



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Winter 2022 Issue



CHAIRMAN'S MESSAGE GARRY MION

Happy New Year!

The Chapter ended the year with a great Holliday Party and Annual Meeting on December 11th. This year's event took place at the Greyhawk Golf Club in Scottsdale, AZ. The primary organizer for the event was Paul Morel, and I thank him for his efforts to procure the location, negotiate favorable expenses for the club, and make the event a special one to remember—including a display of eight generations of Corvettes on the lawn. Tom McGowan has done a wonderful job of capturing the event in photos and posting them on our website [here](#). Through Paul's efforts and the generosity of the Chapter Members, the club donated \$2000 to [Phoenix Children's Hospital](#). Of course there were a few raffle items for those in attendance, and the lucky winners walked away with a smile on their faces. The weather was in the 70's, and if you were still a bit chilled you could sit by the fireplace or under one of the many patio heaters. The room was festively decorated, and Ron Coleman set up a selfie station for a photo opportunity in front of the Christmas tree. The meal included a buffet of various items, and two made-to-order omelet stations. If you desired a little more than water and coffee, a no-host bar was available. To complete the ambiance, eight members provided their generosity and their cars for a generational display on the grass adjacent to our meeting room. My thanks to all who attended. Now it is up to someone else to step up and help the Chapter plan an event for 2023. Is that you?



In October we held another 5-pt Chapter Judging Meet at Streetside Classics in Mesa. You can read more about it later in the Newsletter. It was an excellent turnout of cars, many being judged for the first time. Although the weather turned a bit wet on Saturday afternoon, it was all good given we were indoors, and those who brought their cars for judging were able to leave them inside the Streetside facility until Sunday to ensure the rains would not impact their safe return home. Our appreciation to the folks at Streetside Classics for allowing this, and for once again providing us a great location to hold the judging event. We followed this up with a Chapter Judging School in November, this time at a new location, Cascio Motors in Scottsdale. Ron Coleman helped to setup the event, and Gary Craig did his presentation on Stamp Pad Surface Finish to an audience of about 27 members. Our thanks to Allyson Brown, Owner/Operator of Cascio Motors, for the use of their facility and for the wonderful donut and pastry spread that was put out for the attendees. Read more about both of these events later in the Newsletter.

Looking to 2023, we will start off with a Judging School in January at the home of member Kevin DeWitte. The topic will be on Bowtie Judging. For February there will be two charity-related car show events for Chapter members to participate in: Concours In the Hills is on the 4th and benefits the Phoenix Children's Hope Fund; Streetside Classics Spring Car Show is on the 11th and benefits the United Food Bank. Information regarding these two events will be sent out via email. In March we again will be having our 5-pt Spring Judging Meet at Streetside Classics, followed by the Tucson Regional hosted by the Northern California Chapter and the Southern Arizona Chapter. Registration for both events are open [online](#).

During the Annual Meeting, it was announced that the yearly Chapter membership fee was increasing to \$36. It has been over 22 years since the dues last increased (from \$12 to \$20). The increase was needed to ensure the Chapter could operate at a break-even level based solely on membership fees, and accounted for a possible loss in membership and increase in costs for the foreseeable future.

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The [Chapter website](#) has been growing with new content. Tom McGowan, Chapter Historian, has been busy collecting information about past events and putting together picture albums to document and preserve our history. Check it out, and if you happen to run across something of an historical significance related to the Chapter, please reach out to Tom.

Lastly, a couple of items the Chapter board will be working on the next quarter are the Chapter Bylaws, which need to be updated/expanded, and the 2025 Arizona Regional proposal. If you have an interest in being involved in either of these efforts, please contact me at chairman@arizonancrs.com.

2022 AZ Chapter Board

Chairman
Newsletter Editor
Garry Mion

Vice Chairman
Ron Coleman

Judging Chairman
Gary Craig

Treasurer
Paul Morel

Membership
David Peterson

Secretary
Brad Vigesaa

Webmaster
Loren Peterson

Historian
Tom McGowan

Activities Chairman
Greg Magill

NCRS (National Corvette Restorers Society) is a national organization open to all persons interested in the restoration, preservation, history, and enjoyment of Corvettes produced by the Chevrolet Motor Division of the General Motors Corporation. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Arizona Chapter of the NCRS is open to all members of the NCRS National Organization. Dues are \$36 per year. For membership information, please visit our website at www.arizonancrs.com.

NCRS registered marks used in the *Intake Manifesto* are NCRS Founders Award®, NCRS Master Judge Award®, NCRS Performance Verification Award®, NCRS Flight Award®, NCRS American Heritage AwardSM, and NCRS Sportsman Award®. All are registered with the United States Department of Commerce and Trademark Office.

The Arizona Chapter is proudly sponsored by the following businesses. We appreciate all that they do in support of our Chapter. Please Support Them!



THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS™



2023 SCHEDULE OF EVENTS

Date	Activity & Registration/Contact Information
January 14	Bowtie Judging School Fountain Hills RSVP to Gary Craig
January 21-29	Barrett-Jackson Auction 2023 Scottsdale, Arizona Information
January 28	Streetside Classics Caffeine & Classics See Ad Below
February 24-25	44th Florida Winter Regional Lakeland, FL Registration is Open
February 4th	Concours In the Hills Fountain Hills Registration is Open
February 18th	Streetside Classics 2023 Spring Car Show Event 9am-1pm Mesa, AZ
March 17-18	Chapter 5pt Judging Meet Streetside Classics Mesa, AZ
March 23-25	Southwest Regional Judging Meet Tucson, AZ Registration is Open
March 24-25	Central California Spring Judging Meet Nipomo, CA Registration Opens Jan 3rd
March 25	Streetside Classics Caffeine & Classics See Ad Below
March 28-April 1	Mecum 2023 Glendale Auction Glendale, AZ Information
April/May TBD	Chapter Events TBD
April 14-15	Northern California Sprint Judging Meet Los Gatos, CA Registration is Open
April 28-29	Southern California 5pt Spring Judging Meet Fallbrook, CA Registration opens Jan 15
June 1-3	Pittsburgh Tri-State Regional Altoona, Pennsylvania Registration is Open
June 8-10	North Central Regional Rochester, Minnesota Registration is Open
June TBD	Chapter Event TBD
July 23-27	NCRS National Convention French Lick, Indiana Information Registration Opens Feb 1st
September TBD	Chapter Event TBD
September 21-23	Ontario Regional Ontario, Canada
October TBD	Chapter Event TBD
October 19-21	Texas Regional Frisco, Texas
November TBD	Chapter 5pt Judging Meet Streetside Classics Mesa, AZ
December TBD	Chapter Annual Meeting and Holiday Party TBD

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.



THE LAST SATURDAY OF EVERY MONTH!
ALL MAKES AND MODELS WELCOME!

at our
MESA
LOCATION!

614 E Auto Center Dr Suite 101, Mesa, AZ
9:00AM - NOON
events@streetsideclassics.com
COFFEE & DONUTS AVAILABLE!

VICE CHAIRMAN'S MESSAGE RON COLEMAN



The table below summarizes our Chapter Flight Program results for 2022.

I want to thank all of the members who participated and supported the chapter in 2022, it's for you that this organization exists. The new year looks to be every bit as good, and I look forward to seeing all of you and your Corvettes. Remember to share your passion for these cars by bringing your spouses and friends as often as you can.

I am still needing member cars to highlight in future newsletters. Whether your car is original, fully restored or in the process of restoration, I encourage you to share information about your car and the story behind it. All I need is a brief description of your car and its story, along with 2-3 pictures. You can send them to vicechairman@arizonancrs.com.

Happy New Year, and happy motoring!

REQUIRED ACTIVITIES	Q1	Q2	Q3	Q4	Summary	Annual Requirement
Chapter Judging Meet	1			1	2	1
Chapter Technical Seminar	1	1			2	1
Chapter Judging School	1	1		1	3	1
Chapter Membership Meeting	1	1	1	1	4	1
Chapter Charitable Event	1				1	1
Chapter Road Tour		1	1		2	1
Chapter Social Event				1	1	1
VARIABLE ACTIVITIES	Q1	Q2	Q3	Q4	Summary	Annual Requirement
Cars Judged at Chapter or Regional Judging Meets	8	0	0	7	15	5%
	5.0%	0.0%	0.0%	4.4%	9.4%	
Members That Judged or Tabulated at a Judging Meet	41	0	0	0	41	15%
	26%	0%	0%	0%	25.8%	
Corvettes driven to events	19	19	23	15	44	15%
	11.9%	11.9%	14.5%	9.4%	27.7%	
Members Attending Chapter Road Tours	0	19	23	0	23	5%
	0.0%	11.9%	14.5%	0.0%	14.5%	
Members Attending at Least One Event	49	39	38	70	74	20%
	31%	25%	24%	44%	46.5%	
Technical Articles Published	3	2	1	2	8	8
Set up FACEBOOK Page and Post at Least One Video of a Chapter Event	0	0	0	0	0	1
Official Participation in Non-NCRS Car Events	1	0	0	0	1	1
Charitable Donations	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$100.00

MEMBERSHIP DAVID PETERSON



It's going to be a busy few months for car aficionados. We are going to kick off the new year on January 14th with a great school on Understanding Bowtie Judging. Check the website for details. Then we head into auction week, beginning January 21st with Barrett-Jackson, that runs through the 29th. On January 22nd is the Arizona Concours at its new location, the Scottsdale Civic Center. That will be an event to see! Tickets can be purchased at www.ArizonaConcours.com. A few of our members will have cars in the show. We then roll into February with the annual Concours in the Hills on February 4th. We will be having a sizable NCRS presence at the show. Reach out for more details. March will include our 5pt Judging Meet followed by the NCRS Regional in Tucson - and of course Good Guy will be back in town.

Important reminder...if you haven't already done so, please renew your membership for 2023. You don't want to miss out on the excellent events we have planned for this year. Just visit our website www.ArizonaNCRS.com and click 'Membership' and then follow the links. You must also make sure to renew your National membership annually. You can check the status of your National membership by visiting your profile at NCRS.org.

Welcome Lawrence Lambert to the Arizona Chapter.

Please make an effort to introduce yourself and say hello at one of our events. This brings our total membership to 157.

NEWSLETTER GARRY MION



The newsletter is published by the end of each quarter, so the next two editions will be coming out March 31st and June 30th. 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.

JUDGING CHAIRMAN GARY CRAIG



Arizona Chapter Judging School – Understanding NCRS Bowtie Judging

On January 14, the Arizona Chapter will hold a chapter judging school to discuss Understanding NCRS Bowtie Judging. Kevin DeWitte has a 1971 LT1 Corvette that is going for the Bowtie Judging at the next NCRS National in French Lick, IN. Kevin has a couple of lifts in his garage that we can use to see underneath his 71 as well as Bruce Tanninen's 70 that achieved a Bowtie award at the 2021 NCRS National in Palm Springs. A flyer has been sent to all Chapter members, please note this date on your calendar.

Arizona 2023 Spring Chapter Meet

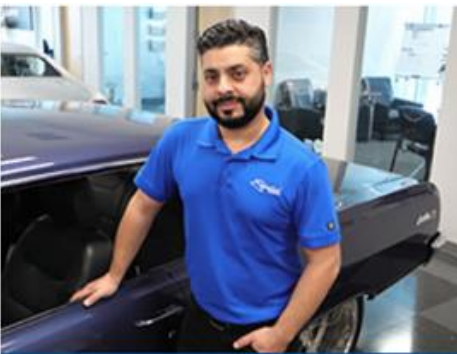
On March 17 & 18, we will hold our 2023 Spring Chapter Meet at the Streetside Classics Showroom facility in Mesa. This event will be similar to our 2022 Fall Chapter Meet where Operations judging will be conducted on Friday along with a Judging School, followed by the normal Flight Judging of the Corvettes on Saturday for a five point judging event. Registrations is open and ready for your signup. Please mark your calendars!

INTRO TO STREETSIDE CLASSICS GARRY MION

For the past couple of years, all of our Chapter Judging Meets have been held at Streetside Classics in Mesa. They have provided us with a clean, covered, and secured space with which we are able to offer a two-day, 5-point event to the membership. I asked Wendi Davidson to put together a introduction to the people who are a part of Streetside Classics, starting with the management team. In future newsletters we'll read more about the other members of the Streetside Classics team and the consignment process.

Streetside Classics is a national car dealer specializing in the consignment, purchase, and sale of classic and collectible cars to a network of qualified buyers and sellers. Streetside Classics is the top classic car dealer in the United States by sales volume across our 6 locations nationwide in Atlanta, Charlotte, Dallas (Fort Worth), Nashville, Phoenix, and Tampa. Whether you are looking to buy or sell, whether it's a muscle car, a classic pick-up truck, or even a newer performance car, Streetside Classics has you covered with over 1,400 classic cars for sale.

Following is an introduction to our Management team.



Nello Tito – Sales Manager

Nello started with Streetside Classics as a Sales Professional in February. During his time in this position, he was awarded "Sales Professional of the Month" six times. His drive and hard work led to him quickly moving into his current position as our Sales Manager in October.

Since then, he has continued to apply his extensive industry knowledge and experience to increase efficiency and create a well-oiled team here at the PHX showroom. We are excited to see how 2023 turns out as Nello settles into his new role.



Russ Schwartzman – Inventory Manager

As one of the newest members of our team Russ comes from an extensive industry background, including five years as the Fixed Operations Director and then the GM of a Porsche dealership located in Chandler.

With a mind for processes and procedures, Russ has been an asset as the PHX team begins to make changes and streamline tasks. His relaxed demeanor makes him a great fit as our Inventory Manager and excellent at working with Consigners new to the Streetside Intake Process.



Wendi Davidson – Office Manager

Rounding out the management team Wendi always greets everyone with a smile. Her position allows her to support the Sales and Inventory teams to ensure a seamless and pleasant experience for all the customers that come through our doors.

FALL CHAPTER JUDGING MEET GARY CRAIG

On October 14 & 15th, the Arizona NCRS Chapter held another very successful Fall Chapter Judging Meet. Seven total cars were judged, two C1 – 1957 & 1958, three C2 – 1964, 1966 & 1967, one C3 - 1978 and one C4 - 1994. We held this Chapter meet again at a great location: Streetside Classics in Mesa. Thanks to the crew at Streetside Classics for hosting us again. Fortunately, we were inside the facility on Saturday since a pouring rain occurred during the event, we don't get these conditions that often. That would not be fun to judge these fine Corvettes in a downpour. We had two cars driven to the event for Sportsman display, a 1999 and 2020. A total of 46 members participated in the Chapter Meet.



On Friday, we had a Judging School regarding Judging Etiquette Do's and Don'ts, which was very useful for the following day's judging of our member's Corvettes. We had 20 Chapter members attend this Judging School.

We could not have had such a successful Fall Chapter Meet without our volunteers as well as the fabulous Tabulators, thank you Cathy, Suellyn, Cecelia, Dee Anna & Margaret for tabulating all of our judging sheets. Oh, and of course, we couldn't have a successful Chapter Meet without all of our judging teams and team leaders, Garry Mion, David Peterson and Pete Bergmann. Thank you all for your time and efforts.

It was great to see two C1 Corvettes come out. These early year Corvettes are always fun to see and judge. Thanks Brad and Darin for bringing your C1s out. It was also neat to see Tim's 1978 Corvette come out, we don't normally get the later C3 cars out to our judging events. During my time as Judging Chairman, Tim's 78 was the first non-chrome bumper C3 Corvette that we have judged. Normally it is the C2 class that dominates as we can see with the three C2s at our event.



Seeing the condition that Mel's 1994 Corvette was in at our event was great. Mel spent many hours getting his Corvette up to a sheen that he was proud to display to our members and it showed with the award level that his car achieved.

We had many people that came from California and Kansas to assist us in our judging and tabulation. Thanks Glorie and Art McNay, Steve and Dee



Anna Shrefler, Dana Richard and Mike Rowley for coming out to support our Chapter event.

During this event, we had two people that came out to see the cars and subsequently, joined our Arizona Chapter. Welcome Mark Gebhardt and Paul Saliba to the NCRS Arizona Chapter. I have known Paul for a long time since we both have worked at the same company and it was great to see him again.

Thanks to Pete Bergman (1999) and Patrick Garland (2020, pictured at right) for bringing out their car for Sportsman display. Below are the owners and awards presented on Saturday. You can view more pictures of the event by visiting our Chapter website [here](#).



Brad Hemken 1957 Second Flight Darin Vigesaa 1958 Second Flight Loren Peterson 1964 Top Flight Bill Acker 1966 Top Flight Sonny Seamans 1967 Top Flight Tim Olthoff 1978 Top Flight Mel Hahn 1994 Top Flight

OCTOBER FRISCO, TX REGIONAL BY TOM MCGOWAN

This was my first visit to the Texas Regional in Frisco and I'm certainly glad that I decided to attend. My '71 Stingray LT-1 (nicknamed "Christine") was primed to pass its' Performance Verification (PV) and fortunately, she did. Of course, on a low mileage original car I must say that Gary and I had an opportunity to drive the PV Course twice (10 miles each run) in practice and once in the real test. She did not disappoint.

We had a number of Arizona Chapter members in attendance at The Texas Regional, and many were judges. From a Board perspective, Garry Mion, Gary Craig, Paul Morel along with myself were in attendance. Kevin DeWitte brought his magnificent, low mileage '71 Stingray LT-1 pictured at right. Kevin achieved a Top Flight Award (98.4) as well as Bowtie Sign-Off to attend the National Convention in French Lick, IN. When your original unrestored Stingray is being considered for Bowtie Sign-Off the judging is very critical. I asked Kevin about the judging quality at the Regional and Kevin was glowing about their knowledge and experience. Kevin stated that he learned a great deal from the judges and he was pleased that he attended the event. Congratulations, Kevin!



Member organizations usually provide opportunities for people to gain knowledge through interaction with other members, and to be contributors of valuable information to other members. Having said that, in many cases these members compete with each other. Not so, in the NCRS as many of you know.

As I mentioned, I was fortunate to have passed my PV, but it wasn't by luck. Rather, it was due to the efforts and commitment of our Judging Chairman, Gary Craig, who was invaluable to the PV effort. Commitment, Intellect and Experience; That's my description of our Judging Chairman. Gary Craig is a star and I can't thank him enough. The PV is very hard to pass and takes a committed effort and the more options that you have on your Corvette the more challenging it can be. But, it's worth it to make the effort.



Gary is shown in the picture at right with my '71 Stingray LT-1, a.k.a. "Christine".

We were fortunate to have been able to attend (as spectators and contributors) the National Board of Directors' meeting. This was very interesting, and many good things came out of it, such as the upcoming 2023 Tucson Regional in March. It's interesting, because Mike Ingham is the main person driving this from Northern California, but the Regional is to be held in Tucson. Thank you to Mike for his commitment!

This is important to anyone living in the West that would like to attend the National Convention in French Lick, IN with their car, be it for Flight Judging, Performance Verification or any other category. I plan on going to French Lick with both my '71 and my '67 to achieve a Duntov on both cars, but I need to attain a PV on my '67 prior to that. Having the Tucson Regional in March will save many thousands of dollars in transportation costs to achieve the PV. So, I encourage everyone who may be interested to register for the Tucson Regional for Flight Judging or other categories. Thank you again, Mike and Tom Barr. Other topics covered at the National Meeting had to do with changes in the Bylaws, open membership meeting calendar, and a host of other topics.

For those of you that have attended a Judging School taught by Terry McManmon you'll appreciate it when I say that it was well worth the time spent, both in the morning and afternoon sessions. Given the opportunity to do so I would recommend it for anyone.

Below (Kevin and I receiving our awards) and on the next page are various pictures from the event.



OCTOBER FRISCO, TX REGIONAL (CON'T)



NOVEMBER JUDGING SCHOOL GARY CRAIG

On November 12th, the Arizona Chapter held a Chapter Meeting and an in-person Judging School regarding the topic: Stamp Pad Surface Finish – “Broach Marks”. This event was held at a great new location: Cascio Motors in Scottsdale. Thank you Addison Brown for hosting our Judging School and providing the wonderful coffee, donuts and pastries. There were 27 members in attendance.



The Judging School went over many characteristics of broach marks on various engine blocks. The discussions were lively and I believe that many members enjoyed getting together to talk Corvettes and learn something new. Thanks to Bill Calorico for coming up from Tucson and his help on pointing out the various items that we consider during judging broach marks. You can see more pictures of the event on our Chapter website [here](#).

C6 CORVETTE FLIGHT JUDGING PETE BERGMAN

Breaking news!

After the 2023 National NCRS Convention the 2005 – 2007 Corvettes will be eligible for Flight Judging. This is the latest generation Corvette that owners can bring out for validating the originality of their car. Typically, models for the judging program have been introduced approximately 17 to 18 years after they were produced.

This story begins at the 2018 Dearborn Regional. My name was put forth to begin leading the research for the Technical Information Manual and Judging Guide. During my fifteen years with NCRS, I have judged for and assisted with the C4 and C5 teams in gathering information for their guides. I have been the Arizona Chapter Judging Chairman for five years.



Research began with looking at an endless stream of C6 cars. Using the established format of previous judging guides, the research began in earnest. Online resources, GM documents such as Technical Service Bulletins (TSB's), recall notices, sales & promotion literature, and multiple Corvette forums were used to build the data and information base.

But they needed actual cars!!

The team began by visiting and examining local members' cars. They also looked at cars listed for sale, cars in parking lots and at various car shows. Postings were also placed on the NCRS Technical Discussion Board requesting additional members to join the research project. Test judging of cars at regionals has been going on for the last two years. Up to this point, more than 110 cars have been looked at to some degree.

All the many subtle variations, option packages, special editions and running changes had to be documented. It all must be put together in a format that will benefit the judges, owners, and members not only now, but years from now.



It was recently confirmed that I will be the 2005-2007 National Team leader, and will be looking to expand the team to give the owners the best possible outcome in putting his or her car through the NCRS system.

For further information, I can be reached at c6team0513@gmail.com.

MEMBER INTRODUCTION: RALPH JEROME

Reprinted courtesy of Eckler's Chevy Classics

1966 CORVETTE

Ralph Jerome's dad would not let him buy a 1964 Corvette as a 17-year-old youth. In an eerie set of circumstances perhaps his dad later relented from the grave enabling the purchase of this 1966 Corvette Sting Ray.

Growing up, Jerome worked at an Amoco gas station in Linden, New Jersey, which was frequented by many Corvette owners. He loved the Corvettes but his dad would not let him buy a 1964 Corvette. Unexpectedly he allowed him to buy as his first car a 1972 Chevelle SS. But the Chevelle did not dim his desire to buy a Corvette, especially a 1966-67 C2 Corvette.

Jerome served in the Air Force for eight years, first as a trainer of the T-37s in Arizona, before flying C-141s in California. He then transferred his flying skills to American Airlines where he has been for 31 years.

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by Mark C. Bach



MEMBER RALPH JEROME (CON'T)

1966 CORVETTE

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Jerome did try out some other cars like a Dodge Charger that he likened to "a disco car" with black-on-black hues. But like many folks, the love for a Corvette lingered on. He often voiced the desire to get a Corvette but life and responsibilities intervened. For birthdays and Christmas, his family often gifted him Corvette mementos instead of the real thing. Three years ago his wife, Pam, told him he should get the Corvette of his dreams before "it was too late."

So a two-year quest for a 66-67 Corvette coupe started. Jerome realizing he did not know enough about Corvettes, enlisted an NCRS judge to help him locate a suitable car. Jerome had been given over fifty websites that he scoured daily looking for his dream Sting Ray. His advisor nixed many as being less than advertised or with serious issues.



MEMBER RALPH JEROME (CON'T)



Finally, in the summer of 2021, he located this Corvette on a local dealership's website. When he contacted the company the manager was perplexed and eventually advised that the Corvette was not for sale and had inadvertently been placed on the website for a few hours while the firm was changing things. The Corvette was part of the personal collection of the company's owner and was not intended to be on the website. Jerome was heartbroken but left his number, "just in case."

Unfortunately his dad soon past away and while with family back in New Jersey busy with the funeral arrangements, Jerome received word that the Corvette he desired was now up for sale. Jerome had his Corvette specialist check it out and a deal was made. So perhaps in some way Ralph's dad "helped" seal the deal on this Corvette?

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MEMBER RALPH JEROME (CON'T)

1966 CORVETTE

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Jerome took delivery in November 2021 and that was the first time he had sat in a C2 or driven one. He stated he was nervous on the drive home, with his wife following behind him. This purchase "was fulfilling a dream" for Jerome.

The 1966 coupe is a numbers matching Sting Ray. The odometer shows over 16,000 miles but the actual mileage is unknown. The Nassau Blue car was purchased from the Westlake Chevy dealership in Seattle, Washington. The original owner had been searching for a new 1966 Corvette but finding one in the Northwest was a challenge until he found it at the Fred Bauer Chevrolet dealership in Portland, Oregon. He bought the car in Oregon but the paperwork indicates the MSO (Manufacturer's Statement of Ownership) went through the Seattle dealership, probably for tax and registration purposes.

Westlake Chevrolet was started in Seattle in 1930 by Lawrence Norton. His son continued the dealership until retiring in 1985. The Fred Bauer dealership started in 1953 in Portland, Oregon.



MEMBER RALPH JEROME (CON'T)

After his death, his two sons ran the dealership until selling it in 1987 and it became the Cyd Dorn Chevrolet dealership.

The invoice shows that the 300 horsepower Corvette listed for \$3,770 but the final cost increased to \$4127 due to:

- Posi-traction.....\$33.00
- 4 Speed transmission.....\$144.00
- AM/FM radio.....\$155.00
- White sidewall tires.....\$25.00

The Corvette is in great shape but Jerome is planning on doing some tinkering, including new tires soon. It gets admiring gazes wherever he goes. He is ready to start taking it to car shows and enjoy it after his retirement.

Jerome's father was also a veteran, as were four of his five brothers, and the town of Linden, New Jersey had honored the WWII veteran with a banner that flew in a "Hometown Heroes" celebration. After his father passed away just shy of his 103rd birthday, the city gave him the banner and it now rests on the garage wall overlooking the 1966 Corvette. So Dad's smiling face now looks over the Corvette full-time. Not sure why Dad wouldn't let this son buy that 1964 Corvette, but I would like to think he had "something" to do with making his son's long-time dream a reality. ✓



L79 REBUILD AND DYNO TESTING TOM MCGOWAN

Some people wondered why I would perform a Body-Off Restoration on my '67 Sting Ray that scored a 98.4 in Mobile at the NCRS National Convention. Some might think that was a bit "over the top."



I made this decision based on my desire to achieve a Duntov Award this upcoming July National NCRS Convention in French Lick, IN. Back in 2006, the previous owner had put a heavier cam in the small block when he rebuilt the 43K mile original car. It was obvious to me and others that this car wouldn't pass a Performance Verification (PV) with that cam. And to be honest, I believe the engine builder did a poor job.

As most members know, a PV Award is required in order to achieve a Duntov Award. An L79 should run smooth as silk, with no chance to asphyxiate the cars behind you at a stoplight. This one didn't meet that standard and for an original engine that just didn't sit well with me.

Gary Bennett, NCRS Master Judge, C2 Expert, and willing participant in this restoration had already assisted me in getting the car ready for the national by helping me sort out judging issues from the 2022 Carolina Regional. I asked Gary; "Well, if we're going to rebuild the motor we might as well fix a few other small things, such as the small fiberglass repair and a few paint scratches." Seems that removing the body from the chassis would make everything easier when pulling the engine. Now that the body is off, let's replace the wiring harness, and why not replace the carpet and make the seats more comfortable by replacing the foam with Al Knoch inserts. Might as well go through the entire chassis since the body is off." You get the picture. I am so glad that we went through this process.

For the sake of this article, let's just focus on the engine rebuild and the Dyno testing by starting with a few pictures. Of course, one requires the correct parts: cam; lifters; push rods; pistons; oil pump pickup and spring; and more. One of my objectives is to be able to run Premium Unleaded fuel from the pump. Gary knows the right engine rebuilder to meet my objectives, and I trust Gary's judgment implicitly.



Now that the engine has been rebuilt it's off to the Dyno Test.



We took the engine to one of Gary's friends; Robert Klein Engines in Glendale. Though Robert didn't rebuild this particular engine he certainly could have. He's been an engine mechanic / enthusiast / car racer since he was old enough to walk. He's got a good team at Klein's Engines, as his assistant (Dylan) helped us to get the engine connected to the Dyno machine.



As Gary explained to me, the best way to break in an engine and to ensure its' credibility is to run it on the Dyno. After watching the process I can see why. As we all know, just because everything is rebuilt and seemingly ready to go, such is not always the case. Remember that to pass a Performance Verification the Corvette must run up to 90% of redline with the NCRS Team Leader (evaluator) in the car. There is no better way to ensure that challenge can be met than to run it up on the Dyno, which is what we did (and beyond).



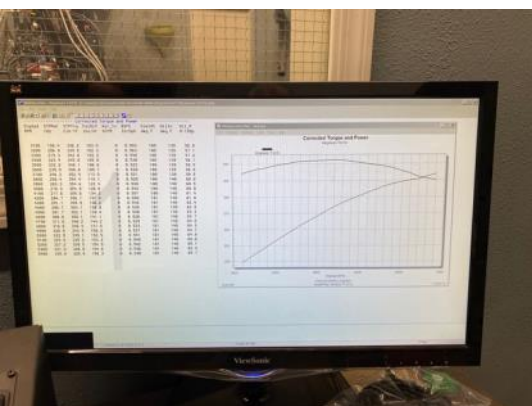
As you can see from the picture at left we ran the test with headers.

L79 REBUILD AND DYNO TESTING (CON'T)

Of course, the Dyno is essentially a computer controlled mechanical device that provides a great amount of useful data to tell the user exactly what is happening at any given point in time, and R.P.M. Standard Temperature Pressure for Torque and Power, oil pressure, oil temperature, fuel and air allocation, etc. The following at right tells a story.

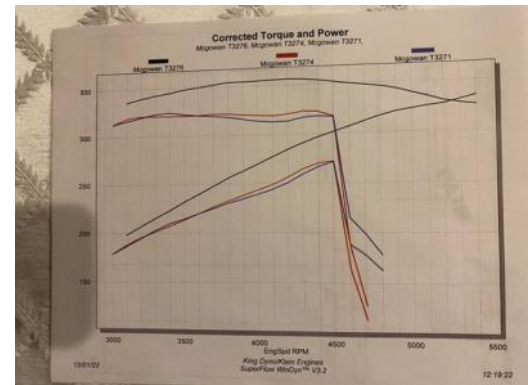


One can get a lot of insight into what's happening by watching the results on the monitor on the left, as well as the expanded picture of the monitor on the right. That picture demonstrates the torque and power curve where they intersect. The torque is decreasing at a certain R.P.M., while the horsepower continues to increase.



The picture at left shows the engine on the Dyno working extremely well (black lines). But, to get there first we had to diagnose and resolve a problem. Please refer to the "Performance Fall-Off" on the picture at right (blue and red lines - multiple run-ups). The engine was starving for fuel at the fall-offs.

We found that with my rebuilt carburetor (rebuilt prior to my getting the car) the engine was losing significant power at or around 4500 RPM. It was starving for fuel. We (they) isolated the problem by first removing a spark plug and evaluating the



"location of the burn" on the ground element - all looked good. Then, the next logical step was to change out the coil - no change. Then we tried replacing the distributor and plug wires together with an MSD - no change. Then, we replaced the carburetor with a known good racing carb (picture at right). Once we put on Robert Klein's carb we achieved perfect results.



The next logical step was to rebuild and troubleshoot my carb. Gary Bennett's Main Man/Carburetor Guru found two issues with my rebuilt carburetor. First, the needle seats shown in one of the following picture were the incorrect circumference (and no Holley part number); one is smaller than the other. They were restricting fuel flow as required by Holley (they were not Holley parts). We replaced those with the correct Holley parts. Next, the internal plate holes should have been 76 thousandths and they were 67 thousandths, further restricting fuel flow. He drilled those out to specification.

This story has a happy ending. The final Dyno Test will happen this week and I will receive approximately five (5) sheets of printed data showing my torque curve and horsepower rating, as well as a plethora of useful data. I'll have confidence that at any point within my NCRS Performance Verification test that the engine will perform flawlessly. The Oil Pressure gauge during PV will be spot on at the specified oil pressure. All of the worry and anxiety will be gone, because we ran the engine on the Dyno. Not only was this test useful for all of the reasons we discussed here, but it was also a great education and for a learning experience like this I consider it was terrific value. Klein Engines performance was great value for money.



Many thanks for Gary Bennett for taking me through the process. Gary is, A Star, and I sure am glad that people like Gary are members of this Chapter! GiddyUp!

MUSCLE CAR & CORVETTE NATIONALS

PAUL MOREL

This past November I received an invitation to judge at the MCACN show in Chicago. For those who may not know, MCACN (muscle car and Corvette nationals) is one of the best shows in the country. There you will see the best of the best. All makes and models of muscle cars can be found. Whatever you like, you will find it at this show. There will be a great assortment of models, colors, and options from each manufacturer. You will find survivor cars, barn finds, a year of display, a Corvette corral, resto cars, vendors, parts, and a whole lot more.

Cars are selected for judging by previous pedigree. To be considered for Corvette Triple Diamond judging you must submit proof of a previous Bloomington gold or Bloomington survivor award, AND a NCRS Top Flight or NCRS 3 or 4 star bowtie award. Many of the top cars we see at NCRS end up at MCACN. This is the final stop in the quest for the "triple crown" and a really cool award.

Original and restored cars are judged. Judging differs at MCACN versus NCRS. It is based on 1000 points and whole assemblies are judged together vs each individual part at NCRS. Each scoring line is a 0 to 5pt deduction.

Both originality and condition are judged to factory delivery specs. A total score of 95% will earn you a Triple Diamond.

I strongly recommend this show. It is located at the Stephens Convention center just a couple miles from O'hare airport. The show is typically the weekend before Thanksgiving. There is one negative to this show however, you will get a taste of Chicago winters. Happy Motoring!



KEYES CORVETTE SHOW JEANNE CLOUTIER

On Saturday, August 13th, Dave and I drove our 1957 Duntov Fuelie to the Annual Keyes Chevrolet Corvette Show in Menomonie, WI. We were delighted to receive two awards, one the People's Choice for C1's and the Sponsor's Top Choice Award. There were over 70 Corvettes at the show. Presenting the awards was Tim DeAtley of our North Central NCRS Chapter along with a couple members of the Boys and Girls Club.



WINDOW WASHER COORDINATOR REBUILD DOUG BROWN

Recently I rebuilt the window washer pump on my 62, and then it came time to tackle the washer coordinator which is mounted on the wiper motor (see picture at right). The purpose of the coordinator is to automatically turn on the wipers for a short period of time when the washer button (on the wiper switch) is pushed in. You can see the operation in [this video](#).



The coordinator is controlled by the washer pump on top of the washer container (see picture below). When the washer button is depressed, water will begin squirting from the washer nozzles, and the wiper motor is turned on. The entire process is controlled via vacuum signals. When a coordinator fails, it commonly does so due to the a leak in the internal diaphragm or the vacuum input fitting is damaged/missing.



Rebuilding the actuator quickly became a dead end. In talking with NCRS and Solid Axle Club members I was told to “just take the operations deduction.” Contacting multiple NCRS members across the country, and multiple lucky coincidences, I found Jay Maxwell who is the washer guru.

Apparently his dad, Tom Maxwell, restored washer systems for years and was a prominent contributor to the C1 judging manuals. He is noted on the inside cover of the 61-62 judging manual, and may be others. Jay told me his dad passed a few years ago and Jay has continued his legacy.

So if you are in need, and don't want to “just take the deduction,” here is Jay's contact information:

Capital Auto Restoration, 13 Branden Ct., Gaithersburg, Md. 20878 (301) 948-9481

Jay has posted a lot of [YouTube videos](#) on washer systems, including [this one](#) that shows the different coordinator versions from 58-62.

C6 REAR VIEW MIRROR REPLACEMENT GARRY MION

At some point in time, things just start to wear no matter how well you try to maintain them. Case in point was the rear view mirror in my 2008 (just turned 14 this past November). Not much to do other than an occasional cleaning of the surface of the mirror, but as seen in the picture at right—the mirror's reflective surface started to craze and was getting to a point where it was annoying to look at. It still functioned as a mirror, including the auto-dimming feature as seen in the picture below.



On various occasions over the past few years I did searches for a replacement mirror, running into various options from used originals to new-old-stock candidates. Trouble with used originals was the possibility of the same problem occurring, and the NOS candidates were getting into the \$400+ range.

Then, about a week after the Texas Regional in Frisco this past October, I came across the website [radar-mirror.com](#). The primary work they do is offer a line of radar embedded rear view mirrors, but they also offer custom lcd mirrors (backup cameras) and, auto dimming mirror repair. They offer this service for many different manufacturers/models, and to my delight the Corvette C6. There are two options: Standard Auto Dimming mirrors and those with a compass or rear camera. As my mirror had a compass, I had to chose the latter which came at a greater cost (\$129 vs \$99). Even with shipping it was much cheaper than an NOS unit, and likely less risk than a used original. The downside, as seen from the picture at right, the mirror itself is not configured the same as the original above. It utilizes a more modern transparency function for the compass and air bag displays, where the original had cutouts. Thus there will be an originality deduction if you go down this path to repair your mirror and plan on judging the car in the future. For me, the rear-view mirror would be the least of my originality deduction worries.



The ironic part of this project was that a week prior to my stumbling across this solution, I was in Frisco for the Texas Regional, and radar-mirror is located about ten miles north of the Embassy Suites Hotel. I could have saved about \$40 in shipping costs if I had just spotted them a couple of weeks earlier. As the saying goes—timing is everything.



Hope this article helps you out if you (or someone you know) are having an issue with the rear view mirror in a C6.

ARIZONA CHAPTER

