



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Winter 2024 Issue



CHAIRMAN'S MESSAGE GARRY MION

Happy New Year!

The Chapter concluded the year with our Annual Meeting and Charity Drive at the Crowne Plaza Resort in Chandler. The weather was once again cooperative with mild temps and full sunshine. The food was excellent and plentiful, and it was great to see our members with smiles on their faces. Collectively the attendees contributed \$3170 for the Phoenix Children's Foundation.

Once again we have fulfilled our requirements to achieve a Chapter Top Flight for 2024. Thanks to our Vice Chairman Ron Coleman for keeping track of the year's activities and making quarterly reports to ensure we get credit for all we do. Thanks as well goes out to the membership for your participation in the events throughout the year.

There is one change on the Chapter Board for 2024. I'll start by saying thanks to Ron Coleman for fulfilling his role as Vice Chairman for the past three years. Ron and his wife Denise have downsized and relocated to Siera Vista, and thus will not have much time for NCRS activities. Ron has agreed to remain in his role as Regional Coordinator until the event concludes on May 3. I am pleased to announce that Jeff Smith has agreed to fill the role of Vice Chairman. Thank you Jeff for stepping up to fill this important board position. I am also pleased to announce that Brad Vigesaa will continue in his role as Secretary. The board is still looking to fill the positions of Newsletter Editor and Historian.

Reminder — now is the time to pay your 2025 membership dues. You can do so online by going [here](#).

January will be busy start the new year with a Tech Session on January 11th, the Florida Regional is January 16-18, the Barrett-Jackson Auction is January 18-25, and the Arizona Concours is January 25. In February we have a Chapter Driver on February 8th, and our charitable participation in the Concours in the Hills is February 15. The full calendar is on page 3, so be sure to mark your calendars for upcoming events.

The Chapter [website](#) transition has been completed and is now active. The overall look and feel of the site remains the same, however, the calendar part has a new look and feel that will be more intuitive to use and easier to update and maintain. My thanks to our Webmaster Loren Peterson for coordinating the website transition to a successful conclusion in short order.

TIME TO REGISTER FOR THE ARIZONA 2025 REGIONAL

Four months may seem like a long time, but May 1 will be here sooner than you think and it is important that you register for the event and your car now rather than later. Go [here](#) to register for the event. If you are registering a car you will need a copy (pdf) of your registration and insurance information. When registering, be sure to include any family members or guests you may be bringing along with you.

Make your room reservation by going [here](#). The Glendale Renaissance is a Marriott property, so if you have points or other benefits, you can use them. While the hotel recently established a Destination Benefits Fee, it does not apply to our event and will be waived at checkout. There is lots to do around the hotel being next to the Westgate Entertainment District and the Tangers Outlets.. If you are not registering a car, be sure to consider staying Thursday and Friday night so you can experience and enjoy all that a Regional has to offer right here in Arizona.

CALL FOR REGIONAL SILENT AUCTION ITEMS CHRIS GAZZANO

At the upcoming Regional Judging event, May 1-3, 2025, the Chapter will be conducting a Silent Auction. Before we know it the event will be upon us. So, we are commencing our request now for chapter members to donate silent auction items such as, but not limited to :

- gift certificates (restaurants, spa's, auto services, etc)
- time shares
- wine baskets
- sporting event tickets
- artwork (car motifs)
- jewelry
- sporting memorabilia
- auto memorabilia

We ask that donations have a minimum retail value of \$50.00. This minimum should yield a ham-mer price worthy of the time and effort required to organize the auction.

Contact me at Chrisgazzano@frontier.com or 973-519-8433 (cell) for information/questions re-garding donations.

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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.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!



2025 SCHEDULE OF EVENTS

Date	Activity & Registration/Contact Information
January 11	Chapter Technical Session—Servicing A/C on Vintage Vettes Mesa, AZ RSVP by Jan 7
January 15-18	Florida Regional Melbourne, Florida
January 18-26	Barrett Jackson Auction Information
January 19	Arizona Concours Scottsdale Civic Center Information
February 8	Chapter Driver See Details here RSVP by February 1st
February 15	Concours In The Hills Registration closes Jan 17
March 7—8	Southern Arizona 3-pt Chapter Meet Tucson, AZ Information Registration
March 28-29	Southern California 5pt Chapter Meet - Cathedral City, CA Information Registration
April 3-6	2025 NCRS Carolina's Regional Pendelton, SC Information Registration
April 11-12	Northern California Spring Chapter Meet Los Gatos, CA Information Registration
May 1-3 2025	2025 Arizona Regional Glendale, Arizona Registration
June TBD	Chapter School
July 16-19	Kansas City/St. Louis Regional Springfield, Missouri
August TBD	Chapter School
September 7-11	NCRS National Convention Las Vegas, Nevada
October TBD	Chapter School
October 23-25	Texas Regional Frisco, Texas
November TBD	Chapter Fall Judging Meet
December TBD	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

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.

VICE CHAIRMAN REPORT RON COLEMAN



Denise and I want to wish everyone a very happy and prosperous 2025. We have been most fortunate to be a part of the Arizona Chapter for the past few years, but sadly, we have relocated to the Sierra Vista area and will be leaving the chapter after the Regional. It has been my sincere honor to be your vice chairman, and I thank you all for your support and friendship.

I also want to thank the members who participated and supported the chapter in 2024. The new year is shaping up to be a busy one, especially with the 2025 Regional Meet coming up in May which this chapter is putting on. As part of this effort, we need your involvement to make the event a success. I encourage you to volunteer for a day, or even a half day, during the event as there are a lot of simple tasks that need to be handled. The more volunteers we get will make the event better for all members and attendees. Also, if you know of a company or individual who would like to be a sponsor or contribute please reach out to me. We also need items for the silent auction. My email address is ron.coleman@cox.net.

The table below summarizes our Chapter Flight Program results for 2024, comparing to the results from 2023 and the requirements set by NCRS. As you can see, we continue to have a very active chapter, and will be earning the Top Flight award for the chapter again for 2024.

REQUIRED ACTIVITIES	2024				Summary 2024	2023	Annual Requirement
	Q1	Q2	Q3	Q4			
Chapter Judging Meet	1			1	2	2	1
Chapter Technical Seminar	1	1			2	1	1
Chapter Judging School	3	1	1	2	7	4	1
Chapter Membership Meeting	1	1	1	1	4	4	1
Chapter Charitable Event	1				1	1	1
Chapter Road Tour	1				1	2	1
Chapter Social Event				1	1	1	1
VARIABLE ACTIVITIES	Q1	Q2	Q3	Q4	Summary 2024	2023	Annual Requirement
Cars Judged at Chapter or Regional Judging Meets	4 2.5%	0 0.0%	0 0.0%	0 0.0%	4 2.5%	16 10.1%	5%
Members That Judged or Tabulated at a Judging Meet	29 18%	0 0%	0 0%	30 19%	39 24.5%	31 19.5%	15%
Corvettes driven to events	21 13.2%	17 10.7%	9 5.7%	14 8.8%	42 26.4%	57 35.8%	15%
Members Attending Chapter Road Tours	13 8.2%	0 0.0%	0 0.0%	0 0.0%	13 8.2%	23 14.5%	5%
Members Attending at Least One Event	57 36%	34 21%	21 13%	79 50%	103 64.8%	84 52.8%	20%
Technical Articles Published	2	4	2	2	10	13	8
Set up FACEBOOK Page and Post at Least One Video of a Chapter Event	0	0	0	0	0	0	1
Official Participation in Non-NCRS Car Events	1	0	0	0	1	1	1
Charitable Donations	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00	\$100.00

WEBMASTER REPORT LOREN PETERSON



We have changed our web services company for hosting our Chapter website. Last month we were informed that our web services company was closing its doors on January 31st. The Southern California Chapter was already in the process of rebuilding/rehosting their website using a web services company in Scottsdale. We jumped on that lead and have been able to get the coded data to the new service and have completed the transition of our website and it is now live.

You may see a few subtle changes, but it has retained its previous formats for each section. The exception being the Calendar. Check it out when you get a chance by going [here](#).

JUDGING CHAIRMAN REPORT GARY CRAIG



Upcoming Judging / Technical Session Events

Arizona Chapter Technical Session – January

On January 11th, the Arizona Chapter will hold a Chapter Technical Session at Gary Craig’s garage. Topic will be Charging AC Systems on Vintage Corvettes. Gary will show how to check your AC system for leaks, perform diagnostic checks, evacuate the AC system, as well as fully charge an AC system of Jim Vranich’s 1978 Corvette. This Technical Session will have many hands-on exhibits for members to touch and see. A flyer will be sent to all Chapter members for this Technical Session, please note this date on your calendar.

Arizona Regional 2025

On Thursday May 1 thru Saturday May 3, 2025, the Arizona Chapter will be hosting the 2025 Arizona Regional. For all of you that have recently had your Corvette judged at our Arizona Chapter Meet, this is a great opportunity for you to have your Corvette judged at a NCRS Regional Event. The Regional is being held at the Renaissance Phoenix Glendale Hotel & Spa. The cars will be located in an indoor convention hall so the cars are in a great location for judging. Please mark your calendars and sign up today!

TREASURER’S REPORT PAUL MOREL



Hello AZ Chapter Members,

Happy New Year!

I am reporting the club's financials for the year ending 2024. We ended the year with \$20,107.35 in our money market and \$27,869.18 in our checking account. The following is a breakdown of club income and expenses. As always, reach out with any questions or suggestions.

Itemized Categories - Year to Date								
1/1/2024 through 12/26/2024								
12/26/2024	Date	Account	Num	Description	Tag	Memo	Clr	Amount
	INCOME							35,334.06
				2024 Fall meet				1,677.21
				2024 Holiday party income				3,034.88
				2024 Spring meet				1,626.06
				2025 regional registration income				6,327.45
				2025 Regional Sponsorship				19,000.00
				chapter tee shirt sales				65.00
				Interest Earned				1.82
				Name Tags Income				98.30
				NCRS 2024 Dues				1,421.21
				NCRS 2025 Dues				1,706.72
				NCRS 2026 Dues				310.00
				NCRS 2027 Dues				65.41
	EXPENSES							-8,871.35
				2024 Fall meet expense				-1,465.89
				2024 Holiday party expense				-3,191.11
				2024 spring meet expense				-1,183.94
				Administrative				-125.33
				Charity Expense				-500.00
				Membership Expense				-36.00
				Name Tag Expense				-377.65
				NCRS Judging School				-140.13
				Web Site				-1,851.30
	OVERALL TOTAL							26,462.71

ACTIVITIES REPORT CHRIS GAZZANO



The Chapter is organizing a Driver for February, 8, 2025. We will be visiting [Goldfield's Ghost Town and Mine Tour](#) in Apache Junction. The event will include a train ride and mine tour, and a reenactment of an old western gun fight, all taking about two hours. Entry fee is \$16 per person. We are required to pre-pay the attendance fee by January 22. If you intend to participate, kindly notify me via email as soon as possible, or call me at 973 519 8433 and leave a voice mail necessary.



I will need to receive your attendance fee of \$16 (per person) by January, 22. You can send your money via Venmo to @Angela-Gazzano, or Zelle to 973-477-7228, or send a check (made out to Chris Gazzano) by mail to 11403 E. Gamble Ln. Scottsdale, AZ 85262. Arrangements are being made for us to have lunch at the Hitching Post Saloon, close by Goldfield's. Keep an eye open for a soon to be released Drive Out flyer identifying meeting places and time for a caravan drive to Apache Junction. We plan to be at Goldfield's by 10 am.

Let's get those Corvette's up to temperature and have an enjoyable day together.

PREPARING FOR FLIGHT JUDGING SCHOOL GARRY MION

Prior to our November Chapter judging meet, we felt that it was a good time to have a review of how best to prepare for flight judging, along with what to expect during the judging process from arrival to departure.

On October 5th about twenty seven members participated in the judging school. As expected, there were several members there that would be going for their first Flight judging in November.

Within the room were many members that contributed to the conversation having gone through the judging process at least once. No matter how many times you flight judge a car there is usually something unexpected that happens which makes gaining from members experiences an added perspective to those who will begin their first journey.



2024 ANNUAL MEETING AND HOLIDAY BRUNCH GARRY MION

This year's annual meeting was held in Chandler at the Crowne Plaza Resort. Fifty members were in attendance, unfortunately four members that signed up were not able to attend at the last minute. As in years past, it was a beautiful sunny day which allowed members to enjoy the outdoors while sipping on a mimosa or bloody mary. A full buffet brunch provided ample food for consumption, and I'm sure nobody walked away hungry. The Chapter collected a total of \$3,170 for the Phoenix Children's Foundation. I wish to thank all those who contributed.

It is not too early to start planning for the 2025 annual meeting. Reach out to our Activities Chairman, [Chris Gazzano](#) if you can help identify a suitable location.



2024 FALL CHAPTER JUDGING MEET GARY CRAIG

On November 1st & 2nd, the Arizona NCRS Chapter held another very successful Fall Chapter Judging meet. We held this Chapter meet at a great location: Streetside Classics in Mesa. Thank you Nello and crew from Streetside Classics for allowing our Chapter to use your facility! Seven great looking Corvettes were judged for Flight Judging and we had two Sportsman entries.



We had two C1 cars that were judged, a Honduras Maroon 1961 Corvette owned by Gene Detrick and a Roman Red 1962 Corvette owned by Doug Brown. It is great seeing the C1 cars come out for judging. Thanks Gene and Doug for bringing out your C1 Corvette. Next, we had four C2 Corvettes that were judged. A beautiful Daytona Blue 1963 split window coupe owned by Mel Hahn, a Rally Red 1965 convertible owned by Art Ashenden, a Nassau Blue 1966 coupe owned by Ralph Jerome, and a Rally Red 1967 convertible owned by Ray

Geiger. And completing the seven was Kevin Dewitte with a 1978 Corvette that is a very nice low mileage unrestored Corvette. Kevin, that was a great find that you have.

We had two Corvettes driven to the event for Sportsman displays, a 2003 driven out from California by Dana Richard and a 2009 driven by Pete Bergmann. A total of 45 members participated in the Chapter Meet.



On Friday, we had a Judging School regarding Judging Functionality, given by Bill Calorico with very good participation from all of the members. This school was very instructive since the following day, we would be using these techniques on all seven cars. We had 20 Chapter members attend this Judging School. Thanks Bill for presenting this topic to all of our members!!

We could not have had such a successful Fall Chapter Meet without our volunteers as well as the fabulous Tabulators: Cathy Bergmann, Jeanne Cloutier, Suellyn Bennett, Cecelia Junokas, and Margaret Craig. Oh, and of course, we couldn't have a successful Chapter Meet without all of our judging teams and team leaders, Dave Cloutier on the C1 and 1963 cars, David Peterson on the C2 cars and Pete Bergmann on the 1978 car.

Thank you all for your time and efforts. Thanks to those from California that drove out to support our Chapter meet: Wayne Foss, Mitch Guimarin, John LeGate, and Dana Richard.



Gene Detrick 1961 Second Flight Doug Brown 1962 Top Flight Mel Hahn 1963 Top Flight Art Ashenden 1965 Top Flight Ralph Jerome 1966 Top Flight Ray Geiger 1967 Top Flight Devin Dewitte 1978 Top Flight

57 2X4 INTAKE MANIFOLD REPLACEMENT (PART 1) RON BRENNAN



The system I bought years ago seemed to leak a little coolant from the start. My wife finished the purchase I made 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 bought a used manifold from an NCRS member that replaced his with Edelbrock components. I was advised to have it tested for cracks before installing it. After searching the Internet for a local vendor unsuccessfully, I was advised by the Technical Director in the AZ division to find a DIY kit for non-destructive testing.

The one I chose was by Dynaflux. The minimum size kit cost over \$200, but could run dozens of tests. I did multiple cleanings with their Aluminum Cleaner. I had to resort to lacquer thinner to remove the burned-on residue under the heat shield. After several more cleanings, I had used a quart of cleaner and I could see no improvement.



I sprayed the red dye penetrant on from the aerosol can, and waited 10 minutes. I wiped off all I could with paper shop towels (about 15 minutes). Then I removed all the dye that I could by spraying the cleaner on the towels and wiping every surface until very little came off onto the towel (about 30 minutes). Getting everything out of the rough casting pores is almost impossible. I waited 15 minutes before I sprayed on the Developer. It is tricky to completely coat every surface without applying so much you mask the results. I feel confident that I performed the test on the bottom of the manifold correctly, and found no cracks.



I repeated the procedures on the top of the manifold. It was much easier to wipe off the excess dye because the castings were smoother and the recesses were shallower.



I was told that one of my friends installed a manifold without checking and later found a vacuum leak on the bottom of the plenum. Mine was flawed by the water passages, so I looked at every part of both surfaces with an LED flashlight 10 minutes after spraying the Developer on the surface. Really clean sections were white, while the porous sections were light pink.



Near the oil filler tube socket, I saw a faint pink line. Since it is short, a flaw in the casing surface was disclosed.

A cosmetic crack was disclosed near the water elbow stud. I did not mind finding this crack, because it proved the capability of the test kit and validated my procedures.

I am ready to clean and install my "new" intake manifold.

A VISIT TO MAX'S VETTE STUFF JIM VRANICH

On a hot Monday morning Kevin DeWitt, Garry Mion and I met at Max's Vette Stuff C3 wrecking yard in Mesa to go parts picking. I had never been to Max's while Gary and Kevin knew the recycling yard well. I am a regular at Desert Valley Auto Parts Recycling Yard now in Casa Grande, AZ as I look for parts for the 1964 Impala SS I am restoring. I didn't know a similar venue was nearby for C3 parts.

You are all familiar with New Old Stock (NOS) parts, Re-pop parts and maybe some other special name for replacement parts we need for our Corvettes. Here, at Max's, we found Dirty Old Stock (DOS) parts in abundance.

Kevin DeWitt recently purchased a low mile 1978 Silver Anniversary Corvette that he is sorting out. He was in the hunt for a rear defroster relay, horn for the burglar alarm system and a seat belt buzzer module. Funny fact, the seat belt buzzer module for Kevin's recently purchased C3 was laying in the car's glove box when it arrived in Fountain Hills. It took Kevin some investigating to figure out what that black square thing was.

I was armed with a bag of tools to remove an air conditioning thermostatic switch and a small bracket for my car's radio that was missing. Plus I had my eyes out for any DOS part I might like to have as an extra.

Garry Mion offered advice, labor and engineering expertise to our adventure.



We met Max in his shop area where he was helping a friend replace the dashboard cover of his C3. After introductions, the four of us walked down a dirt alley to the C3 wrecking yard. As we neared the fenced in area there was a row of at least 13 C3 bodies stacked nose first like the Cadillacs at Cadillac Ranch in Texas. The C3s however, did not have their noses buried. Quite a sight!



My first reaction once inside the chain link fence was, WOW look at all these C3 donors. To my left was an open-door shed with hundreds of wiring harnesses hanging ready to be picked. To my right was a similar shed bulging with non-dented, aluminum air conditioning lines, defroster parts, heating and cooling under dash vents, and more. Straight ahead were mufflers and racks of doors. Then looking directly in front of me were C3 carcasses laying all over the place. So cool!

Garry and Kevin went into the wiring harnesses shed and quickly found a DOS seat belt buzzer module and defroster relay. From there, Kevin found an alarm horn on one of the C3 donors and began removing it for a new life.



I headed to a C3 with a hood still affixed hoping to find the A/C thermostatic switch intact. But the hood was jammed shut. Max and I wrestled with it trying to open it. The hood moved back and fourth but we found that it was latched on the right side with no cable in sight to release the latch. No luck opening the hood so I scanned the yard and saw another candidate for the switch. Yep, my second candidate had the switch and I started to remove it. Meanwhile Max continued his wrestling match with the stuck hood.



Next I went after the 3" bracket for my C3's original radio. Now this is an obscure part. Max tried looking for it in his "radio drawers" in the main shop. We opened a half dozen drawers and couldn't find the bracket in the drawers. Max knew exactly what I was looking for. Looking through his radio drawers was so much fun. Lots of neat Corvette stuff.

Off I went to the right side of the yard, in front of all of the A/C lines and found a donor with the hard to find radio bracket. Getting in and out of the radio bracket donor was a real chore. I stacked two tires by the passenger door and lifted and torqued my 71 year old body into the gutted interior. My old body complained but I really wanted that radio bracket! And, got it. Getting out of this Corvette trap wasn't any easier.

MAX'S (CON'T)

Meanwhile, Kevin had joined Max trying to unlatch the hood on that other C3. Max then pointed out a hole drilled into the cowl, right behind the latch, in front of the windshield. The hole had been drilled by the factory for emergency manual unlatching of a stuck hood latch. Max worked his finger in the hole, found the stuck latch and then inserted a small screw driver to force the latch open. Up went the hood. Sure enough it too had the A/C thermostatic switch I needed. So I got a second DOS switch.



Later I checked my 1978 C3 Silver Anniversary Corvette for the hole in the cowl. Sure enough it is there with a black plastic cover over the hole. Check your C3 to see if it too has the emergency Un-latch hole.

By now the heat had gotten to us. We went back to Max's cluttered, air conditioned office and payed a nominal price for our treasures. Max had one more surprise. He had a shoebox of new, never installed Corvette stickers. These stickers are real prizes available to us.

Max's Vette Stuff has a plethora of DOS, C3 parts. Visiting his bone yard is a blast. So if you need a "Dirty Old Stock" part for your C3 you have to make a trip to Max's Corvette Stuff. Here's his contact information:

Max's Vette Stuff, 428 S. Date, Suite 6, Mesa, AZ 85210.

Between Country Club and Extension Off Broadway. Give Max a call at 480-964-0779 before you head over there to be sure he's at the yard.

I've already thought of a few more parts I'd like to get from Max. I'll just wait until it's a little cooler.



C1 MASTER CYLINDER REBUILD GARRY EASTWOOD

After nearly 12 years of faithful service, I recently noticed that my original master cylinder (a small letter 022 unit) was showing signs of a problem. As viewed from under the dash, brake fluid was starting to seep from the end of the rubber boot (photo at right) and drip down on to the brake pedal support bracket. Clearly, it was time for a rebuild of the unit.



I ordered a rebuild kit from ZIP Corvettes (#EB-110: \$39.99). While waiting for the kit to arrive, I removed the master cylinder from the car being extra careful to first drain all the fluid from the cylinder body and avoid all painted surfaces. After disassembling the unit, I laid the parts out in the order that they were removed. When the kit arrived, I put the new parts below the original parts for comparison (photo at left) and there was no difference between the two sets.

What was noticeable was the tightness of the fit of the replacement rubber washers in the cylinder bore versus the fit of the original washers. The originals were much looser due to wear, resulting in the fluid leak.

Reassembly and the reinstallation was straight-forward with no issues. Bleeding the brake system to remove air via the left front wheel cylinder bleeder valve restored proper braking function.

In '56/'57, the master cylinder was either left natural or painted a low gloss black. I opted to keep the part black from an aesthetics perspective.

One interesting note. In reviewing the '56/'57 Assembly Instruction Manual (A.I.M.), I discovered that the factory sealed around the edge of the master cylinder with dum-dum to prevent water leakage into the passenger compartment. This point was missed in the latest update of the Technical Information Manual and Judging Guide. This process is similar to the use of this material around the base of the wiper motor and heater plenum. It is possible that this sealing process was done on master cylinders of other C1 model years.



ARIZONA CHAPTER

