



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Spring 2019 Issue

CHAIRMAN'S MESSAGE BY PHIL D'ALESSANDRO



Wow, where has the time gone ? It's almost the second quarter of 2019 and before we know it, we'll be complaining of the heat after what seems to have been a cold winter (not complaining compared to the mid-West and East coast).

We are on track for another great year to follow on to the past three years of great leadership of Garry Eastwood. The January 26th meeting had 34 attendees learning and re-learning "Stamp Pad Surface Finish and Broach Marks" presented by Gary Craig.

Just a week later, the Concours in the Hills car show was held with twelve NCRS cars on display. We were overshadowed by the other 929 cars, not counting the helicopters, but it was double our 2018 attendance and allowed us to check off the Top Flight requirement for participation in a non-NCRS event. Thanks to all who attended.

The February 16th meeting at Van Chevrolet on Flight Judging was attended by 32 members and pointed out again the parking issue. This is being looked into with Van's management as well as other locations, even renting space. More to follow on this BUT, it's not an issue for the next two events. Again, I want to recognize Gary Craig for presenting such an in-depth program. Our newer member attendees were quite engaged and our more experienced members offered their excellent knowledge. After all, it's the sharing of that knowledge that makes membership in NCRS so worthwhile.

In keeping with that thought of sharing knowledge, I brought up the idea of asking some of our Master Judges (we have 34 in the Chapter) to "host" a round table discussion on a subject of their choosing. Once we get three to five Master Judges to select their subject material, we would send out a notice to membership to sign

up for that round table. It really would be important to sign up in advance so we can appropriately provide the area with sufficient space between the tables as to not interfere with other tables. IF you think this is a good idea and what to support your Chapter, let me know. I will work with Gary Craig to make it happen. The subject material it totally up to you, providing it relates to the NCRS mission.

March is a busy month with our Flight Judging event at Barrett-Jackson on Scottsdale Road, March 8th and 9th, the National Judging Retreat in Texas, March 14-17, and the Southern NCRS Chapter holding a Flight Judging event March 23rd in Tucson. What a way to wrap up the quarter.

As planning for the 2021 Regional continues, I will be asking for members who want to get involved at one of three levels, the CORE Team, the Operational Leaders and the members of the operational teams. Our goal will be to support our Judging Chairman and provide another "one for the books" Regional. More to follow, just not in the newsletter.

As always, I appreciate your comments and support to make our Chapter, TOP FLIGHT!

INSIDE THIS ISSUE

<i>2018 Officers / Sponsors</i>	2
<i>Calendar</i>	3
<i>Spring Chapter Judging Meet</i>	4
<i>2-Part Judging School</i>	5
<i>2019 Concours</i>	5
<i>Concours Family Afair</i>	6
<i>Duntov Pursuit</i>	7
<i>Kohl's Ranch Driver</i>	7
<i>'93 ZR1 ECM</i>	8
<i>My History With Corvettes</i>	9
<i>January Auction Circuit</i>	10
<i>Restorer Article Index</i>	11

2019 AZ Chapter Board



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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.

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.

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2019 SCHEDULE OF EVENTS

Date	Activity & Contact Information
January 26	Judging School & Chapter Meeting: Stamp Pad Surface Finish Van Chevrolet in Scottsdale, AZ
February 9	Concours In The Hills—Fountain Hills Contact Phil D'Allesandro
February 16	Judging School & Chapter Meeting - Check the Chapter website for up to date info
March 1-2	Central California Chapter Judging Meet—JB Dewar's Private Museum
March 8-9	Spring Chapter Judging Meet—Check the Chapter website for up to date info
March 14-17	National Judging School—Grapevine, TX
March 22-23	Southern Arizona Chapter Meet—Tucson AZ
April 5-6	Southern California 5pt Spring Chapter Meet—Glendora, CA
April 20	Kohl's Ranch Driver Starting point is We Ko Pa Resort
April 26-27	Norther California Chapter Meet Suisun City, CA
May 4	Judging School—C2 Chassis Part 1 Scottsdale Airport Business Center—Stearman Room
May 18	Judging School—C2 Chassis Part 2 Member Home
July 14-19	National Convention—Greenville, SC
September 14	Judging School & Chapter Meeting
September 19-21	All California Regional—Lake Tahoe, NV
October 11-12	Southern California Fall Chapter Meet
October 18-19	Fall Chapter Judging Meet
October 24-26	Lone Star Regional—Frisco, TX
November 2-3	Southern California Chapter Judging Meet—Palm Springs, CA
November 16	Judging School & Chapter Meeting
December 1	Chapter Holiday Party — Casino Arizona

The above list of events are subject to change.

Visit the [Chapter Website](#) 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 NEXT MOVE IS YOURS!

SPRING CHAPTER JUDGING MEET BY GARY CRAIG

On March 8 and 9th, the Arizona NCRS Chapter held a very successful 2019 Spring Judging School and Judging Meet. On March 8th, the Judging School was attended by twenty one members with a lively discussion regarding Judging Etiquette – Do's and Don'ts which was very apropos to the Judging Event the following day.

Seven cars were Flight Judged with the following Awards presented:

Jeffrey Pisanos	230 hp 1958 Second Flight
Brad Cox	290 hp 1959 Top Flight
Larry Christensen	300 hp 1962 Top Flight
Ron Morgenstern	425 hp 1966 Second Flight
David Sweeten	390 hp 1966 Top Flight
Ray Geiger	300 hp 1967 Top Flight
Gerald Diquattro	255 hp 1972 Top Flight

There was a very nice display car that received Two Stars (Garry Mion 300 hp 1966) at a previous National, Thanks Garry for bringing your car out for everyone to enjoy.



Many cars were driven to the event to display as Sportsman. These were:

Jerry Sandau	1966
Joe Bonner	1969
Randy Okerlund	1971
Chris Gazzano	1971
Pete Bergmann	2014
John Ulrich	2014

The area in front of the Barrett-Jackson facility was full of very nice Corvettes.

We had plenty of judges for the event and all fifty-one participants enjoyed the time with the cars and each other. A big thanks is in order for the seven Tabulators (Cathy, Nancy, Suellyn, Cecelia, Jeanne, Angela, and Margaret) who completed all the tabulations very quickly.

Thanks for all the members that participated in our Judging event. See you at our next couple of events: Drive to Kohl's Ranch on April 20th and the next Judging School on May 4th and 18th where Gary Bennett & Jim Rand will take us through their C2 Chassis presentation they gave at the last NCRS National Event in Las Vegas.



2-PART CHASSIS JUDGING SCHOOL BY GARY CRIAG

On May 4th and 18th, come on out for the next Arizona Chapter Judging School where Gary Bennett & Jim Rand will take us through the C2 Chassis presentation they gave at the last NCRS National Event in Las Vegas. Many of us were busy Judging at the National and were not able to attend this presentation.

The first School on May 4th will be held at a new location, The Scottsdale Airport Business Center. There will be plenty of parking, so we can all drive our Corvettes and learn about the C2 Chassis inside a very nice location. Information on the business center will be provided when the flyer is sent out.

The follow-up school, on May 18th, will be held at Jim's garage, where his 1963 and 1967 Corvettes will be available. Both cars will be up on a lift for all of us to use the knowledge that Jim & Gary provided us on May 4th.

Set your calendar with these two dates, drive your Corvette's, drink some coffee, eat some donuts and have some fun learning about C2 Chassis. See you there!

2019 CONCOURS IN THE HILLS BY PHIL D'ALLESANDRO

The Sixth Annual Concours in the Hills was held on February 9th in Fountain Hills at Fountain Park on what we all expected to be another beautiful and warm Arizona day, even if it was February. Seems Mother Nature had other plans for that day or in reality earlier, in the week with a torrential downpour causing a large portion of the park to be two feet (that's 2 feet) under water. While the organizers and Parks Manager were able to clear 90 plus percent, it required a revision to the car layout that they had been working on for weeks.

Holding Down the Fort!

As the saying goes, "you don't mess with Mother nature."

Our chapter had a member commitment of twelve Corvettes for our area, plus other members brought non-Corvettes to the event. Our commitment doubled last years' attendance and allowed us to provide almost \$800.00 for the events charity, the Phoenix Children's Hospital. This activity allowed us to check off one of the boxes for the 2019 Top Flight requirements.

We set up a small display using our Top-Flight banner as a back drop and had new membership brochures and information available for those who stopped to admire our cars.

The event was a huge success for the organizers but as with many things, be careful about what you wish for. A total 941 paid attendees, an increase over 2018 by almost 200 cars. Let's face it, a 200-car show is a success, so 941 is "happy villas". Since many attendees were late registrations, including some of the 100 exhibitors, the event planning went out the window. The new layout forced by the earlier rain left many areas to be crowded, did not account for the food trucks, of which there were fifteen, just not in our area and some of them were not prepared for the 20,000 people who attended. The organizers continue to learn and as someone who has attended each year, it does get better each year, but with new or different challenges.

We all survived wearing some warmer garments, finding hot coffee, and by moving around and seeing some really cool cars, like a Ferrarri V12 in a Miata, several Marine helicopters, and plenty of other "dream" cars. Sorry to report no C8 mid-engine on site. This is a worthwhile event for an excellent cause as raised another \$155,000 towards the goal of \$500,000.

The 2020 Concours in the Hills is scheduled for February 8th. Hope to see you there.



FAMILY AFAIR AT THE CONCOURS BY JIM SHEEHAN



I just spent a great weekend at The Concours in Fountain Hills with the NCRS group. My daughter Jamie, my son William, and my wife Valerie joined me, and it was our family day and we arrived with three corvettes: 1963 split window; 1964 coupe; and our 1967 coupe. It was the all American sports cars red white and blue .



KOHL'S RANCH DRIVER BY JR RICHARDS



It will soon be April here in the Valley of the Sun, and you should know what that means! It's time for the club's annual road trip where we explore Arizona highways and dine in exclusive, out of the way establishments (use your imagination please). This year we will venture to Kohl's Ranch, located about 20 minutes east of Payson, AZ. The date of this adventure will be Saturday, April 20.

Our planned meeting point is We Ko Pa resort, in the parking lot on the Southwest side of the hotel (turn in at the first stop light, and then turn right toward the hotel). We plan to leave at 10:00am, so please be there at least 15 minutes early, if possible. We will drive in a caravan Northeast on the Beeline Highway to Payson, and then East on Highway 260 to our destination. Plan on an hour and a half of driving time.

For those who have not previously visited Kohl's Ranch it is actually a hotel located in the pines at an elevation of 5500 feet so the weather should be pleasant. The restaurant is named the Zane Grey Country BBQ. They are offering us a simplified version of their menu that includes something for all tastes:

- Southwest Pulled Pork Sandwich
- Beef Brisket Sandwich
- Strawberry Chicken Salad
- Bacon Cheddar Burger
- Patty Melt
- Turkey BLT Wrap
- Alaskan Cod Sandwich.



Each sandwich is served with either soup, small salad, kohl slaw, or French fries— plus a non-alcoholic beverage. The price for each item is \$15 plus tax and gratuity. We should arrive around 11:30 to enjoy lunch. The return drive will not be organized unless people want to pair or group up on their own.

I hope we have a great turnout. In the past three years our road trips have been well attended and received. I'm sure your will delighted with this year's event also.

PURSUIT OF THE DUNTOV AWARD BY RAY GEIGER

Pursuit of the Duntov for 194677S106207 Marina Blue Bright Blue, 327/350 hp, M20, AIR, one top Black vinyl hard top started when this Corvette was located for sale in Temecula, CA. in October 2017.

A friend tipped me off to this Corvette on a International car selling site early October 2017. The owner/seller only mentioned sparse detail in the ad and no contact information. After many attempts to contact the seller with no success I was frustrated. I contacted a friend in Sacramento, who writes and publishes Classic car articles, looking for ideas. He suggested I contact Corvette clubs in CA. He said "someone knows about the car besides the seller, if it's a real car". So, I started calling Corvette clubs. 15 Corvette clubs in a state with 38 million people. In a few days got a call back from one of the clubs presidents with a number to call.



After several conversations I was wary because the seller could not answer simple questions. Turned out the owner had died and the son, with the same name, was representing his mother, who actually owned the Corvette.

Neither the widow/wife or the son knew much about Corvettes except that the deceased father/husband loved the car. So. I hooked my trailer and drove 450 miles with the idea this Corvette could be the ORIGINAL '67 of my dreams.

We had a general idea of the price based on our telephone conversations.

After arriving in California when they drove the '67 to the meeting at a parking lot oil was running from the rear of the engine in a slow steady stream. But, I stayed and looked at the Corvette. The son had change the oil and double gasketed the oil filter. I was not aware of the high degree of originality until seeing the Corvette. I made sure it had enough oil and looked it over. Seller had every registration since 1967, a photo album with the father at car shows and with Dave Burroughs of Bloomington Gold using this Corvette as an example of a "survivor", the original CA black & yellow license plates, and the original wheels with replacement tires.

We made a deal and after authenticating the title the '67 was on my trailer to AZ.

The next week in November 2017 was the AZ NCRS chapter judging meet. I drove '6207 40 miles to display our "new to us" Corvette. The general consenses of the judges was it was very original exterior, interior, chassis, with some clean up work done to the engine compartment.

At that point I decided to enter the AZ Regional May 2018.

It achieved a 97.8 % TOP FLIGHT. which prompted me to enter the 2018 NCRS Nationals in Las Vegas pursuing BOW TIE Star awards of which we achieved Exterior and Interior Stars.

Next was pursuit of the Performance Verification award at Frisco Texas Regional October 2018. Which, with advice from friends, was achieved.

Next we will enter the 2020 NCRS Nationals in French Lick, IN pursuing a 97.7 % or better point total for a TOP FLIGHT and DUNTOV award.

Hopefully we will achieve those goals and display '6207 at future NCRS Judging meets.



'93 ZR1 ECM BY KEITH KOLER

My '93 ZR1 (6000 miles) received a 99.4 Top Flight Award at both an AZ Chapter meet and the National meet in Las Vegas. At both meets, I received a minor deduction for the ECM due to a label that shows it as being a "remanufactured ECM" (photo attached). I have read some threads on various forums about this topic where original owners felt that their ECM was never replaced yet it had a remanufactured label. Some owners have reproduced an original label to solve the point deduction problem.

I am the 2nd owner of the car, and bought it from an original owner who kept every piece of paper ever associated with the car. I found a service receipt where at 3641 miles the customer complained that the vehicle was running rough. The dealer could not duplicate the problem, but checked GM bulletins and "updated the PROM". A PROM is a Programmable Read Only Memory (a type of semiconductor chip). In this vintage car it is actually an EPROM (Erasable PROM). These EPROMs hold the program that tells the computer what to do.

While the EPROM in these computers could be erased and rewritten with a new program, it would be a difficult task for an auto "mechanic". This would be the procedure: 1) remove the ECM from the vehicle, 2) extract the memory chip from the printed circuit board (special tool required), 3) remove the plastic protective case from the chip, 4) erase the program in the memory device (this is done with an ultraviolet light focused on the quartz window on the top of this chip) - this could take some time, even hours, 5) enter the new program into the chip - typically with a special programming tool connected to a computer, 6) reinstall the EPROM into the plastic carrier and then into the circuit board - all of these steps require careful handling as electrostatic discharge would kill the memory chip, 7) close and reinstall the ECM, 8) test the system.

Obviously there is no way that dealership service technicians in the early 1990s would be doing this. Even GM sending them a new EPROM with the updated program in it, would be highly unlikely. These guys were mechanics, not electronic technicians. I suspect that the dealership technician would simply pull out the ECM and replace it with a "remanufactured" unit which had an updated PROM. In the late 90's and early 2000's, EEPROMs were used. These are Electrically Erasable PROMs - quite a bit easier to erase and rewrite, but still outside the realm of most dealership technicians. Today's cars use FLASH memory which can be easily updated thru the OBD II port on the car. I know that my C7 has had a complete "reflash" at the dealership at least once.

Back in the old days when you wanted to improve performance, you installed a bigger carburetor, headers, etc. In the 90's, you could buy a "chip" to improve performance on your car, but when it didn't pass smog inspections, you had to reinstall the original "chip".

I have elected not to change the label on the ECM on my ZR1 as it is part of the history of the car. It is only a 4 point deduction.



MY HISTORY WITH CORVETTES

BY JOHN ULRICH

My first Corvette was a triple white 1963 convertible..... I was a 7 year old kid in Detroit (1963). I gained proficiency at building AMT models and a few years later was experienced in paint and putty work.

I graduated to 1:1 scale around 1978 when I acquired a 1970 two top convertible and joined NCRS...part of college training in my book! It had been winter driven in Michigan and was quite "scaly" under the surface. The windshield header leaked in rain and the hole under the glass was quite shocking when I replaced the windshield. I rebuilt the motor shortly before college graduation with stops in Tennessee, Indianapolis and to MN. I realized a paint job and new interior would add up to be more then buying a perfect Corvette to begin with.



The '70 was sent down the road as the restoration costs were not in line with its value....back in the early '80's. A few years passed and I again was tired of reading about Corvettes, I wanted my hands on one! Traveling 7 states for work allowed me to visited a lot of dealers....Remember, this was before the internet and you relied on Auto Shoppers and Hemmings for leads.

Howard's Corvettes in Sioux Falls, SD was on the same wave length as me as to what a "cherry" car looked like. A month or so later he called (January 1991) with a 18,000 mile, two tone, 4 spd, 1981. A trip to Sioux Falls was in order and it was "cherry". It was soon mine and I won my class at the MN Plastic Fantastic for the next three years with it. It's been amazingly trouble free for 28 years now, and I can still visit with Howard, who's has been in Phoenix for years.

As I was winding down my career, I thought a "once in a life-time" museum delivery of the new C7 was in order. During a 2013 Christmas visit with a long time Corvette/high school friend in Michigan. I mentioned we needed to order a pair of the new C7's and take museum delivery together. He smiled and said his arrived yesterday! I took delivery in July of 2014. After trips to the Tonawanda factory in NY the next year and the Lemay Museum in WA the year after, the C7 now lives in AZ where it gets exercised on Route 66 and many mountain passes. It recently turned 39,000 smiles. It sees many weekend car events as the desert fills up with Corvette "snowbirds" from the Midwest.



JANUARY AUCTION CIRCUIT BY PAUL MOREL

This years auction week in January had some interesting trends. From what I saw modified cars are all the rage. At Barrett Jackson in their salon section, the corvette corral was full of all modified cars. In comparison to years past when they would have 80-100 original corvettes, the original cars seem to be few and far between. Many of these modified corvettes had price tags well above what the originals would have brought. (\$200,000-\$300,000)

A 1963 split window resto-mod was one of the top ten of the auction at \$385K. I did find a few originals, some of note: (hammer price)

- 56 265/225 duntov \$153K
- 58 283/270 top flight \$108K
- 63 coupe ski vette \$120K
- 67 coupe 427/390 top flight \$125K
- 67 roadster 427/390 top flight \$87K
- 67 roadster 427/435 undocumented \$98K
- 68 L88 coupe \$261K
- 72 roadster LT1 with air 1 of 3 \$185K
- 72 roadster LT1 no air, original 3000 mile car \$125K



As I traveled the Arizona auction circuit it seems to me the rarest and best will still command the most attention and will attain the highest prices.

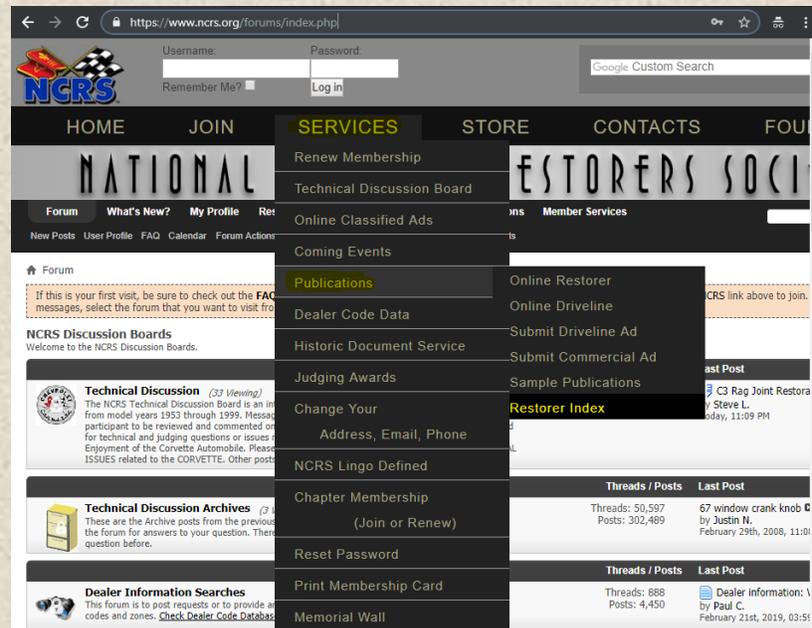
Will the modified trend continue? It does seem that way. More and more of the cars are modified. At the recent regional in Texas and Florida there were many concourse cars, and less of the flight cars. It looks to be a good move for the NCRS to start accepting modified cars. I also see many guys selling their whole collection. A lot of the big players who have been buyers in past seem to be selling their rarest and best pieces. Haggerty insurance has a great valuation tool that has a long history of price trends. Many muscle car/corvette values are flat to down. Where will this all lead? It will be interesting to see.



RESTORER ARTICLE INDEX BY BRAD VIGESAA

Joining NCRS enables access to a vast amount of technical information including receiving "The Corvette Restorer" publication. An online index of all of the magazines was recently added to the website which will be updated as new Restorer publications are released.

The index is available from the main NCRS.org website under "Services / Publications / Restorer Index" or go [here](#).



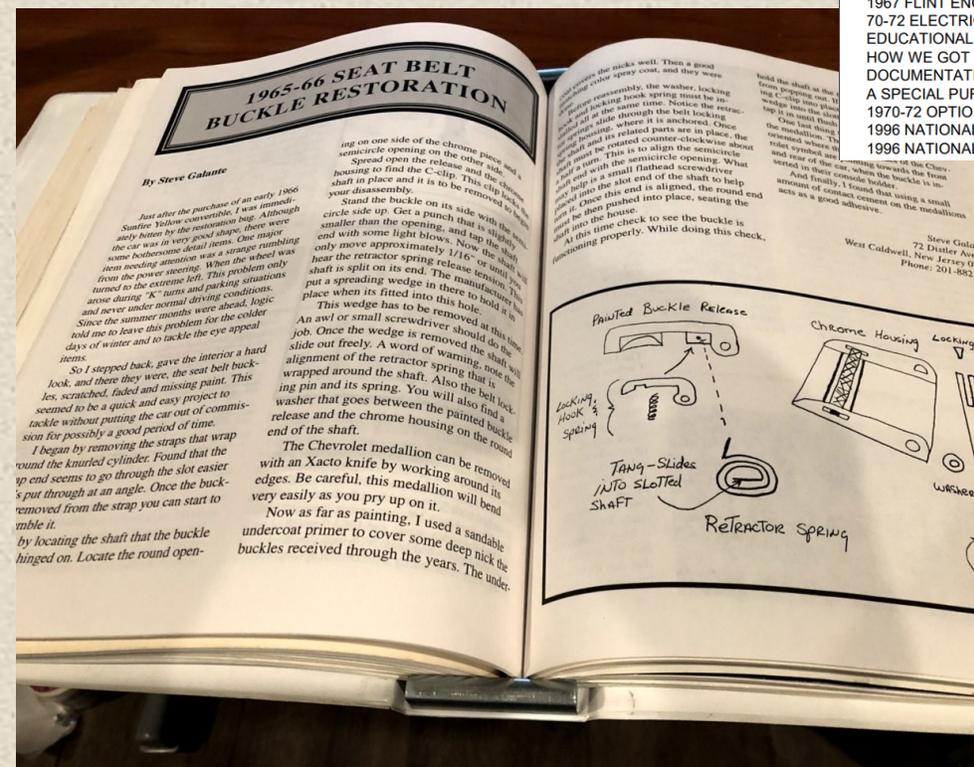
In addition, the pdf can be easily searched for a topic of interest using Control + F (PC) or Command + F (MAC).

For example, searching for "seat belt" resulted in locating the article "1965-66 SEAT BELT BUCKLE RESTORATION" from the Fall 1996, Vol. 23, Num. 2 publication (see below). This article allowed me to disassemble and restore a seat belt buckle set.

NCRS - The Corvette Restorer - Article Index

SEARCH = Control+F (PC) or Command+F (MAC)

TITLE OF ARTICLE	VOL	NUM	DATE
AN AFFAIR TO REMEMBER	23	1	SUMMER 1996
1958-60 INTAKE MANIFOLD VACUUM FITTINGS	23	1	SUMMER 1996
VOLUME 23 #2			
PRESIDENT'S MESSAGE	23	2	FALL 1996
JUDGING CHAIRMAN'S MESSAGE	23	2	FALL 1996
OUR QUEST FOR THE DUNTOV AWARD	23	2	FALL 1996
1960 CAMORADI LEMANS CORVETTE	23	2	FALL 1996
ENGINE VALVE LASH ADJUSTMENT	23	2	FALL 1996
JACK & DONNA STEWARD-63 COUPE OWNERS	23	2	FALL 1996
DISTRIBUTOR DRIVEN GEAR-INSTALLATION	23	2	FALL 1996
1965-66 SEAT BELT BUCKLE RESTORATION	23	2	FALL 1996
1967 FLINT ENGINE SWITCH	23	2	FALL 1996
70-72 ELECTRICAL HVAC SYSTEM COMPONENTS	23	2	FALL 1996
EDUCATIONAL SEARCH FOR '65 #22	23	2	FALL 1996
HOW WE GOT BACK INTO CORVETTES	23	2	FALL 1996
DOCUMENTATION-LUCKY IS BETTER THAN SMART	23	2	FALL 1996
A SPECIAL PURPOSE TOOL	23	2	FALL 1996
1970-72 OPTION LIST & LT-1 SURVEY SUMMARY	23	2	FALL 1996
1996 NATIONAL CONVENTION JUDGING TEAMS	23	2	FALL 1996
1996 NATIONAL CONVENTION JUDGING RESULTS	23	2	FALL 1996



You can order DVD archives of "The Corvette Restorer" publication from the NCRS [online store](#). Being fairly new to NCRS and preferring a hard copy, I picked up a fellow NCRS members archive dating back to 1980 (commonly listed in the Driveline) or you can reach out to other members who likely have a copy on their shelf.

I hope you find this online searchable index as useful as I have.

ARIZONA CHAPTER

