify what NCRS is all about. Carlisle Events sponsors the Delaware Valley Chapter of the National Corvette Restorers Society in presenting this annual exhibit to provide a deeper insight into NCRS' purposes, which are the preservation, restoration and enjoyment of Corvettes

produced during the years of 1953-1999.

The NCRS Gallery XV exhibit is extraordinary and a must-see while you are attending Corvettes at

Carlisle. A pristine 1954 Sportsman Red Roadster represents the 1953-1954 Class. A beautiful Crowned Sapphire 1959 represents the 1958-1960 Class. And a powerful 427ci, 390 hp Tuxedo Black Coupe represents the NCRS Duntov Mark of Excellence Award®. These are just a few examples of this year's display. NCRS Judging Classes and Awards will be represented. Be sure to see this phenomenal collection of Corvettes! Come and experience the NCRS Gallery XV firsthand!

Gallery XV Honorees

JUDGING CLASS 1953-1955

1954 Sportsman Red Roadster
Gene & Linda Castroville - PA

JUDGING CLASS 1956-1957

1957 Cascade Green Convertible
Robert Rohloff - CT

JUDGING CLASS 1958-1960

1959 Crown Sapphire Convertible
William & Cynthia Bryan - PA

JUDGING CLASS 1961-1962

1962 Sateen Silver Convertible
Barry Holmes - PA

JUDGING CLASS 1963-1964

1963 Riverside Red Convertible
John & Cynthia Mason - MD

JUDGING CLASS 1965

1965 Nassau Blue Coupe
Paul & Carla Sedacca - NJ

JUDGING CLASS 1966

1966 Sunfire Yellow Coupe
Steve Ferry - VA

JUDGING CLASS 1967

1967 Marina Blue Convertible
Richard Morgante - NY

JUDGING CLASS 1968-1969

1968 Silverstone Silver Convertible
Gerry Yursis - MD

JUDGING CLASS 1970-1977

1970 Corvette Bronze Convertible
Bill Braga - NJ

JUDGING CLASS 1978-1979

1978 Black / Silver Pace Car
Butch Mazza - NJ

JUDGING CLASS 1980-1986

1985 Bright Red Coupe
Ronald & Connie Dingus - VA

JUDGING CLASS 1987-1991

1990 White Coupe
Morgan Reichner - NJ

JUDGING CLASS 1992-1996

1995 Competition Yellow Coupe
Al Berman - PA

NCRS DUNTOV MARK of EXCELLENCE AWARD®

1967 Tuxedo Black Coupe
Frank Stech - NJ

NCRS McLELLAN MARK of EXCELLENCE AWARD®

1986 Dark Red Metallic Convertible
William & Barbara Nichols - MI

NCRS-CHEVROLET BOWTIE AWARD®

1961 Honduras Maroon
John Keane - PA

NCRS-CHEVROLET CROSSED FLAGS AWARD®

1990 Polo Green Metallic Coupe
John Auerbach - PA

NCRS- AMERICAN HERITAGE AWARD®

1955 Polo White Racer
Philip Schwartz - SC

NCRS SPORTSMAN AWARD®

2008 Crystal Red Metallic Coupe
Pam Yentema - NJ

Located in Building G (Outside Gate 1)

Hours: Friday & Saturday 9:30 AM - 6 PM • Sunday 10 AM - 2 PM

Pictures - Corvettes at Carlisle - Aug 28 - 30

Photos by Dave Smith



Pictures - Corvettes at Carlisle - Aug 28 - 30

Photos by Dave Smith



New NCRS members tell their story

Paul & Donna Gruhn recently joined the Northeast Chapter of NCRS. Their story, as told by them follows:

It's been a great summer for Paul & Donna Gruhn, and there new 1996 CE - LT4. In May, we were happy to join NCRS and have the car judged at the NE chapter event, and receive 2nd flight (93.6%). We weren't sure if we would even get third flight. So, now with tech sheets in one hand, and the other on the wallet we started working on the items we needed to do to get a Top Flight this September. Fingers crossed.

In the meantime, at a weekly corvette show, held at Hooter's on the Berlin Turnpike every Wednesday night by the "No Rules Corvette Club. I was getting ready to leave a bit early, and wasn't allowed to drive out of the parking lot, to find out I was presented with one of the two trophy's presented that night. The ride home felt great.

Never attending Corvettes at Carlisle, my wife and I joined some on the "No Rules" gang, and headed south. We spent most of our time walking around the swap meet looking for those missing C4 parts to reach our Top Flight goal. We felt like Indiana Jones looking for lost treasure. The list included 1) The correct left side tires GS-C EMT's (We found the right sides on eBay). 2) A correct cigarette lighter, 3) Proper "Dill 627" valve stems 4) Original Wagner head lamps, and more! We had our list in hand. Let the search begin. We were very surprised to NOT find many people with C4 parts, tons of C2 & C3 parts ... We should be stocking up on them (C4 parts) now, they will be worth something in the near future.

On Saturday mid-day we headed back to the group for a break, who were all enjoying shade under the tent and having a cold one. I went over to my car to check it out, to find a bunch of paper's under the wiper. Figured someone is selling something. Was shocked to see our car a 1996 C4 – Collector's Edition LT4 had won a "Celebrity Choice Award. This car has over 80,000 miles, and wasn't really shined up, it's a driver. The person who choose my car is the President of the Collector's Edition Registry, and felt we had a nice CE LT4. Needless to say the wife & I were smiling end-to-end, and the group when not busting my chops, were real happy for us.

Donna and I are really enjoying taking our 96CE to Carlisle; and it shows you don't have to have a \$100,000 car to have fun and to be noticed.

Submitted by - Paul & Donna Gruhn, 96 CC LT4



Northeast NCRS Chapter Christmas Party

Sunday, December 6, 2015

5:00-5:30pm Cocktails - 5:30pm Dinner

SANS SOUCI
2003 North Broad Street (Berlin Turnpike)
Meriden, CT 06450
(203) 639-1777

\$50 per Couple / December 1, 2015 Deadline

Choice of: Baked Filet of Sole, Chicken Marsala, Veal Parmigiana or Top Sirloin of Beef

Please send your check for \$50 payable to NEC-NCRS along with your dinner choice to:

Jerry Cribbs, 351 Wood Pond Road, Cheshire, CT 06410

Please bring an unwrapped toy to be donated to "Toys for Tots".

Any questions, please call Jerry at (203) 272-4651.

Directions:

From New Haven & South: Take Route 15N to Berlin Turnpike. Just before first traffic light turn right into the Sans Souci parking lot.

From Hartford & North. Take Berlin Turnpike/Route 15. Look for the Hawthorne Inn on the left side. Go to the third traffic light (past the Hawthorne Inn) and make a left into the Sans Souci parking lot.



Limited seating. Checks will be accepted on a first come first served basis.



I hope every one has enjoyed their summer.

I have a few items.

The registration for the National Judging retreat in Dallas is now open. The info will be in the Driveline which will be out shortly. You can also register on line either from the events page or the discussion board at NCRS.ORG. The dates are March 10 - 13 2016 and the retreat will award 20 judging points.

Please get this info out to your members.

I am running unopposed for Region 1 Director however I would appreciate your vote. This can also be done online or the info will also be in the Driveline and online.

The Metro -LI chapter has picked dates for the chapter meets and judging schools for 2016. The spring meet is May 22 and the fall meet is Sept 25. If possible all chapters should try and avoid having judged meets with the same dates as their close neighboring chapters.

When your chapters have dates for events for 2016 I will post a schedule as I get the information.

Please keep in mind the National Convention will be hosted by the New England Chapter in Rhode Island July 17-21 2016.

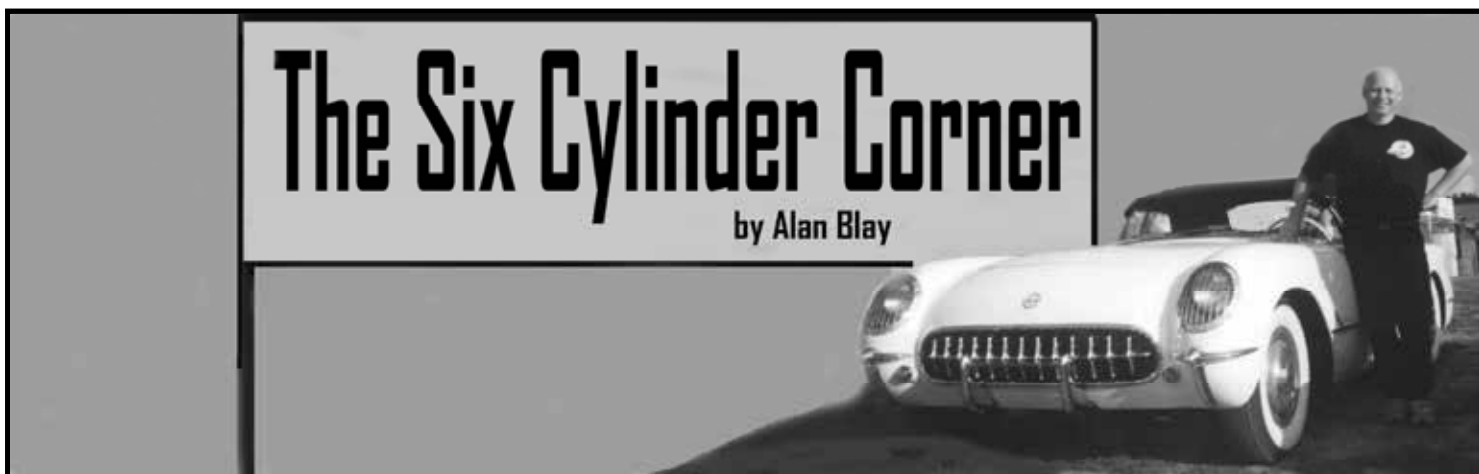
Please let me know if there are any comments, suggestions or problems I can help with.

I am looking forward to the next 3 years representing our Region.

Thanks

Mark Tulley

ON SOLID GROUND



DISTRIBUTION VERSUS MARKETING

When Corvette production resumed in St Louis after Christmas 1953, fifteen 1954 Serial Numbered Corvettes were assembled by the close of business on New Year's Eve. This is why some sources list 1953 Corvette production at 315 jobs. These early 1954 Corvettes were important because all 1953 production Corvettes were on their way to the selling Chevrolet Dealers.

The 1954 Motorama was planned to be at the Waldorf Astoria Hotel in mid January 1954, and the World Motor Sports Show was planned about a week later on January 23-31, 1954. It's location was just a few blocks away at Madison Square Garden in New York City. According to Gregg D. Merksamer's book *A History of New York International Auto Shows 1900-2000*, the World Motor Sports show was sponsored by the Greater New York Automobile Dealers Association. This was primarily a sports car show. The Corvette won Top Prize for outstanding beauty and design, and it was the Corvette's first post Motorama show circuit appearance.

The following month, February 6-14, 1954, TV comedian Herb Shriner's 3RD Annual International Motor Sports Show took place at the Seventh Regiment Armory at 66 Street and Park Avenue in NYC. At the show fiberglass was in the forefront. Featured were the Packard Panther, Kaiser Darrin, Chevrolet Corvette, Renault Roadster, and a Willys powered Cisitalia replica. The big news was the Mercedes 300 SL Gullwing, the first time a Mercedes had its World debut in America. Since the whole country of Germany was leveled by Allied bombings during the Second World War, it took 10 years for German industry to be rebuilt. This Mercedes debut was arranged by sports car magnate Max Hoffman, who had his huge auto dealership literally across the street on Park Avenue. These shows had an importance that can not be overstated. During this period a lot of changes were taking place in the auto industry. As Ford and Chevrolet battled for the number one spot, Kaiser, Packard, Studebaker and Willys were on the skids to bankruptcy. In a desperate move to stay afloat, Nash and Hudson merged to form American Motors.



E54S001010

Photo was taken in 1997 in a New Jersey warehouse. At that time the car had only 13,461 miles and was still wearing its 1978 New York license plate.



A third show, the Third Annual Easter Parade of Stars, took place from April 7-11, 1954, at the Waldorf Astoria Hotel. It was at the same location where the GM Motorama took place less than 3 months earlier. Features included six plastic bodied cars, power steering, automatic transmission, tubeless tires, air conditioning, and electric wiper motor demonstrations. Special cars included the Corvette, Plymouth Belmont, and Dodge Fire Arrow. By 1956, the New York Coliseum would open, and fewer auto shows would be needed in NYC. 1956 is a pivotal year in automobile marketing, as more than one in four autos sold in the USA were Chevrolets, and more than half of US car production was built by GM!



Furthermore, in *Automobile Topics Magazine*, June 1954 page 26, the famous photo was published of the covey of 27 Corvettes, some painted red and black, parked on the newly opened Los Angeles Harbor Freeway. The photo taken March 18, 1954, included a statement that these Corvettes were on their way to Chevrolet dealers during the GM Motorama showing in Los Angeles. Therefore, as with a Chicago area photo of stopped freeway traffic with a covey of Corvettes, it seems the rollout of the Corvette was with the 1954 St Louis production at the same time the 1954 GM Motorama show circuit started. Chevrolet invested heavily in Corvette, not only to produce the parts and assemble the 3,640 cars but to also market the cars. The Corvette competed in a specialty market with plenty of competition. Max Hoffman sold over 20 manufacturers models of sports cars in 1954.



All Above: There is much to learn from this low mileage, very early production 1954 Corvette. Notice the 1978 NY State Inspection sticker on the windshield.

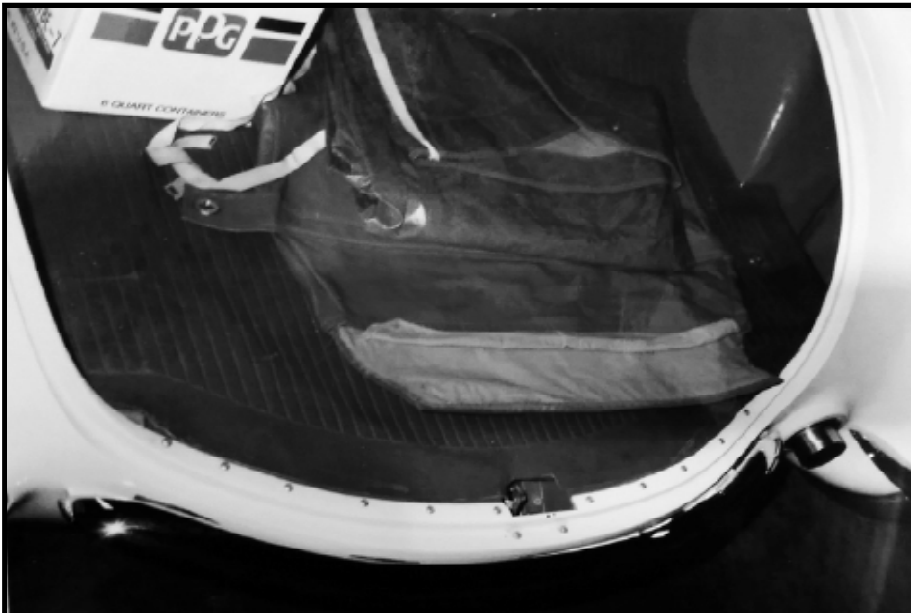
Going back to the New York Motorama and World Motor Sports show, the Corvette that won the award was probably one of the 15 assembled in 1953. There were only 14 days to ship a Corvette to New York by truck or rail after assembly, and have it in Manhattan in time for the show set up. Was there a covey of 1954 Corvettes in New York in January? I have never seen a photo, and I think the Los Angeles display in March was what Chevrolet was focusing on. Therefore, out of the 15 1954 Corvettes assembled in 1953 with enough lead time to arrive for

the Motorama and Motor Sports show two weeks later, I predict it was car #010. How do I know that?

E54S001010 was assembled December 30, 1953 and shipped the first week in January to New York City. How many others were shipped I do not know. But I do know #010 was sold new to an owner in Staten Island, NY one of the five NYC boroughs since 1898, and in 1970 was sold to the next door neighbor of the original owner, a Mr Edward F Norton Jr. - no, not Ralph Cramden's buddy. In 1980 he moved across the river to NJ, where he had a business with many warehouses. I went to visit Ed Norton in 1997. He was 80 years old at the time. His children were at a Corvette show a few years earlier and met SACC member Steve Sokoloff and told him about #010. Steve gave me the information.



The engine compartment of E54S001010. Having traveled only a bit more than 13,000 miles since new, the motor is undisturbed and original including paint surfaces.



The trunk compartment of E54S001010. The trunk mat has black dirt from age, and some tears in the corners. However, this car has a 5541 1954 mat, which is available from Al Knoch and is a perfect reproduction. Interesting side curtain bag.

Number 10 reveals much information about the transition from 1953 to 1954 assembly and parts used. This Corvette has 13,461 original miles, tachometer 049391 thousand engine revolutions, and was repainted unfortunately. Engine number is 0057980 F54YG, block cast date J 27 3, block number 3835911, cylinder head 3836241, head cast date unobserved, windshield glass EA, side curtain dates 11-53, trunk mat 4545541, date 8-3, Carburetors date M 3 5, beige convertible top date 11 3. Corvette is tucked away in a warehouse in NJ.

This data shows some leftover late 1953 production, and new engineering of 1954 model year parts. Introduction of the 6241 cylinder head, but retention of early 3835911 engine block with a late October 1953 cast date, just like the last 70 or so 1953 Corvette engines, most 3835911 cast number, yet a very early 1954 engine serial number. Late 1953 carburetors with December dates, but all 1954 top, mat, valve cover, but dates are very late 1953. Number 10 is a very early 1954 Corvette in a superb state of preservation.

retors with December dates, but all 1954 top, mat, valve cover, but dates are very late 1953. Number 10 is a very early 1954 Corvette in a superb state of preservation.

It is now obvious that #010 was assembled in late 1953 and was sent to New York City. Per Chevrolet data, the assembly date is verified and this Corvette is one of a handful that could have been on location at either show opening in mid January. Where the other 14 "assembled in 1953" 1954 Corvettes were shipped I have no information. Unless proven otherwise, this is the first Corvette sold to the general public during the first stop of the 1954 Motorama, and the first Corvette displayed during the 1954 calendar year marketing program, which is very different from the 1953 calendar year assembly and distribution program. Distribution versus marketing.

That Sunday That Summer

by Ken Amrick

This is a recollection of an event that happened over 20 years ago shortly after I restored my 1954 Corvette. Back then it was written up in the NCRS *The Corvette Restorer Magazine* and also in *Vette Vues Magazine*.

The sequence of events started in the last months of 1992. A representative of the Pittsburgh Vintage Grand Prix attended a meeting at my Corvette club to recruit Corvettes, especially early Corvettes, to attend an event the next summer. Since 1993 was the 40th anniversary of the Corvette, it was going to be the featured marque that year. Plans were to have well known Corvette dignitaries present and have them ride in Corvettes, one of each model year 1953 to 1993, for a parade lap of the race course at the beginning of the race activity.



Gotta get busy. It must be done in 6 months.



Six months later it's ready for judging.

Even though my car was still in pieces, I volunteered to fill the 1954 spot with my car. The body and frame were painted and the motor installed in the chassis. All I had left was to drop the body onto the chassis, do the interior, install the trim, windshield, etc.. No problem... I had about 6 months to get it done. I could easily do that in the evenings after work. No problem at all. Besides, I needed the car to be finished because it was scheduled to be judged at my NCRS Chapter Meet just a week before the Vintage Grand Prix.

Well, I learned a valuable lesson that Spring. When doing a major project, everything takes longer than expected. I allowed a week to install the seat covers, dash pad, carpeting and door panels. Basically, one week to put the interior together. It took that long just



Corvette car show Saturday at the Pittsburgh Vintage Grand Prix



Above: I look on as Zora signs the dash.
Below: Zora, Elfie, and me.



to install the seat covers. When I took the seats apart, I discovered problems with the springs, burlap, muslin that wrapped the springs - everything needed redone. I learned how to use my wife's sewing machine that week. Time was getting close and I was still behind. Fortunately, I was on summer vacation from my job. I worked long days that last week before the NCRS judging and on Friday I was still getting it ready. It was nearly 10 PM when I was assembling the side curtains. Early the next morning I loaded the car onto a trailer and headed for the NCRS meet. The only test driving I was able to do was in my driveway and onto the trailer.

The judging went well. I now had a "Top Flight" Corvette that I restored myself. I spent the next week test driving and adjusting the car to get it ready for the Vintage Grand Prix event.

The race course at the Vintage Grand Prix is laid out through the winding roads of Schenley Park located just a couple miles east of downtown Pittsburgh. It's a big event here and raises funds for the Autism Society and some other charities. The setting is beautiful with mature trees providing cool shade and many good vantage points to watch the races.

On race weekend Saturday is the car show day. Thousands of collector and specialty cars are driven onto the grassy areas in the park. It's common to see a Ferrari or Rolls Royce or anything else that is special in the automotive world. There is a field for British cars, another for Japanese cars, American collector cars, and even a special area that year for Corvettes. Among the Corvette dignitaries walking around the Corvette area were Dr. Dick Thompson, Ed Lowther, Larry Shinoda, and Zora Arkus-Duntov with his wife Elfie. They were kept busy signing autographs and posing for photos with owners and their Corvettes.

Sunday was race day and I was back at Schenley Park with my '54. Before noon we were lined up in preparation for the pre-race parade lap. At the front was a 1953 and each model year followed consecutively with a 1993 Anniversary car at the rear. Zora was seated in the passenger seat of the '53 and his wife Elfie was escorted to the passenger seat of my '54. Other dignitaries were placed in some of the other cars that followed.

My wife and I were talking with Mrs. Duntov when someone had us start our engines and proceed onto the track. The car in front of me wasn't moving though. The '53 refused to start. We quickly positioned my car so that battery cables could be used in hopes of getting the car started. No way...can't wait...tight time schedule... must do parade lap now! A change of plans: All dignitaries move back one car.

I was already outside of my car and held the door for Mrs. Duntov. As Zora approached, I greeted him and asked if he would prefer to drive rather than being chauffeured. He answered yes without hesitation and went around the car to get behind the wheel. I offered to ride in another car and let Elfie ride with him, but Elfie declined saying I should ride in my own car.

Some Facts You May Not Know About Zora Arkus-Duntov

The Russian engineer and race car driver who turned the Chevrolet Corvette into one of the most popular muscle cars in the United States.

1. He was born Zachary Arkus in Belgium on December 25, 1909 of Russian born Jewish parents. In his teen years his parents divorced and his mother remarried. Thereafter his name became Arkus-Duntov.
2. He earned a degree in Mechanical Engineering in 1934 and concentrated on engine development and supercharging. He wrote numerous papers on the benefits of superchargers and four-wheel drive in racing.
3. In 1939 Zora married Elfie Wolff, a German 17 year old dancer in the Folies-Bergere in Paris. They were married 57 years at the time of his death.
4. He fled Nazi Germany for France, where he flew in the French Air Force at the beginning of World War II. When Paris fell, Mr. Arkus-Duntov fled to Britain, and in 1941 he immigrated to the United States, where he became an American citizen.
5. Zora and his brother began a manufacturing company in the United States called Arden Power Products. They designed and manufactured aluminum overhead valve cylinder heads for Ford flathead engines that produced 300+ horsepower and provided better cooling for the Ford V8..
6. After seeing the Motorama Corvette, he wrote a letter to Chevrolet Chief Engineer Ed Cole. that outlined his ideas for improving the Corvette. Cole was impressed by Zora's ideas and he was hired as an assistant engineer for Corvette on May 1, 1953. Shortly afterwards he became Corvette chief engineer.
7. Some of his honors and awards: Pikes Peak Hill Climb Record, 1955.
Daytona Flying Mile Record, 1956.
SEMA Hall of Fame, 1972.
Automotive Hall of Fame, 1991
International Drag Racing Hall of Fame, 1994
National Corvette Museum Hall of Fame, 1998.
8. Zora helped to introduce the small-block V8 engine to the Corvette in 1955, providing the car with much needed power. Then, he showcased the engine by climbing Pikes Peak in 1956 in a pre-production prototype, setting a stock car record. He took a Corvette to Daytona Beach that same year and hit a record-setting 150 mph over the flying mile. These efforts made the Corvette a world class sports car thus increasing sales and making the Corvette a successful venture. Zora's formula for success kept the Corvette in production for which he has earned the title "Father of the Corvette".
8. He spent the last months of his life remodeling a BD-5 short-wing stunt plane in hopes of flying it and personally breaking the world speed record for a small aircraft without a jet engine. According to a close friend, Mr. Arkus-Duntov in his last days was devastated that he wasn't going to be able to finish it.

On September 2, 2015 Northeast Chapter member James (Jim) Rodrigues passed away at the age of 69. He was a Corvette enthusiast and also a member of Club Corvette of CT and the Connecticut Military Corvette Club. He entered the U.S. Army after graduation from high school in 1965 and had a twenty-nine year career serving in Vietnam and also during Desert Storm. He also was a certified handgun instructor and a member of the North Madison Rod and Gun Club.

Our condolences go out to his wife Maurine and his family.

Contributions in Jim's name may be made to Wounded Warrior Project, P.O. Box 758517 Topeka, KS 66675.

JIM RODRIGUES RECEIVES TOP FLIGHT AWARD

An email from Club Member Jim Rodrigues says, "On 4/27/14 my 1996 Grand Sport #445 was judged by the NCRS North East Chapter in Wallingford, CT. My Grand Sport scored 99.7% to be awarded a Top Flight Award. Three cars were judged, two C3's and my Grand Sport. These NCRS judges were good and very fair, checking everything. A lot of work went into the car to get it into showroom condition and it paid off. And maybe in two years I will go for the Bow Tie Award."



=====
Congratulations to Jim Rodrigues on his incredible feat of receiving a Top Flight award from NCRS for his 1996 Grand Sport. Only those who have put their cars through the NCRS judging know how hard it is to receive the award. Nice job Jim, from myself and the rest of the members of Club Corvette of Ct.

Dennis Krajewski
PRESIDENT
CLUB CORVETTE OF CT.

NATIONAL CORVETTE RESTORERS SOCIETY
Board of Directors Meeting
Denver, Colorado
July 24, 2015
Summary Minutes

NCRS Board of Directors Meeting was called to order at 7:00 AM MDT

Present were:

Mike Ingham, Bill Baker, Bill Braun, Vito Cimilluca (via phone), Dave Ewan, John Paul Nelson, Paul Oslansky, Mike Sams, Mark Tulley
Dave Brigham, Carlton Colclough, Larry Colvin, Jeff Cook, Dana Forrester, Mark Lincoln, Eric Mortimer (via phone), Vinnie Peters, John Waggoner

Twenty-one general members were present in the audience.

All Board members, officers, coordinators, managers, and editors introduced themselves.

1. Acceptance of March, 2015 Board Meeting Minutes

a. Bill Baker moved, and Mike Sams seconded, to accept the minutes from the March, 2015 Board meeting.

1. Passed: 9 for, 0 against

2. Changing The Agenda Order of the Meeting

a. Paul Oslansky moved, and Mike Sams seconded, to alter the order of the meeting from the published agenda and cover "Activities" next in order to allow presenters who need to depart the site to complete their presentations.

1. Passed: 9 for, 0 against

3. Activities

a. Potential Mid-Atlantic Chapter Regional – Chuck Berge

- i. The Mid-Atlantic Chapter will volunteer to hold a "Mini-Regional Meet" (abbreviated schedule, no awards banquet) as a feeder event for the 2016 National Convention.
- ii. Event would be held on May 6-7, 2016.
- iii. Will be held in the Washington, DC area, plus or minus 100 miles.
- iv. Expect about 40 cars, with preference given for cars needing prerequisite awards.
- v. Bill Braun relayed a concern from other Chapters that this will draw cars away from their Regionals. As a result, the Indiana Chapter may withdraw their Regional.
 1. Proposed "mini-regional" would fit between Indiana April 21-23 and Rochester, Minnesota May 19-21.
- vi. Dave Brigham expressed concern that the NCRS would be violating its own policies by approving this, and he did not like this concept. Chapters previously had opportunities to hold regular "feeder" Regionals and declined. He will conduct the "mini-Regional" if the Board directs it.
- vii. Mike Ingham stated that the NCRS should live by its own rules and members needing prerequisites should go to Indiana or Minnesota.

viii. *Bill Braun moved, and Mark Tulley seconded, that the Regional schedule be left as-is, and no “mini-Regional” be approved.*

1. *Passed: 9 for, 0 against.*

b. Regional Meets – Dave Ewan

- i. Dave reviewed the 2017 Regional schedule.
- ii. Trying to schedule a Regional in New Jersey in May, 2017.
 1. Vito is working on this.
 2. Issue with PayPal where new accounts must have positive identification (social security number or E.I.N).
 - a. Concerned that a Chapter activity may have to be on an individual’s social security number.
 - b. Gary Chesnut argued that there is no issue.

c. National Convention Activity

- i. 2015 Convention – Jack Humphrey
 1. The Board expressed appreciation for the Rocky Mountain Chapter’s efforts to put on the National Convention.
 2. Jack expressed appreciation for the assistance from NCRS National.
- ii. 2016 – Vin Capone
 1. Plans are moving along well
 2. Good progress being made on activities.
- iii. 2017 – Dave Ewan
 1. Location is San Antonio, Texas.
 2. Host hotel is the Marriott.
 3. Convention center has 183,000 square feet of space.
 4. Team is currently designing tours and activities.
- iv. 2018 – Mike Doty, John Hopkins
 1. Northwest Chapter presented a National Convention proposal.
 2. Proposed location will be Spokane, Washington.
 3. Discussion about whom in the Chapter is contributing to the proposal.
 4. The Board expressed concerns about financials and Chapter volunteer strength.
 - a. Will there be enough volunteers?
 5. Given the scheduled 2017 Regional, concern expressed that there will not be enough time to work out the plan for a 2018 National Convention.
 6. *John Paul Nelson moved, and Bill Braun seconded, to accept the proposal from the Northwest Chapter for a 2018 National Convention.*
 - a. *Passed: 9 for, 0 against*.*
 - b. Board would like to see the Team Captain list.

*Note: During the subsequent Board Executive Session meeting the Board was presented with additional information regarding the Northwest Chapter’s 2018 national convention proposal. Because of this additional information the Board voted to withdraw its approval of the Northwest Chapter’s proposal.

4. Reports To The Board

a. President’s Report – Mike Ingham

- i. Has been on a steep learning curve.
- ii. Getting input and advice from past Presidents.

- iii. It is an honor to serve the organization.
- b. Vice President's Report – Dave Ewan**
 - i. Enjoying working with international Chapters.
 - ii. Marilyn Heitzman has been a big help.
 - iii. Thanks for assistance from everyone.
- c. Secretary's Report – Larry Colvin.**
 - i. To-date there has been one set of nomination papers filed for the 2015 election process (for Regions I, II, and III).
 - ii. Collected examples of Directors' signatures for use in the Chapter charter letters.
 - iii. Requested electronic versions of Board meeting attachments.
 - iv. Confirmed that all Directors had received name badges.
- d. Membership/Sales/Driveline – Eric Mortimer**
 - i. Decrease of 4.5% in membership after the membership dues increase. Current membership is 14,900.
 - ii. Auto renewal process has been in place for one year.
 - iii. Driveline publication is doing fine.
 - iv. Lots of free member ads.
 - v. Online advertising has not seemed to adversely affect Driveline ads.
- e. Financial – Jeff Cook**
 - i. Jeff distributed financial statements.
 - ii. Continues to look for best CD rates, typically 2-2 ½ percent.
 - iii. Jeff reviewed highlights of the financial statements.
 - iv. Mark Lincoln reviewed financial summary through May, 2015.
 - v. January through May, 2015, net income was \$75, 000, versus \$40,500 through the same period in 2014.
 - vi. Camaro/Nova/Chevelle income has leveled off.
 - vii. The Board had questions about year-to-year expense amount changes. Some of the changes were caused by expense item reclassification. Jeff will provide a breakdown of year-to-year expense amount changes. Bill Braun will contact Jeff to ask some expense questions.
- f. Business Manager's Report – Mark Lincoln**
 - i. Mark provided an update on 2015 YTD income.
- g. Judging – Dave Brigham**
 - i. Dave provided some results from the 2015 Convention:
 - 1. 131 owners.
 - 2. 141 cars.
 - 3. 159 awards.
 - ii. Dave is working on the Sportsman/Concours proposal for presentation at the March, 2016 Board meeting.
 - iii. Dave discussed the 2016 Judging Retreat.
 - 1. Retreat content and instructor application process.
 - 2. Schedule.
 - iv. Discussion of problem with Chapters not observing the National Convention blackout period (from 2 weeks before the start and 2 weeks after the end).
 - v. Current priority for new manual production is 1965, expected to be delivered in January, 2016.
 - 1. Also working on a 1967 update.
 - 2. Dave Heitzman gave an update on a new 1958-1960 manual.

- a. Will probably be ready in 2016.
 - h. Road Tour – Mike Ingham**
 - i. 141 registrations in 2015 and only one breakdown.
 - ii. There is an ongoing problem with Convention rooms not being ready when the road tour parade participants arrive.
 - i. National Corvette Museum – Dana Forrester**
 - i. The Skydome floor has been repaired.
 - 1. The grand reopening will be on Labor Day, 2015 at the 21st anniversary celebration.
 - ii. Track continues to be developed:
 - 1. Constructing a sound barrier for neighbors.
 - 2. Building grandstands.
 - iii. Museum Corvette deliveries for 2015 were the second largest.
 - iv. Discussion of potential for a permanent NCRS display.
 - 1. Dana will look into possibility.
 - j. Publications – Mike Ingham**
 - i. Restorer and Driveline both received Golden Quill awards.
 - ii. Several Chapters also received Golden Quill awards.
 - k. Restorer – Vinnie Peters**
 - i. There remains a significant backlog of articles for printing in the Restorer.
 - ii. Vinnie put over 800 pictures of the 2015 National Convention on the web site with links on the Discussion Board.
 - l. Driveline – Eric Mortimer**
 - i. No additional information.
 - m. Public Relations – Carlton Colclough**
 - i. The Carolinas Chapter raised money for Rick Hendricks' charity. They were hoping to raise about \$8,500 but were able to raise over \$17,000. The Hendricks organization was impressed.
 - ii. Remind the Chapters that they need to figure out their charitable giving plans for matching.
 - iii. Carlton noted that Hendricks Convention sponsorship dropped from \$10,000 to \$5,000 for 2015 due to their having no dealers in the Denver area. The question was asked whether at this sponsorship level they should still get free Driveline advertising.
 - iv. *Vito moved, and Dave Ewan seconded, that Hendricks businesses continue to get free Driveline advertising.*
 - 1. *Passed: 9 for, 0 against.*
 - n. Web Site/IT – John Waggoner**
 - i. John reviewed website updates, status of automatic membership renewals, classified ad revenue since ads were made free, helpdesk activity, and preparations for archive materials.
 - ii. Jeff Cook noted that he had received complaints during convention registration from attendees that registration packages were not automatically prepared for wives.
 - iii. John noted that the NCRS web site receives over 100 hacking attacks per day.
- 5. Old Business**
- a. Proposed Updates to NCRS Bylaws – Mike Ingham**
 - i. *Mike Ingham moved, and Mark Tulley seconded, to accept the proposed bylaws changes to update voting provisions to reflect current*

practice of enabling all Board members to participate in voting matters through the use of electronic communications.

1. *Discussion: Vito noted that the changes defined for Section 4.4 are ambiguous. The question is whether a 2/3 required vote is 2/3 of a quorum, or 2/3 of the entire Board. The Board was undecided and felt that the proposed bylaw changes were not clear.*
2. *Mike Ingham withdrew the motion. He will rewrite the proposed bylaw changes for a future meeting.*

b. Status of Archives Director – Mike Ingham

- i. Mike announced that Bill Sangrey has decided to continue in his role as NCRS Archives Director.
- ii. Board members expressed many positive comments at this announcement.

c. Status of Revision of NCRS Incorporation Documents – Mark Lincoln

- i. All required revisions to the NCRS incorporation documents have been made.

d. Proposed Revision of International Membership – Dave Ewan

- i. Meetings have been held with international members.
 1. They would like to receive only electronic versions of the Driveline and, in exchange, pay a reduced price for NCRS membership renewal.
- ii. *Dave Ewan moved, and Bill Braun seconded, to provide the Driveline to international members only in electronic format and reduce international member's dues by a commensurate amount.*
 1. *Discussion: Concerns were expressed by Board members:*
 - a. *How much would this really save in Driveline provision costs?*
 - b. *What about The Restorer magazine?*
 - c. *Would U.S. members now want the same option?*
 - d. *What would this do to revenue flow?*
 - e. *Gary Chesnut volunteered to determine the potential savings in postage costs.*
 2. *Consensus to table the motion until the March, 2016 Board meeting.*

e. Status of Proposal to Offer a member Pin – Dave Ewan

- i. Proposal to sell a sterling silver pin to members with their membership number on it.
- ii. There is an initial \$325 mold cost.
- iii. Pins would cost \$75.
- iv. *Dave Ewan moved to move forward with the plan to provide a membership pin to members*
 1. *Failed: No motion second put forth.*

f. Status of Proposal to seek NCRS relationship with Rental Car Companies – Mark Lincoln

- i. Mark's research has shown that there would be little cost savings.
- ii. The proposal is dropped.

g. Status of Proposal to No Longer Require Owners' Presence During Judging – Dave Brigham

- i. Dave expressed strong opposition.
 1. Dealers would pump many cars through judging.

2. Nobody would be present to answer questions or assist judges.
 - ii. The proposal is dropped.
 - h. Status of Proposal for Combined Newsletter/Advertising Communication to Membership – Eric Mortimer/Bill Baker/Vito Cimilluca**
 - i. Proposal is still being developed.
 - i. Proposed Ways to Increase New Member Signup at Carlisle and Barrett-Jackson Events – Eric Mortimer**
 - i. Eric requested that Board members send him any ideas for increased new-member signup they see at other events.
- 6. New Business**
- a. Proposed Revisions to NCRS Christmas Gift Certificate Program – Mike Ingham and Dave Ewan.**
 - i. *Mike Ingham moved, and Mark Tulley seconded, to:*
 1. *Remove Board members from the program.*
 2. *Reduce gift amount for remaining participants to \$100.*
 - ii. *Discussion: Bill Braun suggested that the program be discontinued completely. It was noted that actual cost to NCRS is far less than the gift allowance amount.*
 - iii. *Mike Ingham moved, and Mark Tulley seconded, to amend the original motion to eliminate the section reducing the gift amount to \$100.*
 1. *Amended motion: Passed: 9 for, 0 against.*
 - b. Proposal to Move Board Executive Session Ahead of General Board Meeting – Bill Braun**
 - i. *Bill Braun moved, and Mike Sams seconded, that the Board Executive Session be conducted before the General Board Meeting.*
 1. *Discussion: Bill Baker pointed out that the President can currently determine agenda sequence. If this motion passes the meetings will HAVE to be done in this sequence.*
 2. *Bill Baker withdrew the motion.*
- 7. Changing The Agenda Order of the Meeting.**
- a. *Dave Ewan moved, and Mike Ingham seconded, that the Regional Director Reports section be removed from the published agenda for this Board meeting.*
 - i. *Passed: 9 for, 0 against.*

The next Board meeting will be held in March, 2016 in Indianapolis, Indiana. Jeff Cook will supply the details at the appropriate time.

*Dave Ewan moved, and Mike Sams seconded, to adjourn the meeting.
Passed: 9 for, 0 against.*

The meeting adjourned at 10:47 AM MDT.

Respectfully submitted,
Larry Colvin
NCRS Secretary

Classifieds / BUSINESS DIRECTORY

WANTED:

Looking to buy one or two C5 17 inch, after market included, aesthetically scarred, discarded, otherwise usable rims to use on a Lemons car.

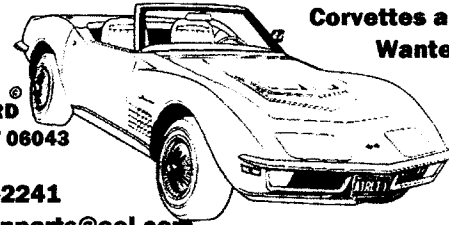
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