INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

May-August 2026 Issue

Chairman's Message



My thanks to Ron Brennan for taking on the position of Newsletter Editor for the Chapter. This is Ron's first issue and I'm sure that as he becomes more comfortable with the process and routine, he'll be able to expand it and make it his own. However, Ron will need your help with articles as a newsletter doesn't write itself. Please consider contributing your stories for publication in a future newsletter. The next issue will come around the new year, and once Ron is up and running then he can look at going back to publishing a newsletter four times a year.

The 2026 National Convention in Charleston, SC was a lot of fun. There were over a hundred cars on the judging field, including several from the Arizona Chapter. Members attendance was very good as well. Look for my write-up of the convention later in the newsletter.

Chapter activities will start ramping back up starting with a judging school on September 19th where we'll be talking about the latest changes in the 10th Edition of the NCRS Judging Reference Manual (JRM), along with a quick refresher on preparing a car for flight judging which will play well heading into our upcoming Fall Chapter judging meet. Our meet this year will be held in October ahead of the Texas Regional as there are some members in need of a chapter flight award as a pre-requisite to attending. It will be held only on Saturday as our host, Streetside Classics, is not able to accommodate us both Friday and Saturday. It will still be a three-point meet; however, all judging and the judging school will take place on Saturday.

Note: Please support the fall judging meet by signing up to be a judge. We plan to have at least six cars and want to have three complete judging teams.

Our Annual Member meeting and holiday brunch will be held on Sunday; December 6th and we'll be back at the Grayhawk Golf Club in Scottsdale. There will again be a display of cars on the grass, along with a buffet brunch that includes made-to-order omelet stations. The combination of the venue and the food help make this a must-attend event. Full details will be sent out via email sometime in October but be sure to mark a placeholder on your calendar. As for activities within Region IX, the SoCal Chapter has their Fall Chapter meet on September 25th-26th, and NorCal has their Fall Chapter meet on October 2nd- 3rd.

In October there will be information sent out to Chapter members regarding a call for nominations for two elected board positions: Vice Chairman and Secretary. Also starting in October, we will begin sending out notices for members to renew their membership for 2027.

On a final note, as we look forward to a cool weather trend now would be a good time to start preparing your car for a return to the road and participation in local car events, most of which happen over the weekend. Perhaps get them out for the September 19th judging school.

INSIDE THIS ISSUE

2026 Officers / Sponsors	*2*
Calendar	*3*
Board Reports	*4*
Event Updates	*5-7*
Member Articles	*8-10*

Copyright © 2026 Arizona Chapter NCRS arizonancrs.com Reproduction Prohibited without Prior Permission



Chairman
Garry Mion



Vice Chairman
Jeff Smith



Judging Chairman
Gary Craig



Treasurer
Paul Morel



Membership
Pam Jerome



Secretary
Brad Vigesaa



Webmaster
George Ray



Assistant Judging Chairman
Pat Garland



Activities Chairman
Chris Gazzano



Newsletter Editor
Ron Brennan

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 $36 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!

Streetside Classics

Sands Chevrolet Since 1934 Serving Arizona For 80 YEARS

Corvette Coast to Coast Mike Celebrating 35 Years 1982 - 2017

Corvette Central 50 Years Est. 1975

Copyright © 2026 Arizona Chapter NCRS

Reproduction Prohibited without Prior Permission

2026-27 SCHEDULE OF EVENTS

Date	Activity & Registration/Contact Information
September 17-19	Intermountain Regional Airway Heights, WA
September 19	Chapter 1-pt Judging School - 10th Edition JRM Updates Gilbert
September 25-26	SoCal 5-pt Chapter Judging Meet Costa Mesa, CA Online Registration
October 2-3	NorCal Fall Judging Meet San Rafel, CA Online Registration
October 9-10	Southern Arizona Chapter Fall Judging Meet Tucson, AZ Online Registration
October 17	Chapter 3-point Fall Judging Meet Streetside Classics Mesa Online Registration
October 22-24	Texas Regional Frisco, Texas Online Registration
November 14	Placeholder—Chapter Event
December 6	2026 Annual Meeting and Holiday Brunch Grayhawk Golf Club
January 13-16, 2027	Florida Winter Regional Melbourne, FL
January 23-31	Barrett-Jackson Auction Scottsdale
January 24	Arizona Concours d'Elegance Scottsdale Civic Center, AZ Event Information
February 27	Concours In The Hills—Fountain Hills
March TBD	Chapter 3-point Spring Judging Meet
April 8-10	Carolinas Regional Clemson, SC
May 13-15	Adirondack Regional Albany, NY
June 3-5	North Central Regional Rochester, MN
August 1-5	National Convention French Lick, IN
October 21-23	Texas Regional Frisco, TX
November TBD	Chapter 3-point Fall Judging Meet
December TBD	Annual Meeting and Holiday Party

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 Chris Gazzano to discuss it.

Copyright © 2026 Arizona Chapter NCRS arizonancrs.com Reproduction Prohibited without Prior Permission

Editor's Message Ron Brennan



I have been a member since 2019 and have enjoyed the events and the newsletter ever since. When Garry asked for help, I felt he already had enough to do so I decided to help. I expect the change in the editor will not be noticed by our readers.

When I joined the club, I only owned two Corvettes. Both were project cars. The first one never ran before I sold it. My current car was bought as a project car. The 1957 roadster was well used by the previous owners. I am rebuilding it as a street rod with respect to the original builders. I have so much help from the members of the club showing me what it is supposed to look like when I finally get it painted.

I look forward to producing the Intake Manifesto for your reading enjoyment for years to come. I ask that you help me produce a newsletter worth reading by providing information and pictures of Corvette adventures in your life. A trip to a cool place that you have never been to would be great. Adventures on Route 66 would be fun to read about. Reports on technical work you have done on your Corvette are great since mechanics for these old cars are a dying breed. I will be happy to work with you to get your story out to our readers.

Hint: I read the Newsletter on my large screen desktop computer. I select view at 200%. It is quite comfortable for me. I also provide myself with a cool beverage.

Membership's Message Pam Jerome



NCRS Arizona Chapter renewals for 2027 are being collected beginning 10/1/26. Your National Membership is due on the actual date that you signed up. However, your AZ chapter membership is due before the end of the calendar year.

Any questions, please reach out to me at membership@arizonancrs.com

Judging Chairman's Message Gary Craig



Arizona Chapter Fall Judging Meet – October 17

There is still time to sign up for the 2026 Fall Chapter Meet on October 17. We will hold our 2026 Fall Chapter Meet again at a great location: Streetside Classics facility in Mesa. All events will happen on Saturday, starting with Flight Judging, followed by Operations and toward the end our judging school with all activities indoors at Streetside Classics. 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, from a C1 thru a C8, and the usual mix of Sportsman. A flyer is available in the Driveline or (preferred), you can sign up online by going here.

Please mark your calendars!

September 19th Judging School Garry Mion

On Saturday, September 19th, I will host a judging school at my home in Gilbert.

I will be going over the recent changes to the 10th edition of the NCRS Judging Reference Manual, which can now be purchased through the NCRS Store. The changes have been significant (in a positive way) to areas such as Paint, and the overall flow of the manual has been updated to make it easier to read and follow.

We will also be using this judging school to provide a quick refresh in preparing a car for flight judging as we continue to see more first-time members bringing their car out for judging

Check your email for full details. RSVP is required.

Hope to see you on the 19th.

Copyright © 2026 Arizona Chapter NCRS Reproduction Prohibited without Prior Permission

Corvettes at Carlisle Garry Mion

This year's event was held August 27-29. Several chapter members were in attendance: Paul Morel, Jeff Goward, Jimmy Sheehan, Chris and Angelo Gazzano, Ron (Mr. Chevy Cool) and Bonnie Burke, John LeGate, Dana Richard, Carol and Scott Linee. Along the way we ran into many other NCRS chapter members, some with tents. The swap meet area was active and I managed to find a few items, nothing I needed of course but when is a swap meet always about need. I'm sure Jimmy and his brother-in-law Steve got some second glances as they motored around in their uniquely accessorized scooters. The Saturday evening parade and downtown car show was probably one of the busiest I've attended - the streets were packed and it was great to see lots of adults and kids in Corvette themed attire. If you have never been to Corvettes at Carlisle, I highly recommend putting it on your bucket list.



















Copyright © 2026 Arizona Chapter NCRS

Reproduction Prohibited without Prior Permission

Charleston National Convention Garry Mion

This year the NCRS National Convention was held in Charleston, SC at the Embassy Suites Hotel and Convention Center. Karen and I initially drew plans to attend that included a post-convention trip to visit our son's family just three short hours north of Charleston. However, after getting our 2019 Grand Sport Open Class judged at the Southern California chapter meet and the Springfield, MO regional meet, we decided



to go for the trifecta and drive the car out to Charleston for not only Open Class judging but also have our son and grandson attend the convention and receive Generational awards.



If you are not familiar with it, a Generational Award is available for any member that has his or her son, daughter, grandson and/or granddaughter that participates in and achieves Flight or Open class award. For us it would include our son Robert and our just turned seven-year-old grandson. Each of us would receive a red, white and blue ribbon with either Father-Son or Grandfather-Grandson written on it. In my case I probably should have received one of each- but that is something I'll take up with Joe Scafidi later…

Now that we decided to drive the '19 GS out to Charleston, we figured why not join the California Road Tour hosted by SoCal and Arizona Chapter members Beverly and John Legate. We met up with them and chapter member Dana Richard in Tucson, AZ where we spent the night at the VRBO home of chapter members Ingrid and Ralph Kelstadt, who also happened to organize a nice dinner at a nearby restaurant where we were joined by chapter members Bill Calorico and Craig Shultz. What a great start to what would be a five night, six-day journey though the south covering Arizona, New Mexico, Texas, Louisiana, Mississippi, Georgia and finally South Carolina. Along the way we were joined by AZ and NM chapter members Judy and Michael Johnson, IL chapter members Scott and Pam Kohn, New Zealand members Murray and Wendy Forman, and Western NY member Jeff Stowell. Highlights included two stops at a Buc-ee's, Shreveport Water Department Museum, Fertitta's - home of the Muffy, and the National Women Airforce Service Pilot (WASP) museum.









Most unusual sighting - a rectangular shaped toilet at the New South Motor Inn (which I now call the Sponge Bob Square Points toilet). Along the way we ran into some serious rainstorms between Vicksburg, MS and Madison, GA that made for slow driving and detours, but we got to our destination without incident and in time for a good dinner. We concluded the road tour at the last-night-out reception. Our thanks to Bev and John for organizing the road tour and making it a fun trip.











Copyright © 2026 Arizona Chapter NCRS

Reproduction Prohibited without Prior Permission

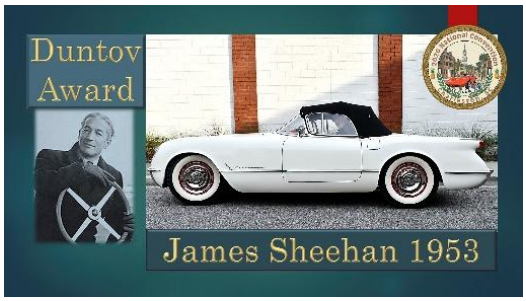
Charleston National Convention (Continued)

The convention was very well attended, with over 100 cars on the judging field and 700+ attendees. Besides our '19 GS, chapter members Val and James Sheehan had their 1953 (Duntov) and 1962 (Flight) there for judging, members John Legate and Dana Richard had their cars there for Mark of Excellence display (both of which were driven on the road tour), and Micheal Johnson and Ken Traverse received Sportsman awards. The chapter was again recognized for achieving a Chapter Top Flight award, Pat Garland received his 300-Level judging award and his Red Hat award, and Dana Richard received his 400-Level judging Award along with Longest Distance Driven.





You can see pictures of the event by going here, complements of Vinnie Peters.





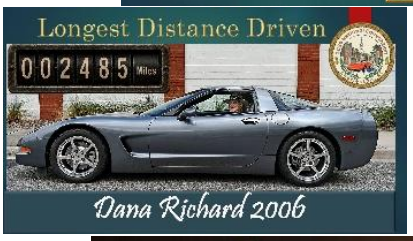


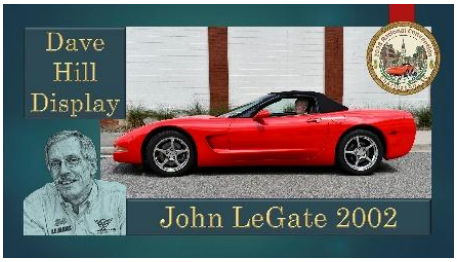








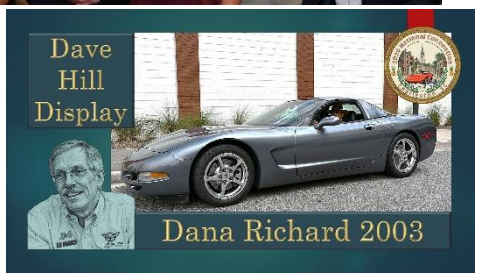




















Copyright © 2026 Arizona Chapter NCRS Reproduction Prohibited without Prior Permission

New Member Introduction



My name is Randy Hagler and I live in Mesa, just east of the Tempe border off the 101. I've enjoyed a life filled with cars, having the pleasure of owning around 20 collectable mid-late 60's cars over the years. A large portion of my career was devoted to automotive as I worked for an after-market ignition/brakes/fuel system component manufacturer that was eventually acquired by Dana Corp. I have a technical background and training, mostly electronics, working on a diverse group of vehicles ranging from farm tractors to fighter aircraft. I very much enjoy repairing and tuning big block Chevys and currently own 2; a 1969 Chevy C20 (Longhorn - 8 1/2' bed) pickup with the original 396/turbo 400/Dana 44 drivetrain, and a 1966 Corvette Roadster that looks to be an L72.

I bought the Corvette June 2025 from Bill Williams of Vail AZ who purchased it from Joe Czyzaz from Winnipeg Manitoba Canada. Bill brought the car from Joe in 2000. Although I've been able to track a bit of its history, learning it was shipped from the St Louis plant to Montreal in January 1966, I haven't been successful connecting with Joe or anyone from is family who can help fill in the blanks. I have contacted the local Corvette club in Winnipeg who have shed a little light on the car in that area. According to Canadian Provincial documents, the car was only ever registered in Manitoba. Also, according to another Provincial organization, Manitoba Public Insurance, the vehicle has never had any insurance claims. I've been invited up to Winnipeg later month to attend a club event and am considering making the trip to connect with Joe's family.





As purchased, the car is an L72 convertible with an M21 and 3.55 gears with PS & PB. It has been very well cared for and is totally stock. All the L72 options are present with most date codes correct. The block, however, has been decked and the VIN erased. It cannot be the original block as it is dated coded D226 (April 22, 1966). Currently, the block is completely disassembled and in the machine shop, thanks to my heavy foot, making it easy to confirm that this is a solid lifter, 4-bolt main motor. All other chassis related items, such as the radiator, front springs, rear sway bar, and the tach, seem to confirm it's an L72. The car has an AO Smith body and was originally Milano maroon with a STD black vinyl interior (painted Nassau blue while in Canada).

I plan to retire at the end of the year and want to take the car on a couple of road trips this fall/next spring, one stop to include the Corvette show in Prescott in September. I'm not opposed to going all out for a frame off after I enjoy the car a bit but would really like to confirm that it is an actual L72. I've toyed around with the idea of doing a resto-mod but that would seem a shame if this is a survivor vehicle with most of the components being correct. What are your thoughts? Thanks.....RH randyhagler@yahoo.com

It would be great to have more member introductions/stories in our newsletter. If you are new to the Chapter, please consider doing what Randy did above. There are no specifics as to the length or number of pictures (within reason of course), and you don't need to use a fancy program or worry about formatting. A simple email with attached pictures will do, and you can send it to Pam Jerome at membership@arizonancrs.com

Copyright © 2026 Arizona Chapter NCRS Reproduction Prohibited without Prior Permission

Window Repair Chris Gazzano

Rick Evan's of Unscatch-It, in Camarillo, Ca. is the place to go. My 1970 LT1 driver side window had fine and a couple deep scratches in it from over the years of up and down cranking. Those types of vertical scratches you get from old, brittle door window felts, plus, some deep scratches on the inside. Only the car knows how they got there? I searched high and low in the valley trying to find a professional to remove scratches. NADA!



Rick came recommended to me from a person I met at a Barrett-Jackson auction. He has done windows on several high-end cars before going on the block at BJ. He even has clients in Europe that send him windows to correct. He is a master of his trade. He prefers that the window be de-installed but will do corrections while on the car.



You just need to get the car to him, or he will come to you (but that will be mighty expensive). He is very sensitive to preserving the window manufacture date code data and, in my case, the Astro Ventilation silk screening. I have included with this article before and after pictures. Unfortunately, the iPad camera could not capture the scratches in the before picture. But it did capture no scratches in the after picture. Huh?

Believe me, it came out good as new.

Rick Evan's
Unscratch-It
2913 Antonio Drive
Camarillo, CA 93010
805-295-9020

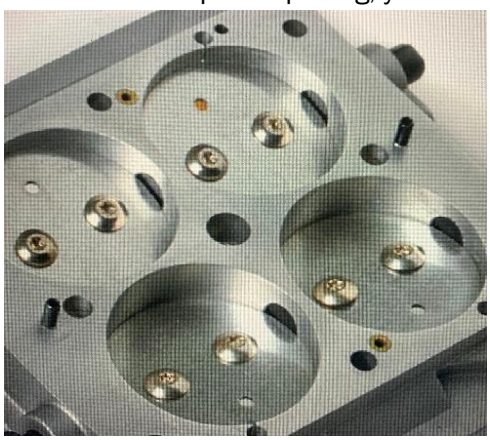
I would be more than glad to take any questions regarding my experience with Rick. You can email me, chrisgazzano@frontier.com or call me at 973-519-8433.

Carburetor Modification Ron Brennan

After I recently attended the tune-up class conducted by Garry Mion and Gary Craig, I suspected that my dual quad carburetors were idling on the transition circuit instead of the idle circuit. Garry made a statement near the end of the class that if you close the idle air screws and the engine continues to run, there is a problem with the idle circuit. I remembered that. He also stated that if the throttle blades are open too far, proper transition from idle to transition cannot happen. This made me think this could be the source of my "vacuum leak" that I observed when I wrote my article about improving cold start performance. I decided to remove my carburetors from the car and retest after the needed modifications as I did before.



When I removed the carburetors, I was not surprised to find that the transition slot in the throttle bore was a 1 by 2+ rectangle. Gary Craig said that it should be a square. Jeff Smith wrote that the hole did not need to be visible for proper operation. If you find that small square opening, you can bolt the carburetor back on and go down the road running the way the Corvette engineers intended. If not, read on.



To quote Copilot "On All Cylinders", "Drilling small bypass holes in the throttle blades of a carburetor is a common tuning trick used to **reduce the amount of idle transfer slot exposed to engine vacuum**, which can help improve idle stability and reduce over-rich conditions on big-cam engines."

Copyright © 2026 Arizona Chapter NCRS Reproduction Prohibited without Prior Permission

Carburetor Modification (Continued)



I bought a bench drill press for $100. This machine was made in Thailand and went together so quickly and precisely that I was impressed. I set it up to drill a spare throttle body and it seemed easy-peasy.

The first recommendation is to start with the smallest drill bit. I picked the smallest of the range…3/32" to 1/8". The second recommendation was to drill all four throttle blades. Not being a machinist, I found my first test drill to be disappointing. I decided to drill the blades in place because removal is a can of worms for me. I made a cardboard jig so I could pencil an "X" repeatably on all eight holes. I centerpunched the marks, but I found that the drill bit would walk because the blade was not perpendicular to the drill bit. When I tried to tilt the table, I could not loosen the bolt. I had to order an 18 mm long handle combination wrench because the bolt was so tight.



I backed the idle speed adjustment screw out until it just touched the linkage, so the transition slot was closed to the small square opening. The first test was unsuccessful because it would not idle. Based on my ¼ turn setting I have been using, I restarted with ½ turn. I chased my tail for a morning, and experienced backfire from the passenger tailpipe. Back to the books.

The passenger car manual indicated to start the idle mixture screws at ¾ turn open. With my cam, I decided to start at 1 turn open. It ran well except for the occasional backfire from the passenger tailpipe. I tried ¾ turn open but it would not run. This adjustment should not be this sensitive, so I felt that I am missing something. I will connect the test equipment and try to resolve the annoying backfire.

My best guess is that the throttle blades were closed too much. When I adjusted the idle speed screw from ¼ turn open to ½ turn the noise from the passenger pipe was rough but more regular. The head-turning loud backfire was gone.

I decided to move the idle adjusting screws to 1 turn open and the vacuum rose to 9" Hg and the speed rose to above 1000 rpm. The test drive was acceptable even though the smell from the passenger pipe was noticeably rich. I need to make further adjustments with an A/F instrument sniffing the tailpipes before I go much further. The sound coming from the passenger pipe was more like the driver's pipe than any time in the past. It has never sounded so crisp, if that's a thing.

The car still drives great in the power band. The torque at idle and transition is improved. Further testing is required to optimize the tuning and performance, in my opinion.



As I continued test runs and running errands, it seemed to me that the engine ran better at idle. I concluded that the idle circuit was not clean after years of limited flow and heat cycles and is improving as new fuel flows through the circuit.
I discussed my observations with knowledgeable colleagues and devised a plan for moving forward. John Marsh said that he did some testing for the State of Iowa using methanol and ethanol for fuel in normally aspirated and fuel injected engines in the past. He had observed that some byproducts from the process of synthesizing ethanol for fuel formed "sugary" deposits in some fuel systems.

Glucose is a multi-carbon chain polymer with more oxidation than the shorter chain ethanol. He also mentioned an anecdote of a '58 Corvette that was stored during the summer in the Valley that started and ran well when Sta-Bil was added to the tank before storage. His friend did the same thing for his car that was stored in the Northwest during the Winter. After some research, I decided that I will include adding the "recommended" dosage of Sta-Bil 360 to my '57 while I continue tuning my carburetors. If purchased in 8-ounce bottles, the fuel cost will rise 21¢ per gallon (1 ounce per five gallons). The manufacturer's recommendations must be followed when handling this proprietary chemical. Dan Civalier (who is also lending me his A/F instrument) suggested that I do a baseline test before I begin adding the Sta-Bil 360 to my tank. I thought that his idea was a smart step to add to my testing protocol.

Copyright © 2026 Arizona Chapter NCRS arizonancrs.com Reproduction Prohibited without Prior Permission



Copyright © 2026 Arizona Chapter NCRS Reproduction Prohibited without Prior Permission