



August 2012
Volume 20 Number 3

Metro Línes

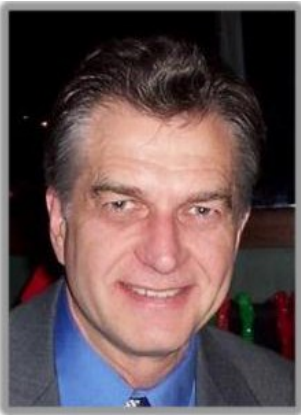
The Newsletter of the Metro-Long Island Chapter



1967 CORVETTE COUPE 427/435 HP
MATTHEW AND MARGIE KOCHMAN
17246 MILES AND UNRESTORED

[Read more about Matthew
& Margie's car on page 10](#)





CHAIRMAN'S MESSAGE

By Bill Hermanek

Arbors Assisted Living Car Display.

For the fourth year in a row we had our annual all car display at the Arbors Assisted Living facility in Hauppauge. The seniors living at the facility were the judges of the cars. This time we went by there level of applause giving out for each car that rolled up in front of them. We had almost 30 cars and 16 trophies were handed out. The residents look forward to this show every year and now so do our club members and affiliated cars clubs that participate. We had members from the Model "A" club, Long Island Street Rods and the Antique Automobile Club of America. Barbara Tate, the coordinator of this event asked us back again for next year. This event is also necessary for us to win our NCRS Chapter Top-Flight award.

Corvettes at Carlisle

Again this year we will have a booth at **Corvettes at Carlisle on August 24-26th**. Please volunteer to be at the booth to sign up any new prospective members or ones that need info about joining our chapter. Any member who wants to sell their used Corvette parts can bring them to the booth. It is open to all members in good standing. If you are going to sell your parts at the booth, it is mandatory you volunteer some time there. If you have parts to sell they **must be tagged with a price** and **your name** so we can sell them and they **must be picked up each night before we close** or they will be left there. The booth is next to the Long Island Vettes club booth. It is situated facing the back of the stage where the girls go on for the bikini contest on Saturday night so it's not too bad of a location. If you can please man the booth for an hour or 2 or more it would be greatly appreciated. Call me if you wish to volunteer.

Judging school and Judged meet

Our chapter will have our second judged chapter meet of the year on **September 23rd** at Wehrmann Engineering in Hauppauge and a **judging school at Unique Performance in Medford on September 22nd**. If you attend the judging school you will receive a judging point. More details about the school will be covered in the next newsletter.

If you plan to have your car judged or to be a judge you must register to be at the show. A great breakfast and lunch will be provided by the chapter and it is **Free to all Judges and car owners**. A registration form is in this newsletter.

Remember, judging is now open to Corvettes made up till 1996, the last of the C4's. So if you want your car judged at this meet, be sure to get your registration form in early since it is anticipated that this field will fill up soon.



JUDGING CHAIRMAN'S MESSAGE

BY CO-CHAIRS: WILLIAM ARMSTRONG—GREG PICCONI



Hello again to all, I hope that everyone has been enjoying our hot summer here in the New York area and has had the opportunity to take those Corvettes out and give them a workout like they deserve.

By the time this newsletter reaches you it will be the later part of August and our Fall Meet of 2012 will only be about a month away. Our Fall Meet will be held at Wehrmann Engineering in Hauppauge on Sunday, September 23, 2012. We have held meets at this location in the past and it is a great location for our purposes. This Fall Meet will be preceded by a Judging School on Saturday, September 22, 2012 at Unique Performance in Medford. As with the meet location we have had a Judging School at Unique in the past and it offers us a great indoor location. For those of you keeping track of those Judging Points this weekend offers you a combined total of three (3) Judging Points. Due to great interest shown in prior Judging Schools concerning the review/hands on examination of “real parts” vs. reproductions this Judging School will present some interesting items for discussion.

If you are planning to have a car judged it is most important to get the Registration Application back to us as soon as possible. There is no cut off date for applications however some classes fill rapidly and it is a first come first served basis based on postmark of registration.

If you planning to attend to assist with Judging it would be most appreciated if you would complete the registration form to us with your level of judging experience and what area you would like to Judge. Dependent on your experience level every effort will be made to accommodate a Judge's request. Frequently more times than not we only find out who might attend days before the meet which makes it most difficult to plan class sizes and judging assignments.

National News: I hope by now everyone has had the opportunity to read Judging Chairman Roy Sinor's article in the current Restorer Magazine. As Roy has related the C-5 Corvette will not at this time be added to the Judging System although having reached the fifteen year window for inclusion.

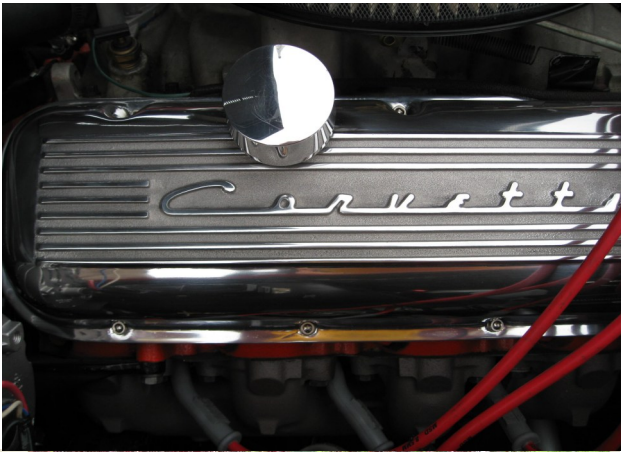
In addition certain restrictions will apply to rare or unusual Corvettes that apply for Judging. Chairman Sinor has listed cars such as 67 L88s and others as cars that must have supporting documentation or original drivetrain components prior to judging. NCRS does not want to authenticate something through the Judging process without additional original documentation.

Lastly, and a most interesting new rule pertains to supporting documentation from GM such as window stickers, order copies, tank sheets, car shipper, invoices, etc. displayed on a car or used for a burden of proof must have the NCRS Document Validation Service completed on the respective item BEFORE IT CAN USED. NCRS has determined that there are far too many reproductions being presented and this is an effort to curtail same.

In conclusion, I hope to see many of you at the upcoming Judging School and Flight Judged Meet in September.

So long for now, Bill Armstrong

ARBORS DISPLAY



2012 National Convention

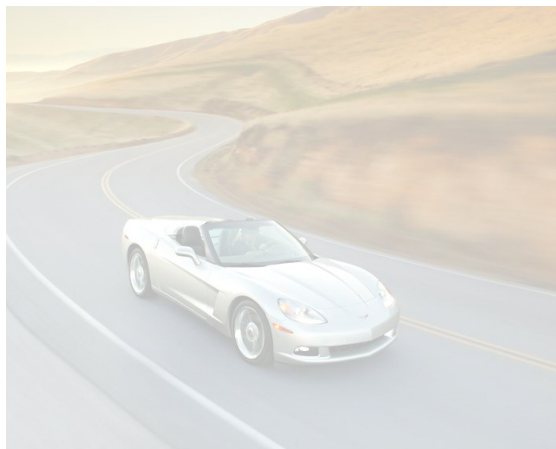


San Diego 2012





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San Diego National Convention - June 31st – July 4th



BY Mark & Mary Tulley

The San Diego Convention certainly lived up to expectations. The weather was great, in the low 70's during the day and 60's at night with very low humidity. The Metro L. I. Chapter was well represented with ten members and their wives in attendance.

The California Chapters did an excellent job. The Town and Country Resort was picturesque, with great restaurants and a carpeted Exhibit Hall for the Flight Judging. The Seminars provided were well attended. I particularly liked the Corvette Wheel Alignment class.

San Diego kept us all very busy besides the judging and seminars. We went to Balboa Park, the Aircraft Carrier Midway, the Gaslight District and the world famous San Diego Zoo. The San Diego transit system of trolley's and buses are inexpensive and makes it very easy to get around town.

The Metro L. I. Chapter received it's 8th consecutive Chapter Top Flight Award. Four of our members also received individual awards. Dennis and Donna Crupi received the NCRS Foundation Award, Anthony Cottone received his 200 point judging award and I received my 300 point level award.

The 2013 Convention will be held in Hampton, Virginia July 21st to July 26th. The Metro L. I. Chapter will be conducting a Road Tour to the convention, details to follow.

Look forward to seeing our members there.

Event Flyers, Chapter Pictures, Chapter Newsletters, Contact Information, Upcoming and past events are all available at:

www.metroli.org



Webmaster's Message By Hank DeMartino

If you are one of the 1,200 or so visitors to www.metroli.org during the last 30-days, then you know we have a brand new look! The new site has been completely rewritten in HTML 4.01 and the code has been validated to ensure compatibility with various browsers.

We've also added a new *Friends & Sponsors* page that highlights our Chapter's benefactors. And don't miss our new *Links* page that can take you to other Corvette related organizations and websites with interesting facts and technical information.

As always, our *Photo Gallery* is up to date with the latest photographic documentation of our Chapter events. You also have access to past issues of Metro Lines on our *Newsletter Archive* page.

I hope you enjoy our new website and visit it often.

FORE SALE: 1997 CORVETTE, 92,000 MILES, AUTOMATIC, 8K IN MODS.

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INFORMATION WANTED: Looking for any information, sales brochures, posters, etc. that pertain to the 1986 Malcolm Konner Commemorative Edition Corvette. Contact Bill Hermanek # 31363, bhermanek@aol.com

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1967 Corvette Sport Coupe 427/435 HP

Owned By: Matthew and Margie Kochman

Port Jefferson, New York

This is the most original, well-preserved, unrestored 1967 Corvettes in existence today. It is known as "The Old Bill Locke Car" as it was discovered in 1978 by Mr. Bill Locke, who then became its 3rd owner. At the time the car only had 16,500 miles on it. Today, 34 years later, it is showing 17,246 original miles. It still has the new car smell inside and is one of the lowest mileage '67 Big Block Corvettes known. It is completely original right down to the tires, and the spare has never been on the ground (except for judging).



This beautiful Marina Blue 427-435 Coupe was ordered new from Cargill Chevrolet in Putnam, Connecticut by John Greb, who worked there as a mechanic. In 45 years, it has changed hands only 6 times. It is the flagship of the Kochman's collection and we feel both blessed and fortunate to have found and purchased this extraordinary example in 2003.

We are very new to the Corvette hobby and you might say it's been a bumpy road. Being bitten by the bug it was inevitable that we would cross paths with one of the finest Corvette restorers in the country, Kevin Mackay of Corvette Repair in Valley Stream, New York. We brought our first Corvette, a silver '61, to Kevin for an evaluation and to do some work to bring it to the next level. Much to our dismay, in less than 5 minutes he told us that it was a "stamper". We sold it back to the dealer we bought it from and be-

gan our search for a "real" car. We became friendly with Kevin, who checked out several other cars, but no luck. Then the December 2003 Hemmings came out and there it was. It sounded too good to be true. I called Kevin and read the ad to him. He said, "I know that car very well, in fact I judged the Chassis at Bloomington in 2002. It's a great car... Buy It!!" Kevin knew Joe DeMesy, the previous owner, and he arranged everything. We bought the car sight unseen from the pictures; it was shipped up from Texas. We didn't get to see it for 4 months. When we finally saw it, it was all that Kevin said and more. Today we are very close with Kevin and wouldn't think of buying a car without his stamp of approval.

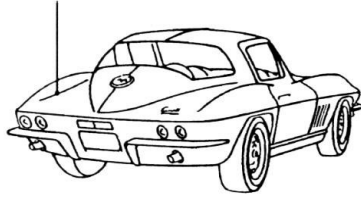


The nicely optioned car is equipped with side mounted exhaust, F41 suspension, tinted glass, 4:11 Positraction, 4-speed close ratio transmission, AM/FM radio, transistor ignition and, of course, the awesome 427/435 horse engine. Documentation for the car includes the original tank sheet (which is still on the tank), the original window sticker and the complete owner history back to new.

Prior to our acquisition this coupe was Bloomington Gold Certified, Bloomington Gold Benchmark, Bloomington Gold Survivor and it was in the Bloomington Gold Special Collection. Since the momentous date when the coupe was delivered to us, it has been awarded 2 NCRS Top flights (one regional), it was in the NCRS Gallery at Carlisle in 2004 as well as the Bloomington Gold Hall of Fame in 2005. It earned the Chevy Gold Spinner in Chicago making it a Vette Fest Triple Crown Car.

Since then the car has been displayed in several Concours including the prestigious Radnor Hunt Concours D'Elegance. We hope to have this beauty on the road this coming year.

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Rear Storage Compartment Date Codes.

By John Waluk

This article is about the dates that were used on the fiberboard compartment that was placed in the recess behind the passenger seat during the years 1968 to 1978. The compartments themselves changed over the years in size and shape but that is a whole story by itself. When you look in the judging manuals for these years there is very little information about the rear storage compartment. Basically it functioned as a storage bin for whatever you wanted to put into it. The center compartment behind the seats was the actual glove box for the vehicle as it could be reached from either seat.

Not all boxes had dates stamped on the bottom. I have seen boxes with the date stamp on the side and every once in awhile the number will be stamped on the inside before the flocking was sprayed on the inside.

If you try to look up the number in a parts catalog you will never find it as the numbers pictured below are not part numbers.

The first number is usually the shift number and it is usually a 2 or 3. The next series of numbers will be the date; month, day and year.

Using the number in picture (A) 3050273.

3 would be the shift number 3rd shift, 05 would be the month May, 02 would be for the 2nd day of the month, 73 would be last two digits from 1973.

Using the number in picture (B) 5082669#.

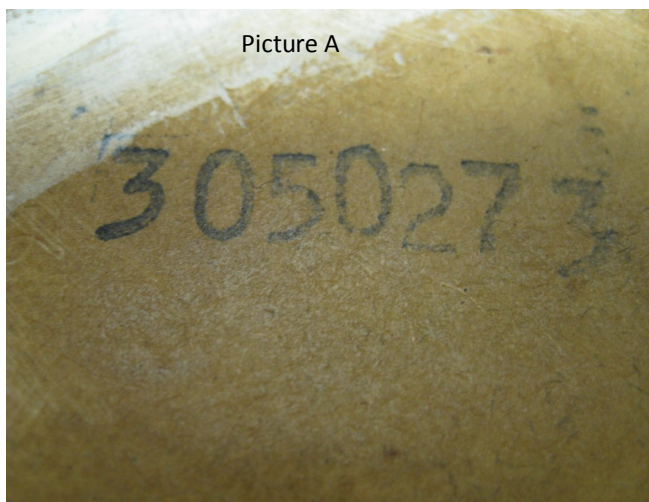
This one is unique and why judging is a learning process. This number would make no sense to most people.

5 most likely is an error and should be a 2. When the numbers are placed in the holder they are reversed so when they are pressed onto the object they read correctly. 08 would be the month of August, 26 would be for the 26th day of the month, 69 would be the last two digits from 1969. Also note that the 9 is the same as the 6 just upside down. The # symbol was placed there for some unknown reason by the person changing the date. The fonts are also different between the two pictures. These were just rubber individual numbers that were placed into a holder that you can still pick up at your local office supply store.

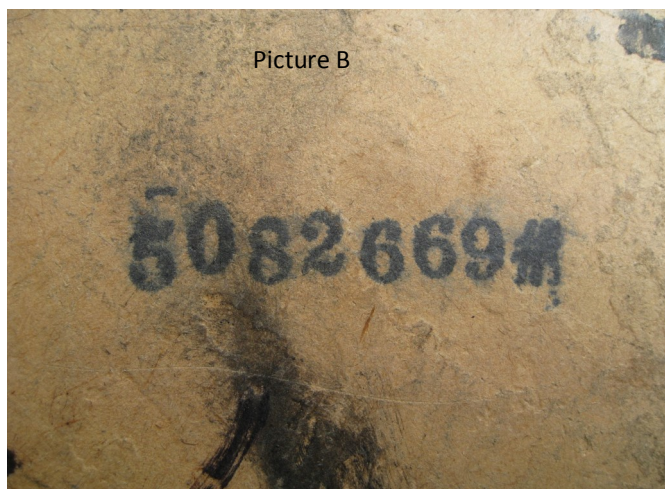
Using a made up number 2112370

2 would be the shift number 2nd shift, 11 would be for the month of November, 23 would be for the 23rd of the month, 70 would be the last two digits from 1970

Picture A



Picture B





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Membership in the Metro Long Island Chapter of the NCRS is open to all members of the NCRS National Organization. Dues are \$30 for one-year membership or \$50 for two years.

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Commercial advertising rates are for a full year, January - December.

These ads do not have to be Corvette-related. They will run in every issue.

Full page - \$150 Half page - \$100 Business card - \$35

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CORVETTE SMALL BLOCK TUNE UP

By John Waluk & Bob Spinicchia

A few weeks ago Bob and I did a tune up on his very original 1971 Corvette small block. He ordered the correct dates wires from one of the suppliers on line and picked up the points, condenser and rotor locally. A complete tune up on a 1971 Corvette is complicated by the factory installed ignition shielding that was used on these cars. It made the engine compartment look very organized and custom with the chrome plated shielding. Some of the wires were also run through shielding on the side of the block below the head and behind the exhaust manifolds and then through the engine mounts. The four forward wires for cylinders 1, 2, 3, 4 run through this shielding. All the wires ran through the shielding from the distributor cap down the rear shielding on the engine to their placement on the spark plugs.

To do the ignition wires all the shielding was removed so we had access to all the clips that hold the wires in place and to remove the spark plugs. It was also removed so the shielding could be cleaned and polished.

The 1971 model year had the cylinders numbers cast into the intake manifold which makes the job a little easier because you can identify the cylinders. If no markings are present one has to remember that the drivers side is 1-3-5-7 and the passenger side is 2-4-6-8 starting from the front of the motor. Also mark the number one plug on the cap as your starting point and the firing order will be Clock-wise 1-8-4-3-6-5-7-2.

We had the front of the car jacked up and supported by jack stands with a wheel chuck at the rear of the car. To remove the passenger side shielding behind the exhaust manifold we lowered the starter and let it rest on the exhaust pipe. There is no need to remove the wires from the starter solenoid but as always disconnect the battery before you do any electrical work.

The wires are a certain length for each cylinder because they have to run through the shielding. Start on one side of the motor and remove one wire at a time and match the length with the new wires by holding them along side each other. At this time change the plug for that cylinder and gap the plug according to the specifications for that spark plug. Then replace the wire you removed with the new wire. The wires that run through the motor mount can be snaked through the mount by attaching a piece of string to the wire and pulling it through the motor mount. Once all the wires have been replaced it is time to change the items in the distributor. The cap can be removed by placing a screwdriver on the metal hold down and when pushing down turn until the clip releases. You now have access to the rotor, points, condenser and more ignition shielding. Remove the rotor by backing out the two screws which will stay attached to the rotor. Now the two piece ignition shielding inside the distributor can be removed by removing the two small screws. If you have a screwdriver with a magnetic tip it will come in handy. The points and condenser will be exposed at this time and they can be removed by loosening the one screw that holds the condenser wire to the points and the one screw which secures the condenser. The points can be removed by removing the two screws that hold it in place.

To install the new parts just reverse the removal and everything should line up. The only adjustment which has to be made will be the dwell and maybe the timing. The points are usually pre set so the car should start. I would advise checking the gap anyway and it is fairly easy to do. If you look at the distributor shaft and the points you will notice the points have a piece of fiber that rubs on the high and low points of the distributor shaft.



To set the point for the initial start up the points should be open .019 (in) when the fiber piece of the points rests on the high point of the distributor shaft. To set the proper gap an Allen wrench and a feeler gauge can be used to double check the setting.

With all the wires and distributor parts in place the car will be started without putting the ignition shielding back on except for the drivers lower shielding which is behind the starter which has to be replaced. The rest will be left off just in case one of the wires were not put on correctly. With the car warmed up the points can be set with a dwell meter and the timing checked. If everything is OK and no further adjustment have to be made the ignition shielding can be replaced which will take about an hour or so to complete. After you do a tune up and if is your first one with ignition shielding now you will know why so many owners took it off and placed it on a shelf in a box. This was especially true if you were a motor head and raced the car and had to change the plugs between runs.



FOR SALE: 1978 Corvette Indy 500 Pace Car. All original in mint condition. Matching numbers L82 (350cu/220hp), Automatic, with only 1,380 miles. Two tone black/silver with silver leather interior. Every factory option included and everything works. All documentation from day one. NCRS Top Flight. Museum quality show piece. Asking \$28,000. Call Andrew 631-642-1833 or visit AandMCorvettes.com for more info and pictures.

ADDRESS CORRECTION REQUESTED



Editor's Note

BY John Waluk

Visit: Metroli.org for updates and info about the chapter and upcoming events

IN THIS EDITION

NOTE: The chapter is now offering a choice of how you would like to receive the newsletter. The original paper copy by mail or receive a copy electronically in color. If you want to receive it electronically just e-mail me with your request.

*****The front cover will now feature a Chapter Members car and a short history. The pictures should be in (JPEG) and submitted by the owner to my e-mail address along with the history. If I receive multiple entries from owners a lottery will decide which picture or pictures will be used. If an owner does not have a digital camera and want to submit pictures I will take the pictures at a judging school or a Chapter meet. Always looking for interesting stories and articles for the Newsletter. If you are working on a car we can use it as a Tech article. Do a little write up with some pictures and I will put it in the newsletter.

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