



Prez Says . . .

Spring and summer have definitely sprung in Western NY. The number of 90 degree (or higher) days that we have already had, and the number of lawns that are parched indicate that it will be a long, hot summer – great Corvette weather!

Since the last Crossed Flags, we have had several very successful events.

On May 5th, Igor and Diane Jankovic hosted a “Top Flight” original and reproduction parts seminar given by Western NY Chapter member and multiple level Master Judge, Bill Calorico. We have had the pleasure of Bill delivering these sessions in the past, and he continued with another display and explanation of the subtleties of recognizing and identifying several Corvette parts, primarily focused in the mid-year range. Thanks, Bill, for doing another outstanding job of sharing your knowledge with us. Igor and Diane, thank you for your hospitality and the awesome lunch. And Luca Jankovic, thanks for taking the many pictures of the event – I really appreciate it – nice job!

On June 2nd, we had our 2007 Flight Judging event at Ken Barrett Chevrolet / Cadillac in Batavia, NY. The weather gods were smiling on us that day, as we judged a very full field of great cars. Together with the opportunity to meet some of our new Chapter members, it made for a busy, but successful day – everyone who had their Corvette flight judged had the opportunity to learn more about their car from some very knowledgeable, experienced, and personable team of judges.

The NCRS National was held in Marlboro, MA in July. Our own Jim Frakes was awarded the NCRS President’s Award – we will be having an upcoming Chapter event to present Jim with his award; also, visit <http://newenglandchapter.phanfare.com/> if you'd like to see some great pictures of the 2007 NCRS National Convention and associated activities.

Other NCRS activities coming up include:

The Vintage races at Watkins Glen International (details can be found at www.theglen.com) Sept 7,8,9. Eileen and I happened to be in Watkins Glen over the Father’s Day camping weekend with 3 of our grandchildren.

Coincidentally, the HSR vintage races were being held at Watkins Glen International. Even though we were not able to attend the races, it was great hearing the cars from the campground – reminding me once again why, in my opinion, the September races at the Glen are as good as it gets. As always, we invite all Western NY members to join us for lunch on Saturday 9/8/07 at Noon at the snack bar at the WGI track near the entrance to the Garages – right next to the racing gas station area.

An update on our WNY Chapter shirts:

We unveiled our new Western NY Chapter shirts, baseball hats and knit (winter) hats at our Judging Event in June. Feedback from our members was extremely positive. We have ordered some additional shirts based on members’ specific requests – we also ordered a few more for inventory; so if you are interested, please contact me at jtmiller@rochester.rr.com.

That’s it for now. The price of gas seems to have leveled off, so fill up your cars and drive them. It doesn’t get any better than combining a great car with a great friend for a cruise to your local park, beach, or ice cream parlor.

Enjoy the rest of your summer vacation time and drive your cars every chance you get.

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Upcoming Events

September 15 - Road Tour to Rivette's in Liverpool, NY to Celebrate Jim Frakes receiving President's Award (Details will be coming as soon as Finalized)

September 15 – Board Meeting Held in conjunction at Celebration

Tech Seminars & Judging Events Being Worked – Details will be shared when Finalized – All Ideas are Welcome

WELCOME to New Members

Dan Kajdasz
Bridgeport, NY

Chris & Pat Doal
Lockport, NY

Pete Balon
Attica, NY

Stan Slade
Victor, NY

Phil & Marge Thurley
Fairport, NY

WNY Chapter Meet at Ken Barrett Chevrolet in Batavia, NY
Submitted by Richard Denison

Last fall, at our board meeting, Ray Carney proposed that the chapter meet be held in Batavia at the Ken Barrett Chevrolet dealership. He had already talked with Ken and got the ok to use the front lot and also have room inside if Mother Nature decided to work against us. The board approved, Mother Nature must have also approved as we had a beautiful day and hosted 15(?) Vettes for flight judging. Many members of WNYNCRS drove their Vettes to this event, far exceeding one of the requirements for the chapter flight award. We even had a brand new 07 with only 350 miles on it. Dennis Sagamang, a master judge on solid axles, had just picked it up at Bowling Green and drove directly to Batavia to help us with judging. What a great help to have someone around with that much knowledge. Gene Manno, our head judge, did his usual fine job, even recruited several men that were reluctant to try judging. Kudos to Susan Manno and her team of Pat Meese, Diane Skeide, Bonnie Denison and JoAnne Lupo for their for their efficient operation at the tabulation table.

Top Flight

- Enzo Cimino 1954
- Tim Burditt, 1961
- Ray Carney, 1963
- Jan Ginter, 1965
- Jim & Eileen Miller, 1966
- Dan Kajdasz, 1967
- David Hayes, 1971
- Joe Jarvis 1982

Second Flight

- Donald Smith, 1958
- Ed Krenzer, 1963
- Igor Jankovic. 1964
- Brian Johnstone, 1966
- Al Dratwa, 1969
- Igor Jankovic. 1971

Third Flight

- Jeff Aiello, 1963

Sportsman

- Bill & Pat Locke
- Dennis Sagamang

Thanks to Ray and Janet Carney for arranging a great event.



Jim Miller, President & Gene Manno, Judging Chairperson at end of very successful judging event

Dennis Sagamang & Rick Casper judging Tim Burditt's '61.

Special thanks to Luka Jankovic for providing the pictures



Another Update on Wheel Weights

Submitted by Dick Denison

We have all heard or read about the great find in a barn, an old Chevy that turns out to be a Vette. This story is similar in that "the find" was also in a barn but was a gallon can full of vintage wheel weights. A decade later, Gary Beaupic writes his article about midyear wheel weights (Winter 2005, Vol.31, #3), and I remembered the old can of weights. So, I am writing a supplement to Gary's with an emphasis on solid axle cars, 58-62.

To re-iterate a few conclusions that Gary made:

1 GM had at least five suppliers, they are:

- Speed Clip, who used the #14 within an oval border, to label the weight.
- Bada, who used the word MICRON.
- Perfect Equipment Co. who used the letter P within a horizontal arrow.
- The other two could be Wheel Weight Inc. and Salmon, but do not know their markings.

2 The weights were only installed on the inner side of the rim.

3 The weights usually had two markings of the weight, either in decimal or fraction, the exception is with the 0.5 oz weight with only one marking and those that used a letter B on the left hand side in place of a number.

4 The weights were only in ounces, Metric weights (grams) started in the late 70s.

5 The AIM states that a max. of 5 oz could be used before rejecting. This number may be argued, but it's what is written in the AIM.

6 There are five different weights to choose from, in 0.5oz increments from 0.5 to 2.5oz.

The AIMS for 58-62 list the same weights and part numbers, which are different part numbers from the mid years. I do not know why the change in part numbers. They are:

- **1317031 = 0.5oz**
- **1338190 = 1.0oz**
- **1338194 = 1.5oz**
- **1338195 = 2.5oz**
- **1330487 = 3.5oz**

As written for the mid years, the weights were only installed on the inside of the rim, could not exceed 5 oz and probably had the same vendors.

Now, back to the can of weights. There are several hundred and are from 0.25, 0.5, 0.75, 1.0, 1.25, 1.5, 1.75, 2.0, 2.5, 3.0, 3.5, and 4.0oz. The names on the weights are Snugl, ACRA, 14, Bear, Goodyear, Firestone, Allstate, First, L-H, OEM, Excel, Micron, L-R, Hunter, UT, and Precision. Unfortunately, the majority of these weights should not be used on the Vettes, as the 0.25 and 0.75, etc and the Goodyear, Firestone and Allstate are just not correct. Not knowing the exact name and weight marking for the other suppliers, the other weights should suffice for judging.

There are many 1.0 and 1.5 oz weights. If you wish to have one for your spare to impress the judges, let me know. I should be able to supply our local club members.

Thanks to Bob and Cheryl Rissberger, club members who own the barn and saved the can of weight.

Tips on Attaching Window Cranks and Locks

Submitted by Eileen Miller

The latest door panels that are available for the midyear Vettes are a nice improvement over panels available in the past. They are more padded, and some are available with the racetrack trim and the trim pieces that go across the arm rests. The racetrack is a very good reproduction part. One of the prime spots that get worn is the driver side arm rest and a particular problem is the point on the metal trim at the end of the armrest, which over the course of the years loses its attachment point. When this happens the trim piece will not stay tucked neatly into the panel. I love seeing original panels on the Vettes, but sometimes the condition on them is so deteriorated that it is nice to restore the interior by replacing them. The padding presents a challenge for reattaching the window cranks and the door lock. This article provides a few tips that worked for us during the replacement process.

Before you purchase replacement panels, be sure to check how the window whiskers are attached, they should be stapled. The harder, thinner padded panels are not good reproductions. You also want to replace the paper vapor barrier. It's a good time to replace the neoprene washers that ride behind the door handles and locks as well as checking that you have the black plastic anti rattle disk that is on the inside of the door panel behind the door release handle. Check the hardware that attaches the panel clips to the underside of the door and to the side of the front of the door. These should be oval headed Phillips metal screws with a wide thread.

To remove the old panel you will need a window crank remover tool that is available at most automotive stores and through the Corvette parts catalogs. The handles are attached with a wire U shaped clip that has ears on it. Crank the window all the way down. Slide the tool between the vent handle or the lock knob and the panel, or in the case of the main window crank between the handle and the raised trim piece. Feel carefully for the clip. The tool is designed to catch the ears on the clip. Press it firmly and it will release the clip and the handle will come off. Remove the two screws under the armrest, and the ball from the door release lever. Remove screws from the panel clips from the bottom and front edge of the door. Be sure to save all of this hardware. The panel slides up and out of the window opening.

You will need to carefully remove the trim ring for the door release handle from the old panel. A bent needle nose pliers does nicely for gently lifting the tabs that hold it in place so you do not break off the ears. A similar process can be used to remove and replace the racetrack on the new panel – if you purchased a panel without a new racetrack on it. There is a hole precut in the new door panel for the door release trim ring. There are no holes precut in the panel for the crank and lock shafts. You will need to reuse the angle clips by inserting them into the bottom and front edge of the new panel. Hang the door panel along the top window opening and get it trued up. Be sure it fits all the way in snugly as it would be when attached. Lift out the bottom edge of the panel far enough to be able to run a dark color chalk over the end of the shafts. The blue chalk used for plumb lines works well. Then press the panel against the shafts. Remove the Panel and use an exacto knife to cut an 'X' through the back of the panel on each of the shaft chalk marks. Refit the panel, and you can now enlarge the openings for the shaft but keep the holes as small as possible.

Because of the padding in the panel, the shaft will not poke through the panel far enough to attach the cranks. You will need the following tools:

- Hard wooden stick, about 3.5 feet. A shorten shaft from a hockey stick is ideal hard wood. Make a knob on one end of the stick with friction tape.
- Green coated florist wire (JoAnn Fabric's carries this) about 20-inch piece. (Picture A)
- paint stirring stick
- couple of shims
- terry hand towel folded down into several thicknesses
- Bent needle nose pliers
- Wear pants that's have no buttons or belt buckles

Slide the car seat to the full forward position. Place the wad of towel against the rug covering the drive shaft tunnel, with the untapped end of the hockey stick against the towel. You want to lie this at an angle so that the taped end of the stick can be placed against the crank on the door panel. You can leave this set up lying across the doorsill. (You are doing this because you will not have enough hands to get this ready later.)

Using the bent needle nose replace the clip in the back of the crank but do not press it in all the way. Just leave it cocked ready to snap into place. Thread the wire around the top of the clip – (refer to picture B) and make the ends of the wire even. Gently cross the ends of the wire over each other and placed wide enough apart so that the crank shaft will slide between the wires. Keep the wire on the back face of the crank. Do not let the wire slip over the sides of the crank into the slot cut in the sides for the clip, because this will bind the wire. Remember which way you overlapped the wires for later. Keep the wires taut, but not so taut as to cause the clip to slip into place. Place the neoprene washer onto the back of the crank.

Still holding the wires, fit the crank over the shaft. Pick up the stick with your other hand and place it against the crank as you shut the door against the stick. You want to put enough pressure on the door to compress the panel under the crank. Next pull the wires to cause the clip to snap into place. Release the pressure on the door. (You do remember which way you crossed those wires...right?) Now carefully uncross them. At a 90 degree angle to the top of the clip gently pull on just one end of the wire to remove it. If you forgot the crossing sequence you will pull the clip out and will have to repeat the setup. (Yes, I know this from the school of hard knocks.)

A slight variation of this process works for the lock knob. The window is in the full down position. The lock is higher up on the panel. In this case you want to use a block of wood against the door panel near the lock. You will hold the pressure against the wood block with a carpenter's clamp. One end of the clamp is inserted into the window opening in the top of the door. The other end is against the block of wood. Compress the panel by adjusting the clamp to expose the shaft that the lock attaches to. (Picture C) Do not use excessive pressure, as this will indent the panel/race track. Rig up the wire on the back of the lock the same as you did for the window crank. Place the wooden paint stirring stick against the lock along with a shim. Snug this down on the lock shaft with a carpenter's clamp. (Picture D) The first clamp used on the panel will expose enough of the shaft so you can attach the lock. These clamps have to be thin enough to fit down into the window opening, and not touch the glass. Check out the photo. Once the lock knob is depressed onto the shaft pull the ends of the wires to snap the clip into place and repeat the process outlined above to remove the wire. I replaced the screws in the armrest after I had the window crank on but before the lock went on. Last step is to replace hardware holding the clips on the bottom and front edge of the door panel.



Picture A



Picture B



Picture C



Picture D



Picture E

Parts Technical Seminar May 5, 2007.....
Submitted by Eileen & Jim Miller

We have many people to thank for the very successful and informative technical seminar held May 5th in Getzville NY. Our hosts for this event were Dianne and Igor Jankovic. Igor's house is not far from the corner of the street. Very quickly we had 8 Vettes of various years parked in the driveway and along the street to the delight of the neighbors. This is the 2nd time that Bill and Nancy Calorico have provided our chapter with a hands on parts seminar, and I am always amazed that they bring different parts each time. Bill good naturedly responded that it would take many more seminars before he ran out of parts. There is no better way to understand the differences between parts than to hold both the original and the reproduction parts in your hands at the same time. Bill's knowledge is very deep in the midyears, and as parts were passed around and we talked about the changes to them between different years (and sometimes during the production year), the people in our chapter who were knowledgeable in the C3's provided additional information about how these parts changed in the next model. A larger version of this seminar will be held at the National in Marlboro. Arrangements have been made to photograph Bill's parts. He will be using a slide show and will talk about the various differences between repro's and originals. If you are going to the National all of us who attended the WNY tech session highly recommend this seminar. In addition to being informative, Bill has an excellent teaching style that encourages questions from any knowledge level and he is always listening to his audience to learn new information as well. (There are some examples of parts from the seminar included below).

The classroom for this teaching was Igor's patio and meticulously groomed back yard. This was one of the first warm sunny days of spring and it was pleasant to enjoy the sunshine along with the learning. It did get a little tough to concentrate when our host and hostess began to set up lunch and the smell of food cooking on the grill began to make its way into the classroom. Parts were cleared away for plates and lunch with many discussions about restoration projects on the side. The day once again proved 'NCRS – Great Friends, Great Cars. Our thanks to Bill, Nancy, Igor and Diane. Here are some examples to give you an idea of how informative this seminar was!

The top gas filter is correct with white silk-screened/stenciled letters on a black background. The in flow and out



flow ends are longer and there are no grooves cut into them. Correct Lighters have 63 CASCO stamped into them in large letters. Original lighters had a ceramic. You can check for this by gently pulling down on the lighter ring. Lighter on the left is correct.



WNY - NCRS Charity Event

50 / 50 Raffle



- 50 % - Winner
- 50% - Donation to Victory Junction Gang
- 50% Donation will be matched by WNY NCRS Chapter
- Total Donation will be submitted to National's Matching Charitable Donation Program

Congratulations to Rick Pellotte. Rick won \$100 and generously donated \$50 of his winning to the Victory Junction Camp so a total of \$150 will be donated to Victory Junction Camp with the WNY Chapter matching that amount. Rick, thank you for your generosity. Thank you all who participated.