



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Summer 2025 Issue



CHAIRMAN'S MESSAGE GARRY MION

Hard to believe that it has been two months since the start of the 2025 Arizona Regional. What seems to take so long to arrive now quickly fades into the past, but not without a lot of great memories.

There are many to be thanked for their support, but it is worth mentioning a few that played a significant role in making the Regional a success. I'll start with the members of the Regional Working Group, led by Ron Coleman. Ron's role was to help keep us organized and informed, along with establishing our regular meetings. Next up is Kevin DeWitte, who helped us acquire the casino and stadium parking lots, without which I don't want to even think how incredibly difficult it would have been for car owners. You'll read below the success we had with the Silent Auction, and we have Chris Gazzano, along with his wife Angela, to thank. What started off really slow with a lack of donations, finished with a bang with some quality auction items and over \$3000 in donations. Perhaps operating a little out of his comfort zone was Jim Vranich, who was eager to help but not exactly sure what to do. Jim eventually took on the role of organizing and running the shuttle service needed to move owners between the hotel and the casino trailer parking lot over the five-days, and I can't thank Jim enough (and his big-time co-pilot Pam Jerome) for being on call and taking care of our trailered guests. Mike Rachfal lived close to the Renaissance, and if there was one thing that changed our approach to protecting the floor, and saving us a lot of money, was when he observed and reported back that another group was simply using Home Depot plastic when they parked Fire Trucks (yeah, the real things). Not sure what direction we would have gone without Mike's feedback. To round out the group were Ralph Jerome and Pat Garland, both of whom helped fill in and make things happen as the Regional unfolded.

I did want to single out one member of our working group, Addison Brown, who while running a business and attending to an active family, managed to always have some way to help us find solutions, from sponsors to t-shirts to contacts, along with being a significant financial sponsor on behalf of Casio Motors. Thank you Addison.

Of course I can't leave out a very important person required in hosting a Regional, and that is our Judging Chairman Gary Craig. Most of Gary's work is backend loaded, starting with registration and culminating in the presentation of the awards. Gary, along with his wife Margaret, clearly had their work cut out given there were 160+ member registrations resulting in over 220 attendees, and 60+ car registrations of which there were several last-minute addition, deletions, and changes. I also thank all those that supported Gary as part of the registration and judging process, but I'll let him talk more about that in his Regional Wrap-Up later in this newsletter.

To conclude, I thank all those attending the Regional that took time to help make it a successful event. While I can't list you all, realize it was noted and greatly appreciated, and I hope that I get the opportunity to say so personally at a future NCRS event.

Have a great Fourth of July!

WE COULDN'T BE MORE PLEASED CHRIS GAZZANO

The silent auction and 50/50 raffle conducted at the recent AZ regional judging event yielded a \$4000 Chapter donation to Phoenix Children's. This donation is directly attributed to the generous cash and material contributions from our chapter members and friends of AZ NCRS, and also those winning bidders who bid with their hearts, not their wallets. We thank the following individuals who made the silent auction the success that it was.



INSIDE THIS ISSUE

<i>202 Officers / Sponsors</i>	<u>2</u>
<i>Calendar</i>	<u>3</u>
<i>Board Articles</i>	4
<i>Event Articles</i>	5-8
<i>Member Articles</i>	8-10

Dan Brutto, Ron Brennan, Janice Weinmanndanis, Scott Sandler, George Ray, Jeff Smith, Addison Brown, Angela Gazzano, Kevin DeWitte, Ralph Jerome, Garry Mion, Max Ingraham, Phil D'Alessandro, Russ Beyer, Candice LaBue, Paul Morel and Butch Brougher.

If I overlooked any individuals, I'm deeply sorry. Your names will be on the top of the list for our next silent auction.





2025 AZ Chapter Board
Chairman
Newsletter Editor
Garry Mion



Vice Chairman
Jeff Smith



Judging Chairman
Gary Craig



Treasurer
Paul Morel



Membership
David Peterson



Secretary
Brad Vigesaa



Webmaster
Loren Peterson



Assistant Judging Chairman
Pat Garland



Activities Chairman
Chris Gazzano

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.arionzancrs.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!



2025 SCHEDULE OF EVENTS

Date	Activity & Registration/Contact Information
April 3-6	2025 NCRS Carolina's Regional Pendelton, SC
April 11-12	Northern California Spring Chapter Meet Los Gatos, CA
May 1-3 2025	2025 Arizona Regional Glendale, Arizona
June 21	Chapter Judging School—Understanding Bowtie Judging Fountain Hills
July 12	Chapter Judging School—Post Flight Judging Next Steps Gilbert, AZ RSVP By July 10
July 16-19	Kansas City/St. Louis Regional Springfield, Missouri Registration has closed
September 7-11	NCRS National Convention Las Vegas, Nevada Registration closes July 31st
October TBD	TBD
October 23-25	Texas Regional Frisco, Texas Registration is Open
October 31—November 1	Placeholder—Chapter Fall Judging Meet (Alternate dates are November 14-15)
Nov 7-8	Southern California 5pt Chapter Judging Meet Cerritos, CA
December 7	2025 Annual Meeting and Holiday Brunch Accepting Suggestions—Contact Chris Gazzano

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

JULY 12TH JUDGING SCHOOL

Please join us on July 12th for a one-point judging school. We'll be talking about what to do now that you have been Flight Judged, be it at a Chapter, Regional, or National event.

If you have been through it before, come out and participate in the discussion by sharing one or two of your more difficult decisions and resolution. If you have recently been judged, come out and ask us a question or two. Be sure to bring out your judging sheet of interest.

The school will take place at the home of Garry Mion starting at 9am (coffee/donuts), followed by a short Chapter Meeting and then the class. Chairs will be provided.

Details were recently sent out via email, so check your inbox and please RSVP if you plan on attending.

Hope to see you there.

5. Windshield & Trim				Originality: 30	Condition: 30	Total: 60
20	<input checked="" type="checkbox"/>	20	<input checked="" type="checkbox"/>	Windshield logo & date	Standard defect 90%	
10	<input checked="" type="checkbox"/>	10	<input checked="" type="checkbox"/>	Trim & gasket	Aging 100%	

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'S REPORT PAUL MOREL



Hello Arizona members!

I hope you are able to get out of the summer heat. I'm California dreaming!

On the financial front the big news is we were able to show a profit on our recent regional. Final bills are still to be adjusted but, it looks like we will come out around \$4000 ahead.

We took in around \$32,000 in sponsorship. This pushed us into the black. In addition to these numbers, the club is also able to donate approximately \$4000. The beneficiary of this is the Phoenix Children's Hospital. This money was from donations, 50/50 drawing and the silent auction. Having fun enjoying the hobby while helping others. That is a win win for sure.

This event was a heavy lift but we pulled it off. On a personal note, I want to thank all members who donated sponsorship, auction items, auction purchases and made charitable donations. I also want to thank all members who were on the planning committee, those who donated their time at the event, brought cars, judged or tabulated, those who stayed in the host hotel, and all those who attended. It truly wouldn't have happened if not for the efforts of all involved. I want to acknowledge our Chairman, Garry Mion. Garry worked tirelessly for months to make the event a success. We all owe him a debt of gratitude. Thank you, Garry! Thank you Arizona Chapter members!

Checking: \$17,148.84

Money market: \$20,108.45

NEWSLETTER EDITOR GARRY MION



The time has come when someone in the Chapter needs to consider stepping up and filling the role of Newsletter Editor for 2026. I have been in the role for too many years to continue doing it past 2025.

Having a Chapter newsletter is a National requirement.

There is no requirement on how the newsletter is produced. I have used both Word and Publisher, Microsoft Office applications, to publish the newsletter. Using another program and/or platform (e.g., MAC) is acceptable. Most programs are able to import files from other programs and maintain a good portion of the formatting., meaning it is not likely necessary to start from scratch if you are using another program than Word or Publisher.

Being a newsletter editor doesn't require you to write articles—those will come from the members of the chapter.

Here are the basic requirements to perform the role:

- Have a computer with internet access
- Be familiar with one or more editing programs. Don't have to be an expert.
- If you don't have editing software, we can help provide you with one
- Ability to cut/paste content from one source (e.g., email) to another
- Utilize the NCRS system (website login) to email the newsletter out to our members

I am happy to discuss the role further and answer any questions. I can host a zoom meeting to show you exactly what I do and how I do it.

Cheers

Garry Mion

chairman@arizonancrs.com

2026 BOARD NOMINATIONS

In October there will be a Call for Nominations for two elected board positions: Chairman and Membership Chairman.

Nominations are open to any active Arizona Chapter member, whether self nominated or nominated by another member.

Both of these board positions will serve for two years (2026 and 2027), at which time in 2027 there will be another call for nominations.

Expect to see more information about the nomination process and the two elected positions in the next newsletter.

2025 ARIZONA REGIONAL

GARY CRAIG

The 2025 Arizona Regional was held May 1-3 at the Renaissance Resort and Convention Center in Glendale, Arizona. From participants’ comments, this Arizona Regional was a big success and everyone was glad to be back together with all of our friends and enjoying all of our Corvettes. Everyone loved the welcome reception dinner on Thursday night (lots of good food and drinks and nice venue).

There were 165 families and 58 Corvettes that attended the Regional. The weather was good, not too hot (less than 100 degrees) and with the covered parking structure, our Operations day (Thursday) was much better (cooler and out of the sun) than previous AZ Regionals so we did not bake the cars or ourselves. Luckily, most owners brought their cars out and had them ready in the parking structure on Wednesday afternoon so it allowed the Operation Judges/Team Leads to get started on time on Thursday and most cars were finished before 3 pm, a deadline due to the event next door, Disney on Ice, needing the parking structure for their event. The major concern that we knew about is that we had to cover the entire event carpet with plastic so the cars would not drive nor drip oil onto the carpet. The fabulous work of Garry Mion and his crew made this job easy and there was no trouble on getting the cars in and out. Luckily, we made a decision to leave the plastic in the rows between the cars in-place instead of pulling it up on Thursday and reapplying the plastic on Saturday. Much easier for us on Saturday.

We could not have had such a successful Regional without our volunteers at registration as well as the fabulous Tabulators. Cathy Bergmann, head Tabulator, and her crew of Tabulators finished very early on Saturday so we were able to get the cars out of the Convention Hall in plenty time to get ready for the Banquet. Many cars stayed in the Convention Hall for removal on Sunday morning which worked well. Oh, and of course, we couldn’t have a Regional without all of our judging teams and team leaders. Thank you all for your time and efforts.

Saturday, we held our Banquet where all the awards were given out. I have to thank Butch Bougher for creating a great slide presentation and taking a bunch of pictures where all the car and owner pictures were displayed on the big screen when they received their award. This went off without a hitch.

For the Regional PV, we had 7 cars that attempted the PV test and had 5 cars pass, a good showing! Friday and Saturday were busy days with 24 cars judged on Friday and 13 cars judged on Saturday. Once we were cleared by Joe Scafidi to move the cars out, Garry Mion and his crew were able to move all cars that wanted to get out on Saturday out of the Convention Hall in short order without incident. The remainder of the cars were removed by 8am on Sunday.

We were well represented by Arizona Chapter members at this Regional with the following awards:

Judging Results										
Name	Year	Award		Name	Year	Award		Name	Year	Award
James Sheehan	1953	Top Flight		Mike Thompson	1957	Top Flight		Frank LaBue	1960	Second Flight
Garry Mion	1960	Top Flight		Doug Brown	1962	Top Flight		Brent Gregersen	1963	Top Flight
James Sheehan	1963	Top Flight		Mel Hahn	1963	Top Flight		Larry Christensen	1963	Top Flight
Art Ashenden	1965	Second Flight		Jerry Ryder	1965	Top Flight		Ralph Jerome	1966	Top Flight
Jim Schwering	1966	Top Flight		Sonny Seamans	1967	Top Flight		patrick Garland	1968	Top Flight
Chris Gazzano	1970	Top Flight		Mark Gebhardt	1971	Top Flight		Kevin DeWitte	1978	Top Flight
Scott Sandler	1991	Second Flight		Doug Brown	1996	Top Flight		Peter Bergmann	1999	Topf Flight
Keith Kolerus	2006	Top Flight		Beverly Legate	1972	Regional Founders Operations				
Display										
Russ Beyer	1960	Duntov		Ray Geiger	1967	Bowtie/Star		Chuck Banks	1967	Bowtie/Star
Kevin DeWitte	1971	Bowtie/Star		Joel Junokas	1971	Sportsman		Jay Cockrum	2003	Sportsman
Dana Richard	2003	Sportsman		Margaret Craig	2008	Sportsman		Michael Johnson	2025	Sportsman

JUNE JUDGING SCHOOL RECAP GARY CRAIG

On June 21, the Arizona Chapter held a judging school at Kevin DeWitte's garage regarding Understanding NCRS Bowtie Judging.

We had two cars for display, both owned by Kevin: one: a 1971 LT1 Corvette that received a 4 Star Bowtie award at the 2021 Palm Spring National. The other car is Kevin DeWitte's 1978 which received a Bowtie signoff at our 2025 Arizona Regional. These are two great cars to show all of our judges the process for getting your car approved for Bowtie judging as well as going over the Bowtie judging process that happens at National.



This Bowtie judging is a bit different than our regular Flight judging that we normally do. There were many questions asked during the event which was perfect for the knowledge that we all gained. Another member, Mark Gebhardt was in attendance and I knew that Mark was pursuing to get his car judged at the Las Vegas National after obtaining Bowtie signoff at the 2025 Arizona Regional, so I hope that this judging school was informative and instructive to all.



A bunch of coffee was drunk, donuts were eaten, and friends were seen so it was an overall successful Judging School. I have to thank Kevin for hosting this judging school at his garage since we were

fortunate to be able to raise both cars up in the air on Kevin's car lifts which made looking underneath much easier and actually duplicates the process done at National.

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

THE ROAD TO BLOOMINGTON JUMMY SHEEHAN

My 3000 mile round trip journey to Bloomington Gold towing the 53 #188 was memorable to say the least—it was a great adventure including staying at hotels along Route 66. Nine days in total: three out to the event, three at the event, and then hree on the way back.

The weather was overcast and rainy for most of event at the Madison Illinois Worldwide Raceway track. It was a great experience meeting fantastic people along the way, including judges that overlap NCRS and Bloomington.

We achieved Gold, along with other corvettes being judged with top flight at the Arizona Regional. #188 is now eligible for the triple Diamond award at the Muscle Car and Corvette Nationals (MCACN), which happens this November in Chicago, IL.



I am also looking forward to a few events before MCACN starting with Pebble Beach in August and then on to the NCRS Las Vegas National event in Las Vegas,

SOUTHERN CALIFORNIA CHAPTER JUDGING MEET GARRY MION

On June 21st the SoCal Chapter held a special judging meet at Corvette Mike's in Anaheim, CA. The center of attention was a car owned by Mike Vietro, a car that had a storied past and hadn't been seen in a long time. There was a nice turnout for both the reveal and for judging.

The car is an '69 L88 Automatic, one of seventeen built with that configuration. When it came to operations, the sweet sound of that motor and side pipes was most enjoyable and unfortunately something pictures can't convey.

Congratulations to Mike for achieving a Top Flight award, and for those going to the Las Vegas National Convention be sure to stop by and check out the car (perhaps even attend Operations Check and hear it roar).

**Mark Your Calendars For The
Ultimate Corvette Reveal Event!
Southern California Chapter NCRS Live Judging
At Corvette Mike Headquarters
A Once-In-A-Lifetime Find: A Rare Specimen Missing Since 1986!**



Photo Credit: Corvette Mike

We're excited to announce a special event at Corvette Mike!

On June 21st, we'll be unveiling an exceptionally rare Corvette, not seen since 1986. In collaboration with the National Corvette Restorers Society (NCRS) Southern California Chapter, this remarkable car will be formally judged—an opportunity you won't want to miss.



2X4 CRACKED INTAKE (PART 2) RON BRENNAN

The system I bought years ago seemed to leak a little coolant from the start. My wife finished the purchase and had it installed when I was working out-of-town. Years later, I tried to tighten the leak and I saw a noticeable crack. I finally decided to fix it.

I found a used manifold in “The NCRS Driveline” classified ads. I learned how to check for cracks in aluminum parts, and verified that this manifold is sound. I wrote an article how to dye test aluminum castings for cracks and published it.

I was ready to clean and install my new intake manifold. The Dynaflux Aluminum Cleaner that I used left the finish a bit dull. I finally decided I could only get an attractive stock appearance by using a small brass wire brush. Getting the exposed surface the way I thought it should look took about 5 hours.

Next, I needed to remove the existing manifold. I took pictures to aid my memory when it came time to reassemble the intake system. I set the engine to top dead center. I removed the rocker covers and verified that the #1-cylinder valves were closed. After removing the shroud and the lower radiator hose connection and carbs and distributor, I removed the manifold and inspected the valves and piston tops with a borescope thru the spark plug holes.

When inspecting the distributor, I found the rotor was broken. I measured the shaft endplay and measured 0.020”. I recovered the original distributor from storage that I previously adjusted to about 0.006”, which is the recommendation in the Corvette Servicing Guide.

I checked the hydraulic lifters on both valves on #1. They looked like new.

After thoroughly cleaning all the mating surfaces, I used Permatex Optimum gasket maker on the intake and coolant ports. I coated the same ports on both sides of the gaskets. I left the manifold heating port blocking plates on the gaskets as purchased from Corvette Central. I built a 1/4” elevated bead on the China Wall, both the front and back of the block. After coating the same areas on the manifold, I carefully adjusted the gasket location and set the manifold in place. The new bolts with thin steel washers caught the threads easily since I previously de-burred the bolt holes in the manifold.

Torquing the manifold was a tiring 2-hour process. Using the torque pattern from Chevrolet Passenger Car Shop Manual for every tightening step, I got all the bolts tight with a light torque with my Snap-on combination wrench. My Craftsman torque wrench only fit on 3 bolts so I estimated 20 ft-pounds on the first pass. I needed to repeat that step twice more before going to 30 ft-lbs. I repeated that again and then tested 3 bolts with the torque wrench. The bolts moved quite a bit. The following passes were done with all my strength. The final test with the torque wrench was successful. The upper range of the torque spec is 35 ft-lbs. so hire a gorilla if this is your goal.

Next was a rattle-can paint touch-up. I removed and cleaned the motor mount bolts. I sanded the motor mount with 600 wet/dry sandpaper. I cleaned the front of the heads and block with Dawn Power Wash, followed by a high-pressure rinse. I masked the manifold to simulate the practice at the factory, as I understand it. I masked the block serial number pad and let her rip. I also replaced the exhaust donut on the passenger side that was leaking with a sintered metal one that is available at O’Rielly’s.

Installed plugs and wires to the distributor, matching the numbers installed at the distributor connection. I dropped my original distributor in and the tang fit into the oil pump slot, and it looked fine. I noticed I had not installed the front screw that stabilizes the breaker plate. When I dropped the distributor, it did not fall onto the block mount position. After hours of work and head-scratching, I found an interference between the PCV check valve I installed in the rear port of the back carburetor and the breaker plate screw. In the process, I could not set the timing back to 6o BTDC.



I put the carbs back on after cleaning the exterior. I was surprised how quick it was to clean them with a non-toxic cleaner. I refilled the radiator and tightened the fan belt before restarting the engine. It ran, but didn’t make normal power.

I needed to move the distributor back one gear to match the cam timing. First fail, 180deg out. The figure-8 makes this task more difficult. On base cars, nothing interferes with the distribution installation. So, I tried to simulate this situation with my hot rod.

Several more failures, and a couple more hours. Both tiring and frustrating when you think it is correct every time. I finally removed the driver’s rocker cover to improve the odds. The next time I got close, it started but needed significant throttle to run. The tail pipe emissions made me stop and flee the garage. Retarded spark caused raw fuel to leave the pipes. Close, but chocking emissions.



I am sure I got I right for the fourth time, and installed the distributor lock-down bolt with my left-hand fingers and my chin on the fender again. I was sure I got it right for the fourth time. It was 10pm again and time to stop disturbing the neighbors.

Near the end of the next evening, I was more sure than ever I got the position correct. The following Saturday I felt ready to test. It ran a little rough, and needed extra throttle to get to an idle. I used the timing light to get to 4o BTDC after tightening the bolt. I checked the lifter settings while running and found them mostly set to ¼ turn down. I set them to ½ turn down because that’s what the hotrod guys on TV use, even though the passenger car shop manual indicates ¾ turn.

Valve train seems more quiet. The engine runs smoother, and it hauls. 180 oF and no leaks. It is Easter Saturday 2025 and success. □



PHOTO TRIBUTE TO TOM BARR GARRY MION

Tom Barr passed away on June 9th, may he rest in peace. Here are some pictures of Tom at various Chapter and Regional events over the years. You can read the many condolences and stories from NCRS members [here](#).



