

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter www.ncrsmc.org
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Chairman's Report

By Rick Reiff

The fall season is now upon us and we have a couple of activities left in 2010 before the year comes to an end. The remaining 2010 activities are discussed later in Eckhard Pobuda's Activities section. We are currently working on the 2011 calendar which will be available by the end of the year and feature member cars and past Chapter events.

In September our Judging Chairman, Jack Humphrey, provided a judging school at Corvette City to instruct the Chapter on the changes that have been implemented in the new Judging Reference Manual. Jack did a good job explaining some of the changes and encouraged everyone to get a copy of the new Judging Reference Manual to get all the details.

After the judging school several of our members headed south to Albuquerque to attend the Regional Meet sponsored by our friends in the New Mexico Chapter. The event took place during the Annual Balloon Festival there which is quite a spectacle if you haven't had the opportunity to see it. It was a good trip for fellow board member John Marsico, who received his Black Hat during the meet. Be sure to congratulate John on his accomplishment.

In October we had a great turnout for the annual Chapter Meet at Bozarth Chevrolet. Details of the meet can be found in Jack's Judging Chairman's report later in this edition of the High Plains Shifter. Thanks again Jack for putting on the judging school and doing a great job coordinating the Chapter Meet and thanks go out to Bozarth as well for providing us with a great place to hold the meet.

In case you missed it the most recent Chapter Flight Award banner that we received at the National this year was on display at the Chapter Meet. This banner is different now in that it is not for a specific year and is to be used for multiple awards. Hopefully, we will win the award again and add the specific years to the new banner as we move forward.

That's it for now. Hope to see you at the November and December events.

Rick Reiff
Chairman

Vice Chair Report

By John Marsico

I hope many of you had the opportunity to enjoy the beautiful fall colors this season from behind the windshield of your Corvette. I know those folks who drove to Albuquerque in the Kazmierzak and Ridge caravans were treated to stunning vistas. This newsletter message, however, is not about sightseeing or the weather.

I wanted to take a moment to share my experience to date using the new process which allows members to access the NCRS Official Shipping Report service. My interest is in documenting my 1962 Corvette.

Just a bit of background for those of you who might not be aware of this new NCRS service. Our national organization was fortunate through many contacts and channels to receive the official shipping information for Corvettes built in 1962 after production # 6000 through 1975 from GM. This information contains the official production date of the car, the official dealer code and zone number, and the city and state where the Corvette was originally delivered. This report can be ordered directly from National Judging Chairman, Roy Sinor, for the small fee of \$40.00.

I ordered the shipping data report on Monday, October 4, 2010. I received the official report from Roy on Friday, October 22, 2010. I was quite pleased with the speed with which I received the information. I think the turn around time was fantastic considering Roy had processed 725 requests from October 1 through October 22.

The information contained in my report detailed that the car was built on July 6, 1962, sent to dealer number 495 located in zone 7. The dealer was Mohr Chevrolet located in Dallas, Texas. I learned, doing some quick Google searches, that Mohr Chevrolet is no longer in business. Feeling like I was at a dead end again, I reached out to our national members asking if anyone had any information on this dealer. The response to my inquiry has been quite interesting. I have received many suggestions and avenues I can pursue in the Dallas area from a number of Texas NCRS members. Based on one suggestion, I have been in contact with the managing partner of a Chevrolet dealership who is attempting to track down for me any information from city archives that I might be able to use in my attempt to learn about the car's early life.

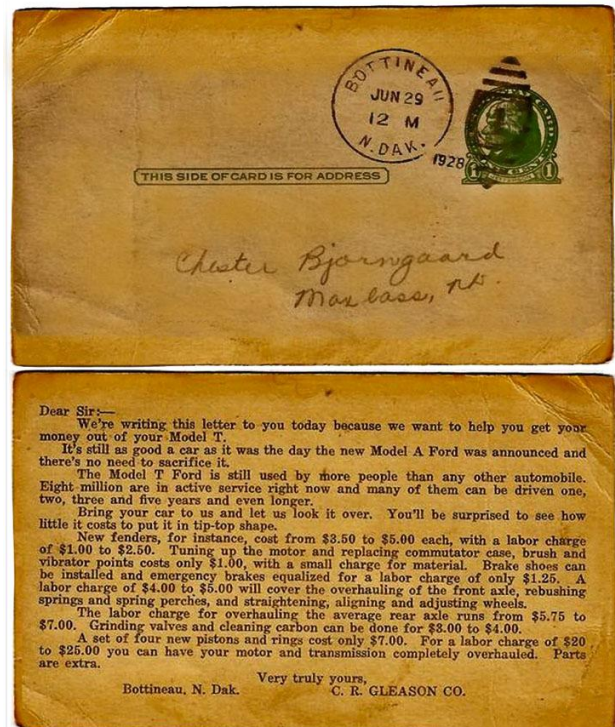
I know the history of the car from February 1967 with all supporting titles, but the early years remain a mystery. If I am completely successful in learning the history from July, 1962, to February, 1967, that may be a future Vice Chairman's Message. In the meantime, if you have a car from mid 1962 through 1975, and don't have much information, go on line and order a report from Roy. The search can be interesting.

Until the next issue,
John Marsico
jmarsico@frii.com

Editor's Corner

By Dennis Dalton

We made it! We have reached 6 tech articles for the year published in the newsletter. Thanks to John Marsico, Jim Hilton, Dennis Kasmierzak and myself.



1928 Car Repair Mailer; Automotive repair advertisement in 1928... Sent on a penny postcard. (Courtesy of Dennis Kasmierzak)

Membership/Top Flight Chapter Award Report

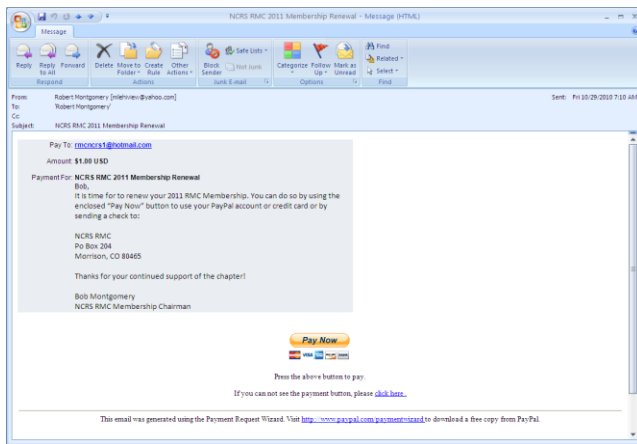
By Bob Montgomery

Wow, November 1st has arrived much sooner than I expected this year! Chapter membership stands at 128 as of 11/1/2010. The newest members to join the chapter are:

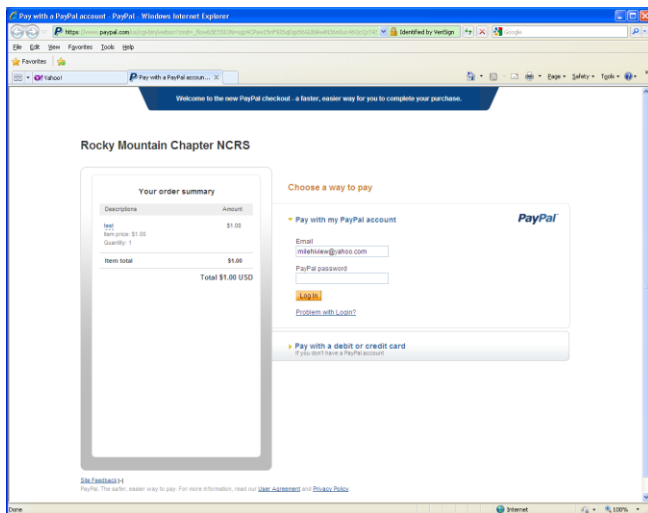
Shelby and Mary Hood, Evergreen, CO
1966 427/425 roadster
Bob and Margie Dugan, Boulder CO
1973 and 2003 coupes
Welcome to the chapter!

Membership Renewal News!
November/December is our normal time to renew your RMC membership. This year we have the ability to renew on-line using your PayPal account or a credit card via the secure PayPal site. You can still send a check to our PO Box as well. Here is some specific information about the on line method.

I will send out an email to everyone I have a valid email address for. It will look like this:



All you need to do is select the “Pay Now” button and you will be directed to the PayPal secure site. At this point you will have the opportunity to login to your PayPal account or select the Credit card payment here:



The screens presented either way are self explanatory. Your payment will be deposited directly into the NCRS RMC PayPal account and our treasurer will credit your RMC account. Simple as that! If you would like a PDF file with all of the screens and instructions email me and I will send it to you.

An as always, you can send a check to our PO Box

NCRS RMC
PO Box 204
Morrison, CO 80465

If you would like a copy of the chapter 2010 membership roster, just drop me an email and I can send you an Acrobat PDF file to you or we will have hard copies at future chapter events.

On the Top Flight Chapter Award front, a reminder that every time you attend a chapter event, drive your Corvette to an event, participate in a judging school or meet, write a technical article for this newsletter we can apply your activity to the award. Thanks for your outstanding support of the chapter!

Thanks!

Bob Montgomery
milehiview@yahoo.com

RMC Judging Chairman Report

By Jack Humphrey

It's officially Fall now and the summer is behind us. The New Mexico Regional meet was WELL attended by RMC folks and it was an EXCELLENT event! Plus, we conducted a judging school and chapter judging meet at the local level. Here's the news.

New Mexico Regional

Dennis Kazmierzak lead an RMC road tour to Albuquerque that was well attended by RMC folks. While the drive could have been 'knocked out' in one day, the road tour took it's time by making an overnight stop in scenic Santa Fe before pressing on to the Regional.

The award banquet was interrupted by the host hotel's fire alarm sounding. But, I think my notes survived intact!

John Marsico received his Master Judge black hat. Congratulations, John!

We had three members participate in the Sportsman event: John Hilborn, Dennis Kazmierzak and Dan Termeer and pick up their green ribbons. Nice work guys.

Roughly one third of the meet's Flight Judging field was supplied by folks from our neck of the woods. Here's my recollection of the meet award results:

NCRS Member	Year of Car	Award Earned
Ron Beggren	1995	Top Flight
Steve Benson	1976	Top Flight
Jeff Eggemeyer	1966	Top Flight
Shelby Hood	1966	Top Flight
Bob Murphy	1965	Top Flight
Don Hines	1965	Top Flight
Chuck Banks	1965	Top Flight
George Michaels	1965	Top Flight
Ron Walker	1963	2 nd Flight
Vernon Randel	1963	Top Flight

September Chapter Judging School

On Saturday, September 18th I conducted a judging school at Corvette City. The school was in PowerPoint format and focused on the newly released 8th Edition of the NCRS Corvette Judging Reference Manual.

This version of the book might be considered revolutionary instead of evolutionary for several reasons. First and foremost is its adoption of ethics rules for both judges and owners.

New 'teeth' have been adopted here. The club provides penalties that include membership suspension/revocation and a proviso for cars being branded as 'counterfeit' in the NCRS data base.

Plus, standard deduction provisions have changed, some significantly. We now formally recognize CDCIF as the primary method for computing originality point deductions. In the past, this method of scoring was an NCRS 'policy' instead of a hard rule.

All who attended school have been turned in and accepted for judging credit via the new on-line reporting system.

October Chapter Judging Meet

Our meet was held at Bozarth Chevrolet on Sunday, October 24th. The weatherman cooperated and while there was a 'scare' of mountain snows invading Denver, the threat was avoided!

I was initially concerned that our shift from Winter/Spring to Fall might not be well attended,

especially in the wake of nearby Regional Meet in New Mexico. My fears proved to be unfounded!

We had 12 cars for Flight Judging, 5 cars participate in the Sportsman Award, two Mark of Excellence display cars and another two general display cars for a total meet field of 21 Corvettes. This was an EXCELLENT showing!

The registration count was 55 members (excluding guests of members) and we were a busy group at Bozarth. We had 43 members work and earn judging credit at the meet and another four members run tabulations for a meet participation total of 47.

We also garnered out-of-area participation with attendees from Lawrenceburg, Indiana, Ft. Dodge, Iowa and Colby, Kansas. The first two of these members brought their cars for Flight Judging!

Here are the meet award results:

NCRS Member	Year of Car	Award Earned
Jerry Peterson	1955	2 nd Flight
Jerry Peterson	1957	Top Flight
Walter Seeds	1960	Top Flight
Anatoli Polewik	1962	2 nd Flight
James Butters	1963	2 nd Flight
Ron Walker	1963	Top Flight
Bill Bruhn	1964	2 nd Flight
Dave McReynolds	1966	2 nd Flight
Mark Lehrner	1967	2 nd Flight
Robert Dugan	1973	2 nd Flight
Chuck Banks	1992	Top Flight
Eckhard Pobuda	1992	Top Flight
John Hilborn	1963	Sportsman
Steve Beatty	1991	Sportsman
Bob Montgomery	1996	Sportsman
Tom DiRito	2004	Sportsman
Dan Termeer	2006	Sportsman

My conclusion is this was a successful meet and there IS a demand for Flight Judging services in the autumn!

Going On-Line

All who participated in the Fall judging meet for judging/tabulation service have been turned in and accepted for point credit. RMC was one of the three chapters participating in the beta testing of NCRS National's new on-line event registration service. That merits a few more words.

First, about half of those who registered for the meet did so via the new on-line system. The system was NOT without errors of commission/errors of exception.

During the first few weeks of use, I averaged roughly 0.7 incident reports per day to the NCRS IT staff. This was based on both my observations as well as timely feedback from those of you who actually used the on-line system. The IT staff addressed and FIXED every one of our comment/critique issues and did so within 48-hours.

My past industry experience tells me you simply can't expect better/faster support service regardless of the size/experience profile of a given organization's IT staff!!!

Is the on-line event registration system fully complete and debugged? The answer is no. But, it's alive and well and growing/maturing. A few major issues were intentionally tabled for the beta test period and these are being worked now. Specifically, the system allowed on-line payment via PayPal with the funds tendered being 'pipelined' to the sponsoring chapter. That went without a hitch, but it left a major question/issue open. The issue is what do you do in the case of a registrant who changes their mind about a cost item AFTER they've registered and paid? The test system was uni-directional in terms of cash flow. That means NCRS National could not access the chapter's bank account and withdraw funds. It could only make deposits. So, there was no provision for certain registration elections or changes/edits AFTER the initial on-line registration. We really weren't affected by this limitation during our test use, but I do see the need for a change/edit function and comprehend the complexity involved in its implementation...

After the meet, I was DELIGHTED to find the IT staff had planned for and implemented meet close-out facilities. When I went to input the members who'd earned judging/tabulating credits and report on the cars judged/awards earned, the system had already anticipated I'd be doing this. My work load was reduced to simply clicking on a given member or car and keying in the needed data fields. Hey guys, that was smooth, simple and GREAT!!!

One last comment. During our interaction with the NCRS National IT staff and setting up this on-line event along with its PayPal link, Gary Chestnut, gave us a 'hint'. That was disclosing a 'wizard' utility PayPal offers to help automate payment. Our membership and treasury chairs are experimenting here to see if it's possible to use this utility to automate RMC membership renewal. What's unique about this PayPal utility is it appears to accept credit/debit card payment WITHOUT the need for the submitter to be a PayPal member...

Followup

In the last issue, I mentioned two new NCRS services scheduled for early October implementation:

- (1) Corvette Shipping Data Report.
- (2) Corvette Document Validation

Both services have launched and the NCRS Technical Discussion Board has been LOADED with posts from members who've finally found their cars' ordering dealership. Unfortunately, just knowing the dealership that originally purchased and received the car does NOT confirm what dealer actually sold the car nor who the original buyer was...

Dealers then, and now, can/do 'trade' inventory. Plus, the Shipping Data Report does NOT tell you the configuration of the car. It simply tells you VIN XYZ shipped on date XX/XX/XXXX to dealership ABC at thus and such address. But, hey, that's a START!

Some who've posted positive data base finds indicate they've been looking in the wrong place for a long time. A few actually had prior information from the NICB (National Insurance Crime Bureau) that was WAY off the mark in terms of the dealership/City-State of the car's original delivery. That goes to show you, computer data bases aren't error free. Unfortunately, knowing today who the original ordering dealer was 30-50 years ago isn't all that helpful. MANY of these dealerships no longer exist. And, those who are still in business probably don't have records going back that far...

Roy Sinor made two interesting comments in his talk at the New Mexico Regional. First, the Shipping Data Report comes from microfiche records found at the GM Heritage Foundation. Those records had to be scanned and converted from microfiche to computer digital format. Some were in very POOR condition and not fully readable. Therefore, there's no guarantee that your car isn't one of the approximately 10% that didn't scan/convert properly. If this is the case, it's NCRS policy to refund the \$40 service fee.

The second information tidbit dealt with VIN versus ship date consistency. Roy mentioned that after the data conversion was done, the data base was tested in several ways. One was a chronology review. There, it was observed that VIN numbers were GENERALLY found to be in numeric sequence versus ship date, BUT there were gaps/holes. That means we found the numeric VIN sequence 'broken' here/there by one or more serial numbers. Then, the 'missing' serial numbers would show up maybe 2-10 days later in terms of their ship dates.

Roy's conclusion was these sporadic 'gaps' in VIN sequence were caused by cars randomly being pulled from the line for major repair service. That makes sense to me. It also suggests something else about restoration and judging. First, do NOT presume a given car's build date can be reliably predicted by a 'birthday calculator! Your car may be an exception to the linear output assumption of the calculator...

I'd always suspected the various birthday calculating resources weren't entirely accurate. I've viewed them as 'perhaps' being accurate at an official GM accounting point (end of month), but not necessarily accurate between month end points. Roy's comment confirmed my thoughts. We DO see a 'spread' in terms of dated part usage. Observed date codes don't closely conform to the average 6-8 week prior to final assembly interval. That's one good confirming vote for our judging policy on dated parts falling in a 0-6 month interval prior to final assembly. However, the new Corvette Shipping Report service can confirm your cars' actual 'out the door' ship date. You just might find there's supporting evidence for this/those dated part on your car that defies our normal production expectations!

Looking Ahead

There are no more judging items on tap for the balance of this calendar year. In January of 2011, I'm scheduled to provide a 'Part 2' judging school on the new Judging Reference Manual.

There, we'll look at changes made to the second half of the book. Plus, we'll focus on the various award/recognition programs NCRS offers. So, for now, happy holidays folks!



Peter Gregory all decked out getting ready to judge at the chapter meet at Bozarth! Ed.

My Bucket List

By Fred Koenig

I turned 65 years old in January 2010 and retired from the working world. I am the proud owner of a 1962 Red Corvette since 1983. One item on my bucket list of things to do in retirement was see the N.C.R.S. museum and the Corvette production plant in Bowling Green, Kentucky. So I set out to get the 62 ready for a trip back East come summer. Besides the regular oil change, adjust the valves, change the plugs, and check all fluid levels. I changed out the original 1962 aluminum radiator installed 4 new 215 70 R 15 tires and American 5 spoke mag wheels. Put on new windshield wipers, fan belt, radiator hoses, thermostat, and distributor cap. I pulled out the 3:70 posi rear and put in an open 3:36 looking to get better mileage. I had completely rebuilt the original 340 H.P. 327 motor in 2006 and had about 7,000 miles on the rebuild. I signed up to attend the SACC meeting and Corvette Homecoming in Bowling Green, KY. In July. I also asked my wife of 42 years if she would like to take a little ride with me to KY.. Her answer was "have you put air conditioning in that car yet?" I said "no" and she said "no". But told me to call every night while I was on the road.

Sunday 7/11/10 I left Loveland, Colorado and headed for Bowling Green, KY.. Drove to Manhattan, Kansas 559 miles averaged 16.3 MPG the first day in 90 degree weather. In KS. I noticed I was getting pinging when I pulled out of gas stops. I do run a lot of advance timing living in Loveland, Colorado (4984 feet above sea level) about 16 degrees up here in the thin air. I rolled the advance back (Thank you Gary Steffans) and the pinging stopped as I started going lower in altitude.

Monday 7/12/10 drove to just outside St. Louis, Missouri 389 miles averaged 14.2 MPG. Another day in the 90's It poured rain all night there and when I came out Tuesday. the interior and trunk were soaked. C1's are not known for their tight sealing against any weather.

Tuesday 7/13/10 drove from St Louis, MO. to Bowling Green, KY. 331 miles averaged 15.1 MPG another 90 degree day but now encountered 90+ % humidity also. I was 1280 miles from home I started to think maybe the wife was right AC would be nice.

Wednesday 7/14/10 - Saturday 7/16/10 I visited the Corvette assembly plant and the NCRS museum twice attended the SACC annual meeting and the Homecoming. It was in the 90's with 90 + % humidity

all that time. I did not record mileage or MPG's as all driving was in city limits.

Sunday 7/18/10 Left Bowling Green, KY. and headed West to go home. During a thunder storm in St. Louis, MO. The drivers windshield wiper flew off and is still some where on I - 70. With the wipers turned off I had to rely on the Rain X to get me through St. Louie. I probably should have done the inside of the windshield with it also. As I stated previously C1's were built on a looser tightness scale than today's Corvettes. Drove 694 miles averaged 13.7 MPG.

YOM (Year of Manufacture) License Plates

By John Hilborn

(I had heard that John had a connection for obtaining NOS plates for your Corvette. In my conversations with John I found out that the process through the DMV is very specific and I felt it was a real benefit to share that with the members. There are 4 documents needed to complete the process. The one's I received from John could not be configured legibly for the newsletter. One of the 4 is already on line at the club web site for download. The following is John's email to me. Ed.)

The process itself is not too difficult and I will outline it as I did it. The ONLY DMV OFFICE IN THE STATE that this plate conversion can be done at is located at 1881 Pierce St. Lakewood, CO 80214 (303) 205-5691 Hrs. M-F 8:00-5:00. This office is located approximately four or five blocks north of Colfax on the West side of Pierce St. with the main entrance on the West side of the building, (so don't bother trying your local DMV, most of them have no idea that this can be done any way). There is an information center that will direct you to the window that does this procedure. The items you need to have with you are: the current registration of the "collector plates", proof of insurance, your ID, and the plates that you are planning to use on your vehicle. They make photo copies of all of this information for their records and then will issue you another registration for the YOM plates you plan to use. The YOM plates are then applied to the vehicle, and the original "collector plates" MUST stay in the vehicle as they are still the primary plates registered to the vehicle. As of now there is no additional charge for the YOM and it took about a total of 15-20 minutes to get the paper work done and be on my way. If you have any questions after you have viewed the enclosed documents feel free to contact me at (303) 730-0907 or john.hilborn@millercoors.com and I will try to help answer any questions you may have. I also have a contact that has NOS Colorado license plates if you are interested.

Sincerely,
John Hilborn

Bolt Extraction made Easy – Sort Of:

By Jim Hilton

Don't you just hate it when you're trying to get an old, rusty bolt out of your Corvette and the socket rounds the head? Oh darn (I actually use some more descriptive terms) now what the heck do I do? Currently, I'm in the process of taking the body off the frame of my '69 Big Block Convertible. The body mounting bolts are not fun to get out (I'm sure some readers can testify to this) they are usually rusted after many years of taking abuse. A case in point: The bolt shown in the following image is the number 8 bolt on a convertible and is located inside the car behind the kick panel.



The heads a mess and it's in a tight spot bumper. The socket to the left of the head is a remedy for this situation. It's called "Bolt-Grip" by Irwin. It's designed like a reverser easy-out, thus it screws or taps on to the messed-up bolt head. With this bolt I used a 7/8" x 1/2" drive socket and the bolt came right out, sweet. On a few of the other body bolts rounded or not I used the "Bolt-Grip" just to get better purchase and more torque to the bolt threads.

This is a great addition to your tool box, if you don't already have it. I bought mine at Home Depot at a cost of \$20.00. A friend of mine in Australia has a '69 like mine and is pulling the body too. He had two mounting bolts that he could not get out. I told him about "Bolt-Grip" he bought it (\$50.00 down under) and in 10 minutes both bolts were out (good-on-ya mate).



Here's the set for \$20.00. Irwin sells an expansion set (fills the empty spots on the left) for \$12-\$15.00. Also, when working with these rusty bolts you can use heat from a butane torch (watch the fiberglass it hates to be hot); 1/2" breaker bar; appropriate strong pipe and a good penetrating oil like "PB Blaster". I hope ya all don't run into any misbehaving bolts, but if you do may be this article will help?

Merchandise

By Wayne Pendley

REGIONAL

Hats	\$16.00
Shirt	\$20.00
Polo Shirt	\$40.00
Hat Pin	\$3.00

CHAPTER

Grey T Shirt Short Sleeve	\$15.00
Grey T Shirt Long Sleeve	\$18.00
Denim Shirt Short Sleeve	\$31.00

Denim Shirt Long Sleeve	\$35.00
T Shirt with Pocket - Black	\$15.00
Polo Shirt Short Sleeve	
White & Blue	\$30.00
Polo Shirt Long Sleeve	\$35.00
Grey Sweat Shirt	\$20.00
Chambrey Shirt	\$30.00 XL \$32.00
Shopcoat	\$35.00
Black Apron	\$16.00
Hat Black / Stone	\$15.00
Hat Charcoal / Blue	\$15.00
Hat Blue / White	\$15.00
Hat 2-tone brushed twill	\$13.00
Challenger Jacket	\$50.00
Hat Pin Chapter	\$3.00
Knife	\$3.00
Window Sticker	\$3.00

These items make great gifts! I can send this merchandise UPS. Call Wayne at 303-981-8140 or email sunvett62@cs.com or:

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Phone: (303) 748-8235
e-mail: Dennis_JK@wispertel.net
e-mail: DKazmierzak@NCRSRMC.org

Membership Items for Sale

July 2010

Midyear suspension parts . Set of 4 new current GM replacement AC Delco shocks w/correct paint and stickers \$110. Restored 9/16 OEM rear sway bar\$125. Restored(see spring 2005 Driveline article on this spring restoration) 9 leaf standard rear spring\$350. One NOS GM service replacement HD rear 7 leaf spring with original stenciled part # in tact , \$300.

Dennis Dalton 719-583-2565 home, 719-251-2033 cell

Membership in the NCRS is open to persons interested in the restoration, preservation and history of the Corvette produced by the Chevrolet Motor Division of General Motors Corporation from 1953 through 1982. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Rocky Mountain Chapter of the NCRS is open to all members of the NCRS National organization. Dues are \$30.00 for the first year, and are \$20.00 per year for renewal. First year dues entitle the new member to a Chapter ball cap and membership nametag.

Advertising in the Rocky Mountain Chapter Newsletter is free to all active members, for all Corvette related

items or Corvettes for sale. Commercial advertising rates for the Newsletter are \$15.00 for a business card, \$25.00 for a ¼ page, \$40.00 for a ½ page and \$60.00 for a full page. All rates are quoted for 6 issues or one-year printing. Contact the editor for further information. All editorial material can be sent to the editor.

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