



Prez Sez . . .

By Eileen and Jim Miller

Saturday at Liverpool – what a fabulous day! We had an awesome showing of cars for flight judging all placed in the park atmosphere of Ric and Judith Rivette’s property on Old Liverpool Road. Western New York Chapter Judging meets have not only become the means where owners learn more about their cars, but also the means by which we have developed some significant judging talent – particularly in the Straight Axles and Midyears.

On behalf of the Chapter, Jim and I have quite a list of people we wish to thank. We are going to take a stab at this, and hopefully will not leave any one out. First of all, Thanks to our gracious hosts – the Rivettes. The grounds were beautiful, the space for registration could handle any weather situation, and the book titles in the powder room were a stitch. (More than one person left the house laughing out loud, and some people offered suggestions for a few volumes to add to the collection.) Gene, you set the tone for the day so that knowledge could easily be shared while judging points were tallied fairly. Thank you once again for filling the role of Judging Chairman. A special thanks to Susan Manno as well. There is a lot of work that goes into the judging meet ahead of the day and it requires great organizational skills. Our chapter is blessed with Susan who organizes the paperwork, provides information to the people who have registered, copies the sections of the judging manuals that are used by the teams, and on the day of the meet coordinates the efforts of the people handling the registration and tallying the judging sheets. When it comes time to hand out the ribbons, Susan is just as excited and proud of the results as the owners. Susan, you are Top Flight! Our thanks also to the people from our chapter, and from neighboring chapters who gave of their time and talent to provide the five teams of judges for each section of cars. We thank you for sharing your knowledge with both the OJ’s and the owners. Finally, no meet could take place without the car owners who brought their beautiful cars to be judged in hopes of achieving one of the various flight levels, and in hopes of learning more about America’s Sports Car, as it would have come off of the assembly line. Thank you for your participation!

We need to look back prior to the Chapter meet and thank Ed Krenzer for hosting a highly successful tech session on rebuilding a transmission. This session was lead by Dick Denison and Tim Burditt. The transmission had been previously disassembled and Dick, Gene and Tim determined what needed to be replaced. Thus when the session began we not only had the tranny apart, but all the necessary parts to get it back into working order. Tim whole-heartedly tackled the re-assembly process with lots of

practical advice offered by members who had undertaken this themselves in the past. Thanks to all who participated in this event.

As we look out over the summer, Mike Murphy is organizing our next event. Our Chapter will be participating in the Wednesday night Cruise-in at the Log Cabin Restaurant located on Route 31F on Wednesday August 13th. We have been collecting 50/50 raffle money. This year our charitable contribution will be split between the Pines of Peace – a hospice home, and the American Cancer Society. Bonnie Denison did an outstanding job of helping all of us part with

some folding green during the Chapter Meet to support these worthwhile causes. We will continue to sell tickets at the Cruise-in, and during the evening we will hold the drawing for the grand prizewinner. The restaurant has a barbecue and be sure to save room for ice cream. The weekend after Labor Day is the SVRA historical races at Watkins Glen. We hope to see you there. If you can only make one day – we recommend Friday Night when they close down the town and reenact the races on the original track through the town, with historic racecars.

One final note – Our Regional Chairman, Mark Lincoln, also joined us for the Chapter meet. He had two messages for us. One was to announce that our Chapter had successfully completed the requirements for Chapter of the Year award, and would be receiving our Top Flight Status at the National meet in Missouri. Dick Denison graciously served during this past year to collect the required information from our various activities, but as he said the thanks goes to all of the chapter members who organized and hosted events through out the year as well as those of us who attended. Mark’s second message was that all of the sessions, social events, seminars, and judging events happen because people get involved and offer some of their time. If you have an idea for an event, please suggest it; if you can give some time to work an event, please offer your services. You will find that the good time that you have in return far outweighs the time that you put in. For our chapter to stay healthy, we need you to both volunteer and participate.

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Upcoming Events

Wednesday August 13th- Cruise-In
Log Cabin- Macedon, NY
(See Page 10 for Details)
August 20th Rain Date

Road Tour & Tech Event to be Scheduled
For Late September and October

WELCOME to New Members

John Burditt
Marion, NY

Vern Fasel
East Rochester, NY

Todd Kallusch
Sodus PT, NY

Western New York Chapter Meet Results – June 2008,

By Rick Casper

On Saturday, June 7, the Western New York Chapter held its annual judging meet on the beautiful grounds of Ric and Judith Rivette's home in Liverpool, NY. And what a meet it was!

Twenty-three Corvettes were registered, including five for Sportsman Award and 18 for flight judging. Fortunately, we had many volunteers, including many from outside the chapter, to fill the required judging positions. The day was long and very hot, and with the exception of a small shower, the weather held. All of us were most thankful for the ample supply of cold drinks.

Special thanks must go to Susan and Gene Manno for their many hours of pre-work. A lot of effort is required for the planning, preparation, and successful completion of an event this size.

Awards were given as follows. Congratulations to all!

Flight Award	Year	Name
Top Flight	1962	Dick Denison
Top Flight	1962	Jim Totslie
Top Flight	1963	Ric Rivette
Top Flight	1965	Vern Fasel
Top Flight	1966	Brian Cuvelier
Top Flight	1967	David Blanchard
Top Flight	1967	Matthew Kajdasz
Top Flight	1969	Robert Slomba
Top Flight	1973	Joan Warner
Top Flight	1987	Joe Palmisano
Top Flight	1989	David Hayes
2nd Flight	1954	Michael & Steve Murphy
2nd Flight	1960	J. William Gilbride
2nd Flight	1960	John Meyerhoff
2nd Flight	1961	Ron Rusnak
2nd Flight	1963	Jeffrey Aiello
2nd Flight	1966	Rick Barry
2nd Flight	1969	Sue Dumas

Sportsman		Tom Atkins
Sportsman		Michael Donegan
Sportsman		Gary Fickeisen
Sportsman		Ed Krenzer
Sportsman		Philip Martinez





Mid Year Report For Chapter Award

By Dick Denison

By my latest count, we have 86 members, which makes us a mid size club (75-150). In the first quarter, we conducted one tech session, two judging schools and one social event. For the second quarter, we held our chapter meet, had one tech session and published a newsletter. And, of course, our website has been functional all year.

For the 8 required activities to obtain a Top Flight award, we have completed five and need to have a membership meeting (Fall), a charitable event (Summer), and a road tour (TBD).

For the 8 variable activities required, we have completed four and need to do the following:

- 1 Need to publish six technical articles in our newsletters. We have done only one.
- 2 Must have at least 4 cars on our road tour. No problem, as we usually get a great turn out.
- 3 New this year is to set up a display at a non-NCRS event to promote NCRS. We will do this at the Cruise-in in Aug.
- 4 Donate to charity at least \$100. We have collected much more than this in our 50/50 raffle and will make the drawing this summer.

To conclude, we are well along the way to our second Top Flight award, but must get some tech articles. Give it a go, you must have had a problem and solved it. So, write it up and send to Rick Casper.

Borg Warner T-10 4 Speed Transmission Rebuild

On Saturday, May 3rd, Ed Krenzer most graciously hosted another Tech Session at his shop in Sodus Bay. Twelve members attended to hear and see how to rebuild a T-10. This tech session had been in the planning since last fall when I knew that my tranny needed repair, as it would not down shift. Talking with other members, there was a need to repair several units. After looking for a pro to lead us through a rebuild session, that

just did not materialize, so I rebuilt my own with some help from a great write-up in a 1959 passenger car manual and the New York Transmission shop on Rt. 104, near the border of Wayne and Monroe Counties. If anyone needs a copy of this write-up, give me a call or email and I will send one.

To quote a certain member, "this makes you the expert, so let's have a tech session". Well, I am no expert, but the tech session was a success. Tim Burditt's T-10 had a problem of popping out of 2nd gear which must be common with older units as PV testing requires a demo in 2nd gear. Tim removed his tranny the week before and we disassembled it to have it clean and to determine what parts needed to be replaced. It was then ready to be our demo for rebuilding. Tim had purchased a rebuilding kit from Corvette Central, but it was only the basic parts, bearing (one wrong), syncro rings, seals and gaskets. Really, not enough to do a correct complete job. I purchased my parts from D & L Transmission, 631- 351-4837. Larry Fischer is the owner and the man to talk to. He is very knowledgeable and helpful and he has all of the parts that we will ever need. His prices are very good and he ships immediately. He told Tim to get new sliders for 1st and 2nd as that was the culprit part. 2nd and 3rd gears were also replaced as the mating syncro teeth were badly worn.

Our tech session took several hours, which included a nice lunch of pizza and wings. It was really a hands on session as I read the instructions and Tim did the work with help from several members. We all agreed that this is not a one-man job. There are two tools that make life much easier: 1) snap ring pliers for the very heavy-duty rings and 2) a bench press to remove and install the speedometer gear and main bearings. Craig Budgeon offered an old bell housing to mount the tranny. Using an engine stand to mount the bell housing, it is easier to do the rebuild, than rolling it around on a bench.

What will you find in your T-10? For sure, the four syncro rings will be worn and most likely the 2nd and 3rd gears will show wear, not on the gear teeth, but on the syncro teeth. The two shifting forks should be replaced. Other replacements that just make sense are the main bearings, all roller bearings, all thrust washers, all slider keys and springs and of course, seals and gaskets. The total cost is about \$320. If you are popping out of gear, then order the sliders. One slider is for 1st and 2nd and the other slider is for 3rd and 4th.

Tom Atkins will be rebuilding his T-10 this summer, up here with the Wayne County boys. Anyone care to join us? We think that this can be done in one day. Good luck.

Dick Denison

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“It’s Just An Old Car”

By Dick Dennison

A quote from Jay Leno, I believe; and that is what we drive and admire on a regular basis. My old car is a 62 Vette, which I drove to Syracuse for our chapter meet last June. It only has 300 miles on it since a frame off restoration that took many years to complete. The day began great, top down, weather fine and all gages showing good readings. The drive was part two lanes and part Thruway and all was good until the amp meter began to show a slight discharge. Fortunately, Ric and Judith’s home is not far from the Thruway as the engine started to overheat at the first stop light and would not idle. Will it start? Yes, but with a very weak battery. At the meet, I tended to ignore my three problems, as there were plenty of other things to do. When Operations came, I again doubted if the engine would start, but it did and with a full charge showing on the gage. Those judges must have been wiggling my wires. Anyways, one problem possibly fixed. I was not too concerned with the overheating, as it was minor, reading about 200 F. But the rough running engine was of concern. We got home, but stalled at every light and stop sign.

Now for the real story. To find the cause of the engine problem I started with the condenser as that little beauty got me once before on our 60 Vette. But it was not to be this time. A new cap and rotor were installed. Points looked poor, so they got replaced. When I opened the distributor cap window, the points were pulsing just like the engine. When the vacuum advance hose was removed, the pulsing was gone from the distributor. A gage showed me that the engine was running at 6-12 in of Hg. far from the steady 20 in it should be. I headed to my files to find a great article on vacuum and learn that a low, pulsing reading is usually caused by valves not seating. Could this be true? There are only 300 miles on this engine, but the heads were rebuilt in 1988 (I did say that it was a long restoration). A compression check would help to substantiate the vacuum reading. All cylinders were between 160 and 170 psi, so how can I have valves not seating? After more thought on this question, vacuum occurs on the intake stroke and compression is on the compression stroke. So, with Gene Manno and Tim Burditt’s help, we looked for some other cause that may not be as extensive as a tear down. Wires were checked for high resistance and found to be within the spec of 8K ohms per foot. New spark plugs were installed. The coil checked ok. I even swapped carbs with the 60 just to be sure that I did not have a carburetion problem. Another thought was weather to set the valves dynamically or while running. Though the adjustment changed from the static setup, I still had the rough idle. We even removed all four wires from the left bank and the engine still ran the same. Very discouraging and I am losing sleep. Tim returned for another night of investigation and suggested that we remove the valve covers and watch the motions without starting the engine, just rotating it with the starter motor. It was then that old eagle eyes located the cracked valve spring on #3 exhaust. We removed it that evening by jury-rigging air pressure to this cylinder and found the spring broken in three places. Fortunately, the valve moves freely in the guide so it is not bent, another problem that could have occurred. I slept better that evening and in the morning bought a new spring. It was lots of fun installing the valve keepers but eventually they were in place. With fingers crossed, I started her up. How nice it was to see a steady 21 in. vacuum and a smooth idle.

So, that vacuum gage was trying to tell us the problem from the start, we just did not understand the message. But then, it is just an old car.

"Not So Lucky"

By Rick Casper

Reading Dick's article above reminded me of a mishap I had not that long ago, also involving a valve spring.

There was a time when I used to drive my '71 LT1 to work on a regular basis. I was enjoying my drive to work one nice spring morning a few years ago when all of a sudden the engine began to knock rather loudly and lost power. Although the noise sounded pretty serious, I couldn't stand the thought of pulling over and having it towed. I decided to turn around and try to make it the five or six miles back home (BIG mistake). I probably got about a half mile when the loud knocking turned into one big bang and my rear view mirror filled with the biggest cloud of white smoke I've ever seen come from a car. I was able to coast into a nearby driveway and ended up calling for a tow anyhow.

I don't remember how long it took me to get rid of that sick feeling in my stomach, but when I finally did and took a look at my poor old engine, I found that a valve spring had broken. The noise I had initially heard was the piston knocking the valve back up through the guide each time it came up. The valve finally got tired of all that, broke, and dropped down into the cylinder. The engine was still turning, so when the piston was returning on an upstroke, there wasn't enough room for all that metal. Parts of the piston and who knows what else went out through the side of the block or into the oil pan.

In the end, the cylinder head could not be saved and I had to have the block sleeved. I learned a pretty expensive lesson that day. That LT1 engine was telling me it was hurtin' and I wasn't listening. The accompanying picture shows some of the larger parts I saved.



C4 - Dual Filter Mystery

Published with permission from Pete Bergmann

At the fall '07 judging meet, I entered my '87 coupe for judging. It was discovered that I had two fuel filters on the car. A standard one on the suction side and directly above it was a filter for the return. This caused much discussion and I took a small deduct as it appeared to be an aftermarket or add-on and not consistent with how it left the factory. Upon doing research and asking questions on various forums, I discovered the answer to the mystery and ending the debate. During the 1985/6-model year the Corvette Action Center began fielding complaints of a knocking/hammering noise in the passenger compartment. The noise would diminish after 3- 4 minutes of operation. It was determined that fuel pressure pulsations generated by the injector operation caused this "noise". TSB 86-234 was issued in April '87 indicating a service kit with a filter-accumulator assembly was available to eliminate the problem. Kit numbers are:

Coupe 10068791

Convertible 10068797

The responses to forum poll I conducted showed the following: The earliest build reported was 9/86 and it had both filters and the last reported was a unit built 300 cars from the end of production in 7/87. So, based on this information, we can determine that you MAY potentially see the dual filter set up on an 85 or 86 model year as a dealer modification and it appears ALL 1987's will have the factory installed dual filter set up. The correct return line filter has a blue AC label with white letters stating: Type GF-62A and below it GF-157. An interesting side note: The fuel pump assembly is unique to Model years 1986 and 87, 1988 and later year pumps were different part numbers. This leads me to speculate that a change to the pump design eliminated the condition.

WNY Charity Event

Wednesday – August 13th
Starting 4:00 PM – til ???
(Rain Date- August 20th)

Cruise-In at Log Cabin

2445 W. Walworth Rd.
Macedon, NY

Please RSVP to Mike Murphy by Aug. 10th at
info@murphyfuneralservices.com

This will give us an approximate count of cars planning on attending

The Chapter will provide Members attending a coupon for an ice cream that evening

Drawing of 50/50 7:00 PM for
Pines of Peace & American Cancer Society



The Western New York Chapter will be matching the donation and National NCRS will give a portion of our donation to each organization. Over \$400 is ready to be split so far with more to come!

Pines of Peace Hospice Home, Ontario, NY