



Letter from the Prez...

Here is the 4th issue of our Crossed Flags Newsletter for 2007 – something that will get to you just before the Holidays.

This marked the first year that Western NY, at the urging of Region 1 Director Mark Lincoln, entered the Chapter top-flight program. Thanks to our Chapter Historian and Flight Award leader Dick Denison for keeping track of all the required and optional activities and checklist items that are necessary for pursuing the recognition. At our last Board meeting on 12/1/07, Dick updated us on our progress and said that we are in the home stretch of going for the award – stay tuned for how we made out.

On 12/1 we had another in our ongoing series of top-flight technical seminars. After our Board meeting, we spent the next hour watching the NCRS DVD on the Judging Reference manual. We had over 20 members in attendance, ranging from 1st time members with no judging experience to people with Masters Level awards many times over. We had several copies of the manual there so that people who were unfamiliar with it could see one first hand. We paused the DVD a number of times to discuss many of the comments made in the video, such as: using the manual to help make decisions on what to spend money on based on what those improvements would contribute towards overall scoring; why it might be wise to keep that original spare tire in the carrier when your car is judged; what the breakpoints are when replacing the battery in your Corvette. Without a doubt, the Judging Reference manual is probably the best \$12 you could spend to become more informed on the judging process, how to run a judging school or what the standard deduction percentages are for things like tires, batteries, and glass.

After the video (and a great lunch) Gene Manno took us through a very detailed, informative session on rebuilding a distributor. As he always does, Gene combined his vast knowledge with numerous hands-on examples of parts and his very effective style to deliver a great session. Time flew, and everyone had all their questions answered by either Gene or several members in attendance. Thanks again, Ed Krenzer, for your hospitality – we really appreciate it.

Following our record growth in membership and our record number of events in 2007, 2008 is shaping up as another great year for the Western NY Chapter.

Our flagship event is our 6/7/08 Chapter Judging meet that will be held at Ric and Judith Rivette's home in Liverpool NY (near Syracuse, see enclosed flyer).

We will kick off the year with a Soup, Chili and Cookies party plus Gene Manno finishing up on rebuilding alternators at their house on January 26th with snow date of February 2nd. Other events that we discussed included:

- Buffalo to host a judging event to review the Judging Manual DVDs.
- Additional review of other judging DVDs.
- A road tour, possibly to the Brock Yates home area to coincide with a TBD event with other Corvette enthusiasts.
- A WNY Chapter gathering at the Log Cabin cruise-in.
- The weekend after Labor Day Vintage races at Watkins Glen, NY
- Possibly a road tour through the NYS Finger Lakes area.
- And other technical events discussed but not scheduled yet – more to come.
- I hope that everyone has a safe, happy and healthy holiday season with friends and family. Stay warm – we'll be able to get our cars back out of their winter sleeping bags in another 4 months!

OFFICERS – INFO

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Upcoming Events

January 26, 2008
 (snowdate of February 2nd)
Judging School / Tech Seminar
 Gene & Susan Manno’s
 7289 Slocum Rd., Ontario, NY
 Noon – til
Gene Manno Alternator Rebuild Tech Session
Judging School w/Paint & Fiberglass Dallas DVD’s
2nd Annual Chili & Cookies plus Homemade Soup

February 16, 2008
Judging School
 Igor & Diana Jankovic’s
Judging Reference Manual & Paint & Fiberglass
Dallas DVD’s
 2 Fairville Drive, Getzville, NY
3:00 PM Dinner to Follow
Spouses included

Information will follow with directions & details as events approach

Ray Carney is looking for members to submit pictures & interesting info on Corvettes to be featured on the Web Board
 If you are interested submit to r333mc@yahoo.com

He is looking to have a “Vette of The Month”

Jim Frakes President's Award

On September 15, 2007, we had a road rally to Ric and Judith Rivette's in Liverpool for a social gathering and lunch, and to present Jim Frakes with his 2007 NCRS President's Award plaque. They say that a picture is worth a thousand words, and here are two of them that say it all:



The Western NY Chapter was formed in October of 1990. Our first roster of members, published in January of 1991, included Jim Frakes. Jim is an original owner of a 1956 Corvette that he purchased shortly after leaving the Service. Over the last 15 years Jim graced our Chapter with the breadth and depth of his straight axle knowledge through participation in judging schools, Chapter judging meets, hands on help with restoration projects, and numerous newsletter articles about Corvettes. Jim has judged in every one of our Chapter meets, including the Western New York Regional meet in 1992, as well as many neighboring Chapter meets, Regional meets and National meets (including participating in Road Tours to Seven Springs and Lake Placid). Jim was presented with his Master Judging hat at the Monterey CA National meet in 2002.

Jim stepped forward and volunteered to become the editor of the Western NY Chapter Crossed Flags News Letter and held this position continuously since January of 1993.

Western New York can proudly say that we have one of the best-written and published newsletters in NCRS. During this almost 13 year timeframe Jim published over 75 articles. True to form in helping all members with restoration information, among his very first articles was one that verified the availability for purchase of 37-gallon fuel tanks over the counter. Through the years Jim has written articles on every thing from Delco coils, to information about newly introduced AC rapid fire spark plugs and why they work better, to better methods of sealing gas lines with Teflon spray (including ways to hide the telltale white residue). NCRS is also about having fun and enjoying yourself. Jim has a wonderful sense of humor, which he shares with us at all our board meetings as well as through many of his newsletter articles. Some of the more memorable were 'Building a Bead Blaster from a Dog Crate', and 'Never Leave your Chrome Shifter Ball Unattended'.

Jim has also actively participated in our technical seminars often bringing original parts such as the original soft top from his '56. In 1995 Jim began his start on the first leg of the journey towards a founder's award and again shared his experiences through articles in the Crossed Flags. Jim earned his founders award at the National meet at Lake Placid, N.Y. in 1997.

Receiving the President's award in 2007 was very appropriate and timely to recognize Jim for his many years of contributions to NCRS at all levels. Congratulations, Jim!

December 1 Board Meeting Minutes

Held at Krenzer's shop.

Jim called the meeting to order at 9:45 AM. Introductions were made, as many new members were present.

Old business for 2007:

- Newsletter #4 – Rick has enough material to be able to print this edition by the end of Dec, but will need more for next year.

Chapter Award:

- Dick reviewed where we stand in regards to reaching the requirements for this award. With the next edition of our newsletter, we will have completed all requirements.

Annual Report:

- Jim spoke about this report, which is required by national by the end of January. A question always asked is “What do we want from NCRS? Discussions followed and all ideas should be sent to Jim to be included in this report.

Officer's Nomination:

- There were no new nominations for any of the positions and all present officers agreed to continue another year.

New Business for 2008:

- Gene asked for someone with late model cars to step forward to assist in the judging of these cars.
- Ray, our web master, is asking for ideas to post, ie: car of the month, other pictures? What do you want to see on this website?
- Judging meet will be Saturday June 7th at Ric Rivette's home in Syracuse.
- Cookie, soup and chili social will be at Manno's, January 26, 2008
- Sue will again run our charity event and it will be the same as last year, a 50/50 drawing in July and we will sell tickets at each event. Some charities that we may donate to this year could be; Pines of Peace (a hospice in Ontario, NY), American Cancer Society. Mercy Flight. We may use more than one.

Other possible events are:

- Buffalo to host a judging event to review the Judging Manual DVD's.
- Arrange a tour of the Brock Yates home, including a road tour.
- September road race at Watkins Glen.
- Cruise night at the Log Cabin in Macedon, NY.
- Winery Tour

Other thoughts:

- We should have a new member's package that would familiarize people with our website, introduce the officers, and perhaps include the NCRS decal. Good idea and need to arrange this package.

Meeting adjourned at 10:50 AM

Do You Flush Your Brake Lines?

By Rick Pelotte

This is a brake story that can save your Corvette. We all pay close attention to tuning our engines, checking our tires, detailing our interiors and exteriors, but there is a sneaky problem that never hits our list of maintenance efforts. This can be an issue in any car but is more likely to be a concern in a car that is only driven occasionally. It has to do with corrosion in your car's braking system.

Let me tell you a little story describing the problem. It began on a cold Saturday morning as I started checking out my 1956 Corvette in anticipation of another great year of road trips including the Road Tour to the NCRS National Convention in Boston, Ma. After jacking up the rear end to check for leaks, breaks, or any other maladies I noticed some leakage on the inside of the right tire. Uh-Oh brake fluid. Well I knew what that meant so to the computer to order a wheel cylinder, brake shoes and what the heck, new brake lines too.

When the supplies arrived I pulled the wheel and drum confirming that the wheel cylinder was leaking badly and had permeated the shoes as well. After pulling the left side to replace the shoes I noticed a very slight evidence of leaking in that wheel cylinder. The car's in the air, well on jack stands anyway and I need another wheel cylinder. On a long shot I stopped over to Pep Boys to see if they carried a 1" wheel cylinder for a 1956 Corvette. To my surprise it's a stock part, ½ the price of the catalog and it's made in USA. That was the good news. The bad news was the dark brown brake fluid draining from the brake line when I got back to start the replacements.

After completing the installation of the rear brakes and the lines it was time to fill the master cylinder and do the ritual bleeding of the brakes. When I poured fluid into the empty master cylinder it stirred up deposits in the reservoir, dark brown rusty deposits. So, now its time to rebuild the master cylinder that had been sleeved previously with a stainless sleeve. The car and I rested until the following weekend when the newly arrived master cylinder kit was installed. Louise, my wife, navigator and occasional replacement driver helped with the old fashioned ritual. Pump, release, pump, hold etc. I loosened the left front bleeder screw and nothing came out. "Pump a little harder" still nothing. I pulled the bleeder screw out completely and it was dry. Peering into the hole I could see some rust. I poked it with a pick and was able to get some flow but this was not a good sign. Off I go to Pep Boys. Could it happen again? No luck but try NAPA. The local store doesn't have them but their distribution center 10 miles away does, and shoes too. I make the trip, no problem they've got 3 more 1-1/8" wheel cylinders if two aren't enough. Again made in USA. I scooted back home, installed the new cylinders and shoes in the front and completed the adjusting and bleeding of the brakes.

A long story I know, but it tells a few items that I had overlooked and you may have as well. The entire braking system had been replaced when I was restoring the car in the early 1990's. All new components and the master cylinder had been sleeved as mentioned earlier. I had driven the car about 2,800 miles over 12 years. I had adjusted the brakes about every third year. I had not lost any fluid at any time that I had checked. My brakes were working fine as far as I could tell. But, you guessed it I had never flushed the lines or bled the brakes during that entire time. Silicone fluid might be the answer instead of the standard fluid but I think the bigger point is check your fluid no matter what kind it is. It can tell you a story too.

Antifreeze For Classic Vehicles

This article is a compilation of posts on the NCRS Technical Discussion Board by Duke Williams. It is published here with his permission and includes his recommendations for antifreeze use and conversion procedures.

Most aluminum radiators fail due to "arterial sclerosis" - deposit buildup in the tubes from the inorganic salts that are used in green antifreeze to prevent corrosion. Green antifreeze provides good corrosion protection, but the heavy dose of inorganic salts, particularly silicates, tend to precipitate out and clog tubes over time. This also "insulates" the tubes, so eventually the radiator's heat transfer capacity is degraded to the point where the engine runs hot or overheats. The white deposits you see in your cooling passages are the silicates and phosphates that precipitate out of green antifreeze. For this reason, the "green stuff", which is inorganic antifreeze technology (IAT), is obsolete and will eventually be hard to find. No OEMs currently use it!

Organic acid technology (OAT) antifreeze is available in a couple of major formulations. OAT antifreeze provides excellent corrosion protection, but there is concern that it does not provide sufficient corrosion protection for solder joints. Even if you have a small block with an aluminum radiator, it has a soldered brass heater core (unless, of course, you have the C-48 heater delete option), so it is not the best choice for vehicles that have conventional soldered brass radiators or heater cores.

One OAT formulation is Dexcool, but it has one component that the Japanese OEMs don't like. There is some evidence that it hardens plastic, so they use a slightly different chemistry that deletes one Dexcool component. It appears that Dexcool also has more tendencies to seep from joints like hose connections. Being as how it has no salts, there are no precipitates to plug tiny leaks. Conventional "green stuff" leaves a trail of white residue, which is phosphates and silicates. Dexcool only leaves the dye stain. It's a patented formulation, and as long as you see "Dexcool" on the label, the vendor has paid the license, and it should be the real McCoy.

The industry consensus is that hybrid organic acid technology (HOAT) antifreeze products are the best replacement for vehicles that originally had IAT. A hybrid has both organic and traditional inorganic inhibitors. One commonly available HOAT antifreeze is Zerex G-05. This is the new "universal antifreeze". It provides excellent protection for cast iron, aluminum, brass, and solder, and it is not considered to be a "plastic hardener." Mercedes Benz has used this formulation for over 20 years, and it has been OE in all Daimler-Chrysler and Ford cars and light trucks since 2001. Zerex G-05 meets GM specifications 1825M and 1899M. This is clear on both the specification sheet and product label. These are the pre-Dexcool specifications in effect prior to GM's switch to Dexcool ten years ago. This HOAT blend will provide equal or superior corrosion protection to "green" without clogging up tubes. All modern OAT and HOAT antifreezes provide excellent corrosion protection without clogging up tubes.

The different technologies - IAT, OAT, and HOAT - refer to the corrosion inhibitor chemistry. All commercial antifreezes have about 10 percent water. It's a byproduct of the manufacturing process so commercial "pure" ethylene glycol is an electrolyte. All the above antifreeze products are ethylene glycol based. I know of no OEMs that recommend propylene glycol base products such as Sierra brand or Evans NPG.

Here is what I recommend, which is also the current industry consensus.:

1. For GM cars originally equipped with Dexcool, continue to use it, however, if you absolutely refuse to use it, thoroughly flush out the system and use Zerex G-05.
2. For ANY car originally equipped with "green antifreeze", which includes all C1-C3 and most C4 Corvettes, use Zerex G-05. If you have Dexcool in your vintage Corvette now, you don't have an emergency situation. Simply change to Zerex G-05 when the two-year change window arrives.

When switching to a different technology product, be sure to thoroughly flush the system to remove all traces of the old antifreeze.

The system is easy to "static cold flush" by removing the heater core supply hose from the inlet manifold nipple. Rig up some fittings to attach a garden hose to this nipple, which will reverse flush the heads and block. Leave the block and radiator drains open as you do this, and also flush the heater core/expansion tank circuit. There are two block drains, one on each side of the block, near the center, just above the oil pan rail. On small blocks they are hidden by the spark plug shields, which need to be loosened and moved out of the way. Use a 6-point socket on the block drain plugs as they are soft steel and easy to round off with a 12-point socket. Many have probably never been removed! Also, if no fluid drains after the plugs are removed, use a small screwdriver or dental pick to remove debris, which is blocking the flow. Since flush water may not reach the top of the radiator, it's also a good idea to remove the upper radiator hose at the thermostat outlet and flush the radiator as the final step.

Once this "static cold flush" is completed you can "hot flush" the system by filling it with water, starting the engine, and letting it run until the thermostat is open for a few minutes. You can do this multiple times if you like, but let the engine cool for at least an hour before you refill it with cold water.

I don't recommend commercial "radiator flush" products - just potable water. If the tubes in your radiator or heater core are clogged from years of precipitated salts, "radiator flush" products will not likely put much of a dent in them.

For subsequent changes with G-05, just thoroughly drain the system by opening up the block and radiator drains - no real need to flush unless you suspect that the system has been contaminated.

Original equipment cooling systems are designed to function properly with a 50/50 mix of ethylene glycol antifreeze and water. This blend provides proper heat capacity, maximum corrosion protection, and has a boiling point of 265 degrees Fahrenheit with a 15 psi cap. Always use distilled water so as to not add any "foreign" chemicals to the blend. Chlorine, in particular, is often added in small quantities to domestic water supplies, and it is corrosive to cooling system components. If you use a modern antifreeze product, *no additional additive products are required* - just like using modern HD diesel engine motor oil - no additional additives are necessary or desirable. Leave the additives on the shelf. The ABSOLUTE WORST thing you can put in your cooling system is straight deionized or distilled water.

GM's recommended change interval for Dexcool is still 5 years/150K miles. Mercedes recommends (with their product or equivalent like G-05) every three years with no mileage limit.

Dexcool has a long shelf life because it has no silicates. Any antifreeze that has silicates has a shelf life - two years for green stuff - probably longer for G-05 since it has a very low silicate concentration.

There is as much misinformation and myth about antifreeze floating around the Web and word of mouth as there is on engine oil. If you would like additional information, take a look at the following:

http://www.motor.com/magazine/pdf/082004_04.pdf

http://www.valvoline.com/downloads/DTurcotte_Mag_53_g.pdf

Jacking Up Your C-1?

By Rick Pelotte

There are many advantages to owning a First Generation Corvette. I won't bore you with a lot of biased examples but one that is very easy to confirm is the ground clearance. How is this an advantage? You might ask. Well it makes it easier to jack up to work on it. The Third Arm Support Bracket is a very convenient jacking point. It's easy to see and is centered on the front cross member. Unfortunately it's made of machined cast iron and is not intended to support the weight of the front end of the car. Continued use as a jacking point could result in failure of the casting and loss of steering. Not a good thing.

I would estimate that I use a floor jack to jack up the front of my 1956 Corvette at least 5 times a year. I then use jack stands or tire ramps (I'm not a fan of driving up the ramps) to support the car. In an effort to maintain my Third Arm Support Bracket I have developed a saddle, for lack of a better word, to use with my floor jack. It replaces the standard saddle on my floor jack. It straddles the Third Arm Support Bracket and lifts directly on the cross member. It could be described as a deformed "Y" shape. It consists of a 1-1/8" piece of round stock centered and welded on the wide side of a piece of 2"X3" square tubing about 8" long. Two 3" pieces of the tubing are then laid on top of the opposite side of the 8" piece in an upright orientation and welded with the solid side on top. A piece of neoprene rubber is then attached with wire ties. The rubber not only prevents scratches but also limits slippage. This unit could be assembled with bolts instead of welding and the pin would be a 1-1/8" bolt. Nothing fancy, but it saves time and makes one more task a little simpler.

P.S. A hockey puck is a great insert for your jack instead of using the steel saddle directly against your frame or axle. You can even cut out the center to give relief for a drain plug.





**2008
Membership
Dues / Renewal
January 31, 2008**

Western New York Chapter NCRS – Membership Application / Renewal

Name	
Address	
City	
State	
Zip	
E-Mail Address	
<u>NCRS National Membership #</u>	
Phone (with area code)	
Date of Application	
Data on your car (s) - optional:	
Year(s) of Corvette	
Engine	
HP	
Color - exterior	
Color – interior	
Coupe or Convertible	

Bolded fields are required.

Annual dues are \$20.00, payable by check to: **WNY Chapter NCRS**

Please complete above form (tab to fields within MS-Word) and mail with check to:

Tom Atkins
WNY NCRS Membership
8994 N. Seneca Street
Weedsport NY 13166

WNY NCRS CHAPTER MEET

Saturday, June 7, 2008 at Liverpool (Syracuse), N. Y.

The Western New York NCRS Chapter is pleased to invite all NCRS members to return to Liverpool NY for our 2008 Judging Meet that will be held on the park-like grounds at Ric and Judith Rivette's home, which is located near Syracuse, NY - easily accessible from either Route 90 (the NY State Thruway) or Route 81.

General Meet Information:

Ric Rivette
(315) 451-6487

.....Judging Information:.....

Gene Manno
(315) 524 -7423

Event Schedule:

7:30AM Registration Opens / Coffee & Donuts
Available for everyone - please be on time
8:15AM Judges / Owners Meetings

9:00AM Judging Begins
Noon to 1PM Lunch
4:00PM Awards

Name: _____ NCRS # (from DrivelineLabel) _____

Spouse / Companion / Children: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____ Phone (with A/C): _____

Registration Fee (Each NCRS member family must register and pay separately) @\$20.00 = \$ 20.00

All Registrations must be postmarked by 5/25/08

_____ Non-member guest fee: Number of guests _____ times **\$10.00 per guest** = \$ _____

_____ Flight Judging Entry: Year: _____ Engine: _____ HP: _____ @**\$20.00** = \$ _____

Body: _____ Ext Paint Code: _____ Interior Trim Code: _____

Complete VIN # _____

We reserve the right to limit number of cars judged so register early!

All Judged Car Owners must help by either Flight Judging or Observer Judging

_____ **I will Flight Judge:** _____ '53 to '62 _____ '63 to '67 _____ '68 to '82 _____ '84 to '93

Preference: ___Int. ___Ext. ___Mech. ___Ops. Indicate current Judging Level: _____

_____ **I will Observer Judge:** _____ '53 to '62 _____ '63 to '67 _____ '68 to '82 _____ '84 to '93

_____ Sportsman Award Entry (not judged - must be driven to show) **All years eligible @ \$10.00** = \$ _____

_____ Special Display car: Year _____ Type (circle one): Duntov / McLellan / Bowtie No Charge

_____ Will help tabulate score sheets: Yes: _____ No: _____

_____ **Lunch** (free to all judges and tabulators) For all others: # _____ people @ **\$7.00 each** = \$ _____

_____ Yes, I would like to join WNY NCRS Chapter: @ **\$20.00** = \$ _____

Make Checks Payable to: WNY NCRS (directions provided w registration confirmation) **TOTAL: \$ _____**

Send Completed Application to: NCRS 2008 CHAPTER MEET

**c/o Sue Manno
7289 Slocum Road
Ontario, NY 14519-0751**

Hold Harmless Agreement: I agree to insure my vehicle(s) and property against loss, damage, and liability, **and to provide proof of such insurance to NCRS at registration.** **No Exceptions.** I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees, and chapters for any acts or omissions that may result in the theft, damage, or destruction of my property or injury to me or others occurring during, or as a consequence of, this event.

Auto Insured with: _____

Policy #: _____

Policy Expiration Date: _____

Signature: _____ **Date:** _____