



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Fall 2022 Issue



CHAIRMAN'S MESSAGE BY GARRY MION

After a relatively quiet summer, things have started to pick back up for the Chapter starting last month with a change of pace event in Payson organized by Tom McGowan. First was the location, as it has been a while since the Chapter did anything outside of the greater Phoenix metro area. Our destination was Rim Country BBQ in Payson. Tom is friends with the owner, and they allowed us to utilize a private part of the restaurant to hold the event and have lunch. Second was the event topic, something outside our normal judging school or tech session. Tom arranged to have GM Plant Director Karsten Garbe come out from Michigan and do a presentation on the Z06. Karsten, besides being a personal friend of Tom's, is responsible for Global Pre-Production Operations (i.e., the place where automotive dreams become reality). The third element of this event was an intent to make it interesting for family members. Tom accomplished this by including (and paying for) lunch, and with the help of Greg Magill (Activities Chairman) added a coordinated caravan for those in the Phoenix area making the trip to Payson. Clearly this was a special event that I truly appreciate the effort Tom put into making it happen, not to mention his generosity in paying for lunch. There were over forty-five people in attendance with a number of spouses/partners participating. The weather was cooperative as well, making the caravan up a treat for those with open top cars. You can read more about the event and view a few pictures later in the newsletter, with more pictures posted on website. I look forward to having more events similar to this over the next couple of years. Have an idea?

Next up is our Fall 5-point Chapter Judging Meet, which will be back at Streetside Classics in Mesa, October 14th-15th. There are eight cars signed up for flight judging, consisting of three judging teams. The activities start with Operations judging on Friday afternoon, followed by a 1pt judging school. On Saturday morning there will be coffee and donuts available before things start up with judges/owner meetings followed by flight judging. Of course, lunch (BBQ) will be provided. Streetside continues to support us with the use of their facility, clearing out the area around their lifts so all the cars and seating are within close proximity. I thank Gary Craig for working through all the judging details, along with the board and chapter members for their help in preparation and setup and to those who signed up to be judges. Without this support, it wouldn't be possible to host these meets. After the Judging Meet we'll close out the year with a Judging School in November. Details are still being worked out and you'll be notified via email once those details are finalized.

Planning for the Annual Holiday Party is ongoing and is shaping up to be a great event. Paul Morel, with help from Greg Magill and Tom McGowan, is coordinating this event, which will be on December 11th at the Grayhawk Country Club in Scottsdale. We'll have our own banquet room which opens up to a private patio, and there are plans to have a collection of cars around the lawn area just outside the patio. Save the date and mark your calendar(s) now.

At a National level, the Texas Regional is a couple of weeks from now and will conclude national judging for 2022. There will be a number of Chapter members attending the event, which is always a fun time. Looking into 2023, the Florida Regional will again be in February, and hotel rooms are already starting to book up. After that there is a big gap till the Altoona and Rochester Regionals in early June (back-back) before the July French Lick National. A reminder that you can go [here](#) to find the latest National Board meeting minutes, along with other important National NCRS documents, including a newly created "Why Join NCRS" flyer which can be used to help recruit new members.

At a Chapter Board level, work continues on procuring a possible 2025 Arizona Chapter Regional site, with a target date in late April (approximately one month before a proposed Wisconsin Chapter Regional). Challenges around room pricing, minimum guarantees, and trailer/ops parking are the focus given the event is thirty months away and economic uncertainty. The Chapter Bylaws have recently come under review and are in need of updating to resolve prior revision gaps/omissions combined with more current thinking on the best way to manage the organization. Difficult topics, such as membership dues, are being discussed, along with how best to utilize our treasury assets and how to mix up our calendar by shifting dates on key events to better include part time residents. Secretary Brad Vigesaa has been looking at possible sites to hold a recurring evening membership meeting, something that hasn't been done for quite a number of years. I am hopeful that we'll be able to hold our first such meeting early next year. In the meantime, I encourage you to share your thoughts regarding the Chapter to any of the Board members (see next page for contact info).

As the Newsletter Editor, for those new to NCRS and the Arizona Chapter I'd like to hear from you. Please consider writing an article introducing yourself to the broader membership. Let us know something about you and why you joined NCRS. If you own a Corvette(s), tell us about them and if you have any judging goals or just intend to drive and enjoy it with other Corvette enthusiasts. Pictures are welcome and encouraged.

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Perhaps you are in need of advice or looking for assistance with a project—let us know. Later in this newsletter you'll see an article from Ron Coleman regarding his wife Denise's car—use it as inspiration for your own article. For the rest of the Chapter members, I can always use technical/how to articles, or tell us about your car(s) and perhaps the trips you have taken.

Looks like we have turned the corner weather wise, which means there are more and more opportunities to get your car out of the garage and on the road. Lots of weekend cruise-ins across the valley, including one held on the last Saturday of the month at Streetside Classics. Being an important sponsor of the Chapter, it would be great to show up and support them.

Look forward to seeing you at an upcoming event, and have a happy Holiday 2022 season. Cheers!

2022 AZ Chapter Board

Chairman
Newsletter Editor
Garry Mion

Vice Chairman
Ron Coleman

Judging Chairman
Gary Craig

Treasurer
Paul Morel

Membership
David Peterson

Secretary
Brad Vigesaa

Webmaster
Loren Peterson

Historian
Tom McGowan

Activities Chairman
Greg Magill

NCRS (National Corvette Restorers Society) is a national organization open to all persons interested in the restoration, preservation, history, and enjoyment of Corvettes produced by the Chevrolet Motor Division of the General Motors Corporation. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Arizona Chapter of the NCRS is open to all members of the NCRS National Organization. Dues are \$20 per year. For membership information, please visit our website at www.arizonancrs.com.

NCRS registered marks used in the Intake Manifesto are NCRS Founders Award®, NCRS Master Judge Award®, NCRS Performance Verification Award®, NCRS Flight Award®, NCRS American Heritage AwardSM, and NCRS Sportsman Award®. All are registered with the United States Department of Commerce and Trademark Office.

The Arizona Chapter is proudly sponsored by the following businesses. We appreciate all that they do in support of our Chapter. Please Support Them!



2022/2023 SCHEDULE OF EVENTS

Date	Activity & Registration/Contact Information
Oct 14-15	Chapter 5pt Judging Meet Streetside Classics Mesa
October 20-22	Texas Regional Frisco, Texas
October 29	Streetside Classics Caffeine & Classics Mesa, AZ See Ad Below
November 6-7	Southern Nevada Chapter Judging Meet Henderson, NV Registration is Open
November 12	Chapter Event TBD
November 26	Streetside Classics Caffeine & Classics Mesa, AZ See Ad Below
December 11	Holiday Party Grayhawk Country Club 11am-2pm
January 21-29	Barrett-Jackson Auction 2023 Scottsdale, Arizona Information
January 28	Streetside Classics Caffeine & Classics See Ad Below
February 24-25	44th Florida Winter Regional Lakeland, FL Registration is Open
February TBD	Chapter Event TBD
February 25	Streetside Classics Caffeine & Classics See Ad Below
March 17-18?	Chapter 5pt Judging Meet Streetside Classics Mesa, AZ
March 24-25	Central California Spring Judging Meet Nipomo, CA Registration Opens Jan 3rd
March 25	Streetside Classics Caffeine & Classics See Ad Below
March 28-April 1	Mecum 2023 Glendale Auction Glendale, AZ
April/May TBD	Chapter Events TBD
April 28-29	Southern California 5pt Chapter Judging Meet Fallbrook, CA
June 1-3	Pittsburgh Tri-State Regional Altoona, Pennsylvania
June 8-10	North Central Regional Rochester, Minnesota
June TBD	Chapter Event TBD
July 23-27	NCRS National Convention French Lick, Indiana
September TBD	Chapter Event TBD
September 21-23	Ontario Regional Ontario, Canada
October/November TBD	Chapter 5pt Judging Meet Streetside Classics Mesa, AZ
October 19-21	Texas Regional Frisco, Texas

The above list of events are subject to change. Visit the Chapter & National Websites for latest details

GET INVOLVED!

THROUGHOUT THE YEAR THE CLUB IS LOOKING TO HOLD TECHNICAL AND SOCIAL ACTIVITIES IN ADDITION TO OUR TRADITIONAL JUDGING ACTIVITIES. IF YOU HAVE AN IDEA YOU THINK OTHER MEMBERS OF THE CLUB WOULD BE INTERESTED IN, PLEASE CONTACT A BOARD MEMBER TO DISCUSS IT.



VICE CHAIRMAN UPDATE BY RON COLEMAN



In the last newsletter I outlined what the Chapter Flight Program is all about. As we approach the end of the calendar year, I thought it appropriate to share the current statistics for how our chapter is doing.

The table at right shows our activities by quarter, as well as a projection of the final annual numbers based on planned events. Items highlighted in green are those where we meet or exceed the NCRS requirement. Yellow represents areas that are close to meeting the requirement, and red indicates where we are falling short.

As you can see, we have had an excellent year, with only one area requiring attention. The Facebook page is being addressed, and should be resolved before the end of the year.

I want to thank all of the members and spouses who participated in the events and encourage everyone to be as involved as your schedules allow. Broad participation not only earns the club the Top Flight award, it also enhances the enjoyment and camaraderie for all members.

REQUIRED ACTIVITIES	Q1	Q2	Q3	Q4	Summary	Annual Requirement
Chapter Judging Meet	1			planned	2	1
Chapter Technical Seminar	1	1			2	1
Chapter Judging School	1	1		planned	3	1
Chapter Membership Meeting	1	1	1	planned	4	1
Chapter Charitable Event	1				1	1
Chapter Road Tour		1	1		2	1
Chapter Social Event				planned	1	1
VARIABLE ACTIVITIES	Q1	Q2	Q3	Q4	Summary	Annual Requirement
Cars Judged at Chapter or Regional Judging Meets	8				8	5%
	5.0%	0.0%	0.0%		5.0%	
Members That Judged or Tabulated at a Judging Meet	41	0	0		41	15%
	26%	0%	0%		25.8%	
Corvettes driven to events	19	19	23		44	15%
	11.9%	11.9%	14.5%		27.7%	
Members Attending Chapter Road Tours	0	19	23		23	5%
	0.0%	11.9%	14.5%		14.5%	
Members Attending at Least One Event	49	39	38		74	20%
	31%	25%	24%		46.5%	
Technical Articles Published	3	2	1	planned	8	8
Set up FACEBOOK Page and Post at Least One Video of a Chapter Event	0	0	0		0	1
Official Participation in Non-NCRS Car Events	1	0	0		1	1
Charitable Donations				planned	\$500.00	\$100.00

I also encourage everyone to send me a brief description of your car and its story, along with 2-3 pictures. You can send them to vicechairman@arizonancrs.com. We would like to highlight a member's car in each quarterly newsletter. Finally, if you have any suggestions for social events or technical topics, please share them by emailing any of the board members.

HISTORIAN UPDATE BY TOM MCGOWAN



Our Chapter now has 151 members, and I've got twenty-four (24) members that have yet to respond to their "tenure" request (when they joined the AZ Chapter). I'll be sending out another personal email to those twenty-four (24) members shortly to see if we can get to a 100% response.

As mentioned previously, you'll note that our [website](#) now has an **Historian** tab along the top. I've recently sent our Webmaster (Loren) 28 pages of new "old events, pictures and text" under that tab.

28 pages (all with pictures) of the following past AZ NCRS events to Loren for insertion into our website

- | | | |
|---------------------------------------|---------------------------------------|--|
| 1996 Sedona Regional (one page) | 2006 Spring Chapter Meet (one page) | 2006 Big Block Judging School (one page) |
| 2006 Flagstaff Regional (two pages) | 2009 Fall Judging Event (two pages) | 2010 Spring Judging Event (two pages) |
| 2010 Fall Judging Event (two pages); | 2011 Spring Judging Event (two pages) | 2011 Fall Judging Event (two pages) |
| 2012 Regional Judging Event (6 pages) | 2012 Fall Judging Event (two pages) | 2013 Spring Judging Event (two pages) |
| 2013 Fall Judging Event (three pages) | | |

I have a few more past events to post through Loren. Once those are complete I'll be keeping that tab up to date with current Chapter events. I'm hoping that you all enjoy the memories, and please note that it may take a few days for the website administrator to post them all.

In the not-too-distant future you might even see some "Member Profiles" under the Historian tab for those members that agree to be interviewed. Each one of our members "has a story to tell".

As always, we welcome input from any and all members who have an interest in sharing. You can reach me at historian@arizonncrs.com.

With your help, I look forward to continuing to document our Chapter history for the benefit of all members.

JUDGING CHAIRMAN UPDATE BY GARY CRAIG



Since the NCRS Nationals in Mobile, the Arizona Chapter has not had any judging schools nor technical sessions. This has been a spell that is odd to me in that we usually have Judging schools in September but for that month, we had a great event with Karsten Garbe – Plant Direction Pre-Production Operations. Thanks to Tom McGowan for setting this event up in Payson.

Arizona Chapter Fall Judging Meet – October 14 & 15

There is still time to signup for the 2022 Fall Chapter Meet on October 14 & 15. We will hold our 2022 Fall Chapter Meet again at a great location: Streetside Classics facility in Mesa. Friday will be Operations Judging followed by a judging school by our chapter judging chairman and Flight Judging on Saturday indoors. It will also be a fabulous time to catch up with friends and support your fellow enthusiasts! We have a very good selection of cars for judging, many C1 as well as the usual C2 mix and a C3 & C4 as well, and the usual mix of Sportsman displays. A flyer is available in the Driveline or (preferred), you can signup online at: <https://www.ncrs.org/news-and-events/index.php>

Arizona Chapter Judging School – November 12

On November 12th, the Arizona Chapter will hold another in-person Chapter Judging School. The actual topic and location for this judging school will be determined soon. A flyer will be sent to all Chapter members for this School, please note these dates on your calendar.

TREASURER UPDATE BY PAUL MOREL



Checking account \$1,180 Money market account \$25,102

Greetings, I hope you enjoyed your summer. I recently traveled to Corvettes at Carlisle for the annual show. The show has been shortened to 3 days, Thursday through Saturday. The weather was nice, although the east coasters complained it was too hot. The swap meet area seemed to be very busy.



I ran into dozens of NCRS members from all over the country. Many were selling parts, others looking to buy. Some brought cars and some like myself had gone just to take it all in. Vendor areas were busy and the show field had a great selection of cars of every generation.



The NCRS gallery had many fine cars and a large tent to cool off under. If you have never been it is a overload of all things Corvette.

The star of the show was the new 2023 Z06. Chevrolet brought 10 cars configured in all combinations and colors. The Corvette engineers were on hand to answer questions and do seminars about the car. Power is provided from a 5.5 liter flat-plane crank engine (LT6) rated 675 HP with an 8600 RPM redline. We did learn the top speed is 195 MPH. The sound of this engine is unlike anything you have heard in a Corvette.



ACTIVITIES CHAIRMAN UPDATE BY GREG MAGILL



Looking to maximize your NCRS membership? Our October judging meet is a perfect opportunity. What you're not a judge or entering a car, no problem: there is always a need to help set up, and for that you will be compensated with free doughnuts and coffee. This is also an excellent chance to meet other members.

Arizona NCRS Chapter 5-pt Judging Meet and Judging School: October 14th - 15th, 2022

Streetside Classics 614 E. Auto Center Dr. Suite 101 Mesa, AZ 85204

Go [here](#) for event flyer:

Looking for something to do, here are a few things:

[Arizona Auto Show Nov 24-27](#) [Goodguys 25th Speedway Motors Southwest Nationals Nov. 18-20](#)

Here are some more resources to find events going on around you

[Eventbrite](#) [Car Cruise Finder](#) [Arizona Car Shows](#) [Motorsportreg - Hagerty](#)

NEWSLETTER EDITOR UPDATE BY GARRY MION



The newsletter is published by the end of each quarter, so the next two editions will be coming out approximately December 31st and March 31st. Member articles are always welcome and appreciated. If you want to make a specific edition, then I need the article and any pictures two weeks before the end of the quarter. No need to worry about formatting—in fact the less you do the easier it is for me to import. Attaching pictures to an email (rather than embedding them in the body of the email) is also a time saver for me. Once I get the article, I will contact you if I have any questions regarding the content and placement of pictures.

Call for replacement Editor!

I continue to look for a replacement. With ~150 members in the chapter—I would hope somebody has some editing skills to take over this role. If you have worked with common editing software like Word, Publisher, or In-Design—let's talk. It is not a difficult task, and typically consumes a small amount of time towards the end of the quarter when articles are submitted, the calendar updated, and ultimately the newsletter published. I am happy to discuss the process, time commitments and computer skills needed—just contact me at editor@arizonancrs.com.

WEBMASTER UPDATE BY LOREN PETERSON



Thanks to Thomas F. McGowan we have numerous events being added to our website. If you can remember which event you have a special interest in, you can look it up or just view the events that happened from 1996 to 2013. Tom says there is more to come. I say bring it on Tom!

To date the following events are being added: 22 pages (all with pictures) of past AZ NCRS events:

1996 Sedona Regional (one page)	2006 Spring Chapter Meet (one page)	2006 Big Block Judging School (one page)
2006 Flagstaff Regional (two pages)	2009 Fall Judging Event (two pages)	2010 Spring Judging Event (two pages)
2010 Fall Judging Event (two pages)	2011 Spring Judging Event (two pages)	2011 Fall Judging Event (two pages)
2012 Regional Judging Event (6 pages)	2012 Fall Judging Event (two pages)	2013 Spring Judging Event (two pages)
2013 Fall Judging Event (three pages)		

After rethinking the structure of the historical material, it is going to be presented similarly to the newsletters (that can be found under the downloads tab) in our website.

Thanks to both Garry Mion and Tom McGowan for their efforts in producing the newsletter and the historical material that keeps this club connected.

Look for the website to have both added in the next week or so.

MEMBERSHIP UPDATE BY DAVID PETERSON



It's finally starting to cool off, which means our fall Chapter judging event is right around the corner. The event will be held on October 14th-15th at Streetside Classics in Mesa. Check the website for details. Thanks again to Streetside for hosting our event! I look forward to seeing everyone at the event.

As a heads up, our annual chapter membership renewal window for the upcoming year is now open. Don't wait to renew! Just visit our website www.ArizonaNCRS.com and click 'Membership' and then follow the links. You must also make sure to renew your National membership annually. You can check the status of your National membership by visiting your profile at NCRS.org.

WELCOME TO THE ARIZONA CHAPTER – NCRS

The following individuals have recently joined our chapter. If you see them at upcoming events, please make an effort to introduce yourself and say hello.

Wendi Davidson

Jeff Goward

CHAPTER SOCIAL EVENT RECAP BY TOM MCGOWAN

Assistance in organizing and managing the event came from Greg MaGill, Gary Craig and Garry Mion. The NCRS membership was invited to join us for a Corvette Caravan from We-Ko-Pa, a Guest Speaker from GM Presentation, and lunch at RIM Country BBQ in Payson, AZ on Saturday, September 24th.



Karsten Garbe, Global Vice President of Pre-Production Vehicles & Equipment was our guest speaker, and we received a lot of positive comments about Karsten during and after the event. I counted 49 people for lunch and Karsten appreciated the invitation to speak to us and he loved our members and the event.

From a Board perspective, Garry Mion, Gary Craig, David Peterson, Loren Peterson, Ron Coleman, Greg MaGill and Tom McGowan were in attendance. Paul and Brad were traveling that weekend.

I've included a few pictures from the event—with more appearing on the chapter website. Garry opened the meeting by introducing Karsten and then reviewing a few Chapter items. From there Karsten reviewed a number of slides of great interest to us.



I'd like to thank everyone that attended for making it a terrific event.



NCRS NATIONAL CONVENTION BY TOM MCGOWAN

I was fortunate to have had an opportunity to attend my first NCRS National Convention last July in Mobile, AL. My '67 Sting Ray Convertible was transported there along with Gary Bennett's '67 L71 435 HP Convertible. I'm so pleased that we attended, even though many members got COVID; I fortunately escaped that experience.

We had a number of members in attendance at The National Convention and many were judges. From a Board perspective, Garry Mion, Gary Craig, Paul Morel and Tom McGowan were in attendance. Gary Bennett, John and Beverly LeGate were there and I've likely missed a few members as well.

The good news: Gary Bennett (Red Hat Master Judge) received another Duntov Award (Achieved 99+) with his Sting Ray to go along with his many other Duntov Corvettes, and I received a Top Flight Award (98.4) on my red '67.

Judging Schools: For those that have never attended a National Convention, there are so many great educational classes to attend.

I attended a Judging School that included a one-owner, very low mileage '67 Sting Ray Coupe and we got to go through it with the original owner, while it was on the lift; great knowledge transfer opportunity. I was particularly interested in the application of the original paint on the door jams and the door hinges.



I attended another class whereby Ralph Monteleone was the guest speaker. Ralph worked in the Corvette plant in St. Louis for many years (started right after High School), worked his way up to Quality Manager and then was part of the twelve (12) person team to transition to Bowling Green. He could tell some stories about how these cars were built that would make your head spin. If you have the opportunity, try to attend a National Convention as it was a great learning experience.

The Judging Process: The first day of judging was more than a bit hectic, but understandably so. An entire group from the East came down with COVID, so David Brigham (National Judging Chairman) had to make up new teams of Master Judges to get all of the cars judged appropriately. To be fair, the judges sometimes missed a small thing here or there on my car to my benefit, but they had so many cars to judge in a short period of time. They did a masterful job under those conditions.

Gary Bennett and I are working to make my '67 even better since getting it back from Mobile, as we've taken the body off and going through it piece by piece. Gary's knowledge of a '67 is astounding!

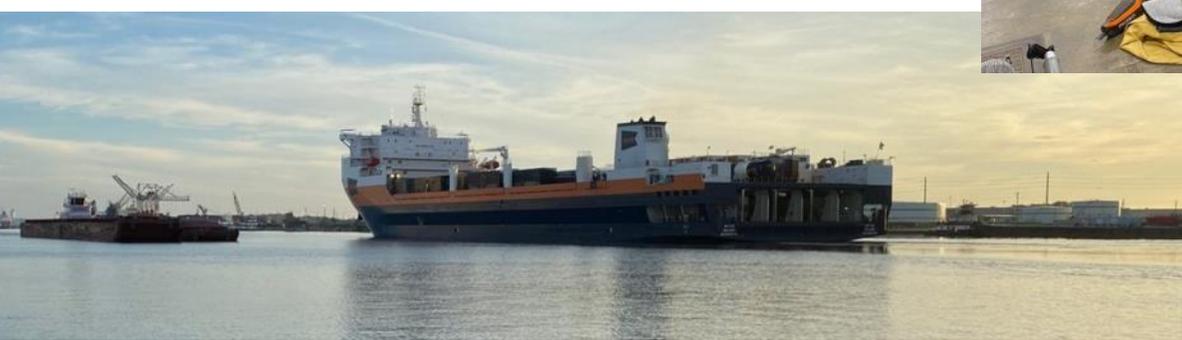
Below and on the next page are some pictures from the event. You can also see pictures Vinnie Peters posted by going [here](#).



NCRS NATIONAL CONVENTION (CON'T)



David Hill and Dave McLellan were not only in attendance at The Awards Event, but they also attended the trip to The Pensacola Air Museum. Everyone had an opportunity to speak to them in a relaxed environment. The picture of the boat / ship is taken from the Convention Hall, which was right on the harbor. The picture of The US Navy Ships were also taken directly from the Convention Center as AUSTAL is a shipbuilder, I believe. And, the picture of the plaque was taken from one of the Convention Hotels where I stayed; The Battle House Renaissance. Mobile has a lot of history associated with it.



NORTHWEST REGIONAL - PV BY TOM MCGOWAN

For those members old enough to remember the 1983 movie Christine, you'll appreciate why I named my 1971 Corvette Stingray LT-1 "Christine" while in Oregon. She has a mind of her own.

A beauty shot of my Christine, and a little background on her.

Christine is a terrific car with only 9,400 original, documented miles on her odometer. When I got her she only had 9,368 miles on her trip odometer. She just craves to be driven! When we don't drive these classic cars their personalities can come into play and they can just be finicky. Alas, "Murphy's Law" kicked into high gear in Redmond.

Christine went to Oregon for a Performance Verification Award. No problem I thought, she's passed the PV a number of times in testing. Well, she arrives in Redmond and the PV "Test" on Tuesday was from one of her abstract personalities; multiple things were happening and they weren't good. No sweat, a conversation with our Judging Chairman Gary Craig and he tells me to sleep well and we'll "git 'er done" when he arrives on Wednesday. True to Gary's word, that car passed the PV "Test" on Wednesday afternoon like she was ready to go to the High School Prom in her best dress; tomorrow (Thursday morning is the actual test) is going to be a great day.

We set the scene: It's 8:00 a.m. and Chuck Berge, C3 National Team Leader is ready to go. Well, Christine must not have had a good night's sleep, because the Vacuum Actuator Relay decided that it didn't want to work properly (like it had worked properly many times before). Wiper door shut too early, headlamp buckets wouldn't go down. The actual road test was perfect; odometer perfect, 90% of redline perfect in 1st and 2nd gear, steering wheel at 65 MPH perfect, emergency brake perfect both up and down hills, radio, heater, accessories all perfect. Result; FAIL = Intermittent Vacuum Actuator Relay! Hey, stuff happens.....

So, how did the rest of Thursday, Friday and Saturday go; Perfect! The sun came up the next morning beaming into my room, and there was lots of judging to do.

I had the opportunity to perform operations judging on four (4) '67 Big Block Sting Rays' on Thursday morning. Friday I had the pleasure of judging exterior on a '59. Saturday I was fortunate to judge interior on a '68 L88 Coupe (NOM) and interior on a '67 BB Convertible. What a terrific and diverse experience those opportunities were.

As you can see from the pictures, we had a few people up there helping out. They had trouble finding enough judges to handle the field. Garry Eastwood, Dave Talley, Gary Craig and then Paul, myself and others were in attendance. All in all, it was fun to attend. Now here is a Motley Crew.

Finding a place to eat in Bend or Redmond was a challenge. There was nobody working in most restaurants and consequently they didn't have enough chefs or wait staff to feed everyone. That was true at the resort. In Bend, the Chick-Fil-A had a professionally made sign out front; \$19 / Hour and Benefits. Gee, how times changed as when I lived in Bend and worked at Sunriver as a landscaper in '73 I made \$2.69 / hour and I was glad to have the job, fresh out of the Army.



Returning Home to the Trailer for Transit Back to AZ (Gary Craig Behind the Wheel). Next Stop: Frisco, Texas this Month for Nothing Other Than a Performance Verification!



CORVETTE PARTS COLLECTION BY TOM MCGOWAN

DISCLAIMER: This article is not intended to sell Corvette parts for David Sokolowski (Corvette David). And, you should note that I am a good customer of David's. But, as we all have an interest in Classic Corvettes (our hobby), I can tell you that David's collection is so incredible that you have to see these pictures to believe it. If you ever visit his facility you should plan time to take it all in. It's like "American Pickers" on steroids.

I visited David's facility in SOCAL last month as I needed a removable rear window for my '71 LT-1. I called David and he sent me a picture of windows that he had, but if I wanted one I had to drive over and look at them myself, as date codes and condition were critical factors. He wasn't going to make that decision for me. So, I drove over to SOCAL and went through the following stack!

You'll note from the following pictures that David's Corvette parts collection appears to be endless, but the pictures only show about 50% of his inventory! Note the panoramic picture. He keeps chassis' and larger parts outside. And, he has complete cars under cover, but only God knows how he'd get them out as you'd have to move things for days or weeks to drive them out.

I saw a crate of radios that was about the size of a giant refrigerator and every nut, bolt, washer, fastener and screw known to a Classic Corvette. Somehow, David knows where everything is; Amazing!



MIDYEAR CARPET REPLACEMENT BY GARRY EASTWOOD

My car (a.k.a., "KOZMOE") is a late '64 (May 22nd assembly) convertible. KOZ came from St. Louis with Silver Blue paint and the two-tone vinyl interior of white seats/door panels and navy blue dash pads and navy carpeting. The original seat covers, door panels and carpeting were replaced in '91 by the second owner. Over the next 17 years, the interior continued to hold up fairly well with the exception of the carpet. The navy blue had started to fade very badly and was rapidly changing to a charcoal grey color. It needed replacement.

This article was originally published in the Winter 2009 Corvette Restorer.

I spoke to various people in our club and all concluded that Al Knoch makes a good, well-fitting carpet kit for mid-years. While no one reproduces the original navy carpet fabric color Chevrolet used in '64, Knoch's color is close and about as good as you can get today. Consequently, I called Knoch and ordered a navy carpet kit.

About two weeks later, a big box arrived at my front door. Inside, all the carpet pieces were neatly packed and/or rolled and bound with tape. Since no instruction sheet comes with the kit, I took the new carpet pieces and arranged them on the garage floor next to KOZ in the manner in which they would go into the car. I needed to visualize how this "jigsaw puzzle" went together. Also, since some of the pieces had been tightly rolled, laying them out on a warm floor helped to flatten them and eliminate their tendency to buckle/curl.



I also ordered a can of Knoch's contact cement for use during the installation process.

Some people had suggested that I use a small compressor and spray gun to apply the cement. Instead, I opted for the old fashion way – a small 2" paint brush. I found that with a brush, I could better control the application of the cement as the carpet was set in place. I think it was also less messy. Also, if you need more cement, Knoch's product is actually manufactured by DAP Weldwood Contact Cement (UPC #70798-00235) and is available at most hardware stores.

Before getting started, I took the opportunity to examine the screw fasteners for the sidekick panels, the radio panels and the rear fiberglass covers behind the seats. The last time the car was Flight Judged, I was dinged for incorrect screws and for a couple that were missing. So, I inspected the entire carpet and console area looking for missing/incorrect fasteners. I also consulted the new '63/'64 NCRS Judging Guide to be sure of what I needed. A quick call to a parts supplier took care of my fastener problem.

While the previous owner had done a pretty good job on the carpet and seats in '91, his work on the center armrest was not aging well. It was falling apart with loose vinyl edges sticking out everywhere. I decided to call Knoch again and order a new white vinyl cover and foam liner for the armrest. Since the tab that holds the front of the armrest is under the chrome console, it made sense to install it while the console was out of the car rather than later. The original metal base to the armrest was in good condition and was re-used. The new foam was glued to the metal base, the new cover was stretched and glued over it and the assembly put aside for later installation.



Getting Started – The Passenger Compartment

After removing the seats, I decided that I would start working on the passenger side first. The center console and radio side panels, the two rear fiberglass trim panels, the two forward kick panels and the door sill plates were removed and the parts stored. Before removing any carpeting, I took a few digital photos to document how the job had been done in '91. Also, by doing one side at a time, I could always examine the opposite side carpet for placement and fit. One key point – since many of the carpet pieces overlap, the pieces with a bound edge cover those pieces with an un-bound edge. This makes sense since it provides for a neater presentation.

I then removed the three carpet sections on the passenger side. The old carpet came up easily – the foam backing did not. To remove the foam backing, I used a sharp putty knife and scraped it loose from the old cement. After the larger pieces had been removed, I used a rough cotton rag with lacquer thinner to remove the smaller pieces.

After the old foam residue was removed and the sides were clean and ready for the new carpet, there was an opportunity to inspect up under the passenger side dash. I found wires that had come loose from their attachments and a fresh air vent bezel held with only one screw and its vent flap hanging loose in the frame (KOZ was assembled on a Friday so, go figure). Using a damp rag, I was also able to remove 40+ years of dirt from under the dash, clean the vanes in the fresh air bezel and re-attach it properly.

I focused first on the carpet strip on the transmission tunnel. After carefully dry-fitting the piece, I marked the placement with small pieces of masking tape on the carpet strip and the floor with an alignment mark across both pieces of tape. The contact cement sets up rather quickly so the alignment marks help in achieving an accurate placement. After lightly coating the transmission tunnel with cement, the carpet strip was applied. Holding it in place for a minute or two ensured good contact.



MIDYEAR CARPET REPLACEMENT (CON'T)

With the transmission tunnel covered, I then turned to the strip on the opposite side running under the fresh air vent and under the door sill. After dry fitting this piece and marking its alignment, I trial-fitted the large carpet piece that fits on the floor. This is important since you want no gaps/spaces when this piece is fitted with its edges covering the two side pieces. With a good fit assured, the side piece was glued in place. The large carpet strip for the floor was then glued in place, starting at the top of the foot well and working back toward the vertical panel behind the seats. I stopped gluing about 6" from the vertical panel behind the seats and left the bottom piece loose for the time being.

With the passenger side completed, I repeated the same process on the driver's side. On this side, there is one small difference – there is an H-shaped support block that is sandwiched between the carpet and the floor pan. This block provides support to the bottom of the accelerator and prevents the driver's heel from cupping into the carpet. I glued the H-block to the floor, aligning it with the two screws that pass through it and hold the accelerator pedal. Again, the bottom piece of carpet was glued, starting at the top of the foot well and working back toward the vertical panel and stopping within about 6" of it.

The old carpet on the driver side and passenger side kick panels was removed from each of the respective cardboard backing pieces and the new carpet glued in place. It is important to carefully align the carpet pieces so the three attaching screws do not pass through the binding on the edges (on my carpeting, it was a very close fit.....). The kick panels were attached with the appropriate screws.

Identifying the carpet cut-outs for the seat runners was next. I marked the area to be cut with 2" masking tape. I inserted alteration pins (the long pins with the large plastic heads) up from under the floor pan, passing through the respective front mounting holes and the carpet for the seat runners and the two aft holes for the seat runner brackets. These pin holes were then marked with a pen for clear identification and the pins removed. I then used the old carpet as a template for the cut-outs and over-laid the old carpet over the new, tracing the location of the cut-outs on the masking tape. A razor blade was then used to cut the carpet and remove the strips.



The Rear Compartment

I then removed the old carpet and foam backing from the vertical panel behind the seats and from the wheel well area on the passenger side. I left the old carpet on the driver's side wheel well and the compartment floor in place temporarily for measurement/fitting purposes. With the storage wells behind the seats exposed, it was a good time to assess their condition. Mine were not painted with an appropriate coordinating color to the navy carpeting, so I re-painted them with a correct color. The spring retainer and hook for the jack were also replaced with the correct style/type for a '64.

After dry fitting the new carpet to the vertical panel, I started on the side behind the seats, gluing the piece to the panel while ensuring that the end of the piece was sufficiently long enough to meet the carpet strip for the passenger and driver floor (there should be no gaps between these two pieces) At this point, I finished gluing down the carpet on the driver and passenger floor. The carpet strip was then glued/pressed over the top of the vertical panel with the ends of this piece stopping at the top edge of the storage wells. By gluing small areas of the panel at a time and holding the glued piece in place for a few moments, one can achieve a tight bend over the top of the vertical panel and proper fit.

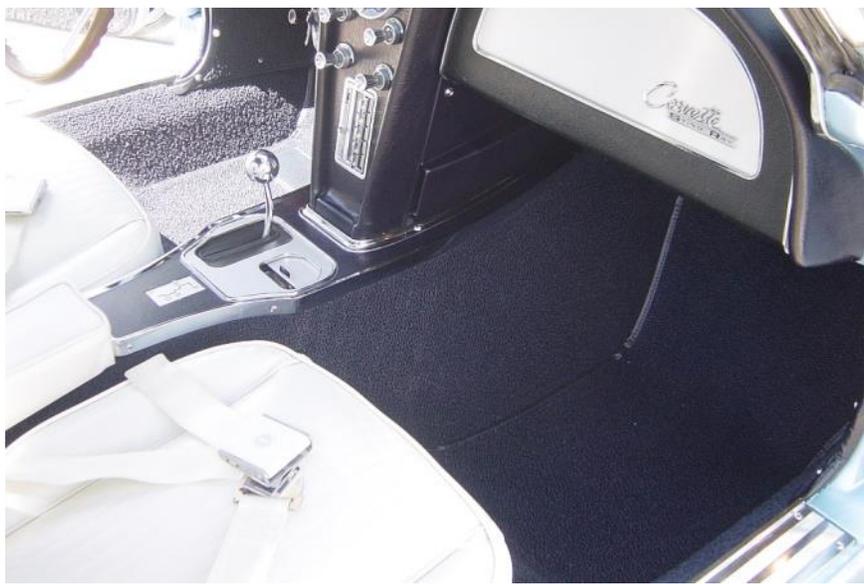
My next step was to glue the new carpet panel in place at the very back of the rear compartment. This piece should go in before the side panels over the wheel wells since the side panels butt into the back carpet panel. The three side carpet panels were then installed, starting with the lower panel first and working up and over the wheel well. With the left side completed, the procedure was repeated on the right side. The small piece of carpet over the driveline bump was then fitted, with its lower edge near the edge of the storage compartments. This lip of carpeting provides some sound deadening for the jack board. The carpet for the floor of the rear compartment was last to go in. I started gluing the piece from the edge of the storage compartment and then working back toward the rear of the compartment.



MIDYEAR CARPET REPLACEMENT (CON'T)

The jack board received a new piece of carpet. The edge binding was split in two at one spot, allowing for the two edges to be folded back and glued under the carpet. This formed a butt-joint as was done originally.

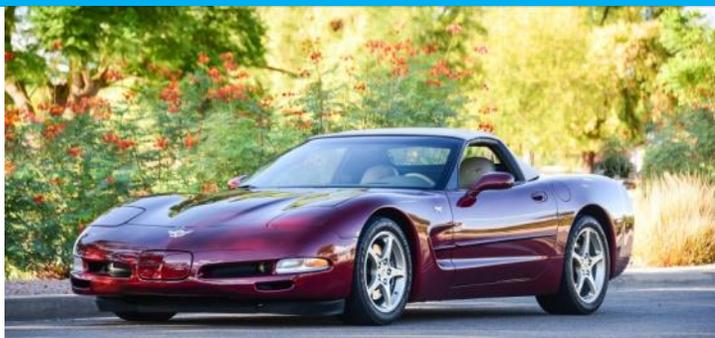
I was pleased with the results. The carpet kit fit well with a minimal amount of cutting or trimming. Replacing the carpet in a mid year Corvette is a job that most owners can perform successfully in their home garage.



DENISE AND DHORATHY BY RON COLEMAN

What is a guy to do when his wife says "I want a Corvette"? After giving her a great big hug and thanking her for not asking for Toyota, the logical thing is to buy one of course. In my wife's case, Denise has utilized our 1985 Corvette as a daily driver for most of 2022, and of course it has had it's share of minor mechanical issues. Therefore, her request was more "I want a newer Corvette with more modern interior and driver comfort". I couldn't blame her, and frankly I knew it would make me feel better knowing she had a more reliable car to drive.

Her Corvette of choice was the 50th Anniversary 2003 Corvette, so we set about locating suitable candidates. After a few months of looking at ads and not finding one that filled the bill exactly, we were excited to learn about a low mileage convertible in Fountain Hills. So we arranged to see the car.



Upon seeing the car for the first time, we were stunned at the pristine condition of the car. With slightly more than 5,000 original miles, it was spotless and still possessed the "new car smell". On top of that it had all of the factory documentation and literature, as well as the original set of factory wheels/tires set aside for show purposes, with an identical set on the car for driving purposes. She fell in love with it immediately, so we quickly came to agreement with the seller and took possession of the car a couple of days later. The car was immediately named 'Dorothy' because of the beautiful ruby paint.



Now we faced a dilemma. While this car was everything that Denise wanted, she became reluctant to drive it on a daily basis, and God forbid that she should get caught in the rain with it. We just couldn't bring ourselves to letting this car be subjected to the daily commute. So, we decided to keep Dorothy as a low mileage part of our collection and purchased a 2021 GMC Acadia for Denise's daily driver.

We are now a two-Corvette family and loving every minute of it.

Happy motoring!



ARIZONA CHAPTER

