



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Spring 2022 Issue

CHAIRMAN'S MESSAGE BY GARRY MION



I am writing this as the plane heads to the Louisiana Regional in New Orleans. The last time I was here was for the 2013 Regional, and it had a profound impact on my future as a Corvette owner and member of NCRS. It was at this regional that Karen and I laid eyes on a Bowtie 1960 Horizon Blue convertible. Just stunning with its white coves and white top. Now just one year into what was supposed to be a simple body-off mechanical/chassis refresh of our own '60, visions of a full blown restoration and returning the car to its original Horizon Blue exterior and Frost Blue interior were dancing in our heads. A decision that some nine years later is still a work in progress—but getting closer to being a reality, and the journey is something I enjoy tremendously. I have gained a greater appreciation for those who have gone through this journey. NCRS is more than judging sheets and bolt head marks—it's a family of people who share a common interest around a singular automobile—the Corvette.



The Chapter has been quite busy this first quarter. We started off the year with a technical session hosted by Gary Craig, your Chapter Judging Chairman. Gary gave a presentation on lubrication and fuels, a class he presented to a large audience at the Palm Springs National Convention last year. It was a lot of data to digest, and perhaps some of it a bit difficult to decipher, but I know from the questions and discussions that most everyone got some value out the work Gary put into the presentation. A few weeks later several Chapter members headed out to Fountain Hills to attend the eighth annual Concours In The Hills. Our thanks go to Phil D'Alessandro for organizing and coordinating this event, something he has done in years past for the Chapter, and helps us fulfill one of the check marks for a Chapter Flight Award.

Our first judging school of the year was held in February at my home in Gilbert. I took advantage of not having the body on the frame to review a number of chassis and mechanical judged items that would be much easier to see in this state. In March came the first of our two yearly 5-point Chapter Judging Meets. We returned to Streetside Classics for this Spring Meet, and like our prior event our host was most accommodating. It was a busy meet, having some eight cars to judge ranging from a '54 to a pair of '71s, with a few C2s thrown in the middle. Overall it was a great event for car owners and attendees, and I want to thank Gary Craig for taking on a bulk of the work in preparing for it. Going forward, I hope that as members we can help offload some of that work from Gary.

Just recently we completed our first social event of the year—a driver to Bartlett Lake followed by brunch in downtown Carefree. David Peterson, your Membership Chairman, organized this event—a first for him. The weather was cooperative, the scenery spectacular, and the brunch delicious. Congrats and thanks to David for making this driver happen. There were several in attendance for the first time as a Chapter Member—Welcome! I look forward to more Chapter social events, which leads me to announce that Greg Magill has stepped up to be our Chapter Activities Chairman. Greg will be a great addition to the Chapter Board to help keep a focus on the calendar and reaching out to members to identify, organize, and execute on Chapter activities. NCRS is a volunteer organization, and we need more members to step up and get involved. Just a little help from a larger group of people goes a long way.

Looking ahead, there are a number of Chapter, Regional and National events during the April through July time frame, after which we as a Chapter tend to take a bit of a breather due to the warm weather. We intend to hold judging schools in May and June, and really could use your help to identify topics and hosts. Please contact Gary Craig or Greg Magill if you have ideas and/or can contribute in some way.

One board position that was added for the first time is Chapter Historian, and Tom McGowan has been working to help uncover the Chapter's past. If you have not responded to his request for information, I hope you will do so in the near future. Tom has an article later in the newsletter on what has been uncovered so far.

The date for our Holiday Party has been set and will be held at the Grayhawk Golf Club in Scottsdale. Paul Morel has taken the lead on this one and will communicate more details as they become available. For now, please make a notation on your calendar for 10-2pm on Dec 11th.



Besides the various activities the Chapter had, there was a lot going on valley-wide related to the automotive hobby. The auctions were back in full swing with much larger numbers of cars and attendees. From Barrett Jackson in January to Mecum in March, the prices reflect a strong sellers market. Several cruise-ins and car shows across the valley were also active. Hopefully you had an opportunity to participate in them, and such events are going to be tapering off significantly in the coming months.



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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, so Please Support Them!



THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS™



2022 SCHEDULE OF EVENTS

Date	Activity & Registration/Contact Information
January 22-30	Barrett Jackson
January 15	Chapter Meeting and Technical Session—Corvette Fuels and Lubricants Mesa, AZ
February 19	1pt Chapter Meeting and Judging School—C1 Chassis Gilbert, AZ
February 12	Concours In The Hills Fountain Hills
February 23-26	Florida Regional Lakeland, Florida
March 4-5	Southern Arizona Chapter Judging Meet Tucson, AZ
March 18-19	5pt Chapter Judging Meet Streetside Classics
April 3	Chapter Driver Carefree Hosted by David Peterson
April 7-9	Louisiana Regional New Orleans
April 22-23	Northern California Chapter Judging Meet Suisun City, CA Registration is Open
April 28-30	Indiana Regional Fort Wayne, IN Registration is Open
April 29-30	Southern California Chapter Judging Meet San Marcos, CA Registration is Open
May 14	1pt Judging School TBD
May 19-21	Carolina Regional Greenville, South Carolina Registration is Open
June 10-11	Central California Chapter Judging Meet Paso Robles, CA Registration is Open
June 18	1pt Judging School TBD
July 24-28	National Convention Mobile, Alabama Registration is Open
August 18-20	Northwest Regional Redmond, Oregon Registration is Open
September 17	1pt Judging School TBD
Oct 14-15	5pt Judging Meet Streetside Classics
October 27-29	Texas Regional Frisco, Texas
November TBD	1pt Chapter Judging School TBD
December 11	Holiday Party Grayhawk Country Club 11am-2pm

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.

TREASURY UPDATE BY PAUL MOREL



The board is working to improve the club. We are setting budgets, working on new school topics, planning judging meets, and planning a year end event not to miss. The current financials for the club are as follows.

BA checking account \$3131.30
BA savings account \$25,101.16

MEMBERSHIP UPDATE BY DAVID PETERSON



Don't forget to keep your National membership current! It is a REQUIREMENT to keep your chapter membership in good standing. If you have any questions about your membership status or need help with renewal, you can contact me at membership@ArizonaNCRS.com.

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.

- | | | | | |
|-----------------|----------------|-------------------|---------------|-----------------|
| James Anderson | Robert Balsamo | Tom Barkley | Doug Brown | Michael Gertell |
| Greg Haluska | Ralph Jerome | Greg Magill | Darrin Mazoff | Paul McElrath |
| Timothy Olthoff | Carl Poplawsky | Richard Shatkosky | Darin Vigesaa | |

HISTORIAN UPDATE BY TOM MCGOWAN



Our Chapter is in the beginning stages of its goal of documenting the history of our Chapter. Based on the feedback that I've received so far from our membership, that goal is both warranted and achievable. I've been in communication with members Ralph Klestadt, Doug Brown and George Prentice (to name a few) who are willing to share documentation that will assist us in building a historical perspective of the Chapter's early years. I welcome that kind of input from any and all members who have an interest in sharing. You can reach me at historian@arizonncrs.com



In a previous episode (Fall 2021) of the Chapter Newsletter, Garry Mion shared a story and images from a Chapter event from 20 years ago. I found that interesting with respect to a look back in time. This encouraged me to share pictures (above) of my '66 BB Coupe, judged at the Sedona Regional in the Mid-90's when I was a NORCAL NCRS member. Master Judge Rusty Hobbs (may he rest in peace) attended that event and judged a number of cars there. Rusty was an early NCRS member.

At right are images of a t-shirt provided by Don Troyer from the Arizona Regional in '91:

The historical legacy of the AZ Chapter is not just about pictures. Rather, it is about the members that make up the Chapter from its inception to current day. It is about what those members have contributed, learned from others, and what they've experienced resulting from the camaraderie with other members with shared interests in Corvettes of all years.

With your help, I look forward to continuing to document our Chapter history for the benefit of all members. And I look forward to submitting content about our history in future AZ Chapter Newsletters.

All the best



ACTIVITIES CHAIRMAN UPDATE BY GREG MAGILL



Hello, I'm Greg Magill your, new Activities Director. After residing in San Diego for over 30 years, my wife, Eunice, and I recently retired and moved to New River, where we enjoy the howling of coyotes and the occasional tarantula and scorpions. I'm originally from Leominster, MA, and an enlistment in the Navy brought me out to San Diego. After the completion of that enlistment, and not having to shovel any snow in winter, I decided to stay in San Diego.

I was hired as a firefighter with Miramar Fire Department (Actually Federal Fire San Diego, but that's another story) and I retired after 27 years, having served as the Fire Chief for the last ten years.

I bought my first Corvette in 2002, a 1972 convertible, at my wife's suggestion. We've been members of the Corvette Owners Club of San Diego (COCSO) for 20 years, and also NCRS, although not active with NCRS until recently. I've held a couple board positions with COCSO, including activities director.



In addition to the '72, we have a 2004 Coupe that was featured in Corvette magazine for having over 200,000 miles. We also have a 2019 Grand Sport that I enjoy taking to the track.

Being members of COCSO lead me to the St Patrick's Day Parade where I found myself organizing cars for dignitaries and volunteering my time as a committee member with the Irish Congress. In 2016, I was the San Diego Man of the Year for the Irish Congress of Southern California and rode in the parade as a dignitary, no problem getting a nice Corvette to carry me. I've also been involved

with the Burn Institute fundraisers, Adopt a Highway, Muscular Dystrophy Association, and the San Diego Center for the Blind. Despite being busy, we still manage to find time for road trips and are always ready to take on new adventures.

Once I get settled into this new position I would like to get an idea what the club would like for activities, so be on the lookout for some form of a survey. Don't be shy about submitting ideas—I'm here to support them. You can reach me at activities@arizonancrs.com.



WEBMASTER UPDATE BY LOREN PETERSON

Our website <https://www.arizonancrs.com/> is alive and well. Our new board members have been meeting monthly and if you want to contact any of us, our emails are below our photos at: <https://www.arizonancrs.com/contact>.

Our local website is a resource for our members which requires involvement to be effective. So please send a link or an idea if you've got one. Also, if you would like to see anything specific, or see an error, let me know. webmaster@arizonancrs.com



JUDGING CHAIRMAN UPDATE BY GARY CRAIG

On May 14th and June 18th, the Arizona Chapter will hold two Chapter Judging Schools. The topics and locations will be determined and provided to our members through a flyer that will be emailed to all.

Have a wonderful Spring/Summer and hope to see you at our upcoming events.



NEWSLETTER EDITOR UPDATE BY GARRY MION

The newsletter is published by the end of each quarter: March 31st, June 30th, October 31st, and December 31st. The exception would be if a Chapter event occurs at the very end of the quarter (like this quarter), or I get a bit lazy and it takes me longer to assemble. In most cases I do try and stick to the schedule.

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!

It's time for someone in the Chapter to step up and take over the role of the Newsletter Editor. If you have worked with common editing software like Word, Publisher, In-Design or Pages—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.



JANUARY TECH SESSION RECAP BY GARY CRAIG

On January 15, the Arizona Chapter held a technical session regarding Fuels and Lubricants for Vintage Corvettes. The event was held at my garage where we had a chance to see many hands-on exhibits for members to touch and see. I presented this topic at the 2021 NCRS Nationals in Palm Spring Calif and went over this topic for our members. There were 32 members attend this technical session.

The presentation went over the history of fuels that we use in our Corvettes, why they converted the fuels to unleaded (for the catalytic converters), reasoning for ethanol being added to our fuels, properties of oils and what to look for in an oil container, transmission & rear differential lubricants and why each calls for a different lubricant to use and touch upon brake fluids including usage of silicone brake fluids. Many questions were asked and very lively conversations were had regarding these topics. I hope that some of the information was informative and not too technical.



CONCOURS IN THE HILLS RECAP BY PHIL D'ALESSANDRO

The Arizona Chapter of NCRS participated in the eighth annual Concours in the Hills car show on Saturday February 12 continuing its unbroken tradition of supporting this unique event. Almost 1,200 vehicles, and an estimated 40-50,000 spectators, completely filled the 35-acre Fountain Park in Fountain Hills, to raise over \$460,000 for Phoenix Children's Hospital. Chapter members added thirteen Corvettes to the over 100 Corvettes on display.

Mother Nature again cooperated with clear, sunny skies and temperatures in the low 80's. The magnitude of this show is a testament to the enormity and diversity of the car scene in Arizona and especially in the Phoenix area. The show had over 100 sponsors with private car owners paying just \$60 to participate. Spectators have free admission to the park.

The show is arranged by sections for Domestic, European, Asian, Race Cars, Motorcycles, Military and Off-Road vehicles. A new section for this year was Limited Edition Exotics which included such exceptionally rare cars as a \$20 million McLaren F1, Hennessey Venom F5, LaFerrari, McLaren Elva, Aston Martin One-77 and a vintage Ferrari 500 Superfast.

The Race Car Section featured about forty cars from Indy, LeMans, CanAm and other race series. One car was Mario Andretti's Lotus 38, which revolutionized Indy from front engine to rear. Others included a Ford GT Mk IV, McLaren Mk 8E, Toyota GTP, Lola T70 and T160, Genie Mk 10, Surtees TS-8, Maserati Birdcage, Mirage M1 and M12.

Six helicopters flew in and were on display including a USMC AH-1Z Cobra around which Cobras vehicles, from the local club, were displayed.

The show was declared open by former race-drivers Arie Luyendyk, Harley Cluxton, Derek Daly and Lyn St. James announcing "Drivers, Start Your Engines."

A special interactive feature was the Discount Tire Pit Stop Competition where the public were able to test their skill at a timed wheel change as in NASCAR. None of us were quite up to the challenge.

I want to personally thank the club members who supported this event and helped the Chapter accomplish one of the requirements for Chapter Top Flight recognition.



FEbruary JUDGING SCHOOL RECAP BY GARRY MION

Our first judging school of the year was held at my garage on February 19th. 28 members showed up to learn something about C1s—in this case various Chassis and Mechanical items using my 1960 Corvette as a backdrop. I am moving closer in the process of my restoration where the body will be dropped on the frame, and thought this would be a good time to use the open chassis to best see some judged items that one normally can't see, or would have to lay one's back and slide under the car.

Focus was on the front and rear suspensions, brake and fuel lines, exhaust, and steering. I had a presentation prepared to help aid in the discussion regarding originality and the points associated with a specific section, including a few pictures on what I found during disassembly and clean-up. I thank those in attendance for their interest level and questions. Next time we'll be back to the garage is when the chassis is complete with engine and transmission and ready for body drop, which I am hopeful will happen sometime in the fall.



FLORIDA REGIONAL RECAP BY GARRY MION

The 43rd Annual Florida Regional was held on February 24th-26th in Lakeland, FL. This is first time I've attended the event in Lakeland (last time being in Kissimmee). The cars are placed in Hangar D of the Skyline Hangers, which are located within the Lakeland Linder International Airport. Going on at the same time as the regional, and utilizing the other hangars was the Carlisle Auction. The area just behind Hangar D was where you find the swap meet. There were about a dozen vendors, including Al Knoch. I was able to find a some items for my '60, consisting of a couple of clock cores (which are now running—article in a future newsletter), and a correctly dated, 9J, 001D voltage regulator.



There were a good number of flight cars representing most judging classes. I drew a chassis assignment for '58-'60 (1960) and '61-'62 (1961). Having only to judge one car for each day of flight judging made for a lot of free time, which I took advantage of in looking over the swap meet and spending time with relatives who happened to be vacationing near Tampa Bay.

On Thursday morning I attended the National Board Meeting, which is open to the membership (there were about 10 of us there). At this particular meeting it so happened that a vote for President took place, with the resulting 5-4 count going in favor to Shannon Urton. During the remainder of the meeting, several topics were discussed of which one included the Regional calendar for 2024. It was brought up that after the Redmond, OR Regional this August, there are no other Regionals in the west in 2023 and 2024. I walked away with a request to see what, if any, opportunity there would be to hold an AZ regional in 2024, specifically in March or September. The board is gathering data. 2025 would be a better target for an AZ Regional.



There were other AZ Chapter Members in attendance, including Pete Bergman who is in the process of writing the '05-'07 Technical Information Manual and Judging Guide. Pete uses events like this to test-judge volunteer cars in an effort to help improve the clarity and accuracy of the manual. Yup—won't be too long before we'll be judging C6's.

SPRING CHAPTER JUDGING MEET RECAP BY GARY CRAIG

On March 18 & 19th, the Arizona NCRS Chapter held another very successful Spring Chapter Judging Meet. This Chapter meet was held again at a great location: Streetside Classics in Mesa, AZ. Thank you Charles and Wendy from Streetside Classics for allowing us to use this facility!



Instead of having the cars all in a line down the length of the building like last October, we were able to locate the cars very close together which made the judging process much easier for all. Eight cars were judged, all for Flight judging at the Chapter level. The Flight cars were excellent versions of the NCRS standard, especially Tom McGowan's 1967 Rally Red convertible which received the highest raw score of the event and two 1971 LT1s that have less than 10,000 original mileage Corvettes owned by Tom McGowan and Kevin Dewitte. Both LT1 cars showed many originality characteristics and may be future Bowtie candidates, good luck to both cars.



We had five C2 cars, which comprised of two 1963 owned by Geoff Turner and Steve Lambrecht, a 1966 owned by Bill Hendry, and two 1967 owned by Geoff Turner and Tom McGowan. For a repeat participant, Candace Paulino brought back her beautiful 1954 Corvette after having it judged last time at our event in October 2021 and doing the necessary adjustments to her car to achieve a higher score. Candace improved her score by 6.4 percentage points, which is an improvement of 288 points. Very nice job Candace and near the Duntov level of scoring.



We had a couple of Dave Hill display cars owned by John LeGate and Pete Bergmann, thanks John and Pete for bringing out your Dave Hill award winners for everyone to enjoy. A total of 41 members participated in the Chapter Meet on Saturday.

On Friday, we started the Operations Judging on the eight cars. All eight cars made it to the event without any trouble. After Operations Judging, the cars were parked in the Streetside Classics facility for overnight storage. We had 33 participants during the Operations Judging. Afterwards, we held a Judging School regarding C5 Chassis and Exterior and was fortunate to be able to use one of the car lifts at Streetside Classics. Pete led the judging school using his 1999 Dave Hill award winner car. Getting his car up in the air definitely helped show everyone how similar these cars are to the typical C1-C3 cars. There were 22 Chapter members attend this Judging School.

We could not have had such a successful Spring Chapter Meet without our volunteers as well as the fabulous Tabulators; Cathy Bergmann, Suellyn Bennett, Beverly LeGate and a big Thank You to Jeanne Cloutier for being the Head Tabulator. Oh, and of course, we couldn't have a successful Chapter Meet without all of our judging teams and three team leaders, Dave Talley, David Peterson and Paul Morel. Thank you all for your time and efforts.



Candice Paulino 1954 Top Flight Geoff Turner 1963/1967 Top Flight Steve Lambrecht 1963 Top Flight Bill Hendry 1966 Top Flight Tom McGowan 1967/1971 Top Flight Kevin Dewitte 1971 Top Flight

CAREFREE DRIVER BY DAVID PETERSON

For our annual road trip this past weekend, we made the trek out to Bartlett Lake. It was a beautiful day, with some clouds and cooler temperatures. We had fourteen cars and twenty-four people participate in the event. I want to thank Bill Calorico and Craig Schultz for driving up from Tucson to join us. Always enjoy having those guys in attendance. We also had an appearance by the prototype C9. See if you can pick it out in the photos. Chevrolet must be contemplating changing the Corvette logo.



The main road out to the lake had some nice twists and turns, which made me rethink the decision to leave the bias ply tires on my car. Easy to get spoiled by the newer technology on the later model cars.



We only had one run-in with law enforcement, which I'll let Garry Mion explain when he's ready. :) Just kidding! The local sheriff stopped by our group while we were at the lake to admire the cars and ended up taking some photos for us. Very nice guy! He also mentioned that he happened to be a Corvette enthusiast and had recently attended the Ron Fellows

Driving School with his dad. It's amazing how these machines bring us together for so many wonderful memories.



After our lake stop we headed into Cave Creek for breakfast at Local Jonny's. We sat out on the patio and enjoyed some great food and conversation.



Once we were done with breakfast, one of our members, Fred Coury, was gracious enough to invite us



out to his place at the local airport, to check out his garage/hangar. Very cool place with some nice toys. Thanks Fred!



The day eventually came to an end, and we headed home with one more memorable experience with these machines added to our memory banks.



LOUISIANA REGIONAL RECAP BY GARRY MION

The 2022 Louisiana Regional is in the books, and was held at the Pontchartrain Convention Center, same location as back in 2013. A nice facility with lots of parking and ample indoor space for the judging field.



There were a number of AZ Chapter members in attendance. The weather went from a warm and moist 80s upon our arrival on Wednesday, to a drier but quite windy 70s starting Thursday through the weekend. Best thing was no rain and plenty of sunshine.

First time in a while there was a near complete representation of C1s, with only the 61-62 class not having any cars. I drew an operations assignment on Thursday (two 57s) and an interior assignment on Friday (58 and a 59). The 58 and 59 were Both nice looking cars, but neither had been through a full restoration so they took a little longer to judge. The owners were appreciative of the information provided as part of the judging process.



The Thursday night reception was a shrimp fest out in the back part of the host hotel.



On Friday night a number of us set out on a bus ride to the French Quarter. It was busy, but no where near as busy as it was just a few nights ago during the NCAA finals. After a nice dinner a couple of us headed out to Bourbon street for a while before stopping off for, what else, some Beignets at Café Du Monde.

Next up is the Indiana Regional (late April), and then the Carolinas Regional (mid May), leading up to the National Convention in Mobile, AL..



FAILED SMOG ON MY 2013—WHAT? BY PAUL MOREL

I recently was required to do an emissions test to renew the registration on my 2013 Corvette. Of course, I waited until the last minute. To my surprise I failed. The tech asked, "have you recently changed your battery?" I had. I failed because my "readiness monitors" status was "not ready," or incomplete. Monitors are not physical devices, but rather programs within the on board computer that let the technician know if an emissions device or system is ready for testing. Changing your battery in a C6 will reset your ECM module.



This reset will produce "not ready" status for all the monitors. You can buy an OBD plug in scanner for under \$30 online. You will need this since it is the only way to see if you are ready before heading back to the emissions garage. Every failed test requires a longer wait period. As I scrubbed the internet for information on how to get the status to ready, I found an article about the GM drive cycle. It consisted of a cold start, idle for 3 minutes, accelerate to 55 MPH, hold for 3 minutes, coast until you hit 20 miles an hour. Accelerate again to 60 MPH, hold for 5 minutes, and decelerate again. It says you may need to repeat this drive cycle process up to three to eight times before it resets.

I was hoping for three times as it is a tough feat to accomplish in valley traffic, never mind the fact I had to do it in my now unregistered car. I repeated this cycle probably 12 to 15 times and still could not change the status. For my next attempt, I contacted my guy at Chevrolet. He told me to drive 75 miles on the highway and 75 miles in the city. That did not fix my problem either. It was only after I had driven more than 350 miles that all but one monitor was reset to ready. Arizona law states you can have one monitor in "not ready" status and still pass the emissions test. Success! Reading the blogs, some had luck with the GM drive cycle, while others not so much. I did find a lot of people that said they had to drive their cars more than 300 miles to accomplish ready status. After going through this I think it is more about how many cycles you drive, varying conditions, temps, and speeds. Lesson learned. I guess the takeaway is don't change your battery if you need an emissions test in a few days. Happy motoring.



WD-40 HISTORICAL BY TOM MCGOWAN

This past week I was underneath the '67 taking the exhaust manifolds off, as those manifolds didn't pass the "color test" with the Mechanical Judging team a few weeks ago. So, the logical thing was to put the car on the lift and remove the manifolds to prep for sandblasting and painting (tungsten). Well, there was one nut that was giving me fits on the heat riser. After a few knuckle scrapes, I thought, "let's put some WD-40 on this nut and see if that helps". With just a quick spray on the bolt/nut, within ten seconds that nut was spinning off like a gold medal ice skater at the Olympics! I was surprised at how quickly it worked to resolve my issue. I'm quite sure that each of you have at least one can of WD-40 in your garage for multiple uses.

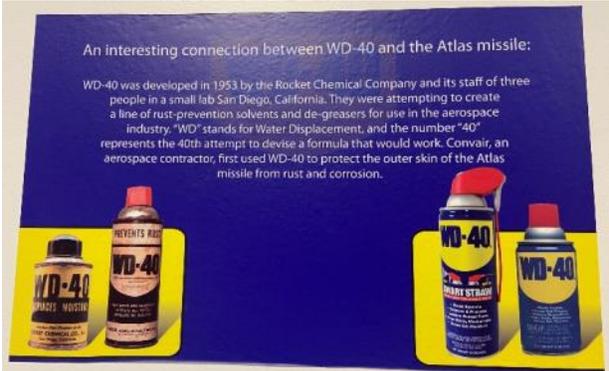
Well, I was telling my friend Mitch (Retired Two Star Major General, US Air Force) about this and he asked me if I knew the history behind WD-40. Mitch was at one time the Mission Commander at Cape Canaveral on a number of launches. Of course, "I said no, I didn't". It turns out that WD-40 was invented to lubricate the Liquid Fueled Atlas Rocket so it didn't rust, corrode and cause drag and maintenance issues. A bit of reference material can be found [here](#).



Please note the image at left showing the WD-40 canisters, which details a brief about how it came about (this image is taken from the museum at Cape Canaveral). In the early days, WD-40 only came in 55 gallon drums for use in the aerospace industry.

I hope that you find this little history lesson on a well used item as interesting as I did.

And by the way, those manifolds look better than new now as I had them sandblasted and painted (tungsten) at SW Sandblasting & Paint and it all happened in just six (6) days. Thank you, Gary Bennett, for the referral.



C2 FUEL SENDING UNITS (BE AWARE) BY TOM MCGOWAN

While changing the Fuel Sending Unit on my '67 Sting Ray, member Brad Crowe and I came to realize that the non-original Fuel Sending Unit outlet port was not typical in size, which would be 3/8". The outlet port of the unit we removed from the gas tank was approximately 2/3 the circumference that it should have been. What does that mean? It means that the fuel getting to the carburetor would be less than what the engine would expect to be receiving. That could prove problematic for how efficiently your engine may perform.

This note of caution only relates to non-original "UNUSUAL" fuel sending units. I've checked on eBay where units are offered from various vendors and most, if not all that I checked mention that a 3/8" outlet port is provided. Some don't mention the dimension.

Brad and I both saw the difference of the two units side-by-side, so just ensure that if you're changing your fuel sending unit out to double check the circumference of the outlet port. A picture of an original unit is at right.



SOUTHERN ARIZONA CHAPTER MEET BY GARRY MION

On March 5th the Southern Arizona Chapter held their Chapter meet in Tucson. Due to some late cancelations, there was only one car to judge—a very nice, original '94 ZR1. I, along with Dave Talley, were tasked with operations judging. Thankfully, the owner was well versed in the operation of his vehicle, making it much easier for us to complete the task. There were other AZ Chapter members present to help with judging and tabulation. While there was only one car it was still a busy morning completing the judging. Lunch, as always, was a delicious combination of BBQ beef and chicken, along with some sides and desert. Hopefully as more members get their cars prepared and feel comfortable in large group settings, there will be more judging opportunities in Tucson for members looking to increase their judging points.



ARIZONA CHAPTER

