



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Spring 2024 Issue



CHAIRMAN'S MESSAGE GARRY MION

We definitely started the first quarter of 2024 with a bang, having completed five activities over the past three months. We are well on our way to achieving a Chapter Top Flight for 2024. You'll be able to read more about these events in the newsletter and also on our website [here](#).

Our Chapter membership currently stands at 136, which is strong but lower than our typical norm of around 150. Some of this is to be expected as the organization ages, and members outside the state don't renew. As the year progresses and we start to get closer to the 2025 Arizona Regional, I expect to see an uptick in membership that will get us closer to our norm.

Our Spring Chapter Meet was a great success, having a number of first-time cars being judged. Unfortunately, two cars didn't quite get finished in time to make it to the event, but there is a great chance they will be ready for our fall meet. My sincere thanks go out to Gary Craig, with support from the new Judging Assistant Patrick Garland, for organizing and running these Judging Meets. They take a lot of effort and this one had the added work needed due to a new location.

As for the new location, the Chapter appreciates and thanks member Addison Brown and the Cascio Motors team for their hospitality in opening up their facility for our use. The upstairs meeting room provided a great setting for the Friday judging school, and for lunch and the awards presentation on Saturday, and we had plenty of room for the flight judging and sportsman cars on the main level.

Our new Activities Chairman, Chris Gazzano, got the year started off with a Drive and Lunch to Wickenburg, and has a few ideas for other events. But Chris needs to hear from the membership on event ideas. So if you have an idea, contact him at activities@arizonancrs.com.

Looking forward, the Southern Arizona Chapter is hosting their Spring Judging Meet on April 5-6, which will then be followed up with the Southern California Las Vegas Regional April 11-13. With a bit of luck the '60 will get its first flight judging in Tucson, and I wish success to those Chapter Members headed to Vegas for Flight Judging or Performance Verification.

The next Chapter event will be a judging school on April 27th, and the topic will be condition judging. We'll follow that up with another judging school in June where we'll be talking about preparing a car for Flight and PV judging in preparation for the 2025 Regional. In between there will be a technical session in May on electrical diagnosis. Take the time to look over the list of events on page 3 and mark your calendars.

THE CAMORADI CORVETTE AZ CONNECTION GARRY EASTWOOD

The feature story in the March 2024 edition of Corvette Magazine deals with the creation, the racing history, the demise and resurrection of the [1960 Camoradi Corvette](#). This car was the effort of privateers to compete at the international level against the greatest names at that time in endurance racing – Ferrari, Maserati, etc. In 1960, this car ran at Sebring, Nurburgring and finished 10th overall at Le Mans.

The car was later wrecked, discarded and parted-out. To the late Loren Lundberg, a long-time member of the AZ Chapter, it became a quest to find the car and restore it to its pre-racing glory. The story highlights Loren's incredible determination to achieve this goal. Also mentioned is Bob Rosebaugh, former Chairman of the AZ Chapter (aka Southwest Chapter) and John Amgwert, one of the founding members of the NCRS. The car was finished in the mid-'90's and driven regularly in the Phoenix area.

The AZ connection to this car is strong. Its story makes for a very interesting read.

(Picture is from the 2008 Copperstate 1000)



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Congratulations to member Gary Bennett for achieving a Best In Class award at the recent 2024 Arizona Concours d'Elegance.

Class 10: Modern Development and Design - American-Powered Sports Cars, 1948-1975

1967 Chevrolet Corvette 427 convertible – Gary L. Bennett, Phoenix, Arizona



2024 AZ Chapter Board

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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!



2024 SCHEDULE OF EVENTS

Date	Activity & Registration/Contact Information
April 5-6	Southern Arizona 5-pt Chapter Judging Meet Tucson, AZ
April 11-13	Las Vegas Regional Las Vegas, NV Gold Coast Casino
April 27th	Chapter Judging School—Condition Judging Details will be sent via email
May 2-4	Heartland Regional Cedar Rapids, Iowa Registration
May 18	Chapter Technical Session Electrical Diagnosis Details will be sent via email
May 30-June 1	New England Regional Marlborough, Massachusetts Registration
June 15	Chapter Judging School—Topic TBD Details will be sent via email
August 4-8	2024 National Convention Hampton Roads, VA Registration opens Feb 1st
October 4-5th	Chapter 5-pt Judging Meet
October 10-13th	Barrett-Jackson Scottsdale Fall Auction Scottsdale, AZ
October 17-19th	Texas Regional Frisco, TX Registration
November TBD	Chapter Judging School—Topic TBD
December 8th	Annual Meeting and Holiday Party Save the Date
May 1-3 2025	Arizona 2025 Regional Glendale, Arizona

The above list of events are subject to change. Visit the [Chapter](#) & [National](#) Websites for latest details

JUDGING CHAIRMAN REPORT GARY CRAIG



Upcoming Events

April 27th - Arizona Chapter Judging School – Condition Judging

Garry Mion will be leading the discussion using his presentation from the recent 2024 Judges Training Retreat in Texas. He will be going through the process of condition judging from assessment through scoring, along with identifying some possible crossover with originality scoring that need to be considered. Examples from the judging of 1966 two-star convertible will help to illustrate how to access and apply the condition deduction percentages. The location for the school will be at Autonation Chevrolet in Gilbert. Full details will be emailed out at least two weeks before the event.

May 18th - Arizona Chapter Technical Session – Electrical Diagnostics

The Arizona Chapter will hold a technical session with the topic: Electrical Component Diagnostics. A flyer will come out two week ahead of this technical session to inform you on the location and time. Please mark your calendar with this information.

June 15th - Arizona Chapter Judging School – Tentative Topic: Preparing for Flight & PV Judging

The Arizona Chapter will hold a judging school with the tentative topic: Preparing your Corvette for Flight & PV Judging. With the upcoming Arizona Regional next year in May 2025, this topic is well suited for those that are bringing your Corvettes to the Regional & Las Vegas National in 2025. A flyer will come out two week ahead of this judging school to inform you on the location and time.

Please mark your calendar now so you don't miss out on these events.

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

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.

TREASURER REPORT - HOLIDAY PARTY PAUL MOREL



Happy April!

Page 1 Checking \$4022.23

Money Market \$20105.96

In this month's note I am attaching our FY2023 financials.

We have improved our financial picture as we head into the 2nd quarter of 2024.

In October we made a \$5000 deposit to secure our site in Glendale for the 2025 regional.

Excluding that deposit, we were in the Black for 2023!

As always, reach out with any questions, comments or suggestions.

Itemized Categories - Last year
1/1/2023 through 12/31/2023

Date	Account	Num	Description	Tag	Memo	Clr	Amount
INCOME							14,254.34
	Uncategorized						2.20
	2023 Fall Driver						370.00
	2023 Fall Meet						1,829.75
	2023 Spring Meet Income						1,709.64
	2023 xmas party						3,920.11
	Name Tags Income						39.00
	NCRS 2023 Dues						2,604.37
	NCRS 2024 Dues						2,898.24
	NCRS 2025 Dues						846.78
	NCRS 2026 Dues						34.25
EXPENSES							-17,910.31
	2023 Fall driver Expense						-495.53
	2023 Fall meet expense						-1,588.30
	2023 Spring Meet Expense						-1,005.59
	2023 Xmas Party Expense						-6,855.70
	2025 Regional Expense						-5,000.00
	Administrative						-115.34
	Charity Expense						-500.00
	Name Tag Expense						-278.63
	NCRS Judging School						-152.01
	Postage and Delivery						-13.70
	Web Site						-1,905.51
OVERALL TOTAL							-3,655.97

TECH SESSION- VINTAGE IGNITION SYSTEMS GARY CRAIG

On January 13, the Arizona Chapter held a technical session at my garage in Mesa regarding How Ignition Systems Work on Vintage Corvettes. The technical session went over how the points/condenser system works as well as how GM changed the ignition system to transistorized ignition for the performance C2 and C3 Corvettes.



I showed many components of the two systems including how to diagnostically check each component. With a Snap-On ignition simulator, a full ignition system was operated and showed how the system works including a battery, ignition switch, starter solenoid, ballast resistor, ignition coil, distributor plus 8 spark plugs and wires. While spinning the distributor, we discussed how to check voltages on the various components was shown.



I had previously discussed with another member how the ignition system, more specifically, the ballast resistor affects the ignition system and what the various voltages would be seen. Next, the components that were changed on the transistorized ignition was shown to all. The resistance across the plus and minus terminals for a TI coil is different than that of a point/condenser system coil.



The original equipment TI board within the pulse amplifier plus the available more modern age transistor circuit boards were shown. I had adapted the Snap-On ignition simulator with a TI distributor mounted on a Sun distributor machine to show the operation of a complete TI system including typical TI wire harness that was added to the car.

There were many questions asked during the event which was great for the knowledge that we all gained. A bunch of coffee was drank, donuts were eaten, and friends were seen so it was an overall successful technical session.

2024 CONCOURS IN THE HILLS SCOTT SANDLER

A group of nine Chapter members participated in the tenth annual Concours In the Hills charity car show in Fountain Hills. The Chapter has been participating in this event for several years as it fulfills two of our Chapter Top Flight award requirements: Attend a charitable event and membership recruiting.

This year the organizers established a new, fifth entrance on the south side of the park which made entering the park a lot easier and faster than previous years. No longer did we have to wait for the helicopters to arrive before entering.

You can go [here](#) to see a short video of the event.

The 11th Annual Concours In the Hills is scheduled for February 15th, 2025.



C1 INTERIOR-EXTERIOR JUDGING SCHOOL GARRY MION

Before I started the journey of matching the body up to the chassis, I thought it was a good opportunity to have another C1 judging school, this time focused on the interior and the exterior. So on February 17 about thirty members stopped by the house to attend the school and learn more about some of the lesser seen judging components and assemblies, and some details to look out for on the judging field.



I thank Tom McGowan for this pictures, and you can see more pics from Tom by going [here](#).



The car is currently being prepared for the Southern Arizona Chapter Meet on April 5th. (Didn't quite have it ready for our Spring Chapter meet). The next goal is to have it ready for PV judging at the Texas Regional in October.

Thanks to all who attended. I hope you enjoyed it as much as I did.

WICKENBURG DRIVER CHRIS GAZZANO

On March 9, 2024, 7 Corvettes and 13 NCRS chapter members had a Saturday drive to the Desert Caballeros Western Museum. Our members enjoyed a guided two hour tour of this amazing museum. We were surprised to learn that this museum contains in its collection ,artifacts from early turn of the century life to Modern Western art.



Desert Caballeros has an impressive art collection. Including some of the most famous names in western art history. Remington, Russel, Bierstadt, Caitlin, Moran and many more. The museum also has an entire floor dedicated to an actual replica of Wickenburg town at the turn of the century. Including Victorian home interiors, ranch houses and stores.



Our group ended our tour and took the short walk to Nanna's cafe. A local gem. A hearty lunch and conversation was enjoyed.



2024 SPRING CHAPTER JUDGING MEET GARY CRAIG

On March 23rd, the Arizona NCRS Chapter held another very successful Spring Chapter Judging Meet at a new location: Cascio Motors. Thank you Addison Brown for letting us use your great facility for our Judging School and for our Flight Judging. Four cars were judged at the Chapter level. For the first time, we did not have a contingent of C2 Corvettes. The Flight cars were excellent versions of the NCRS standard, especially Chris Gazzano's Daytona Yellow 1970 LT1 which previously received a Duntov award under a previous owner.



We had NCRS member #12, Joe Johnson, who brought out his Torch Red 2002 C5 Corvette. Joe has been away from the NCRS judging system and he commented to me that we are doing much more activities including crawling around the bottom of these Corvettes than what they did in the past. Keith Kolerus brought out his Velocity Yellow 2006 Z06 which was a very beautiful Corvette. Our final Corvette was a Tasco Turquoise 1960 Corvette owned by Frank LaBue. Turquoise is a great color on a Corvette.



We had three cars driven to the event. Dana Richard in his 2003 for Sportsman, Kevin Dewitte in his 1971 Bowtie & Duntov award winner & Pete Bergmann in his 1999 Dave Hill displays. A total of 41 members participated in the Chapter Meet on Saturday.

On Friday, we held a Judging School on Standard Deductions which is very suitable since there have been many changes to Standard Deductions in the recent past. We had 23 participants for the Judging School in the upstairs room at Cascio Motors with a good discussion on the Standard Deductions topic. On Saturday, we started the meet by performing Operations Judging on the four cars. After Operations Judging, the cars were parked in the Cascio Motors facility for the remaining four Flight Judging sections. We had a full three teams of judges for the Operations and Flight Judging.

We could not have had such a successful Chapter Meet without our volunteers as well as the fabulous Tabulators; Suellyn Bennett, Cecelia Junokas, Jeanne Cloutier, Margaret Craig and a big Thank You to Cathy Bergmann for being the Head Tabulator.



Frank LaBue

Chris Gazzano

Joe Johnson

Keith Kolerus

1960 Second Flight

1970 Top Flight

2002 Top Flight

2006 Top Flight

Oh, and of course, we couldn't have a successful Chapter Meet without all of our judging teams and three team leaders, Dave Cloutier, David Peterson and Pete Bergmann. Thank you all for your time and efforts.

You can see more pictures from by visiting our website [here](#). Thanks to Tom McGowan for putting this photo review of the meet.

PLANT TOUR AND MUSEUM DELIVERY TOM MCGOWAN

Back in early April of 2021 I took Museum Delivery (RPO R8C) of my 2021 Corvette Convertible. Due to the COVID 19 Pandemic all plant tours (which are included in R8C) were cancelled. Three years later I took the tour once again that I had on "backlog", on January 10th. Much has changed over the 15 years or so since my last tour. I recommend that all Corvette enthusiasts take the tour.

- There were a number of things that I observed while on the tour:
- The digital signage states clearly the objectives of the day (94 Corvettes per shift and two shifts per day = 188 Corvettes / day)
- The norm seems to be about one Z06 per twelve Corvettes, but on this day it was about one Z06 per every six Corvettes
- There were no E-Rays built on that day and from what I understood there were the initial 120 E-Rays built as "Captured Test Vehicles"
- The plant was much more automated than years ago, with Conveyors doing much of the work building Corvettes
- The paint department has a significant "Paint Observation Point" on the tour and it was magnificent
- The final testing point was rigorous and they take their jobs seriously
- The Z07 Package for the Z06 is available, contrary to popular rumors, but on a very limited basis and the dealer allocations are specific to when they are available to ship

One section was cordoned off and covered, and I was told "on the sly" that they were building the ZR-1 in that area, which is why the plant tours shut down again on February 2nd

The National Corvette Museum had an E-Ray on display within the Museum, as well as some brute engine on display:



The National Corvette Museum Delivery Area was completed and the Museum Restaurant is completed as part of the restoration:



IN THE TOOLBOX GARRY MION

Recently I ran across then need to add a couple of new items to the toolbox to help with the restoration of my '60.



First up was a deburring/chamfer tool as shown on the left. The main reason for purchasing this tool was to chamfer the ends of bolts that were damaged to the point where starting a nut was difficult to impossible. Normally one would just grab another bolt, but when attempting to reuse original bolts with specific head-marks this tool becomes important. The tool I purchased would work for bolt sizes ranging from 1/8" to 3/4" (3mm-19mm). You can find them in other sizes generally capable of working with larger bolt sizes. I didn't find one capable of working of smaller sizes such as #8 or #10 studs.

This tool also came in handy when it came to installing the window handle crank to the regulator. I had to purchase replacement regulators and I found that handle crank would not completely seat and thus the retainer clip would not engage. After examining the differences between an original regulator and the replacement it became apparent that the chamfer on the original was more pronounced. Using this tool resolved the problem. The photo at right shows the result.



replacement regulators and I found that handle crank would not completely seat and thus the retainer clip would not engage. After examining the differences between an original regulator and the replacement it became apparent that the chamfer on the original was more pronounced. Using this tool resolved the problem. The photo at right shows the result.

Next up is a solution to holding a bolt or nut in a socket that otherwise would be difficult to start using fingers or say a nut that needs to stay at the end of the socket in order to catch the stud.

These magnetized socket inserts help to perform this task. They fit pretty snug in the socket, usually requiring a bit of pressure to insert and a screwdriver to poke out. The magnet is sufficiently strong enough to hold most bolts and nuts. I found these useful when installing the bolts to hold the doors on hinges, and again when installing nuts on studs under the dash. The ability to hold the bolt or nut in place while positioning really helps in the installation, and works better than using tape or perhaps dum-dum to help perform the same function.



SOME MODIFCATION NECESSARY GARRY MION

At times you run into a problem and wonder why the manufacturer produces a product that comes close but doesn't quite work as intended. Just ask anybody restoring a car—it drives you crazy because you likely end up spending way too much time making it work or worse, it never works or you end up damaging something. Here one example I ran across.

This is the radiator drain cock for 56-60 cars. It is designed to primarily drain the radiator by using the ears (tabs) to rotate the inner shaft. The design, however, also includes a short nipple which holds a drain hose that passes through the bottom of the radiator support (thus keeping the coolant from spilling into the radiator support and then all over the place). The problem is that the second time I attempted to close the valve with a small amount of force to make sure it would not leak, the ears just started to spin. I now could no longer release the valve as the ears became sufficiently loose. This required that I remove the drain cock and attempt to fix it or replace it. However, I figured if it happened once it could happen again.



I quickly learned that JB-Weld wasn't going to solve the problem (don't ask). Upon further inspection, it was obvious that the assembly is pressed fit together. You have the valve, the ear and the nipple all held together by the force of a rolled-over crimp. Once it breaks free there is no going back. So I came up with an idea of using a tiny hammer drive screw to keep the three pieces from independently rotating. I drilled a very small hole at the side of each tab where it meets up with the drain and inserted the screws. The interference fit of the screw to the hole will keep them in place.



It worked. Now I could tighten the valve and not worry about it spinning loose, ensuring that it would not leak and I'd be able to spin it open when needed.

ARIZONA CHAPTER

