



**MASON DIXON Blue and Gray  
September 2015**

*~Member ~*

*National Corvette Restorers Society  
(NCRS)*

*~ NCRS TOP FLIGHT CHAPTER OF THE YEAR ~  
Former Winners for Fourteen  
Consecutive Years*

*~ NCRS & Mason Dixon Activities ~  
Judging Events – Rallyes –  
Drags – Cruisin' Nights – Day Trips  
Banquets – Weekend Outings  
Annual Atlantic City Bus Tour*

*~ Charities ~  
Support numerous Charities throughout the  
Great State of Maryland*

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## Chairman's Report

### – John Veen

I am writing this report to you on Labor Day Weekend and, unfortunately, that brings to mind the message that “summer is unofficially over.” Tell that to “mother nature” as she continues to blast us with high temperatures and high humidity - if you're like me, I can handle the heat but the humidity kills me!!! But don't feel bad because “summer is over,” because there's still lots of time to take your Corvette for a spin down the road for a nice LONG drive. Later in this report you'll see some of the events the Chapter offers for the balance of 2015.

Since my last report in late May, the Board of Directors and I have been busy continuing our efforts to fine tune and advertise some of the remaining events and activities for 2015. The list of activities and the contact person(s) can be found on the Mason-Dixon Chapter website at [www.ncrs.org/masondixon](http://www.ncrs.org/masondixon) The Board of Directors and I encourage all Chapter members to attend these activities and events as they are provided to you, the Chapter member, for your enjoyment and to get together with other Chapter members, and most importantly to **“drive your Corvettes!!”**

In my previous report I included a list of events/activities that had previously occurred in early 2015, events/activities that had been approved by the Board of Directors and were already in the “2015 Chapter Calendar of Events,” and a final group that the Board of Directors would consider for inclusion in the “2015 Chapter Calendar of Events.”

Since my last report in May, the Chapter offered and conducted the following events:

- On Wednesday, June 10 there was a Board of Directors Meeting at Jerry Blumenthal's Office in Lutherville, Maryland
- On Saturday, June 20, Steve George led us on a delightful road tour to Friendly Farm Restaurant in Upperco, Maryland. As in previous visits to The Friendly Farm Restaurant everyone enjoyed an outstanding meal and the company of fellow Chapter members. If you have never participated in the road tour and luncheon at The Friendly Farm Restaurant you are missing out on a GREAT activity. Many thanks again to Steve George for a wonderful time!!!
- On Sunday, June 28, Chapter member Len Maiolatesi AGAIN coordinated an outstanding road tour and luncheon with the Bel Air Corvette Club. Everyone who has participated in this road tour and luncheon return again and again because it is such a fun time and the food is delicious. Thanks again to Len for leading this event!!!
- On Saturday, July 25 we held the donation event for the Mount Washington Pediatric Hospital in Baltimore. Due to construction in the hospital parking lot we had to forego the road tour to the hospital. We did have a party at Steve and Eileen Lesser's house and at the party, the Chapter donated a total of \$1,000 to the hospital to continue their fine work. Many thanks to Steve and Eileen for the use of their house and swimming pool for the party
- On Saturday, August 15 the Chapter held a road tour and “Annual Paid-up Membership Luncheon.” Many thanks to Ed and Rosemary Ranier (with an assist from Steve Lesser) for organizing the road tour to The Manor Tavern (a new location for the luncheon). Also, many thanks to Gus Tsamouras for coordinating the luncheon and for working with The Manor Tavern on the luncheon menu – what a delicious luncheon and a GREAT room that was much more conducive to meeting both new and old friends for lunch.

- On Wednesday, August 19 there was a Board of Directors Meeting at Jerry Blumenthal's Office in Lutherville, Maryland
- On Friday, Saturday, and Sunday, August 27- 30 the Mason-Dixon Chapter had spaces at Corvettes at Carlisle. For some reason and from my perspective, it appeared that there were fewer Corvettes this year. Congratulations to Gerry and Daretta Yursis for having their beautiful 1968 L-88 roadster in the NCRS Gallery

In mentioning the NCRS Gallery at Corvettes at Carlisle, I want to send my best wishes for a speedy and complete recovery from surgery to Chapter member Jack Mason. You may recall my e-Mail message that Jack could not place his 1963 red Corvette roadster in the NCRS Gallery due to a health issue that arose immediately preceding Corvettes at Carlisle. I spoke with Jack a few days ago and everything appears to be on the "right track" for a complete recovery. Please be sure to pass on your well wishes to Jack.

The following is a list of the remaining events/activities on the Mason-Dixon Chapter "2015 Chapter Calendar of Events." You will most probably recognize some of these activities as they have been conducted by the Chapter previously. Although all of these activities are listed on the Chapter website, this serves as a gentle reminder of what the Chapter is offering to you, the Chapter member, for the balance of 2015.

- **Saturday, September 19** - Judging event at Gerry Yursis' "Thunder Valley Garage, Parkton, Maryland. If you are interested in judging or for additional information, please contact Rick Aleshire, Mason-Dixon Chapter Judging Chairman at 410-551-4976 or [mdninja@hotmail.com](mailto:mdninja@hotmail.com)
- **Saturday, October or November (specific date to be determined)** - Road tour to Hagerstown Aviation Museum, continuing to Brunswick, Maryland for lunch at Bats in the Belfry Restaurant, followed by a visit to the Brunswick Heritage Railroad Museum. Please RSVP to John Veen at 301-363-8408 or [jsveen01@comcast.net](mailto:jsveen01@comcast.net). The plan is to meet at the "Park and Ride" on Route 27 in Mount Airy for the road tour to Hagerstown Aviation Museum. More specific information on the road tour route will be provided at a later date.
- **Sunday, November 8, 10:00 a.m.** - Road Tour to Wyncote Country Club, Oxford, Pennsylvania with Bel Air Corvette Club for brunch. Please RSVP to Len Maiolatesi at 443-910-4727 or [65vettes@zoominternet.net](mailto:65vettes@zoominternet.net) for reservations and information.
- **Saturday, November 21 at 6:00 p.m.** - Fall Dinner General Membership Meeting – Liberatore's Restaurant – More specific information will be provided soon - Please RSVP to Tim Davis at 410-598-3746 or [tgdvs@earthlink.net](mailto:tgdvs@earthlink.net) for reservations and information

Based on the above listings, both for the events/activities that have been conducted AND also those that have yet to be conducted, you can see that the Chapter offers MANY different things to do, most of which involve driving your Corvettes. These activities cannot be successful if you don't PARTICIPATE. We need your support by attending and also by helping out at these events. With that in mind, I AGAIN want to thank the following Chapter members for leading the following Chapter activities: Steve George - Road Tour and lunch at Friendly Farm Restaurant; Len Maiolatesi - **two** Road Tours and brunches at Wyncote Country Club; Steve and Eileen Lesser - Mt. Washington Pediatric Hospital donation event, swim party, and lunch; Ed and Rosemary Ranier, Nick Giampetro, and Gus Tsamouras - Road Tour and Paid-Up Membership Luncheon; Tim and Trisha Davis - Fall Dinner General Membership Meeting; and

Jerry and Rona Blumenthal for finding restaurants for our various dinners and for organizing the food for the swim party and lunch for the Mount Washington Pediatric Hospital event. If the Chapter members listed above had not volunteered, there was a danger that those events would NOT be offered, so please be sure to thank them when you see them at a Chapter event/activity.

I look forward to seeing you at as many of Mason-Dixon Chapter events/activities as your schedule allows. I encourage you to drive your Corvettes as much as possible as they are designed "to be driven" and not parked in your garage. When you drive your Corvette, please be sure to drive it safely as we want to see you at Chapter events/activities, and finally, please remember to "Save the Wave."

Sincerely,  
John Veen, Chapter Chairman  
Mason Dixon Chapter, NCRS

**Vice Chairman's Report**  
– **Jim Buckley**

Dear Chapter Members,

Summer is winding down although one would never know it by the temperatures. Carlisle is behind us. Mt. Washington check presentation went quite well with us donations more than ever. With Fall right around the corner we really need more events. Any suggestions? We truly need your input to keep the ball rolling until the foul weather forces us to keep our cars inside. So before it's just looking out the rear mirror at what has passed us by, let's try to look forward to new ideas. Places to go, things to do and enjoy as a group. Perhaps you have an idea but aren't quite sure. Hey it's OK just drop an e-mail or talk to a board director and we'll try to make it happen. Amongst all of us we should be able to come up with lots of places/ideas. Thank you for your cooperation. Best to all, Vice chairman Jim

**Treasurer's Report**  
- **Len Maiolatesi**

As of 08/31/15, our checking account balance was \$13,550.64. Thanks, Len

**Recording Secretary's Report**  
- **Ed Levine**

**Minutes of the Board of Directors Meeting**  
Mason-Dixon Chapter of the N.C.R.S.  
at the office of Jerry Blumenthal  
Lutherville, Maryland  
Wednesday, August 19, 2015

**Attendance**

John Veen, Jim Buckley, Len Maiolatesi, Rick Aleshire, Ed Levine, Tim Davis, Jerry Blumenthal, and Gus Tsamouras.

**Call to Order**

After a light dinner, John Veen called the meeting to order at 7:35 p.m.

### **Reading of the Minutes**

John Veen asked for a motion to accept the minutes of the June 10, 2015 Board of Directors Meeting. A motion, to accept the minutes, as submitted, was made by Rick Aleshire, seconded by Jerry Blumenthal, and unanimously approved.

### **Chairman's Report – John Veen**

John made the following comments:

- Thanked Tim Davis and Gus Tsamouras AGAIN for bringing the dinner
- Thanked Steve George for coordinating the road tour and luncheon at The Friendly Farm Restaurant on June 20 - good turnout and a very nice road tour from “Four Corners” to the restaurant
- Thanked Len Maiolatesi for coordinating the road tour and luncheon to Wyncote Country Club in Oxford, Pennsylvania with the Bel Air Corvette Club on June 28 - good food and again, nice road tour
- Have not heard too much about the NCRS National Convention in Denver, Colorado - when I do hear something I will be sure to pass the information to the Chapter members
- The donation event for the Mount Washington Pediatric Hospital was held at Steve and Eileen Lesser's house due to construction at the hospital - a total of \$1,000 was made to the hospital from the Chapter and by various Chapter members' additional donations - thanks to Steve and Eileen for the use of their house AGAIN!!
- Good turnout for the “Paid-Up Membership Luncheon - a total of 54 members attended - good job on the road tour/caravan by Ed and Rosemary Ranier and Steve Lesser - kudos to Gus Tsamouras for his work with The Manor Tavern to coordinate the event - thanks to Steve and Eileen Lesser for handling reservations and for the birthday cake for Gerry Yursis
- E-Mails to Chapter members
  - o June 10 Board of Directors' Meeting Minutes
  - o Donations by Chapter individual members to the Mount Washington Pediatric Hospital
  - o Paid-Up Membership Luncheon
  - o Corvettes at Carlisle
- Other Activities
  - o Spoke with Carlton Colclough, NCRS Public Relations Manager asking what information/paperwork is necessary to obtain a matching contribution from NCRS for the “Carroll County Young Marines” - submission of two requests for matching funds from NCRS National does not affect the matching funds contribution for the Mount Washington Pediatric Hospital
  - o Received additional NCRS Information cards for car shows, cruise-ins, etc.
- Upcoming activities

- Corvettes at Carlisle - August 28 – 30
  - Stop by the Mason-Dixon Chapter space at Row I - spaces 29 and 30
  - Also visit the NCRS Gallery in Building “G” (near the Main Entrance) to see two (2) Mason-Dixon member Corvettes - Jack and Cynthia Mason’s beautiful ’63 roadster and Gerry and Daretta Yursis’ ’68 L-88 roadster
- Mason-Dixon Judging Event - September 19 at Thunder Valley Garage – judging Gus Tsamouras’ ’70 maroon coupe

#### **Vice Chairman’s Report – Jim Buckley**

- Reported that the Vice Chairman's paperwork is up-to-date

#### **Treasurer’s Report – Len Maiolatesi**

- Announced that, as of August 18, 2015, there was a balance of \$13,604.48 in the Chapter Treasury. Report to the board on expenditures since last meeting.

#### **Membership Chairman’s Report – Len Maiolatesi**

- Reported that the Chapter has 103 members

#### **Recording Secretary’s Report – Ed Levine**

- Indicated that he appreciates the continuing assistance he has received from other Board members

#### **Judging Chairman’s Report – Rick Aleshire**

- Asked that anyone with a technical article for the newsletter should contact him
- Presented details for the next judging event, on September 19, at Thunder Valley Garage – judging Gus Tsamouras’ ’70 maroon coupe

#### **Social Activities Chairman’s Report – John Veen and Gus Tsamouras - Work Conducted since last BoD Meeting:**

- Finalized the donation event with Tom Paullin, VP at Mt. Washington Pediatric Hospital regarding the July 25 event date - decided to hold event at Steve and Eileen Lesser’s house due to uncertainty of parking lot construction
- Finalized the location of the Paid-Up Membership Luncheon - The Manor Tavern - many thanks to Jerry Blumenthal, Steve Lesser, and Gus Tsamouras for their work in obtaining menu proposals for the prospective restaurants

#### **Co-Webmasters’ Report - Tim Davis and Gus Tsamouras**

- Reported that they are meeting regularly to discuss website issues and improvements

#### **Historian’s Report – Jerry Blumenthal**

- Indicated he has many photos that are available for review by the membership

#### **Welfare Report – Ed Levine**



- Best get well wishes to Jack Mason after his recent heart attack.
- Best get well wishes to Ed Ranier after his recent back surgery.
- Congratulations to Cyndy Allen on becoming a grandmother again. Her newest granddaughter has been named Vivianne Mia Michele.
- Please send any news of a personal nature that Chapter members would like included in this section of the Meeting Minutes

### **Old Business**

- We will continue to follow the “new” agenda we used at the two previous Board Meetings held in 2015
- Asked Tim Davis if he had any new information/prices on Mason-Dixon Chapter apparel. Tim Davis indicated that he will be contacting an embroiderer that Gus Tsamouras had recommended, an embroiderer that Steve Lesser recommended, and one that he I knows (who has responded to my inquiries since our meeting). I will forward pricing to the BOD as they are received.

### **New Business**

- Asked the BoD to decide whether or not the Chapter would purchase “Word” software for Ed Levine, Chapter Recording Secretary. Ed Levine commented that the current procedure, without Ed having “Word,” and he indicated that because of that he does not need the Chapter to purchase the software at this time. A motion was made by Jim Buckley and seconded by Jerry Blumenthal. The motion was passed unanimously.
- Asked Tim Davis and Gus Tsamouras, Co-Webmasters, to add both NCRS National dues and Mason-Dixon Chapter dues information under the “Join” tab on the Chapter website
- Events on the Chapter website and contents of announcements
  - Reminded Tim Davis and Gus Tsamouras to include a RSVP dates for EVERY event - also that information should be provided by the event/activity coordinator
  - Asked Len Maiolatesi if the Road Tour to Wyncote Country Club in November had been canceled. If “Yes” the entry on the Chapter website should be deleted
  - “RSVP Information” for Fall Dinner Membership Meeting needs to be added
  - Tim Davis commented that he and his wife Trisha will contact Liberatore’s restaurant to determine availability of the room and the pricing. This information will be forwarded to the Board of Directors when the information is received.

### **Other Comments**

- John Veen asked if anyone had any comments about personal events from Chapter members that we can include in the meeting minutes

### **Adjournment**

- A motion to adjourn the meeting was made by Rick Aleshire, seconded by Jerry Blumenthal, and unanimously approved. The meeting was adjourned at 8:54 p.m.

Respectfully submitted,



Ed Levine

Recording Secretary

Mason-Dixon Chapter NCRS

Web site: [www.NCRS.org/masondixon](http://www.NCRS.org/masondixon)

If you want to send a note through Yahoo, just e-mail the note to:

[mdncrs@yahoogroups.com](mailto:mdncrs@yahoogroups.com)

To start sending messages to members of this group, simply send e-mail to

[MDNCRS@yahoogroups.com](mailto:MDNCRS@yahoogroups.com)

If you do not wish to belong to MDNCRS, you may unsubscribe by sending an e-mail to

[MDNCRS-unsubscribe@yahoogroups.com](mailto:MDNCRS-unsubscribe@yahoogroups.com)

If you are a member of other Yahoo e-mail lists, you may see and modify all of your group settings at:

<http://groups.yahoo.com/mygroups>

## Membership Chairman's Report

### - Len Maiolatesi

We currently have 103 members. Please remember to pay your National NCRS dues before your membership expires. REMEMBER: You must be a current member of NCRS to remain a member of Mason Dixon. An invoice for your 2016 Mason Dixon dues will be emailed to you on November 1, 2015. Please pay that when you receive my email. Thanks, Len

## Judging Chairman's Report

### - Rick Aleshire

Well, in the area of judging, Mason Dixon hosted a summer judging meet at Tony's Corvette Shop in Gaithersburg, MD on June 14<sup>th</sup>. We had a good showing from our Chapter judges who judged THREE Mason Dixon member cars, along with an Australian-member whose car was restored at Tony's Corvette Shop. I am happy to announce that all four cars were judged TOP FLIGHT!



1958 – Dan Mazerrati



1963 – Joe Caruna



1964 – Tony Avedisian



1965 – Nelson Smith

We also were provided a very entertaining discussion and question/answer session with Tony Avedisian as he discussed the various rolling changes in many midyear parts. Tony had original parts as well as reproduction parts for each of us to compare. And, of course we did what Mason Dixon is known for – we ate a lot of donuts, drank a lot of coffee and also had some great subs at lunch!



## **Social Activities Chairman's Report**

### **John Veen and Gus Tsamouras, Co-Chairmen**

As we mentioned in our previous report, the “2015 Chapter Calendar of Events” includes many Chapter events/activities for which we needed individual activity coordinators. Because of this need, a number of changes in the management of the Social Activities Program were required. One of the changes resulted in the need for the oversight of all Chapter events/activities. What that means is that we (John and Gus) will not only oversee the overall events/activities, one of us may make the initial contact with prospective venues or service providers for each event/activity. Once the event/activity has been initiated, the event/activity will be transferred to the individual event/activity coordinator. This was a major change from how the program was previously operated.

Well, so far, we survived the “transition” and we are happy to report that we are moving forward with our “new” management of the Chapter events/activities. As this was a significant change in how events/activities are managed, we needed to recruit Chapter members to lead/coordinate individual single Chapter activities. As we were successful in finding Chapter members to serve as activity coordinators, we need to thank those Chapter members who volunteered to help. Because of their willingness to lead and coordinate an event or activity, we can now state that all of the scheduled Chapter events/activities have a coordinator. We would like to thank the following Chapter members for stepping forward:

- Rona Blumenthal - talking to Chapter members at the Fall Dinner General Membership Meeting and convincing them to lead a Chapter activity;
- Steve George - Road Tour and lunch at Friendly Farm Restaurant;
- Len Maiolatesi - **two** Road Tours and brunches at Wyncote Country Club;
- Steve and Eileen Lesser - Mt. Washington Pediatric Hospital donation event, swim party, and lunch;
- Ed and Rosemary Ranier and Nick Giampetro - Road Tour and Paid-Up Membership Luncheon;
- Tim and Trisha Davis - Fall Dinner General Membership Meeting; and
- Jerry Blumenthal - finding restaurants for our various dinners, organizing the food for the swim party and lunch after the Mt. Washington Pediatric Hospital event, and solving the problem of where to hold our Board of Directors' Meetings.

At the risk of duplicating information that appears in other reports in this newsletter, we want to make sure that you, the Chapter members, are aware of what Chapter events are upcoming so that you can plan your calendars accordingly. Here is a list of the Chapter events/activities that will be available for the balance of 2015:

- **Sat., October or November (specific date to be determined)** - Road tour to Hagerstown Aviation Museum, continuing to Brunswick, Maryland for lunch at Bats in the Belfry Restaurant, followed by a visit to the Brunswick Heritage Railroad Museum. Please RSVP to John Veen at 301-363-8408 or [jsveen01@comcast.net](mailto:jsveen01@comcast.net). The plan is to meet at the “Park and Ride” on Route 27 in Mount Airy for the road tour to Hagerstown Aviation Museum. More specific information on the road tour route will be provided at a later date.
- **Sunday, November 8, 10:00 a.m.** - Road Tour to Wyncote Country Club, Oxford, Pennsylvania with Bel Air Corvette Club for brunch. Meet at 10:00 a.m. at the Harford County School Annex (2209 Conowingo Road, Bel Air, MD 21015) at Rt. 543 and Conowingo Road in Bel Air/Hickory. The caravan of Corvettes (optional) will leave promptly at 10:15 a.m. It is a 45-minute drive straight up Route 1, exiting at Route 10 in Cochranville/Oxford. We will arrive at Wyncote at 11:00 a.m. There will be reserved parking on the right side of the parking lot for the Corvettes. The cost is \$23.00 per person (includes a fantastic brunch, tax & gratuity).

**Directions to meeting location:** Take Route 1 By-Pass in Harford County and turn left on Conowingo Road. Go approximately 1.5 miles, past the 3rd traffic light at Route 543.

If you are interested, please contact Len Maiolatesi at 443-910-4727 or e-mail at [65vettes@zoominternet.net](mailto:65vettes@zoominternet.net) with questions or reservations. **Please RSVP to Len by Oct 25**

- **Saturday, November 21 at 6:00 p.m. at Liberatore’s Restaurant** - Fall Dinner General Membership Meeting - More specific information will be provided soon - Please RSVP to Tim Davis at 410-598-3746 or [tgdvs@earthlink.net](mailto:tgdvs@earthlink.net) for reservations and information

Although we have been successful in finding Chapter members who are willing to lead and coordinate Chapter events, please remember that **the Chapter WILL ALWAYS NEED YOUR HELP so please BE READY TO volunteer to be an event/activity coordinator.** As an event/activity coordinator you most probably will meet other Mason-Dixon Chapter members that you did not know. So, it should enable you to expand your group of friends and strengthen your friendships with other Chapter members which, as we see it, are reasons to join organizations such as the NCRS and the Mason-Dixon Chapter.

Although the weather has changed and is a little cooler, there are still some wonderful days ahead for you to take your Corvettes for a long drive. Remember, when you are out enjoying your Corvette, please be sure to drive your Corvette safely and also to “Save the wave!”

#### **Historian’s Report** - Jerry Blumenthal

Folks, we really do need everyone’s help here! This is for everyone to enjoy the past history of our Chapter. If you have any pictures, stories, etc. to share with us all, please let Jerry or any of the BOD know.

#### **Website Coordinator’s Report**

- Tim Davis / Gus Tsamouras

This month we're going to try something new... . Publish the Newsletter in a single PDF file. It seems that many of our club members now have highspeed or broadband internet access, so we're hoping that the download issues of the past, might well be, well, past us! - Let us know if you can't read this.

## **Buying a Collector Car at Auction by Tony Avedisian #9888**

This month's "Tech article" is a little different than normal, as we present an article by Tony Avedisian, long time NCRS and Mason Dixon member on his experience helping others prepare to buy a collector car.

Many car enthusiasts have attended the various car auctions that are out there such as Mecum, Barrett Jackson and R&M. To purchase a car at an auction takes a lot of time and research before you stand on the stage and raise your hand for the next bid. I have put together some suggestions and my thoughts and experience on this process to help anyone who is interested to learn before making a mistake.

### **Tools:**

Have a flash light, flexible mirror, fender cover, digital camera and a fact book/reference books. The digital camera is a wonderful tool that I find when I cannot get my head in the area to look the camera can get a picture that I can instantly view. Also, the nice thing about a digital camera is when taking a picture of an engine stamping you can enlarge the picture on the screen and see broach marks and other flaws you cannot see with the naked eye.

### **Preparation:**

What I have found helpful is to have a specific year of car and options in mind. What I tell customers/friends is, every time you walk into your garage and see your car, I want you to be just as excited as the day you bought the car. You do not want to settle on a car because it is a good deal or that's good enough; you are buying a dream car not a commuter car. If you do not buy the car you love you will always be regretting it. I see to many people who settle for a car then spend lots of money fixing it and in the end are just not happy with their choice of car. Once you have figured this out, which sometimes is not easy, you need to look at all the auction sites and see what is available at auction. Most of the big auction houses have a web site and advertise the cars in Hemming's Motor News and other magazines for upcoming auctions.

Educate yourself on the car you are interested in by looking at as many examples of that particular model year car. Find an expert and consult with them on things to look for when evaluating a car. I have had people who have come to the shop and I brought them through an evaluation on a similar car so they know what to look at when evaluating a car. There is a lot to know and you will not learn everything but what you will learn is the basics to make sure you are getting a solid car. There are organizations such as NCRS to go to and consult with people to give you a better understanding of the car.

One thing I always try to stress to people is if you are buying a car that is older and you owned one in your youth remember the technology of cars has evolved tremendously. The car you drive now is very well engineered and is built to run on today's gas. The car of the 1960s that you owned is not well

engineered as compared to today's car so it is a much cruder ride and handling. We all fantasize about driving the old classic car around but I am always reminded I am older now than when I drove that car 30 years ago so it was much easier for me to handle. Today's gas is a problem if you have an old car so you have to keep this in mind when you purchase a classic car to drive around. This gas topic is a subject in itself that will be addressed in a future article.

### **Research:**

Once I have a few cars in my sight from various auction houses I contact the auction houses and try to get any information they may have. First, I try to see if they know who the owner is and if they will give me that information. Most will not give you that information but I have had some luck with that. Next, get the VIN number and go to various site such as the C2 registry and you may find some postings about your car. Example: I had a 1966 that I researched and googled the VIN number; it went to the C2 registry and I found my car listed with the options it was delivered with and a person who listed the information. I then contacted the person who listed the information on the site and found out they had the original dealer invoice to the car. I felt like I just won the lottery; now I have the original document to the car stating the options that the car was built with along with the delivering dealer and VIN number. It just does not get better than that.

The NCRS is also a good place to research cars. They have a delivery dealer data base that you can pay and find out what dealer the car was delivered to. Once you have that you can try to see what clubs are in that area and contact them or any local car shops. Someone may remember the car and lead to the original owner.

Example: I bought a 1964 N03 (36.5 gallon big tank car) and spent 1 year researching it before the auction. I spoke to all the previous owners and the 2 shops that had worked on the car and I found out the mileage that was on the car had been changed by the last owner. When I went to the auction I confronted the auction house on this and proved that the mileage was incorrect and that they needed to post this on the car and state it at the auction. They did not do a good job at correcting it but I made sure it was made public to avoid anyone thinking the mileage was correct and paying too much for the car.

The important thing here is that I knew what I was buying and was willing to accept the issues that were with the car. I felt I would just correct it once I owned it.

### **Budget:**

This is easier said than done when it comes to a budget. It depends on what the car looks like after the evaluation and where you place it in your desire list. People always ask me is that too expensive for that car? The answer is "it depends." Some cars are just worth more because they have great "bones" and great documentation. It is hard to value something and compare it to a market price because you have not seen what the basis is for the market price. A rust free California frame/birdcage no hit body original engine car is hard to compare to a frame off restoration of a basket case, restamped engine. The frame off may look better but the bones of the other car are much better so you may pay a premium for that car even though the other car may look better. What you need to understand is a car that is more original from the start is worth more even if both are restored.

### **Partner:**

I have found it very helpful to have at least one person with me to help in the process. If you are looking at several cars it is good to get a second opinion on what they think. If you are buying a car for yourself it can be an emotional time and your judgement may not be as clear as it should be. I am an objective buyer but it is still good for someone to say "are you crazy" and then have to defend your reasoning. You also need someone to help you set a price of your maximum bid and then stand next to you to make sure you do not get persuaded to bid more by the auctioneer. This is very easily done by the auction house - they get right in your face, with a TV camera, and tell you just a little more and you will own this beautiful car. You have to mentally distance yourself from the auctioneer and try to see who you are bidding against. I try to slow the bidding process down which is not what the auctioneer wants but it helps keep the price as low as possible. How this works is when they ask for a certain dollar amount bid half of it. They usually will accept your bid and you never know where the next bid is so you could save a lot of money. Try to see who else is bidding on the car. Sometimes if you see who your competition is you can try to assess your chances of winning. For instance I was bidding on a 1953 and the bidding went fast and it was just me and another person. When I looked out in the audience I saw the other bidder was Rick Hendricks (Hendricks Motor Sports) and I thought this is going to be a difficult win. What happened was luck for me and not for him because he hesitated on the next bid and they slammed the hammer for me, not typical! One important thing I learned about bidding is you need to be on the stage. I did not like this because I did not want anyone to see me bidding I thought it could hurt my chances but I learned a valuable lesson standing on the stage. The 1953 I bought (for a customer) I only won because I was on stage and made eye contact with the auctioneer. The person who was their representative and standing in front of me taking the bid was not in control of where the price was bid to on the car I was bidding on. I realized this and made direct eye contact with the auctioneer and he took my bid from then on. What happened was the spotters were not keeping up with the price that was bid and other people thought they had the bid. Me being on the stage had direct contact and won me the car. I found out later that there were people who had not even started bidding on the car and tried to get into the bid but because they were not in sight and there was so much commotion that they did not get recognized and therefore did not get to bid.

### **What is a Shell Bid:**

Most people do not know this but I learned that the auction house has the legal right to phantom bid a car up to its reserve. If they are not getting any bids on the car many times they do not continue to phantom bid because there is no one who is interested in the car and the auction house then asked the seller if they would take less for the car to take off the reserve so there will be more interest. The main reason for shell bidding is to sell the car for the seller. If there are not two people who want the car the second person is the house and therefore they can get to the reserve and sell the car. This is another reason to have another person with you to watch the audience and see who you are bidding against. If it is the house you have more control by reducing the bids and acting as if you are about at the end of your offerings. A lot of times this will tell the auctioneer that there is not much left to shell bid and they may speak to the owner and try to reduce the price on his end to make the sale.

### **Misunderstandings:**

Some people think that because the auctioneer says it is a lower mileage car or that it is a one owner that the information has been verified to be correct, when in fact the auctioneer or auction house is just reading what the seller has told them about the car. The seller could be honest and just telling the auction house what they were told by whom they bought it from. We know this - when you are standing on the judging



field all the originality comes out and it does not matter what you say, it is either correct/original or incorrect.

### **Conclusion:**

My experience with the auction houses has been mixed. There are good deals; you just need to know what they are. It is a lot of fun to go and just observe what is going on. It is one of the best car shows you can go to with all types of cars and the excitement of seeing what they sell for. If you go prepared you will do much better and your experience will be pleasant.



**Official 1988 GM Photo**

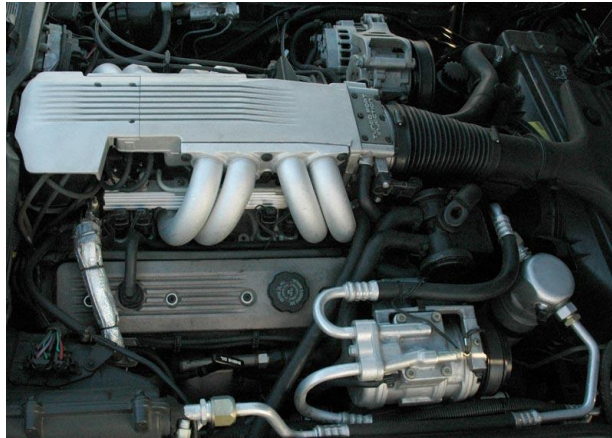
1988 was the 35th anniversary of Corvette production, so a coupe only 35th Special Edition Package (RPO Z01; \$1295.00 and 2050 sold) was available. This option included white paint, in observance of the 1953 Corvettes, with a black roof bow, white leather interior including the steering wheel, white painted wheels along with white door handles and side strip and special badging inside and out.

New additions for the 1988 Vette included carpeted door sills, solution dyed carpet and improved ventilation for coupes. A new muffler system was standard on coupes with the 3.07:1 rear axle ratio, it provided an extra 5 horsepower due to its less restrictive flow. The new muffler system was deemed too loud for the convertible and the 2.59:1 rear axle ratio coupes and was not installed. Standard brake rotors were thickened and front and rear geometry suspension changes were made to improve control during heavy braking. The Z51 option also included a finned power steering cooler, higher spring rates and larger front brake rotors and calipers than 1987.

Of the running-gear changes, the most obvious are the larger wheels and tires, which are standard with the racetrack-oriented Z51 package (only on coupes) or the similar Z52 street setup. Except for such boutique machines as the Porsche 959 and the Lamborghini LM002, the 1988 Corvette is the first car in modern times to be outfitted with seventeen-inch wheels and tires. The tires are 275/40ZR-17 Goodyear



Eagles, mounted on 17 x 9.5 inch wheels — a wider, lower-profile development of the 255/50ZR-16 gatorbacks that are still fitted to the base car.



**Official 1988 GM Photo**

Front hood emblem and side hood emblem were part of the 35th Special Edition Package. The package also included: special white leather interior and steering wheel, seat embroidery, a console plaque and a console mounted sequence number.



**Official 1988 GM Photo**

New wheels decorated the 1988 Corvettes, including (in unchromed form) the standard 16 inchers (below left). Shown above are the optional 17 inch wheels.



Official 1988 GM Photo

### Options

RPO	Description	Production	Price
24S	Removable Roof Panel, blue tint (coupe)	8,332 (36.56%)	\$615
64S	Removable Roof Panel, bronze tint (coupe)	3,337 (14.64%)	\$615
AC1	Power Passenger Seat	18,779 (82.40%)	\$240
AC3	Power Driver Seat	22,084 (96.91%)	\$240
AQ9	Sports Seats, leather	12,724 (55.83%)	\$1,025
AR9	Base Seats, leather	9,043 (39.68%)	\$400
B2K	Callaway Twin Turbo; installed by Callaway, sold and warranted by GM.	125 (0.55%)	\$25,895
B4P	Radiator Boost Fan	19,035 (83.53%)	\$75
C2L	Dual Removable Roof Panels (coupe)	5,091 (22.34%)	\$915
C68	Electronic Air Conditioning Control	19,372 (85.01%)	\$150
D74	Illuminated Driver Vanity Mirror	14,249 (62.53%)	\$58
DL8	Twin Remote Heated Mirrors (convertible)	6,582 (28.88%)	\$35
FG3	Delco-Bilstein Shock Absorbers	18,437 (80.90%)	\$189
G92	Performance Axle Ratio, 3.07:1	4,497 (19.73%)	\$22
KC4	Engine Oil Cooler	18,877 (82.83%)	\$110
MM4	4-Speed Manual Transmission	4,282 (18.79%)	n/a
NN5	California Emission Requirements	3,882 (17.03%)	\$99
UL5	Radio Delete	179 (0.79%)	n/a
UU8	Stereo System, Delco-Bose	20,304 (89.10%)	\$773
V01	Heavy-Duty Radiator	19,271 (84.56%)	\$40
Z01	35th Special Edition Package (coupe)	2,050 (9.00%)	\$4,795
Z51	Performance Handling Package (coupe)	1,309 (5.74%)	\$1,295
Z52	Sport Handling Package	16,017 (70.28%)	\$970
Z6A	Rear Window + Side Mirror Defoggers (coupe)	14,648 (64.28%)	\$165

**Total Production:** 22,789

**Coupe:** 15,382 (67.50%)

**Convertible:** 7,407 (32.50%)

**Notes:** Base Corvette Coupe with 350 cu. in. 245 hp engine and four speed automatic transmission: \$29,489.00.

Base Corvette Convertible with 350 cu. in. 240 hp engine and four speed automatic transmission: \$34,820.00.

### **SERIAL NUMBERS:**

Coupe Serial Numbers: 1G1YY21x2J5100001 to 1G1YY21x2H5122789

Convertible Serial Numbers: 1G1YY31x2J5100001 to 1G1YY31x2H5122789

### **Colors**

Code	Exterior	Quantity	Interior	Soft Top
13	Silver Metallic	385 (1.69%)	Black / Gray / Red / Saddle	Black / White
20	Medium Blue Metallic	1,148 (5.04%)	Blue / Black	Black / White
28	Dark Blue Metallic	1,675 (7.35%)	Black / Saddle	Black / Saddle / White
35	Yellow	578 (2.54%)	Black / Saddle	Black / White
40	White	3,620 (15.88%)	Blue / Black / Gray / Red / Saddle	Black / Saddle / White
40/41	White / Black	2,050 (9.00%)	White	
41	Black	3,420 (15.01%)	Black / Gray / Red / Saddle	Black / Saddle / White
74	Dark Red Metallic	2,878 (12.63%)	Black / Saddle	Black / Saddle / White
81	Bright Red	5,340 (23.43%)	Black / Gray / Red / Saddle	Black / Saddle / White
90	Gray Metallic	644 (2.83%)	Black / Gray	Black / White
96	Charcoal Metallic	1,046 (4.59%)	Gray / Saddle	Black / Saddle / White

Engine Serial Number

1988 Corvette engines have the last six digits of the VIN stamped on the block after the engine number. The date code the engine was manufactured was also cast into the block. The engine serial number includes a production sequence number starting with 0001001 and one of the suffixes below.

Code	Engine	Horsepower	Compression	Transmission	Fuel Supply	Extra features
ZMA	L98 350-cid V-8	240/245-hp	9.5:1	Turbo Hydramatic Automatic	Tuned Port Injection	
ZMD	L98 350-cid V-8	240/245-hp	9.5:1	Turbo Hydramatic Automatic	Tuned Port Injection	Engine Oil Cooler
ZMC	L98 350-cid V-8	240/245-hp	9.5:1	Manual	Tuned Port Injection	Engine Oil Cooler
Callaway	Chevrolet engine coding was replaced:					

(RPO B2K) First two digits: model year  
Next three digits: Callaway sequence number  
Last four digits: last four digits of vehicle identification number

Dimensions		
	Coupe	Convertible
Wheelbase (in.)	96.2	
Track Frt/Rear (in)	59.6 / 60.4	
Length (in.)	176.5	
Width (in.)	71.0	
Height (in.)	46.7	46.6
Ground Clearance (in.) (minimum)	4.7	
Curb Weight (lbs)	3330	NA
Weight/Power (lbs/bhp)	14.0	
Coefficient of Drag	0.33	NA
Weight Dist. F/R (%)	51/49	50.2/49.8
Coolant Capacity (qt.)	14.6	
Fuel Capacity (gal.)	20.0	
Oil Capacity (qt.)	4.5	
Engine Specifications		
	L98	
Type	Overhead valve, pushrod V8, 2 valves/cylinder, cast iron block, aluminum heads	
Bore	4.00 in	
Stroke	3.48 in	
Displacement	5.7L / 350 ci.	
Compression Ratio	9.5:1	
Horsepower	245 hp @ 4,300 rpm (coupe w/ 3.07:1 axle) 240 hp (convert.)	
Torque	340 lb-ft @ 3,200 rpm	
Redline (RPM)	NA	
Induction System	Bosch Multi-Point Fuel Injection	

Miscellaneous	
Brakes	
Type	ABS Power-assist vented discs
Front Rotors (diam)	11.5 in. (13.0 in. - RPO Z51)
Rear Rotors (diam)	11.5 in. (12.0 in. - RPO Z51)
Wheels and Tires	
Wheel Size (Front)	16 x 8.5 in. 17 x 9.5 in (RPOs Z51/Z52)
Wheel Size (Rear)	16 x 8.5 in. 17 x 9.5 in (RPOs Z51/Z52)
Wheel Type	5-bolt, cast alloy
Tire Make/Size	Goodyear Eagle VR50, P255/50VR-16 Goodyear Eagle ZR, P275/40ZR-17 (RPOs Z51/Z52)

Transmission		
	Automatic	Manual
Type	4-Speed	4-Spd. Doug Nash w/ OD
Gear Ratios		
1st	3.06	2.88 (1.93 OD)
2nd	1.63	1.91 (1.28 OD)
3rd	1.00	1.33 (0.89 OD)
4th	0.70	1.00 (0.67 OD)
Reverse	NA	NA
Axle Ratio	2.59, 3.07 (RPO G92: 3.07)	

## **Komedy Korner**

### **SEX AT 73**

I just took a leaflet out of my mailbox, informing me that I can have sex at 73. I'm so happy, because I live at number 71. So it's not too far to walk home afterwards. And it's the same side of the street. I don't even have to cross the road!

### **Answering machine message**

"I am not available right now, But thank you for caring enough to call. I am making some changes in my life. Please leave a message after the beep. If I do not return your call, you are one of the changes."

My wife and I had words, but I didn't get to use mine.

Frustration is trying to find your glasses without your glasses.

Blessed are those who can give without remembering and take without forgetting.

The irony of life is that, by the time you're old enough to know your way around, you're not going anywhere.

God made man before woman so as to give him time to think of an answer for her first question.

I was always taught to respect my elders, but it keeps getting harder to find one.

Every morning is the dawn of a new error.

Aspire to inspire before you expire.

I love calling Comcast because my internet is not working and they tell me to go to the internet to get my answer.

### **What Nationality Were Adam and Eve?**

A Briton, a Frenchman and a Russian are viewing a painting of Adam and Eve frolicking in the Garden of Eden.

"Look at their reserve, their calm," muses the Brit. "They must be British."

"Nonsense," the Frenchman disagrees. "They're naked, and so beautiful. Clearly, they are French."

"No clothes, no shelter," the Russian points out, "they have only an apple to eat, and they're being told this is paradise. They are Russian."

### **10 Things You Never Hear in Church**

1. Hey! It's my turn to sit in the front pew!

2. I was so enthralled, I never noticed your sermon went 25 minutes over time.



3. Personally I find witnessing much more enjoyable than golf.
4. I've decided to give our church the \$500 a month I used to send to TV evangelists.
5. I volunteer to be the permanent teacher for the Junior High Sunday School class.
6. Forget the denominational minimum salary. Let's pay our pastor so he can live like we do.
7. I love it when we sing hymns I've never heard before!
8. Since we're all here, let's start the service early.
9. Pastor, we'd like to send you to this Bible seminar in the Bahamas.
10. Nothing inspires me and strengthens my commitment like our annual stewardship campaign!

### **Two Hindu Puns**

Two Hindu swamis were in conversation.

One said to the other, "How did you like my latest book, 'The Art of Levitation'?"

His companion replied, "It kept me up all night."

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A Hindu devotee asked God, represented by the multi-armed Lord Narayana, this question.

"My dear Lord," he said. "I understand that you have innumerable inconceivable potencies. But out of all of them the energy of light seems to be the most amazing. Light pervades the spiritual world, it illuminates the material universes, and life is impossible without it."

He continued, "I would like to know how you make it work."

"Oh, that's easy," was the reply. "Many hands make light work."

### **Dead Atheist**

**Q:** What do you call a dead atheist? **A:** Someone all dressed up with nowhere to go!

### **A Priest's Job Promotion**

A Catholic priest and a rabbi were chatting one day when the conversation turned to a discussion of job descriptions and promotions.

"What do you have to look forward to in terms of being promoted?" asked the rabbi.

"Well, I'm next in line for the Monsignor's job," replied the priest.

"Yes, and then what?" asked the rabbi.

"Well, next I can become a bishop."

"Yes, and then?"

"If I work real hard and do a good job as bishop, it's possible for me to become an archbishop." "OK, then what?"

Exasperated, the priest replied, "With some luck and real hard work, maybe I can become a cardinal."

"And then?"

Growing angry, the priest responded, "Well, with lots and lots of luck and some real difficult work, if I'm in the right places at the right times and play my political games just right, maybe, just maybe, I can get elected Pope."

"Yes, and then what?"

"Good grief!" shouted the priest. "What do you expect me to become, GOD?"

"Well," responded the rabbi, "One of our boys made it!"

### **A Recently Spotted Bumper Sticker**

"My life goal is to piss off Brahma so much that I won't need another life goal."

### **You Fool**

A pastor was opening his mail one morning and one envelope had only a single sheet of paper with a single word printed on it: "FOOL!"

The following Sunday the priest announced, "I have known many people who have written letters and forgotten to sign their name. But this week I received a letter from someone who signed his name and had forgotten to write a letter."

### **Row, Row, Row Your Boat?**

A student was asked if he knew what Roe v. Wade was about. He answered that he thought it was the decision George Washington had to make when he decided to cross the Delaware.

### **Real Church Signs**

Do not wait for the hearse to take you to church.

If you're headed in the wrong direction, God allows U-turns.

If you don't like the way you were born, try being born again.

Looking at the way some people live, they ought to obtain eternal fire insurance soon.

### **Mother Teresa's Heavenly Experience**

When Mother Teresa died and went to heaven, God greeted her at the Pearly Gates.

"Be thou hungry, Mother Teresa?" asked God.

"I could eat," Mother Teresa replied.

So God opened a can of tuna and reached for a chunk of rye bread and they began to share it. While eating this humble meal, Mother Teresa looked down into Hell and saw the inhabitants devouring huge steaks, lobsters, pheasants, and pastries. Curious, but deeply trusting, she remained quiet.

The next day God again invited her to join him for a meal. Again, it was tuna and rye bread. Once again, Mother Teresa could see the denizens of Hell enjoying lamb, turkey, venison, and delicious desserts. Still she said nothing.

The following day, mealtime arrived and another can of tuna was opened. She couldn't contain herself any longer.

Meekly, she asked, "God, I am grateful to be in heaven with you as a reward for the pious, obedient life I led. But here in heaven all I get to eat is tuna and a piece of rye bread and in the Other Place they eat like emperors and kings! I just don't understand it..."

God sighed. "Let's be honest Terry," he said, "For just two people, it doesn't pay to cook."

### **Church Marquee**

Worry is interest paid on trouble before it is due.

Under same management for thousands of years.

### **As I age, I realize that:**

1. I talk to myself, because sometimes I need expert advice.
2. Sometimes I roll my eyes out loud.
3. I don't need anger management. I need people to stop pissing me off.
4. My people skills are just fine. It's my tolerance of idiots that needs work.
5. The biggest lie I tell myself is "I don't need to write that down, I'll remember it."
6. When I was a child I thought nap time was punishment. Now it's like a mini vacation.
7. The day the world runs out of wine is just too terrible to think about.
8. Even duct tape can't fix stupid, but it can muffle the sound!
9. Wouldn't it be great if we could put ourselves in the dryer for ten minutes; come out wrinkle-free and three sizes smaller.

10. If God wanted me to touch my toes, he would've put them on my knees.
11. When the kids text me "plz" which is shorter than please. I text back "no" which is shorter than "yes".
12. At my age "Getting lucky" means walking into a room and remembering what I came in there for.

### **American-Yiddish Dictionary**

**JEWBILATION** - Pride in finding out that one's favorite celebrity is Jewish.

**TORAHFIED** - Inability to remember one's lines at one's Bar or Bat mitzvah.

**CHUTZPAPA** - A father who wakes his wife at 4:00 AM so she can change the baby's diaper.

**DISORIYENTA** - When Aunt Sadie gets lost in a department store and strikes up a conversation with everyone she passes.

**MISHPOCHAMARKS** - The assorted lipstick and make-up stains found on one's face and collar after kissing all one's aunts and cousins at a reception.

**ROSH HASHANANA** - A rock 'n roll band from Brooklyn.

**FEELAWFUL** - Indigestion from eating Israeli street food.

**KINDERSCHLEP** - To transport other kids in your car besides yours.

**OYVAYSMEAR** - What one says when the cream cheese squeezes out of the bagel and falls on your clean pants.

**JEWDO** - A traditional form of self-defense based on talking one's way out of a tight spot.

### **Confucius say**

"Man who drive like hell bound to get there."

"Man who live in glass house should change clothes in basement."

"Women who put detergent on top shelf, jump for Joy!"

"Never argue with fool...he may be doing the same thing."

"Best time to buy new mattress, at first sign of spring."

"Adults are just wrinkled kids who owe money."

"An old grave digger is called an Elderberry."

"People who have gift of gab, not know how to wrap it up."

"Time flies like arrow. Fruit flies like bananas."

"A man who sits on tack gets point and will surely rise."

### **Church Bulletin**

"Bertha Belch, a missionary from Africa will be speaking tonight at Memorial Church. Come tonight and hear Bertha Belch all the way from Africa.

Ushers will eat latecomers.

Miss Mason sang, "I Will Not Pass This Way Again," giving obvious pleasure to the congregation.

The cost for attending the Fasting and Prayer Conference includes meals.

### **Elisha and Two She-Bears**

A minister was talking to a children's Sunday school class about the Old Testament story of the children who mocked Elisha on his journey to Bethel. For once, he had everyone's attention, as he described how the youngsters taunted the poor old prophet and how they were punished. Two she-bears came out of the wild and ate 42 of them. "And now, children," said the pastor, wondering whether he had gotten his point across, "what does this story show us?"

A little girl in the front raised her hand and said, "It shows how many children two she-bears can hold."