



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Summer 2020 Issue

CHAIRMAN'S MESSAGE BY PHIL D'ALESSANDRO



Extraordinary times, extraordinary measures. I don't believe any individual in a "leadership" position has ever been required to report to their employees, members, or affiliates what has transpired in the past three months. As human beings we have been exposed to the most dramatic upheaval in our country's history. A foreign invasion of an unseen, unknown enemy, with the power to crush our economy, put millions out of work and cause the death of tens of thousands, all without a single bullet being released. Now that we know what it is, and the "war" resources have been marshalled, positive results are being seen. Certainly, more to be done, remaining cautious and aware remains critical to your health and wellbeing. Yes, I know, being "locked down" is playing havoc with everyone, we have been in for 80 days before meeting some friends, staying in our cars. The Club membership has been healthy, let's keep it that way.

How can I not address the past two weeks? Yes, change must happen. Change is a process which invades all our lives, but it doesn't happen overnight nor with riots, looting, and needless death. Open conversation, commitment to listen and learn and then formulate action plans together for positive outcomes. I will not comment on an individual as to whether or not they were good or bad, but certainly no one should be subject to the action of a rogue official of the law. As for the looters and criminal protesters; identify as many as possible, make them clean up, repair, and make restitution as much as possible, then jail them. Their lawless action did more harm than promote the cause, which I am positive, was not their cause.

So, in these uncertain times, remain a human being. Help those who need it. Reach out, be kind and attempt to understand the other side of the story, since there are always at least two sides. This is not a Democrat or Republican issue, it's for all of us.

Final thoughts, NCRS has never canceled a National Convention and as we continue to prepare for our 2021 Regional, keep in mind the potential for a larger turnout since we are the final Regional "feeder" to the 2021 National in Palm Springs. What this means is that we need the membership to participate. The CORE Team Leaders will be asking to assistance, please volunteer.

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FUTURE JUDGING SCHOOLS/MEET BY GARY CRAIG

Since the threat of coronavirus on our citizens and the allowance of video conference judging schools, we will advise the membership on when the next non-virtual AZ Judging School will happen. Continue to check the AZC Website for the latest information.

In addition, we continue to plan for our October 18-19 Judging Meet.

Hopefully, this whole pandemic mess will be over and done so we can go back to our love of Corvettes and spending time with our great friends. Until then, be careful and healthy.

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

2020 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 \$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.

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2020 SCHEDULE OF EVENTS

Date	Activity & Contact Information
January 12-19	Barrett Jackson—Scottsdale, AZ
January 25	Judging School & Chapter Meeting: ECL Codes w/Bill Calorico Fountain Hills Community Center
February 8	Concours In The Hills - Fountain Hills, AZ
February 15	Judging School & Chapter Meeting -
March 13-14	Spring 5pt Chapter Judging Meet - BJ Showroom Scottsdale, AZ
April 3-4	Southern Arizona Chapter Judging Meet—Tucson, AZ Event Cancelled, Pushed to October
April 11	Bartlett Lake Driver - Meet at WeKoPa Resort Event Cancelled, To Be Rescheduled
April 25	Judging School and Chapter Meeting Broach Marks—Webex Conference
May 1-2	Southern California 5pt Chapter Judging Meet Long Beach, CA Event Cancelled
May 30	Judging School and Chapter Meeting: Condition Judging—Webex Conference
May 28-30	Rocky Mountain Regional - Loveland, CO Event Cancelled
June 11-13	North Central Regional—Olmstead County Fairgrounds Rochester, MN Event Cancelled
June 27	Judging School and Chapter Meeting: Understanding and Using CDCIF—Webex Conference
July 19-23	National Convention—French Lick, IN Event Cancelled
August 20-22	Northwest Regional Event Cancelled
August 22	Judging School and Chapter Meeting: Topic TBD
September 19	Judging School & Chapter Meeting: Topic TBD
October 2-3	Southern Arizona Chapter Judging Meet Tucson Event Cancelled
October 9-10	Southern California Chapter Judging Meet Corvette Mike Anaheim, CA
October 16-17	Fall Chapter Judging Meet: Location TBD
October 22-24	Lone Star Regional—Frisco, TX
November 21	Judging School and Chapter Meeting: Topic TBD
December 13	Chapter Holiday Party

These events may be impacted by the Covid-19 social distancing guidelines put into effect by federal, state, and local agencies. Updates, as soon as we know them, will be sent out to chapter members, and you can also go to [NCRS.ORG](https://www.ncrs.org).

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.

Q2 JUDGING SCHOOL RECAPS BY GARY CRAIG

Stamp Pad Surface Finish "Broach Marks"

On April 25th, the Arizona Chapter held the first NCRS virtual judging school. This was due to the Covid-19 epidemic and quarantine affecting the entire world and not allowing us to congregate together and hold in-person judging schools. Dave Brigham, National Judging Chairman, has temporarily allowed the Chapters to hold on-line video conferencing (VConf) for Chapter judging schools with on-line registration. The subject of the first VConf judging school was Stamp Pad Surface Finish – "Broach Marks". This presentation was presented by Gary Bosselman (C3 Expert Judge) at the 2018 and 2019 National events in Las Vegas and Greenville. At these two National events, the day that Gary B. was giving this presentation was on Tuesday, which is Bowtie judging day, so many of our members were not able to attend this presentation. Fortunately, for myself, I was judging with Gary B. on Bowtie Judging so we just had to stop judging, go over to the presentation room and I was able to see Gary's presentation first hand. Gary B. was gracious enough to allow me to present this material that he has developed to our members. For the first VConf judging school, we used the Webex system for the video conference system. Fortunately, for my day job, we use Webex extensively so the system was well known to myself. There were 83 members across the US and Canada that initially signed up for the judging school, with many of these having two members that would be attending. The final count for members that actually attended and received their one judging point was 81 members, wow! That is a big class. Fortunately, I did not have to serve up the swill I provide for coffee and donuts were free if anyone came to my house, no takers!

The judging school went over the manufacturing process that General Motors used at their Flint and Tonawanda engine plants for machining the top and bottom of the engine blocks, which gives us the characteristic "broach marks" that our Mechanical judges look for when judging an owner's Corvette. There were many examples of broach marks, both typical factory production and styles used by engine rebuilding shops that have a different machining process. In my younger years (junior high thru college), I worked at an automotive engine rebuilding shop so I have actually performed the "bad" machining practices where the machining cuts are circular and not end to end like the typical factory broach marks so this judging class brought back many memories for myself.

One thing that I heard from many members is that this format of doing VConf is very nice in that each person has a personal screen to view the presentation and can make it larger for their own usage. Plus the detail that can be seen in the presentation on your own computer screen is much better and finer than the screens at the National events. I sat in the front row during Gary's National presentation and I can see the differences between the two formats.

Condition Judging

On May 30th, the Arizona Chapter held its second video conference judging school with Garry Mion giving his presentation on Condition Judging. The Covid-19 epidemic and quarantine is still affecting the entire world and not allowing us to congregate together so we will be holding these VConf judging schools for a while. There were 89 members across the US and Canada that initially signed up for the judging school. The final count for members that actually attended and received their one judging point was 86, an increase of 5 over the first VConf judging school. Good job, Garry Mion, everyone wanted to hear what you had to say!

The judging school went over the NCRS guidelines and how best to interpret them with regards to Condition judging. This is one area that we seem to not focus too much effort into and Garry's presentation was fantastic. There were many photos of parts in various condition levels and Garry showed how the NCRS Condition guidelines apply to each part. Along with the photos, Garry had his judging sheet examples from Chapter, Regional, and National so we could all see how the various judges evaluated his two-star, top flight 1966 Corvette. Being a two star Corvette in Exterior and Interior, there are many opportunities for Condition points vs. a restored car that looks brand new. This presentation was very informative and presented quite well.

Understanding and Using CDCIF

On June 27th, the Arizona Chapter held its third video conferencing judging school with Gary Craig giving his presentation of Understanding and Using CDCIF- Matrix System. We are still hampered by the Covid-19 epidemic unfortunately so we will continue to hold these VConf judging schools for a while. There were 84 members across the US and Canada that initially signed up for the judging school. The final count for members that actually attended and received their one judging point was 83, dang, a decrease of 3 from Garry Mion's Condition judging school, Garry, you have the record! The members must be tiring of hearing myself speak.

The judging school went over the NCRS guidelines and how best to interpret them with regards to CDCIF – Matrix System judging. This is the area where the most judging points are congregated so understanding how to apply and use CDCIF – Matrix System is key to becoming a better and quicker NCRS judge. How to build the matrix was demonstrated and certain examples of the five CDCIF categories were shown by the particular part presented on the judging floor, the typical factory example, and the judging point allocation for each category. Additionally, the actual judging sheets from Gary's 1969 Corvette from the 2015 Arizona Regional was used as a comparison since most of the parts presented were from this 2015 AZ Regional. Hopefully, many members found this presentation informative and if at least one person took something from this presentation, Success!

ACTIVIES UPDATE BY JOHN RICHARDS

Unfortunately due to circumstances beyond our control the club's driving event in April was cancelled. We planned to drive from Fountain Hills to the Last Stop Bar and Grill at Bartlett Lake. Over 30 folks had already responded when we cancelled so it was obvious that this would have been a well received event. Our plan is to try again next Spring.

Our annual Christmas event is tentatively scheduled for December 13, location to be determined. That's all there is at this time so everyone stay safe and keep tuning in to the web based judging seminars.

Q2 2020 TREASURY UPDATE BY DAVE BARCLAY

It's July 2020, and you should have renewed your membership for 2020 by now. If not, just go to the Arizona NCRS website [here](#), and scroll down to Membership Renewals. If you prefer to pay by check, my name and address are listed there.

If your personal information (e.g, address, phone number) or email address has changed, please email those changes to me at treasurer@arizonancrs.com.

Our financial balances as of June 30, 2020 are: Checking Account: \$2,806.16 Money Market Account: \$30,195.71

The January 1st thru June 30th, 2020 checking account breaks down as follows:

Income	
Dues Received (2020 thru 2023)	\$1,717.08
Judging Income	\$1,108.47
Social	\$0.00
Interest Earned	\$2.50
Total	\$2,828.05

Expenses	
Membership Expenses	\$0.00
Judging Expenses	\$1,913.18
Miscellaneous Expenses	\$30.42
Social Expenses	\$0.00
Web Site	\$789.75
2021 Regional Expenses	\$0.00
Total	\$2,733.35

Income:

Membership: 2020-2023 Dues

Judging: 2020 Spring Event

Interest Income: Money Market Account

Social:

Expenses:

Membership:

Judging: Judging Event, Judging Materials, Event Refunds, Judging Schools, Tech Sessions

Miscellaneous Expenses: Administrative

Social:

MEMBERSHIP UPDATE BY DAVID PETERSON

I hope everyone is continuing to stay safe and healthy during these unprecedented times! For those of you who haven't already participated, or may not be aware, we are holding virtual judging schools through Webex. Our next event is coming up at the end of July. Please check the website for up to date days and times. As a reminder, you must register online in order to receive your judging point. Hopefully, we will see each other face to face in the fall, even if it is six feet apart.

I also want to remind everyone that you must maintain your National membership in good standing in order to remain on our chapter roster. You can check the status of your National membership by visiting your profile at NCRS.org.

Our current membership count stands at 133. The following individuals have recently joined our chapter. If we are ever able to see each other again in person, please make an effort to introduce yourself and say hello.

- | | | | |
|--------------------------|-----------------------|-------------------------|-----------------------|
| David Baker | Chuck & Nancy Banks | Russ & Pam Beyer | Michael Dinan |
| Greg Frazier | Ron Hammer | Richard Harrington | Pamela & Brooks Kacir |
| Brenda Kalivianakis | Randy Klinckhardt | Alex & Barbra Matkovich | Warren McLaen |
| Michael & Aida Mongiello | David & Connie Morris | Steve & Felicia Perry | William & Kim Reid |
| Ted Schuman | Steve Stienstra | Ken & Sandra Traverse | |

CONGRESS, EXCISE TAX, AND THE COST OF YOUR MID-YEAR CORVETTE

BY DAVE BARCLAY

While researching my early March, 1966 convertible and looking over a reproduction window sticker I had, I found that there was an apparent unexplained difference between the MSRP on the sticker and that shown in the NCRS Corvette Specifications Guides. My window sticker showed \$4056 and included an asterisk with these words, "based on reduced excise tax rate effective January 1, 1966." The Spec Guide had a \$4084 price for the car with this disclaimer, "Prices effective 3/16/66." What was this all about?

My curiosity was aroused, so I decided to look into it. Back in 1996, Curt Gifford wrote an excellent article in The Corvette Restorer Magazine, Volume 22, Number 3, Winter 1996, titled 1959-1967 Window Stickers. In it he referenced three interesting and asterisked quotes from 1966 window stickers from copies he had. These quotes caught my eye. The first quote read "based upon reduced excise tax rate effective June 22, 1965," and this came with a car produced and sold in early November 1965. The second window sticker quote came from an early January, 1966 car and said "based on reduced excise tax rate effective Jan. 1, 1966." This second quote I recognized since these were the same words that were on my repro sticker. The third price quote said "based on excise tax rate effective March 16, 1966," and came from a car produced in late of March, 1966. This last date seemed quite a coincidence, because it had the same date used by the NCRS Specification Guides for all 1966 cars.

Another statement Mr. Gifford wrote got my attention: "This entire tax thing, and other changes that are reflected in the stickers, are beyond the scope of this article; I hope someone will put one together covering the 1966 model year."

So here goes! There were actually two separate congressional tax acts that impacted 1966 automobiles, and in three ways. These were the Excise Tax Reduction Act of 1965 and the Tax Adjustment Act of 1966. I'll cover the Act of 1965 first.

Effective June 22, 1965, Congress passed the Excise Tax Reduction Act of 1965 which resulted in a rather significant tax rate drop on many everyday items, including automobiles. At the time, the price of automobiles included a 10% excise tax which had been in effect since 1951. So on June 22, 1965, that rate was dropped to 7%. What this means is that a 1966 Corvette owner saved money over earlier Corvette model owners because they paid a 7% excise tax rate on their new car rather than 10%. Then on January 1, 1966, as a part of the Act of 1965, the rate dropped further to 6%. Now a Corvette owner whose car was produced on January 2nd, saved even more money. (The 1st was a holiday.)

Taxes were scheduled to continue dropping by two percentage points per year until leveling at 1% on January 1, 1969. Alas, because of the second act, the Tax Adjustment Act of 1966, this didn't happen, and there was another price change for '66 Vette buyers, which I will cover soon.

Here are some more interesting facts about the first piece of tax legislation, the Excise Tax Reduction Act of 1965 that might interest Corvette owners. By way of background, excise taxes on automobiles had been in effect since 1917, as low as 3% and as high as 10%, and often described as regressive and discriminatory. Their repeal was long overdue, and because of the Act of 1965, automobiles were scheduled for a total of 9% in tax cuts, to be phased in over three and half years. However, in exchange for these cuts Congress wanted some concessions from the "Big Four" Auto Makers. Before Congress would make available the final 4 of the 9 points scheduled to drop, certain safety standards had to be complied with that applied to collision prevention and occupant safety. The final 4 points were essentially bargain-chips, and were the 2 points scheduled for 1967 and the 2 points scheduled for 1968 calendar years respectively.

These standards applied to collisions:

1. Dual operation of brake system.
2. Safe tires and safety rims
3. Standard gear quadrant—PRNDL for automotive vehicles equipped with automatic transmissions.
4. Glare reduction surfaces (Instrument panel and windshield wipers)
5. Design of windshield wipers-washers
6. Backup lights.
7. Outside rearview mirror(s).
8. Four-way flasher(Hazard warning).

These applied to occupant safety:

1. Anchorages for seat-belt assemblies.
2. Padded instrument panel and visors.
3. Recessed instrument panel instruments and control devices.
4. Impact absorbing steering wheel and column displacement.
5. Safety door latches and hinges.
6. Anchorage of seats.
7. Safety glass.
8. Standard bumper heights.

In addition to these 16 standards, there was a 17th requirement for the automobile manufacturers, that of establishing exhaust emission control standards. These were to be established in conformance with the California Test Procedure and Criteria for Motor Vehicle Exhaust Emission Control.

But wait, that's not all. Before any of these tax reductions were even to be considered and passed by the Senate, the auto manufacturers had to agree and then submit written pledges they would pass on the financial benefits received to dealers and the consumer. Here is the pledge sent to Senator Harry Byrd, Chairman of the Senate Finance committee dated June 9, 1965 by the General Motors CEO, Frederic G. Donner:

CONGRESS, EXCISE TAX, AND THE COST OF YOUR MID-YEAR CORVETTE (CON'T)

"This is in response to the request of Senator Douglas for additional assurances concerning the intention of passenger car manufacturers to pass through the reductions on the new car excise tax. In line with its previous statement, General Motors will reflect all scheduled reductions in the excise tax fully and promptly in the manufacturers suggested retail selling price on the sticker affixed by laws to every new car as the reductions take effect. The cost of the new car to the dealer will correspondingly be reduced. A copy of this wire is being sent each member of your committee. A duplicate of this is wire will be delivered to you personally by Western Union today."

When you look at this list of standards, they could have resulted in several changes made to the 1966 and 1967 Corvettes. For example, we got brushed windshield wipers with less glare, standard backup lights, more padding, four-way hazard flashers, optional shoulder harness, and the Air Injection Reactor system. We also lost the teakwood steering wheel. Some items on the list were already in place or would soon be. The letter from the Chairman of General Motors showed that GM did want to make the cars more affordable as the result of lower excise taxes. (Chrysler, Ford and AMC also wrote pledge letters.)

Despite all this effort, these tax savings did not last long. Enter the increased tempo and cost of the Vietnam War! This resulted in the need for increased revenue and the second piece of legislation. So in early 1966, Congress passed the Tax Adjustment Act of 1966, which became law on March 16, 1966. Remember the scheduled 1% tax decrease from 7% to 6% on January first? This Act resulted in suspending or adjusting that 1% tax drop back to the previous 7% percent rate and made this effective March 16, 1966. This 7% rate was only supposed to last two years under the Act of 1966, but stayed at 7% for the next five years instead. It was finally repealed to zero on August 16, 1971 as the Vietnam War wound down. The July 2015 table at right shows the history of automobile excise taxes from 1917 until finally being repealed in August 16, 1971 for good.

So how does this impact on the costs of a 1966 Corvette convertible? In fact, the base cost from the beginning of production on Sept. 1st, 1965 was \$4084, which reflected the recently-dropped 7% excise rate in effect at the time. On January 1, 1966 the cost dropped \$28 to \$4056 which reflected a one percentage point drop to 6%. (This is equal to \$223 in today's dollars.) Thanks to the Tax Adjustment Act of 1966, the base price of a convertible went back up to \$4084 on March 16, 1966 reflecting the adjustment of 6% back to 7%.

JULY 2015

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	AUTOMOBILES (PERCENT OF MANUFACTURER'S SALES PRICE)
October 4, 1917	3 percent
January 1, 1919	↓
February 25, 1919	5 percent
July 3, 1924	↓
February 26, 1926	↓
March 29, 1926	3 percent
June 30, 1928	↓
May 29, 1928	Repealed
June 21, 1932	3 percent
July 1, 1940	3.5 percent
October 1, 1941	7 percent
February 1, 1942	↓
June 30, 1948	↓
November 1, 1951	10 percent
September 1, 1955	↓
July 1, 1956	↓
July 1, 1961	↓
June 22, 1965	7 percent (7)
January 1, 1966	6 percent
March 16, 1966	7 percent
August 16, 1971	Repealed

How about a 1966 coupe? The base cost at beginning of production was \$4295, which dropped \$30 to \$4265 during the short 74 day tax reduction period. In the illustration at left, you will see the price of a January 4, 1966 built coupe that reflects that, as well as the 1% excise tax drop being reflected in the option prices.

What about the options? All rates and changes of these two tax acts also applied to the prices of parts and accessories included as original equipment options. For the most part, at least in 1966, the differences were less than a dollar or two. My fairly well-optioned '66 with twelve extra cost options saved around 10 bucks with the 1% excise tax drop.

Finally what about 1965 prices? The 1965 Corvette prices started at the 10% excise tax rate, and then dropped to 7% on June 22, 1965. That means that out of 23,564 produced, there were over 20,000 that paid the higher 10% tax rate. Our Spec Guide shows the lower 7% tax rate, using the disclaimer, "Prices effective 6/22/65."

Does this mean much to a Corvette aficionado? Probably not unless you're into minutia such as this or have such rare items as the Window Price Sticker or the Car Shipper document which list the cost of a car and its options, and are curious about why your costs are different than all the guides.

I'd like to thank John Hinckley, both for his fine article titled, Numbers and the "Missing Link" the Broadcast Copy, and for providing me with and allowing me to use his illustration for this article. I would also like to thank Vinnie Peters for his advice and help with this.

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Delivered To: 6810 WEST BLVD, LOS ANGELES 43 CA

Make: CHEVROLET

Vehicle Identification Number: 1943765 110847

Final Assembly Point: ST. LOUIS, MISSOURI

Model: 19437 CORVETTE SPT COUPE	4265	00
Destination Charge	141	75
Subtotal	4406	75

Manufacturer's Suggested Retail Delivered Prices on Options and Accessories installed on this Vehicle by the Manufacturer:

2M21AA 4 SPD CL RATIO TRAN	182	98
29B2AA M0SPORT GREEN	57	51
2A31AA POWER WINDOWS	15	68
2A01AA TINTED GLASS	197	62
2UG6CB DB AM/FM RADIO	73	19
2K66BA TRANSISTOR IGN EQ	36	60
2N11AA OFFROAD SER EXHAUST	31	13
2P92AA 75X15X2 PLY WSH	41	82
2G81AA POSTTRACT AXLE 370R	310	54
2L72AA 425 HP V-8 TURBOJET		

* REDUCED EXCISE TAX RATE EFFECTIVE JAN. 1, 1966

Factory Installed Options and Accessories	Subtotal	947	07
Total Amount (Does not include dealer inst. taxes or accessories, state or local taxes or license)		\$	5353 82

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THINK I WILL PAINT MY CAR BY PHIL D'ALESSANDRO

It's 2004, and sometimes I wish it really was, but it isn't. But back to 2004. It was time to get a Corvette for me after getting a 1984 (junk, not a junked car, just that 84 was junk) for my son as a graduation gift, replaced for a new one in 1992. But what to get. What got everyone's blood going, none other than the most iconic Corvette, the 1963 Split window! But could I afford it? First, I had to find one and as luck would have it, my business partner who travelled the nations' highways and byways, would have it, he meets up with Corvette racer and car builder, Ron Saboury. Turns out, Ron has several in various stages of condition at his garage in Maryland. The age of the internet provides photographs and the emotional kick for Ron and me to enter into negotiations. Bank deposit secures the car as I line up an appraiser to inspect and drive the car and based upon his results, the deal is done. The car is as advertised, non-original motor but that's it. The 327/340 is long gone, but the 4-speed, 3:70 rear, leather interior, chrome trim, Kelsey-Hayes knock-off wheels, and tinted windshield are all there. My wife, not the most trusting soul, asks if the car is safe as I will drive it back to New Jersey. Ron guarantees it is. Time will tell. The engine, now a 350/175 HP truck engine, runs great, but no power brakes or power steering plus the manual air conditioning, you know, the side crank windows, make for a hot August drive but who cares I now own a Daytona Blue 1963 Split Window.



First things first. Need for proper locomotion. Short blocks are easy to come by and since I knew little about NCRS, my thoughts were opposite making the car a Top-Flight car. Building the 350 made sense, easy to obtain parts, engine mounts line up and the potential for significant power increase from the 327/340. Dart heads, roller rockers, Edlebrock carburetor and Hooker headers gave me an additional 105 horsepower. Scary power for a 3,050-pound car with a single brake line to drum-brakes. Since I was adding a Keisler 5-speed, one that did not fit due to the fact that a previous body off restoration effort forgot the shims, provided the opportunity to get a great look at the frame and to add power disc brakes. The job to install the front brakes, master cylinder, etc., pretty straight forward. The rear brakes are another story with the trailing arms at issue. So, decision time, and an easy answer, the fronts with a proportioning valve. By the way, the setup works great.

I now have a great driving, and stopping car, just not a great looking car as the body paint is showing its' age. It's one of those "10 feet" cars, perfect from ten feet away, not so from two feet. During the interim years, I have acquired the exact car my mother would not let me buy in high school, the 1962 Honduras Maroon, 327/340, 4-speed, 3:70 rear. Again, a friend has located the car in Long Island at an exotic sports car dealer. NCRS provides me the history and I am the second owner of this 53,000-mile, totally restored car but it has some issues which were discovered when I had a Master Judge go through the car prior to final purchase. The cost of the inspection saved me over ten thousand dollars during negotiations.

Anyway, I now, after 7 years, I have the time and money, to paint the 63. Let me clearly state that I am NOT a painter. I am the scraper, sander, gofer for this project. Living in New Jersey and Pennsylvania at the time, the Corvette driving season is limited, affording me the opportunity to start the painting project in November, and hopefully get is done by late May early June, just in time for "the season".

Since driving the car in the winter never happened before, the drive to the paint workshop/facility required a heater which was not working properly and required me to wear a snow mobile suit to stay warm.



Now to the repaint. Going with the original color, Daytona Blue. In the series of photographs, it starts with taping off chrome, shielding tires, removing doors, and hood etc. and then applying the stripper. Messy and smelly are understatements. Protective clothing, breathing equipment strongly suggested, read mandatory.

Old saying, clothes make the man, well paint hides the problems. From the following photos you can see that it looks OK from a distance but then we put on the gloves and masks (gee, just like we are doing now for COVID-19) then poured and brushed on the stripper. Shortly thereafter is surprise time.



Running your hands over the car, it all felt good, until the bondo fell out of more places then I wanted to think about. The pictures tell some of the story, the biggest being the left rear quarter panel. That section behind the tire well was going to take a long time to get right, so I decided to cut the quarter off and order a reproduction piece in white. Be honest with you, not sure it took less time but certainly learned a lot about bonding strips. Final product confirmed it was the right way to go.



THINK I WILL PAINT MY CAR BY PHIL D'ALESSANDRO

Lots of blocking, lots of sandpaper later it's time to prime, prime again, trial filling, sanding, refitting and spacing, spray the base coat, wet sand imperfections, spray more color, then five clear topcoats, wet sand, and buff out the clear. See, that didn't take long. Time to put it all back together.



In reality, this was a six month plus restoration/paint project with obviously the car on frame. The body had been off frame when I put the Tremec TKO 600 5 speed in, but that was years earlier, when I wasn't ready to paint. Just in case you're thinking of taking a coupe body off, it's only eight bolts. At issue if you do not have any shims or shim markings, it's figuring out how many go where, as you try to line up your door gaps. I think it was an easy twenty hours of up and down, side to side, front to back until the gaps were correct. This final picture of the car, coming off the trailer at our Pennsylvania house, is dated July 22, 2011. Little later than the original target date, but in time for Corvettes at Carlisle a month later.



Oh, what was the cost? Ended up being double my original estimate at a bit over \$19,000.

CAR WASH UNIT BY PHIL D'ALESSANDRO

Have you been giving some thought to the purchase of a "foam gun" or "foam canon"? Since I needed new projects as COVID 19 gave all of us the opportunity to stay home, I checked with a friend who owns a detailing service. Here is the result of our conversation:

Foaming is probably the best way to wash your car. You have two choices to create the foam: one is pictured below left, the foam gun. Add the foam soap (pictured below right) to the container, mix with water, attach to the garden hose and let the foam begin. Forty to sixty psi is ideal. Foam up your wash mitten too. The recommended ratio is 2oz of soap, 6 to 8oz of water.

Second choice is just as simple, the foam canon. The difference is that you attach the foam unit to your pressure washer, same ratio of soap. Lots more pressure from the gas or electric unit but the same results.

I purchased the [foam unit](#) and [soap](#) from AutoGeek, and as a new customer they gave me a 25% discount. Bottom line, less than \$100.



Ruler just to give you a reference.
Easy to handle, not too heavy.



This is the 32 ounce size of soap.

ARIZONA CHAPTER

