



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Fall 2018 Issue

CHAIRMAN'S MESSAGE BY GARRY EASTWOOD

Wow.... What an "event-filled" year "2018" has been so far for the chapter! Our calendar has been loaded with some great activities. Attendance has been strong and the positive comments from the attendees has been gratifying. Just a quick review on where we have been:

- January – Pete Bergmann and Gary Craig took us through a Judging School focusing on the fine points of "Preparing for OP's Judging". An excellent session full of great tips.
- February – The Judging School this month focused on a broad overview of "Preparing for Flight Judging" – a topic that's useful for everyone. Also.... the Chapter participated in the Concours in the Hills charity event in support of Phoenix Children's Hospital.
- March - Time for a "ROAD TRIP"!! JR Richards and Dave Talley organized a nice drive down to Florence and the Mt. Athos Greek Café. Of course, they had to "test" the cuisine before the trip (a tough job but someone has to do it!). Needless to say, a good time was had by all.
- April - Our Regional is only one month away! For our Judging School this month, Pete, Gary and Garry Mion took us through the judging "process" that would be used at the Regional. This was good information for those who had never participated in a Regional event (and a good refresher for those who have).
- May - THE REGIONAL!!! A great job by the Regional Planning Team and the "army" of chapter volunteers who helped bring everything together!!!

Presently, we are over half way through the Summer Heat and looking forward to the remainder of the year (and cooler temperatures....). What's coming up? We have a TECH SESSION on fuel injection on September 22nd , our October Judging School and Fall Chapter Judging Event is slated for October 19th and 20th at the Barrett Jackson Showroom in Scottsdale, another Judging School is planned for November (date and topic TBD....) and we will close out the year on December 9th with our annual Holiday Party at Casino Arizona in Scottsdale. Quite a year!

While preliminary planning for 2019 Chapter calendar of events has started, it has not been finalized. Your Board of Directors (BOD) always welcomes your input on new ideas for Chapter activities. We have heard suggestions such as adding parties and other more social-oriented events to the chapter calendar. But along with your input, the BOD would also welcome your willingness to step up and help implement these ideas. Reach out to any Board member with your thoughts.

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Another comment about 2019..... Have you considered placing your name in nomination for a position on the chapter BOD? With a "Call for Candidates" coming up in early October and elections to the Board during November, now would be a great time to give this some thought. This Chapter's membership is "rich" in talented, smart people! The Chapter could really benefit from the skills and expertise from more its membership. The AZ Chapter is one of the best in the country. It's your chapter – we look forward to you "getting involved"!!

AZ Chapter Board
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Vice Chairman
Dave Talley
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Gary Craig
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Dave Barclay
Secretary
Garry Mion
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NCRS (National Corvette Restorers Society) is a national organization open to all persons interested in the restoration, preservation, history, and enjoyment of Corvettes produced by the Chevrolet Motor Division of the General Motors Corporation. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Arizona Chapter of the NCRS is open to all members of the NCRS National Organization. Dues are \$20 per year. For membership information, please visit our website at www.arizonancrs.com.

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



THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS™



2018 SCHEDULE OF EVENTS

Date	Activity & Contact Information
January 20	Judging School—Preparing for Operations Judging Home of Gary Craig
February 10	Southern Arizona Chapter Judging School—ECL Codes Golden Coral in Tucson, AZ
February 17	Judging School—Preparing for Flight Judging Barrett-Jackson Collection Showroom Scottsdale AZ
March 10	Southern Arizona Chapter Spring Judging Meet—Tucson, AZ
March 24	Mount Athos Café Road Trip—JR Richards and Dave Talley Organizers
April 13-14	Southern California Chapter Spring Meet—Glendora, CA
May 17-20	Arizona Regional Judging Meet—We Ko Pa Resort in Fountain Hills, CA
June 16	Judging School—Mini Judging Circuit Barrett Jackson Collection Showroom Scottsdale, AZ
July 15-19	National Convention—Las Vegas
September 8	New Mexico Chapter Judging Meet—Albuquerque, NM
September 22	Technical Session & Parts Swap—Van Chevrolet Meeting Room Scottsdale, AZ
October 13-14	Northern California Chapter Judging Meet—Roseville, CA
October 19-20	Fall Judging Meet—School 19th/Judging 20th Barrett Jackson Collection Showroom Scottsdale, AZ
October 25-26	Lone Star Regional—Frisco, TX
November 2-3	Southern California Chapter Judging Meet—Palm Springs, CA
November	Chapter TBD
December 9	Chapter Holiday Party—Casino Arizona

The above list of events are subject to change.

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 NEXT MOVE IS YOURS!

CHAPTER FALL JUDGING MEET BY GARY CRAIG

On October 19 & 20, we will hold our 2018 Fall Chapter Meet at the Barrett-Jackson Collection Showroom in Scottsdale. Currently, we have a very nice selection of C1, C2 and C3 cars for Flight Judging, along with many cars for Duntov and Bowtie Display, plus Sportsman. Friday will be a judging school followed by the Operations and Flight Judging on Saturday. It will also be a great time to catch up with friends and support your fellow enthusiasts! If you have not signed up yet, you can still signup online by going [here](#).

Please mark your calendars!

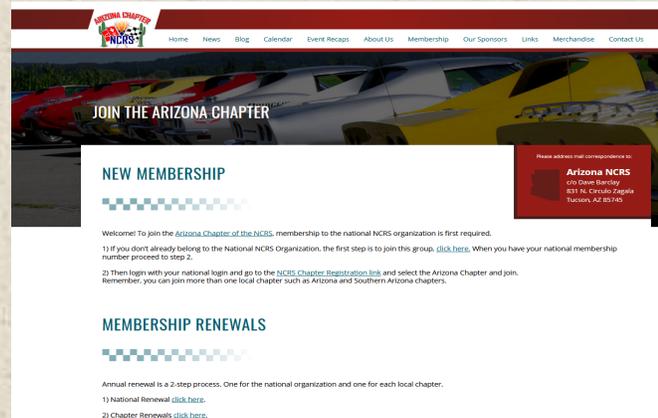
Have a wonderful Fall and hope to see you at our Fall Chapter Event in October at the Barrett-Jackson Showroom in Scottsdale.



WEBMASTER REPORT: BY GEORGE RAY

As you beginning to find out, now is the time to renew your Chapter Membership (and National as well) for 2019 . Our redesigned website has a [Membership](#) page that will help lead you through the online process. Give it a shot.

Recent updates to the website now include links to current and past newsletters. It is part of our [News](#) page., down towards the bottom. So if you haven't had a chance to read the last newsletter, check out the link on the web page.



ACTIVITIES REPORT BY JR RICHARDS

Okay everyone, time to gear up for our annual Arizona Chapter Holiday Party to be held on Sunday, December 9, 2018. The event will be from 11:30 to 2:30 and will include a chapter meeting where we will recap the year's achievements.

As usual the location will be Eagles Buffet at Casino Arizona just off the 101 Freeway at McKellips Road in Scottsdale. To show appreciation to the Membership for all their hard work this year at the highly successful Regional Event last May, the Chapter will cover the cost of everyone's attendance. In the past we asked attendees to bring some canned goods or other food for distribution to a local food bank, but this year we just ask that you contribute \$10 which will then be aggregated and the funds given by the Chapter in lieu of physical goods. This will once again serve as our charitable contribution that is a requirement for Top Flight Chapter recognition.



Expect to receive a flyer announcing this great event some-time soon. The flyer will include a registration form for you to fill out and return. Past events there have been well received by all attendees since we have a private area to ourselves and the food at the buffet is remarkable. We hope everyone will be able to attend. After all, it's FREE, FREE, FREE!!

TECH SESSION—BASICS OF ROCHESTER FUEL INJECTIONS

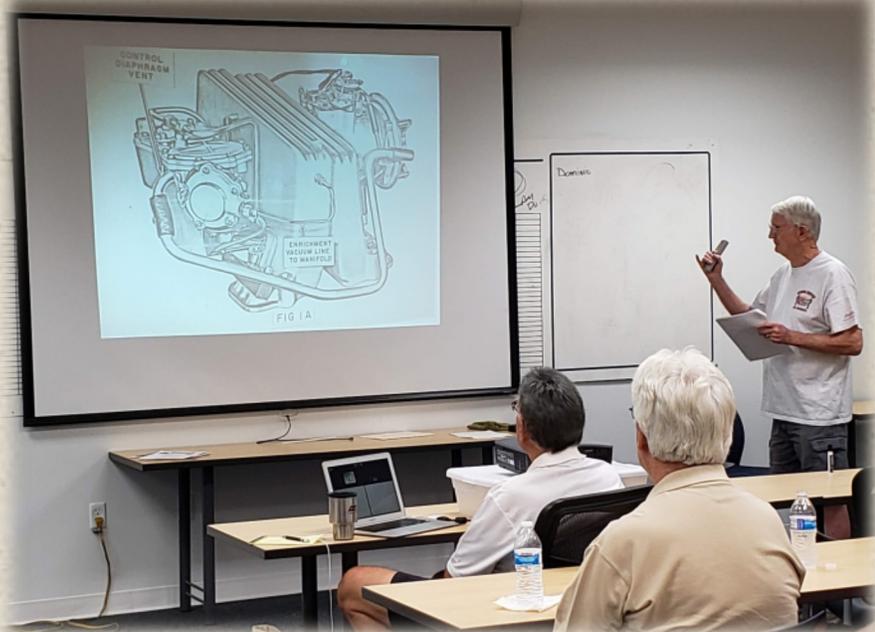
BY GARY CRAIG

On September 22, the Arizona Chapter held a Chapter Meeting, Technical Session, discussing the Basis of Rochester Fuel Injection, and a Parts Exchange at Van Chevrolet in Scottsdale. The day was beautiful, not too hot and not too cold, just right, and was attended by 22 members. John Marsh was gracious enough to present his extensive knowledge of the design and functionality of Rochester Fuel Injections used on Corvettes thru 1965. For myself, I am ignorant on the design and functionality of Rochester Fuel Injections, so this technical session was a treat for myself to delve into this topic and obtain a better understanding on the workings of automotive Fuel Injection.



I know about carburetors on the C3 cars that I have, but I have never worked on Fuel Injection cars. We were honored with another guest that attended the technical session with John, Brian Futo. Brian is an expert on Rochester Fuel Injections, and has been working and overhauling these components for many decades. He was also the National NCRS Fuel Injection Tech Advisor for many years. All members enjoyed the technical session, and I got some useful information from it as well. I learned a bunch. What Chevrolet & Rochester engineering came up with for Fuel Injection in the time of slide rules and pocket protectors is amazing, and very well thought out.

Thanks John and Brian! At the Chapter Meeting, Garry Eastwood presented status of the Arizona Chapter and identified that our Chapter is exploring the potential for future Regionals. Phil D'Alessandro discussed the search that a few people are conducting that will soon result in a recommendation to the Chapter Board. After the Chapter Meeting and Technical Session, the members then spread around the various parts that were brought by members and the buying/selling of parts commenced. Even I found a couple of items that I could use on my C3 cars. I figured that most of the parts would be C1 and C2 vintage and that not much selection available for C3 and later, I was surprised! Donuts were eaten and this time, the new coffee machine actually worked, much better than last time at our Judging School where we had to go get some coffee from Dunkin Donuts since I could not get the old coffee machine to percolate.



LAS VEGAS OR BUST... WITH THE HELP OF MY FRIENDS

BY ED WINKLER

THE CHALLENGE

My New Year's resolution was to participate in our May Regional Meet and then on to Las Vegas for the National. My car has been judged before, but that was 10 years ago. I knew it would take many hours and more than a few dollars to prepare for the Regional but I believed this was a great opportunity to move my car to the next level.

THE PROBLEM

The results from the Regional were disappointing at best, a Second Flight with a score of 92.5. Now I was backed into a corner. How could I get my '57 to Top Flight standards in two months, and still take the vacation to Mexico I had promised Karen?

THE PLAN

I solicited a number of great Chapter friends who understood my dilemma and offered their wisdom on how I could improve the car in such a short time with limited resources. Garry Eastwood came to my home, looked at my scoring sheets and evaluated what was doable in the limited time frame. Together we put together a plan of action for the car. Garry was very instrumental in the process, passing on his depth of knowledge and experience. He must have been tired of my phone calls, emails and knocks on his garage door to inspect his '57, Sparky, "just one more time."

THE DETAIL

I love my old lacquer paint job that was applied in '78, it still looks great even after all these years, but the Regional Judges thought otherwise. After consultation with John Marsh, a plan to dull the trunk and door jams was developed. Mike Mileskiewicz came to my aid and helped evaluate how the process was working; together we created a look that mirrored the factory without giving up the external beauty of the lacquer paint.

When my car was restored in the late '70's, the parts used were OEM. I did not want to purchase aftermarket parts, most of which the Judges will discount with point reductions anyway. Dale and Marilyn Lillard had some good original '57 parts left from the mechanical and chassis updating to Marilyn's car. I left Dale's garage late one night with boxes full of original pieces, some of which would now be transferred to my car.

I searched our local NCRS & SACC rosters, calling every '57 owner. Bruce Anson, Mike Waxman, Ron Burk, Mike Grammond, Dave Yeskey, Brian Volk, Scott Dames, Allen Couchier and others outside our Chapter received calls in my search for original parts. I'm sure there are others, I just do not remember. One interesting story, however. I discovered that my starter/solenoid was not being reliable. On a Sunday morning I was scouring the internet for a new starter and I found Ron Burke. Ron was not on my roster but I found him online. I called him that Sunday morning and by 1:00 that afternoon I had a new starter and solenoid.

The car was now almost ready for the National but I had not figured out how I would get the car to Vegas. I have an old reliable enclosed trailer but was reluctant to hook it up to my wife's new Audi SUV. I called Bruce Hanson (not to be confused with Bruce Anson) who has a great deal of experience towing his Cord back and forth to the ACD meets in Auburn, IN. Bruce was a wonderful asset in helping solve my towing problems, which ended with a rental of a F-350 from Enterprise. As a side note, my good friend Bruce passed away on 8/25... but I expect to see his son Todd with their '59 at future events.

THE RESULT

Was the time, money and frustration worth the outside chance that I could convert a Second Flight at Region to a Top Flight at National in two months? The car scored a 95.8 and a Top Flight Award; mission accomplished. Thank you to all the wonderful Chapter members who helped me accomplish this goal.



A TALE OF TWO LATCHES BY GARRY MION

You would think that by now, most everything you wanted, and needed, to know about a C1 would be documented, and understood by restoration suppliers. But as anyone involved in repairing and/or restoring a C1 has likely found out, that is not the case. So when you run into a discrepancy, how do you resolve it? Do you rely on the assembly manuals? Do you trust the suppliers? Are the tech forums full of experts, or opinions?

Recently I ran into a situation as I was preparing my '60 for bodywork and paint. I needed to set the doors, which included installing the latches, strikers, posts, and weatherstrip. All was going well until I found out I was missing a spring on the left side latch, which essentially rendered it useless as a latch. As I was under a bit of a time constraint, I decided to purchase new latches. The spring itself was not available individually, and I wasn't haven't luck finding someone locally who had one. (Turns out I did find one locally, but after I ordered the new latches.)

I looked at all the usual online suppliers, and all showed the replacement latch as being applied to the '60-'62 model years (whereas another latch part number applied to '56-'59 model years). No notes regarding any special considerations. I ordered a set of latches, and went about other needed work during the week it took for the latches to be delivered.

When the latches finally arrived, I installed the left side first, as that was the one missing the spring. As I had already fitted the striker to work with my original latch, I expected to simply install the new latch and then be able to shut the door and have it stay closed. Well, that didn't happen. Instead, I was immediately confronted with a latch that was interfering with the striker, and no amount of lifting or pushing down on the door resolved the interference. Nor did any change in the position of the striker.

Upon closer inspection, I noticed that the striker teeth were hitting the outside of the latch wheel, and the only way to resolve the interference was to move the door rearward, or move the striker away from the pillar. Neither was really an option. Moving the door rearward would create alignment and gap issues, and moving the striker outward would lead to it hitting the door fiberglass as it closed (and likely become a configuration issue). Since the old latch didn't have this issue, I thought maybe I was sent the wrong ones. This began my research, and here is what I found out.

According to assembly manuals, the part numbers for both the latches and the strikers changed during the '61 model year. Prior to that, the part numbers for the latches and the strikers remained consistent from '56 to '60. The '61 assembly manual notes a new part number for the strikers (L&R) that are different than those noted in the '60 assembly manual. As for the latches, the '61 notes that a part number change occurs on 11/25/60, and remains the same through '62. The table at above right are the part numbers taken from the assembly manuals.

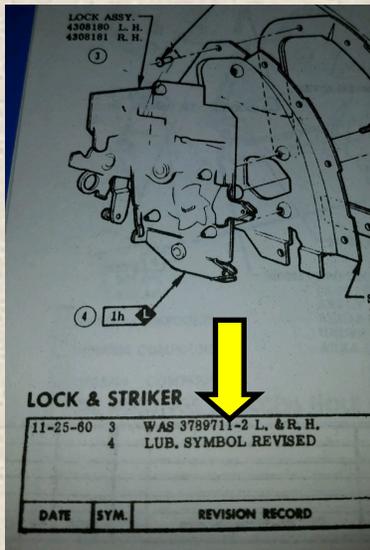
	'56-'60	'61-'62
Latch (L/R)	3723505/6	4308180/1
Striker (R/L)	4664963/4	4802790/1

NOTE: Not sure why the '61 manual note 3 (above left) specifies a part number that I can't equate back to the '60 or prior manuals.

So what changed between the park numbers?

A side-by-side comparison of the latch and the striker help explain the differences. The wheel on the newer latch was changed such that it now contained a re-enforcement along the outer side of the wheel (see arrow on photo at left). The striker was changed to have a corresponding notch on the holding teeth (see arrow on photo at right). A subtle change, but one that would create headaches depending on which latch/sticker your C1 has, and which replacement latch/striker you purchase.

As to why Chevrolet chose to make these changes—I can only speculate. The added reinforcement to the latch wheel would have added durability to the wheel/teeth assembly. To accommodate this reinforcement, the striker had to change.



A TALE OF TWO LATCHES (CON'T)

So why aren't the restoration suppliers selling the correct latch for the '60, and early '61s?

According to the one supplier I purchased from, they say they have researched this with their manufacturer and is correct. I asked if they looked at the assembly manuals of the '60 and the '61, and they said they did. After many more questions, I never did receive an explanation as to why they came to their conclusions, versus my research to the contrary in the assembly manuals (along with several original car examples to support my findings).

I did find one supplier that actually showed the replacement stickers for a '61-62 were different (i.e., only applied to '61 & '62). But other than judging (configuration/date), that same striker will work for '56-'60. What you can't do is install a latch designed for the new striker on a car that has the older striker, unless you want to the go through a lot of trouble should the two interfere with each other.

To Summarize, this is what I learned.

- 1) According to the assembly manuals, the striker on a '61-'62 car was changed from earlier years ('56-'60), and will functionally work on earlier years, but configuration and date would be considered wrong for '56-60 cars.
- 2) According to the '61 assembly manual, a change of the door latches (L&R) occurred on 11/25/60. It is likely that very early '61 cars have the older style latches.
- 3) If you try to put a newer style latch on an older style striker, you will likely run into an interference problem that won't easily be resolved by moving the door or shimming the striker.

I hope you found this discussion interesting, and I recommend you do your own research if you are potentially confronted with a latch/striker combo that might be causing an interference issue, or come into question during judging regarding configuration/date.

The pictures below show the state of the car as it headed to Scott Arnold Restorations for body and paint. I will provide an update in the next newsletter.



ARIZONA CHAPTER

