



# INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Summer 2023 Issue



## CHAIRMAN'S MESSAGE GARRY MION

The second quarter was a busy one, starting off with a driver in April, a technical session in May, and a judging school in June. With the first half of the year behind us, we'll be taking a break for a couple of months before resuming Chapter activities in September.

The Chapter driver/social in April was organized by a team effort of Jim Vranich and Greg Magill. Our destination was The Mountain View Pub in Cave Creek, where lunch on the patio would be served. Those attending had a choice to meet at the Pub, or participate in a driver that started from the We Ko Pa Casino near Fountain Hills. It was great to see a number of cars participating in the driver, representing a wide range of years of Corvettes. Thanks to Jim and Greg for their efforts to plan and execute this event, and to those who attended. It is my hope that the Chapter will hold more of these types of events in the months/years to come. Perhaps you have an idea for one and can reach out to Greg Magill.

In May, Paul Morel and Tom McGowan held a Chapter technical session in Paul's garage. The topic was Corvette Preservation, and Tom was the presenter. Tom had been working with Terry McManmon in preparing the presentation, and besides being informative for those in attendance it was a good opportunity for Tom to get feedback to help refine and enhance the material. Thanks to Paul for hosting the event at his home, and to Tom for leading the presentation.

We closed out the quarter with a judging school at my home/garage. This was part two of a C1 class I hosted last year. This time the remaining components were installed on the frame consisting of the engine, transmission and exhaust, along with related components. Attendees had an unobstructed view of assemblies not normally seen so clearly with the body in place. Hosting the class was just the motivation I needed to stay on task and make progress in completing the project. My thanks to all who attended—I appreciated your questions and comments.

The National Convention in French Lick, Indiana is almost here. A number of Chapter members will be in attendance, some of which will be looking to complete their final flight judging in order to achieve a Mark of Excellence award. Best of success to all of you. At the Membership Meeting on Monday night I expect to receive our Chapter Top Flight sticker in recognition of completing the necessary Chapter activities required to achieve the award. Since the inception of the Chapter Top Flight program, the Arizona Chapter has consistently been a recipient of the award. Only through the planning and participation of the Chapter members is obtaining this award possible.

At the recent Mid Central Regional in Rochester, Minnesota I submitted our application for a 2025 Regional, to be held in Glendale, AZ. Ron Coleman will now be chairing a Regional Working Group, and he will be in need of help from several Chapter members. If you can help Ron with sponsorship, facilities planning, marketing and other areas, please contact him at [vicechairman@arizonancrs.com](mailto:vicechairman@arizonancrs.com). Expect to hear more in the coming months via email and the newsletter.

Our next five-point Chapter Judging Meet will be November 3rd and 4th. It will be back at Streetside Classics in Mesa. Gary Craig has more information later in the newsletter. In October there will be a one-point judging school on Judging 2005-2007 (C6) Corvettes. Pete Bergman, C6 National Team Lead, will be leading the discussion. The '05-'07 TIMJG is on sale now through the NCRS store, and judging officially starts after the National meet, which means that it will be possible to have your car judged at our Chapter judging meet in November. It also means that there will be more judging opportunities.

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Save the date of December 17th for our Annual Membership Meeting and Holiday Party. It will be here sooner that we know. We will be returning to the Grayhawk Golf Club in Scottsdale. Paul Morel is once again taking the lead on planning this event. He'll be taking the best of our last event, improving on a few things while incorporating some new ones. He expects to have another set of cars on display but with a different twist.

Happy Fourth of July to all.

**2022 AZ Chapter Board**

**Chairman**  
*Newsletter Editor*  
Garry Mion

**Vice Chairman**  
Ron Coleman

**Judging Chairman**  
Gary Craig

**Treasurer**  
Paul Morel

**Membership**  
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**Secretary**  
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**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 \$36 per year. For membership information, please visit our website at [www.arizonancrs.com](http://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 Award<sup>SM</sup>, 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!



# 2023 SCHEDULE OF EVENTS

Date	Activity & Registration/Contact Information
February 4th	Concours In the Hills Fountain Hills
March 17-18	Chapter 5pt Judging Meet Streetside Classics Mesa, AZ
April 15	Driver/Social Mountainview Pub Carefree, AZ
April 14-15	Northern California Sprint Judging Meet Los Gatos, CA
April 28-29	Southern California 5pt Spring Judging Meet Fallbrook, CA
May 13	Chapter Tech Session—Preservation of C1-C4 Corvettes Scottsdale, AZ
June 1-3	Pittsburgh Tri-State Regional Altoona, Pennsylvania
June 8-10	North Central Regional Rochester, Minnesota
June 17	1pt Chapter Judging School C1 Mechanical/Chassis Judging Part 2
July 23-27	NCRS National Convention French Lick, Indiana <a href="#">Information</a>
September 9	1pt Judging School—Judging C6 Corvettes location tbd <a href="#">Information</a>
September 14-16	Ontario Regional Hamilton, Ontario <a href="#">Registration</a>
October 6-7	SCC 5pt Chapter Judging Meet El Segundo, CA <a href="#">Registration</a> opens August 11th
October 14	Chapter Driver Save the Date!
October 19-21	Texas Regional Frisco, Texas <a href="#">Registration</a>
November 3-4	5pt Chapter Judging Meet Streetside Classics Mesa, AZ <a href="#">Information</a>
December 17	Chapter Annual Meeting and Holiday Party Grayhawk Golf Club Scottsdale, AZ

*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.

## NEWSLETTER EDITOR REPORT GARRY MION



The newsletter is published by the end of each quarter, so the next two editions will be coming out September 30st and December 31st. Member articles are always welcome and appreciated. If you want to make a specific edition, then I need the article and any pictures two weeks before the end of the quarter. No need to worry about formatting—in fact the less you do the easier it is for me to import. Attaching pictures to an email (rather than embedding them in the body of the email) is also a time saver for me. Once I get the article, I will contact you if I have any questions regarding the content and placement of pictures.

### Call for replacement Editor!

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

## VICE CHAIRMAN'S MESSAGE RON COLEMAN



We had a great second quarter starting off in April with a road trip to Cave Creek attended by 19 members followed up by a technical session in May and a judging school in June. We continue to strive to diversify the locations and topics for the monthly meetings, and to provide something for everyone. The meeting calendar for the remainder of the year is set and detailed in this newsletter. Please also share your ideas for topics, events and locations.

As previously communicated, the chapter will be putting on a 2025 Regional meet in early May 2025, and I am forming a committee to help plan the event. I currently have four members and would like to add at least one more. We can use help in the areas of sponsorship drive, logistics, scheduling, and marketing. Please email me at [vicechairman@arizonancrs.com](mailto:vicechairman@arizonancrs.com) or call me at 480-221-5023 with your questions or comments.

This month's highlighted member car is Bob Swaback's 1963 Split Window. Please send me some photos and comments about your car so we can highlight your Corvette in a future issue.

Remember to share your passion for these cars by bringing your spouses and friends as often as you can.

Happy motoring!

## HISTORIAN REPORT LOREN PETERSON



I continue to add metadata (informational data that describes pertinent details about each image) to each picture taken at an event. This metadata will live with each image for its' entire lifecycle. And, it makes images much easier to categorize and search. These images are backed up to individual hard drives that are kept in separate locations for back-up purposes in case of disaster.

All AZ Chapter activities, such as the Holiday Party, Chapter Meetings, Judging Schools, Road Tours and Judging Events are, and will continue to be detailed on the Chapter Website under the tab "Historical Events". I encourage everyone to visit this section of our website and relive some of these wonderful memories; <https://www.arizonancrs.com/historian>.

As the Historian for the Chapter I am often looking for interesting stories related to the Chapter's history. We have a number of long-term members with great memories of past events. I also encourage you to search your memories and document these stories for all of us in the Chapter. You can do that by relating them to me, or you can write an article for the Intake Manifesto and direct the article to Garry Mion, Chapter Newsletter Editor. Great memories are often great stories. Please share them with us.

## TREASURER REPORT PAUL MOREL



Checking \$1929.33 Savings \$25,103.25

Hello all. I hope you are enjoying your summer. I recently returned from Las Vegas and the Ron Fellows Corvette Racing School. As many of you know, buying a new C8 entitles you to 2 days at the track at a discounted price of \$1,000. The normal price is \$3500.

It is the Corvette owner's school. The classes are small, we had 18 people in our group. There are just three drivers to one instructor on track, in a lead/follow set up. Classes run from 8:00 a.m. to 4 p.m with an hour for lunch. A typical schedule is 30 minutes of class time and 30 minutes on track.

The classroom instruction is fantastic. It covers subjects such as cornering, braking, shifting and acceleration points. One of the sessions was on how to use the car's electronics, manual mode, Z mode, settings for brakes, suspension and exhaust for your particular driving style or road conditions. It was a great help to me as I am still in the break in mode on my car. You will get out on a skid pad for a session. The first drive was with traction mode enabled. Then we switched traction off. Wow, it was fun to spin out 360\* in someone else's car. The lesson, DO NOT drive your car with the traction turned off! For track junkies there is a software program called Cosworth tool box. This allows you to overlay the track you are driving with the information from the PDR. This helps you see your brake, throttle and steering inputs. It also will show you your line around the track as well as lap times.



They say "slow down to go fast" which I learned first hand. I was driving too fast into the corners, which pushed the car towards the outer edge of the track. The instructor got me to apply more brake pressure going into the turn, shifting more weight to the front tires helping the car rotate through the middle of the turn. I saw great improvement in my lap times. The mental focus is huge while track driving. It is you against yourself. Do not make the mistake of some, by trying to look at the speedometer on a long straightaway. They have a crash video you will end up staring in. The total experience is awesome. Their on track condos are very comfortable. The breakfasts and lunches are great. The instructors are fantastic. The school has other programs for advancing your skills. You can go to the school even if you do not own a Corvette.

At the end of my two days I was mentally exhausted but, excited about the C8 and its capability. It is an incredible car. A track car developed for the road.

## JUDGING CHAIRMAN REPORT GARY CRAIG



### Arizona Chapter Tech Session and Judging School

For our two previous Tech Session and Judging School, I have to thank Tom McGowan for presenting his Technical Session held at Paul's garage and thank Garry Mion for presenting the C1 Mechanical and Chassis judging school at his garage. We expect Garry's car to be ready for judging in March 2024!!! Look at Tom's and Garry's writeup with regards to these events.

For future judging schools, we will be off for July due to the NCRS National at French Lick and since the summer is quite hot here in Arizona, we are not holding any judging schools in August.

Our next Arizona judging school will be held on September 9. Pete Bergmann, National Team Lead for 2005-2013 Corvettes will be leading us through his "Judging C6 Corvettes" judging school that Pete is presenting to the members at the French Lick NCRS National. Since the 2005-2007 years Corvettes will start being judged after the 2023 NCRS National, this will be a great topic for our members and owners prior to our 2023 Arizona Fall Chapter meet. Exact information for this judging school will be provided to everyone in mid August.

### Arizona 2023 Fall Chapter Meet

On November 3rd & 4th, the Arizona Chapter will hold our 2023 Fall Chapter Meet at a familiar but excellent location: Streetside Classics Showroom in Mesa. We moved this Fall event from October to November since many members are still in their northern summer location for the October time frame and could not attend our event in the past. Friday will be Operations Judging and a Judging School followed by Flight Judging on Saturday. There will be breakfast & coffee and as always, a great lunch at this event. Please mark your calendars! Signups for this event will start in the middle of July!

For those members that are pursuing a Performance Verification test at the October Texas Regional and need to get your car Flight Judged at our Chapter, please contact me so we can set up a Flight judging for your Corvette prior to the Texas Regional. This Flight Judging could be held in September or October at a convenient location.

Have a wonderful Summer and hope to see you at the French Lick Nationals in July.

## ACTIVITIES REPORT GREG MAGILL



Are you and your car looking for something to do each weekend? Interested in other brands besides Corvettes? Want to take an impromptu drive? Interested in other brands new and old?

Send an email to [chrisep71@gmail.com](mailto:chrisep71@gmail.com) and ask to be added to the list. Every Tuesday you will get an email with a list of the automotive happenings for the upcoming weekend.

This is a mix of car shows, drives, cars and coffees, etc.

At right is an example of what info you will receive.

Happy Tuesday All!!! I can't believe how beautiful the weather has been, we had a terrific drive to Cottonwood last week with the ACE group and enjoyed a couple of great wineries. This weekend is going to be warmer but still lots of opportunity for good Corvette driving. Here goes:

- 1) Saturday, June 17 Cars and Coffee at Penske, Scottsdale Rd south of 101, 7AM-10AM Don't miss the museum, it is terrific.
- 2) Saturday, June 17 Cars and Coffee at Kneader, Alma School and Queen Creek Rd, Chandler, 7AM-10AM
- 3) Saturday, June 17, Cars and Coffee at Toy Barn, Chandler Airpark, 7AM-10AM
- 4) Saturday June 17, Cars and Coffee at Fourtillfour, 7150 E 1st Ave, Scottsdale, 7AM-10AM. I think this is Vintage British day, so Jags, Aston Martin, Rolls etc.
- 5) Saturday, June 17 Adams Polish 2nd Anniversary Detail Clinic. Adam himself will be doing the clinic and it is quite a show plus there will be deals galore on product.
- 6) Saturday, June 17 ACE Cars and Coffee Westside, Basha's parking lot at Dysart Rd and Camelback, 8AM-10AM
- 7) The Saturday regulars, 67th Ave and Bell Rd and Pavilions at Indian Bend and 101. Both are a great way to spend a Saturday afternoon. Officially start at 4PM, but there is always a lot of activity earlier.

Stay Safe and well, Save the Wave

Chris & Debby

## MEMBERSHIP REPORT DAVID PETERSON



As the heat has ramped up, we have reached the summer doldrums for car activities in Arizona. The chapter will not be holding any events in July as the National meet takes place at the end of the month in French Lick, Indiana. For those of you attending, it is supposed to be a neat town with an interesting history and the turnout for the event is expected to be very good. Our chapter meets will pick back up in September with a possible driver event and then in October for a judging school. Keep checking the website and your email for more information as we get closer. As always, 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](mailto:membership@ArizonaNCRS.com).

Have a great 4th of July! See you soon.

### 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.

**Charles Arolla    Craig Boiley and Susan Farr    Karsten Garbe    Mark Mulzet**

## DRIVER TO MOUNTAIN VIEW PUB GREG MAGILL

It started as an idea. Jim Vranich was at one of his local eateries and thought to himself, "This would be a great place to bring the club." With that seed planted, he contacted the club's activities coordinator and said he had an idea for an event.

"What do I need to do?" he asked.



Together we planned the event. On April 15th the club took a scenic drive along McDowell Mountain Rd, through Rio Verde and into Cave Creek from the east.

Several members mentioned it was a pretty area that they had never driven before.

When we arrived at the Mountain View Pub in Cave Creek we were directed to our own Corvette parking area.



The club met on the patio and enjoyed great food, the spring-time weather and an even better view of the mountains.

What's your idea for an event?



## APRIL SPRING DRIVER RON BRENNAN

Member Jim Vranich arranged for 11 Corvettes to caravan to the Mountain View Pub in Cave Creek for lunch. We had reserved parking in the lower parking lot, and they had a shuttle to ride to the restaurant for those who would not enjoy the hike.

We departed the We-Ko-Pa Casino parking lot at 10:00 am.

We took McDowell Mountain to Forest Rd to Rio Verde westbound. We turned right onto Pima Road to Cave Creek Road.



I sort of made a move to get behind the 2024 Z06 to get a picture. Fortunately, the temperature on the drive was about 77oF, so I rolled down my windows. The sounds coming from the engine and exhaust system of that fantastic car was an exciting experience for me.



I feel sorry for any enthusiast who has not had the opportunity to be near this car in motion. (I also learned more about photography during the drive). We turned right when we reached the BIG Stagecoach Village to the reserved parking.



Thanks to Greg Magill and Jim for giving us the opportunity to drive through the Sonoran Desert in full bloom, and enjoy great food and company.

## PRESERVATION & MAINTENANCE TOM MCGOWAN

Many of you were at Paul Morel's Garage in May where we had an opportunity to present my presentation titled, "Preservation & Maintenance; C1 - C4 Corvettes". Thank you for attending.

For those of you that were there, you'll remember that I mentioned that I was looking for feedback in order to make the presentation more valuable to the viewer. You all contributed excellent feedback and suggestions to make the presentation more effective, thank you very much. Consequently, I'll be adding to the presentation your valuable ideas and I'll be reaching out to some of you for more specific information related to those ideas.



The presentation was selected by David Brigham, NCRS National Judging Chairman to be presented to the membership on Thursday, at the National Convention in French Lick, Indiana. I have two Corvettes ('67 and '71) at the Convention being judged for the Duntov Mark of Excellence Award, so I've asked Terry McManmon to present and he's looking forward to it.

After the National Convention is over, I'm thinking that sometime in the Fall we might be able to share the presentation with you.

## 1PT JUDGING SCHOOL—C1 CHASSIS/MECH GARRY MION

My thanks to the members who came out to my garage on June 17th to participate in part 2 of C1 Chassis-Mechanical judging school. Since I presented Part 1 last year, the engine, transmission, and exhaust have been added to the chassis, essentially getting it prepared for body drop.

During this class, the focus was mostly on the engine and transmission. With the body off the chassis, it was easier to see items like the exhaust manifolds and pipes, the starter, the motor mounts, the transmission (in this case a cast iron Powerglide) with associated shifter and shifter components, and the battery with associated components.

I enjoyed the participation of the attendees with their questions and comments. My objective as a presenter is that everyone walks away with more knowledge about the judging process, and an increased knowledge of the C1.

Hopefully the next time we get together at my garage I'll have the body ready for exterior and interior judging, followed by body drop.



# NORTH CENTRAL REGIONAL TOM MCGOWAN

I was fortunate to have had an opportunity to attend the NCRS North Central Regional Event in Rochester in June, where the weather was spectacular. I'm pleased that I attended as I met some really good people and gained a lot of experience in '67 Chassis Judging. I've been blessed to have gotten a really good education on Chassis Judging from Gary Bennett utilizing my '67 as it's gone through restoration. And, in Rochester I was able to judge six '67 Big Blocks (five with side pipes) with Richard Small, Judging Chairman from the Florida Chapter being my partner. A great education.

When I look back at "what could have been required" I am ever so grateful to Mike Ingham for arranging to hold the NCRS Regional a few months ago (March) in Tucson. A few of us took our Corvettes to Tucson and were awarded the Performance Verification (Kevin DeWitte and myself). Had Mike not put that event together so quickly we would have had to take our cars to Minnesota for the PV at a much greater expense. Thank you, Mike!



Dr. Jim Rand was kind enough to make dinner reservations for many of us on the '67 Judging Team at two very good local restaurants that he knew well. Jim lived in Rochester when he worked at The Mayo Clinic for seventeen years.

A one point judging school was given on Thursday evening by David Brigham, National Judging Chairman and Tony Stein, NCRS Member, 400 point Master Judge and he is a legal attorney. The presentation was on "Ethics" and was informative.

We had a few members from our Chapter in attendance at The National Convention and many were judges. Garry Mion (at right, under the '59), Gary Craig (at left), Gary Eastwood, Pete Bergman, Dr. Jim Rand and Bill Calorico (above left), Mike Ingham, Rick Coker and I were in attendance.



Roy Sinor was The National Judging Chairman way back in the '90's until 2013, I believe. Well, I caught up with Roy at the event with his '67 Sting Ray, Big Block roadster (at left). Roy was there for the PV and he achieved his goal. Well, back when this '67 was brand new, Roy got a ride in it to a local lunch spot with the owner. He loved it from that day forward. The owner of the car some years later spun a bearing and put a new replacement motor in it.



Roy asked for the broken motor and he gave it to him. Roy always tried to purchase the car, but the owner wouldn't sell it. Well, some few years ago the owner offered the car to Roy and he purchased it. In the meantime, Roy had rebuilt the original motor (Tri-Power). When he purchased the car he pulled the engine and reinstalled the factory "born with" engine into the car. I think you'll agree that it's a beautiful car and that car now has a Performance Verification. Enjoy:



# BOB SWABACK'S 1963 SPLIT WINDOW RON COLEMAN

This iconic Corvette Split Window Coupe is absolutely breathtaking, from the first look at the waffle hood grills to the rear windows stainless steel trim that is polished like jewelry, show winning paint and triple chrome plated bumpers. It is one of the best documented and awarded examples of the most collectable Corvette in existence.

It features a Saddle Tan leather interior, the original L84 327ci 360hp fuel injected engine, the original M20 4-speed transmission, positraction 4.11 rear end, black wall tires, Wonderbar AM radio, and only 24,060 total miles. The car was purchased from the Art Moehn Chevrolet dealership in Garden City, Michigan with a total MSRP of \$5,205.70.

Documentation that remains with the car includes the original sales invoice, owner's protection plan, owner's manual, owner's kit with pin/patch & owner's card, the NCRS shipping report, the hand written bill of sale, and the Top Flight and Bloomington Gold scoring sheets.

Awards:

2008 Top Flight 97.9, Ladies Choice Award: New England Chapter

2009 Top Flight 95.2 New England Regional

2022 Bloomington Gold

Thank you Bob for sharing this fantastic car with us!



# WHAT THE CHIP? RON BRENNAN

So Neelie O'Conner, the Global Executive Director for Customer Experience Operations, sent me a letter informing me that the car I bought from a private party was sold without the rear back-up warning system.

The display works on the dash, but the software does not. Unfortunately, the paperwork that came with the car failed to mention this omission.

Since my wonderful 2019 Charger had a perfect warning system, I assumed the Corvette would be as good. After I backed into a 4-door Audi in a crowded parking lot, I wondered why I got no warning. After paying \$2K to repair the Audi off the books, I am now a little miffed at GM.

However, on the bright side, I took my 2022 to Freeway Chevrolet to get its first oil change. I was a Chapman Chevrolet customer because it was the closest Chapman dealer. My experience with Chapman Dodge in Scottsdale has been pleasant for the last 25 years when my daily driver was a Dodge.

Because Freeway Chevrolet became a sponsor of the Corvette Club of Arizona, I decided to try the dealership. The service was fast and courteous. The waiting area was clean and has a window wall by their landscape. The service advisor and business manager could not have been more pleasant. Great coffee machine too. The technicians were very through...good news bad news...they found a nail in the passenger rear tire. The run-flat tires cannot be repaired, and the replacement is more than \$500. But I drove away happy because GM is going to finally fix my back-up warning system.

I was told that many chips were not available for all GM vehicles during this time period.

I thought you should know, just in case you own one.

 Chevrolet  
P.O. Box 90989  
Milwaukee, WI 53209-9989

  
N222375790 1G1YB2D45N5114276 13 0002780  
RONALD BRENNAN  
5615 E ARGYLE DR  
PHOENIX, AZ 85018-4601  


March 2023

This notice applies to your vehicle, VIN: 1G1YB2D45N5114276.

Dear Ronald Brennan:

Our records indicate that, at the time you purchased or leased your 2022 model year Chevrolet Corvette, the vehicle was not equipped with Rear or Front and Rear Park Assist due to an industry-wide parts shortage.

We are pleased to inform you that you are now able to schedule an appointment with your Chevrolet dealer so they can enable your Rear or Front and Rear Park Assist feature.

**What We Will Do:** Your Chevrolet dealer will install the required parts and software in your vehicle to enable your Rear or Front and Rear Park Assist feature. This service will be performed for you at no charge until March 31, 2026.

**What You Should Do:** We recommend that you contact your Chevrolet dealer as soon as possible to schedule an appointment for this retrofit. By scheduling an appointment, your dealer can order the necessary parts to be available on your scheduled appointment date.

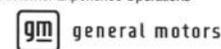
If you have any questions or concerns that your dealer is unable to resolve, please contact the Chevrolet Customer Assistance Center at 1.800.222.1020 (TTY 711 / 1.800.833.2438).

For the hearing or speech impaired, please contact our Customer Assistance Center using the Telecommunication Relay Service by dialing 711 then providing the appropriate Customer Assistance Center number for your vehicle.

We truly appreciate you taking the time to retrofit your vehicle as we know your time is valuable. We want you to know that we will do our best, throughout your ownership experience, to ensure that your Chevrolet Corvette provides you with many miles of enjoyable driving.

  
Neelie O'Connor  
Global Executive Director  
Customer Experience Operations

N222375790



## C8 PVC OIL CATCH CAN PROJECT RON BRENNAN

I got an ad for this system from a vendor I have been happy to work with in the past. I watched some presentations on U-Tube and decided to buy an up-scale version for my '22 Corvette. Below are some links that might help you decided whether you think this is beneficial.

[Do Oil Catch Cans Actually Work? - YouTube](#)    [Did the Catch Can Work? 10k MILE TEST - YouTube](#)

It took me more time to study the flyer that shipped with the parts than it did to install. Some of that was caused by an equipment change that was not updated in the literature photos.

The factory hose has quick-release fittings at both ends. There is no check valve in the assembly.



With a catch can, there is a check valve and it needs to be installed in the correct direction of flow. The arrow must point to the air plenum so the vacuum can pull the volatile gasses from the crankcase.

I installed the bracket and tank to the rear firewall with the parts provided. It was easiest to start with the crankcase connection. The hose alignment was improved when I removed the valve cover breather and put the hose under that breather line. You can use the factory clips to help keep the new hose in better alignment.



The check valve is pointed to the inlet port of the catch can. The outlet port hose is routed under the inlet hose and snapped into place. Over time, the hoses will heat soak and be more pliable for a nicer routing.

After operating for about a month, I was surprised to find a small amount of oil in the can. There was no water. The oil smelled like engine oil.

The sample of oil that was changed at 4000 miles had a pungent smell that burned the nose. To me this is what I hoped for. The water vapor and gasoline by-products were transferred to the intake manifold. The small amount of oil I removed might have deposited on the intake valves...or maybe not.

## C8 GRILLS RON BRENNAN

When my car had about 2000 miles, I noticed the front radiators were very dented. When my car had about 5000 miles, I noticed bird poop on my engine cover. I have made an effort to stop these two problems. I will share with you what I have done, in case you have similar concerns.



The front radiators get dented easily because they are near the road surface and they are a soft alloy. The race teams probably replaced them every other race, depending on the air flow loss. To avoid this expense, I recommend installing small mesh screens behind the factory grilles. Several vendors have these for sale, and the installation is not very difficult.

I left my '22 in the driveway while I was working on my '57 this spring. I had some plastic grilles to install in the side intakes, but the vendor said to wait until warm weather so they were flexible. When I had to open the hatch to let out two white-wing doves in early May, I decided the time was now.

The ones I bought were designed to "pop-in" without any retaining hardware. It was a little difficult, so wearing leather gloves is advisable. The grilles left a few small voids around the edges, so I feel the radiators are well protected from stones.



The picture on the left is the factory passenger side intake, which I believe is the air flow to oil cooler (not certain).

The pictures to the right show the grille guard installed. The ones I picked are coated with carbon flash paint that matches the door handles. I think it is a worthwhile upgrade, and I hope the birds disagree.



## '56 PROJECT CAR FOR SALE GARRY MION

I was recently at Howard's Corvettes, in Mesa, talking with owner Howard Goehring. During our conversation it came up that he was looking to sell his 1956 Corvette. He's not been able to spend any time on the car over the years, so he is looking to find it a new owner that would be looking to make it the car it should be. Here are a few details.



Vin is 03150, making it's birthdate around June 25th, 1956. It is a well optioned car having a power top, power windows, radio, heater, washers, courtesy lights, and Powerglide transmission. Originally believed to be a 2x4 setup, it currently has a '56 passenger 265 engine with a single four barrel, and was last running ten years ago before Howard started to work on the car. Howard does have a restored 2x4 setup (along with many other parts) that would go with the car. This is a soft top only car.

If you possibly have interest, please contact Howard at 480.898.1900. He would be happy to discuss the car with you.

## C6 WIPER BLADE REPLACEMENT GARRY MION

Well now that 2005-2007 Corvettes are going to start being judged, it won't be long before my 2008 may be eligible. That means until then I need to replace all those components I installed without regard to originality, or just sell the car and not worry about it.

One of those items are the wiper blades. I have just been buying alternatives that look nothing like the originals. They were readily available and I didn't care—as long as they worked.

When in Tucson for the Regional this past March, I learned that the original blades are still being made, and that they were reasonably priced. Sure enough, I went on the Rockauto website and I could get a pair for less than \$10 each.



I ordered a pair and when they arrived I checked them out to see just how well they matched up to my originals. I would have to say they were pretty much spot on, making the assumption they are still being made by the original supplier(s). What makes the left blade so specific is the added wind deflector as shown in the picture at right.

Installation on these blades are a breeze, but one thing I noticed while doing so was that the cap that covers the mounting nut for the left arm was missing. I should have paid more attention the last time I had my windshield replaced that all the parts went back on. Not to worry, Rockauto also have GM caps (GM #22793593) for \$5, which I will add when I order another set of wiper blades.



**ARIZONA CHAPTER**

