



Letter from the Prez

Welcome to springtime in Western New York. Rumors of our cars never getting back on the road have been exaggerated. Our seasonally affected driving problem is soon to be a thing of the past. We've had some good rains over the past few weeks and the leftover road salt has been washed away (not that we couldn't get some more snow for the next month or so). But for now, the roads are in good shape – other than for what seems to be a greater than normal number of potholes left from the scourge of road salt and the expansion and contraction of asphalt surfaces during the winter. You would think that with the technology that we have today that someone could come up with roads that aren't affected by salt or with salt that doesn't eat roads, or some combination in between. We've been teased with a couple of days at or above 60 degrees, and the lure of getting a car or two out the bag is getting stronger by the day – it must be the influx of Vitamin D from the sunshine that has rained upon us. Today was a perfect day to clean up the inside of our year round rides (otherwise known as the van and the 5 speed hatchback) and to purge the remnants of winter from the garage. With tomorrow also forecasted in the low 60s, we already have plans to free the '06 Lemans Blue Metallic convertible from its protective yet captive Car Jacket, where it has been tucked away for its long winter's nap for the past 4 ½ months. It's always a great experience to unclamp the bag, unroll the ends, unzip the bag, and once again see that the car is still there, and that the color has not changed (in fact, it somehow it looks better and brighter each spring). Some years I can swear that I see the car smile and hear it breathe a sigh of relief when it is released from its winter abode. I figure that the Millers are within 2 weeks of making the annual trek to the DMV for the requisite license plates to legitimize the car for another season. In spite of the anticipated delays incurred while performing the DMV ritual, I have to say that it can't come soon enough.

While we are all thinking about having our cars re-born for another season, I have a request that I want to make to all Western NY NCRS Chapter members. It has to do with our www.wynncrs.org Chapter web site and our Crossed Flags Western NY Chapter Newsletter. Ray Carney, our Chapter Webmaster and resident "Expression" extraordinaire, continues to do a great job in creating and maintaining our Chapter web site. Rick Casper, our Crossed Flags editor, has similarly done a great job after volunteering to step in to the position previously held by Jim and Nancy Frakes for so many years. However, in order to keep our site interesting (and a web destination that people bookmark and return to) and our Newsletter at a consistently high level of quality, both need to have a continuous supply of new material. That is where you, all Chapter members, and I come into the picture. Ray and Rick need articles from you that describe virtually any aspect of your experiences with your Corvette. Technical articles that describe a restoration project you completed or are working on are always good candidates for submission. So are articles that describe various types of Corvette information that you have uncovered that would be great to share with others. The same goes for articles that describe social events you drove your car to, those awesome cruises that you enjoyed, or other human interest aspects of your car, its current or previous owners, where you have driven and other enjoyable times you have had with your Corvette. Pictures are especially great to have, as they are one of the primary reasons that bring viewers back again and again to a particular web site or newsletter. Ray has added a Members Rides section to the newly remodeled site, and I noticed that many members have already sent Ray pictures of their cars. That is GREAT!!! Keep it up. So, in order to maintain our high level of top flight content in both venues, everyone is asked to send Ray (ray63@rochester.rr.com) and Rick (r333mc@yahoo.com) pictures or an article for displaying on our web site and including in our Crossed Flags Newsletter during 2008. Thanks for your help. And have fun bringing your car back to life this spring. Something tells me that it won't take much more than the first ride around the block to get reacquainted for another season of "Great Cars and Great Friends".

Officers – Info

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Upcoming Events

Saturday May 3rd, 2008 - 9:00 – Till
Transmissions Rebuild Tech Session
Lead by Richard Denison – see p. 12
Ed Krenzer’s Garage
Mariatta Drive in Sodus, Pt. NY

Saturday, June 7th WNY Chapter Judging Meet
Liverpool, NY
See Page 13 for Registration & Details

Help Wanted:

Gene is still looking for someone to act as an assistant judging chairman to provide expertise in the C4 and C5 areas. Anyone with any interest in Corvettes of these years please contact Gene Manno at GMVette@rochester.rr.com .

WELCOME to New Members

Phillip Martinez, Groten, NY

Matt Kajadasz, Cicero, NY

Don Smith, Clarence Center, NY

NCRS Board of Directors Meeting

March 28, 2008

Jeff Cook was re-elected financial officer. President Vito Cimilluca reappointed Mark Lincoln as vice president and national activities chairman, Cece Nelson as secretary, Jeff Cook as business manager, Roy Sinor as national judging chairman, Gary Mortimer as merchandising and membership manager, John Pirkle as National Corvette Museum representative and Carlton Colclough as public relations coordinator.

Reconfirmed by the Board: Vinnie Peters Restorer Editor, Eric Mortimer Driveline Editor.

Re-appointments to the Publications Committee: Dick Whittington as Chairman, Vito Cimilluca, Mark Lincoln, and Jeff Cook.

Vito announced the board was very excited about launching the new Technical Discussion Board on March 1, 2008. We presently have 1500+ members signed on to the TDB.

Howard Hoover and Mike Bailey from the Michigan Chapter presented a proposal for the 2011 National Convention. The board voted for the 2011 National Convention to be held at the Rock Financial Showplace in Novi, Michigan. The board selected Howard Hoover as the Convention Chairman for 2011.

Wendell Strode, Executive Director of the National Corvette Museum addressed the board with details of the museum's expansion. Wendell stated the NCM was "committed to retain an NCRS presence" at the museum however, he was unable to commit to any details. He also stated the principle reason for the new addition is to allow for the library and archive to be situated in the expansion project of the museum. It was noted that only 10% of the new space would be utilized as the library and archive section of the expansion.

The board approved the purchase of new computer equipment for our Cincinnati membership and merchandise office.

The board voted to support six regionals for 2010. The regionals will be held in the following sites: Kissimmee, FL January 20-23; Gettysburg, PA April 29-May 1; Des Moines, Iowa May 20-22; Bend, Oregon Aug 19-21; Canal Winchester, OH Sept 9-11; Albuquerque, NM Sept 30-Oct 2.

The board agreed to a proposal for a new printing process of the Restorer Magazine. The board also agreed to change the publication date of the second issue of the year from May to March.

IT Policy:

The board agreed to the following proposals and policies:

Agreed to the Technical Discussion Board abuse policy (this is the agreement that you check off when you sign on to the TDB to receive your password)

- Agreed to a 31-day "read only" trial period for non-members on the TDB.
- Agreed to add a page on the web site to allow links for Driveline advertisers, this will not be an endorsement of an advertiser but an added feature for buying advertisement in the Driveline.
- We will be updating the on-line store to make it easier to purchase NCRS merchandise.
- The board agreed to run a test trial of the Driveline Magazine on-line. This trial period will allow us to work out the bugs and determine the feasibility for the on-line Driveline.
- The board-revised bylaw 15.1

ARTICLE XV – CHAPTERS

- **15.1** A group of 25 or more NCRS Members can apply for recognition and charter as a Chapter of
- NCRS. At least 25 of these members must reside in the same general geographic area as the proposed new Chapter.*Chapter requests shall be made on the Chapter Application Form obtainable from the Regional Representative. A Chapter will be granted a Chapter Charter only after a one year probationary

period and after meeting and demonstrating observance of the Chapter Manual. Chapter Charters are for one-year periods and will be renewed on an annual basis providing the Chapter has observed the provisions of the Chapter Manual.*The chapter manual will be changed accordingly

- The board voted to grant full chapter status to the Dutch Chapter.

NCRS Foundation

- The board agreed to develop a web page for the Foundation at www.ncrs.org . The web page will include the mission statement, scholarship fund information and will also have information on opportunities to donate.

Our next board meeting will be held on July 25th in St. Charles, MO.

WNY Triple Event Review in January

By Richard Denison

On January 26th, the Manno's agreed to host a three-part session with approximately 26 members arriving during the course of the day. The first part was to view the NCRS DVD on paint judging, always a controversial subject. As the narrator explained "you are not expected to be an expert on paints, and therefore do not need to know whether the paint is lacquer or single stage, but must be able to decide if the paint appears to be similar to what was used at the factory". Gene often stopped the DVD to add thoughts and get a discussion going. Though sometimes long and tedious, the discussion got us all involved and made us aware of paint judging criteria. The next stop, which was a continuation of the painting DVD, was to visit Gene's projects in his garage. Currently, he is working on completing Ric Rivette's '64 car that has been in restoration for several years. The paint job was done by no other than Bob Tuchrelo, and as we know Bob and his restoration skills, this car is gorgeous. The question was asked if the paint appeared to be what was used at the factory. After looking at door jams, looking for orange peel (none), and looking for raised edges, we had mixed opinions. But it is lacquer, sanded with 1500 & 2000 grit and then polished with 3 grades of compounds.

The second session was our social featuring mild and hot chilis and Italian wedding soup. Dessert was an assortment of cookies and other great "lo-cal" goodies. Recipes were given to be shared.

The third session was technical. Gene demonstrated, on the dining table, how to rebuild an alternator. He had one completely disassembled and showed us how to clean it, plate parts, make new diodes look correct and reassemble.

After all of this, our bellies were full and our heads were full. Thanks Sue and Gene, we had a great time.



Ric Rivette, Gene Manno, Igor Janokovic



Ken Kaczka, Gene Manno, Igor Janokovic



Judith LaManna-Rivette, Cheryl Fickeisen, Linda Green

Best Dessert Selection

By Susan Manno

To all who made desserts and brought them to the January event I have to apologize. I did not get them packaged and sent to Jim and Nancy Frakes for judging. I knew they were out of town for the week and by the time they were going to be returning the cookies were not going to be fresh. I apologize that I didn't get them in the freezer but I will be honest, I just didn't get the job done. Simple as that. What I can tell you is that I tried them all and they were all wonderful. That is why I have asked for recipes of and included the ones I received. I am also requesting forgiveness of those who made cookies and to Jim and Nancy because you never received your cookies.

MOLASSES CRINKLES

Oven 375

Bake approx. 10 minutes.

From Linda Green

- 3/4 cup margarine or butter
- 1 cup brown sugar (packed)
- 1 egg
- 1/4 cup molasses
- 2-1/4 cups flour
- 1/4 tsp. salt
- 2 tsp. baking soda
- 1/2 tsp. cloves
- 1 tsp. cinnamon
- 1 tsp. ginger

Mix butter & brown sugar, mix in egg, then molasses.

Mix dry ingredients together, and add to first mixture.

Shape into balls. Dip tops into sugar.

White Chocolate Cherry Chunkies

Oven 375

Bake approx. 11 – 13 minutes

From Sue Reville

- 1 stick butter, softened
- 1 cup packed brown sugar
- 1 cup granulated sugar
- 2 large eggs
- 1 teaspoon vanilla extract
- 2 cups all purpose flour
- 1 teaspoon baking soda
- 1/2 teaspoon salt
- 2 tablespoons milk
- 1 cup chopped pecans
- 1/2 cup maraschino cherries
- 1 1/2 cups white chocolate chunks

In a medium bowl, cream butter & sugar together until light & fluffy. Add eggs & vanilla & beat until just combined. Set aside.

Sift together flour, soda & salt. Add milk to butter mixture & then add flour mixture. Mix until just combined. Batter should be stiff.

In another bowl, combine nuts, cherries & white chocolate. Then add to batter, stirring only to blend. Drop by heaping tablespoons onto a greased cookie sheet 2" apart.

Caramel Bars

Oven 350

From Sally Thom

- 32 individually wrapped caramels, unwrapped
- 5 tablespoons heavy cream
- 1 cup all-purpose flour
- 1 cup rolled oats
- 3/4 cup brown sugar
- 1/2 teaspoon baking soda
- 1/4 teaspoon salt
- 3/4 cup butter, melted
- 1/2 cup semisweet chocolate chips
- 1/2 cup chopped walnuts

Preheat oven to 350 degrees F (175 degrees C). In a medium saucepan over low heat, melt together the caramels and heavy cream, stirring occasionally until smooth.

In a medium bowl, stir together the flour, oats, brown sugar, baking soda and salt. Stir in the melted butter until well blended. Press half of the mixture into the bottom of a 9x13 inch-baking pan. Reserve the rest.

Bake the crust for 8 minutes in the preheated oven. Remove and sprinkle with chocolate chips and walnuts. Pour the caramel mixture over the top and then crumble the remaining crust mixture over everything.

Return to the oven and bake for an additional 12 minutes, or until the top is lightly toasted. Cut into squares while it is still warm.

[Making a Repro Jacking Instructions Label](#)

By Matt Surette

Last winter was an ideal time to redo parts of the interior of my 72. I decided that a good place to start would be the rear storage compartments. The lids, the trim and inside the compartments were faded and needed to be painted. A fresh coat of paint would make the compartments look like new but then there were the labels that needed attention, specifically the jacking instructions label. It was original but it was yellowed and buckled so I decided to replace it.

My first thought was to buy a repro label from one of the usual Corvette suppliers so I ordered one. It's a good thing it was really cheap because it wasn't even close. The fonts were completely different and the character spacing was way off. I did some more searching on the Internet and after coming up empty I decided to make my own repro label. Here's how I did it.

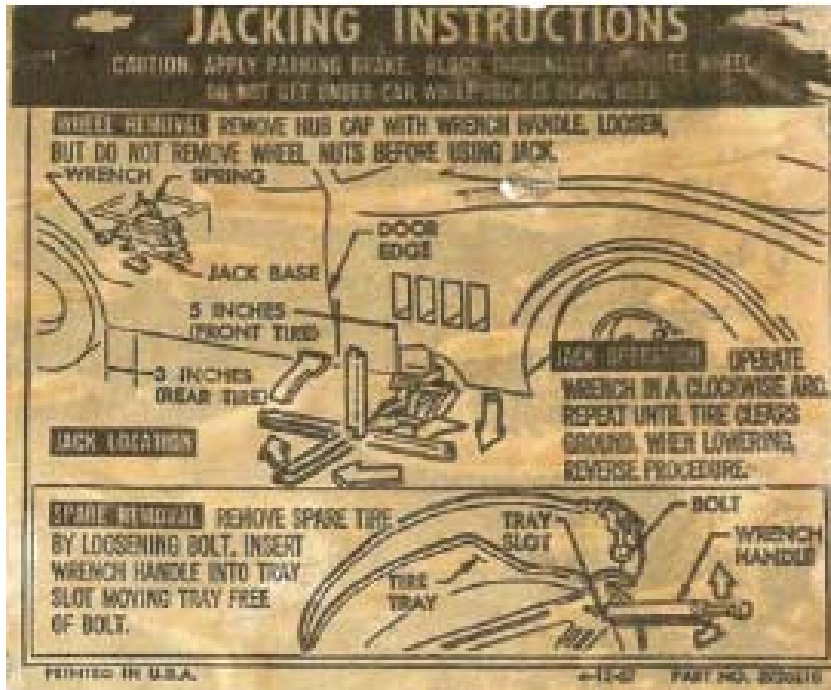
Remove the label from the compartment lid

The first step is to remove the label. It must be in fairly good condition to provide a good starting point. My label was yellowed and somewhat buckled but it was all there. I remove the label in a warm area so the glue was soft. I used a new razor blade and gently moved it under the label to remove it without ripping it.

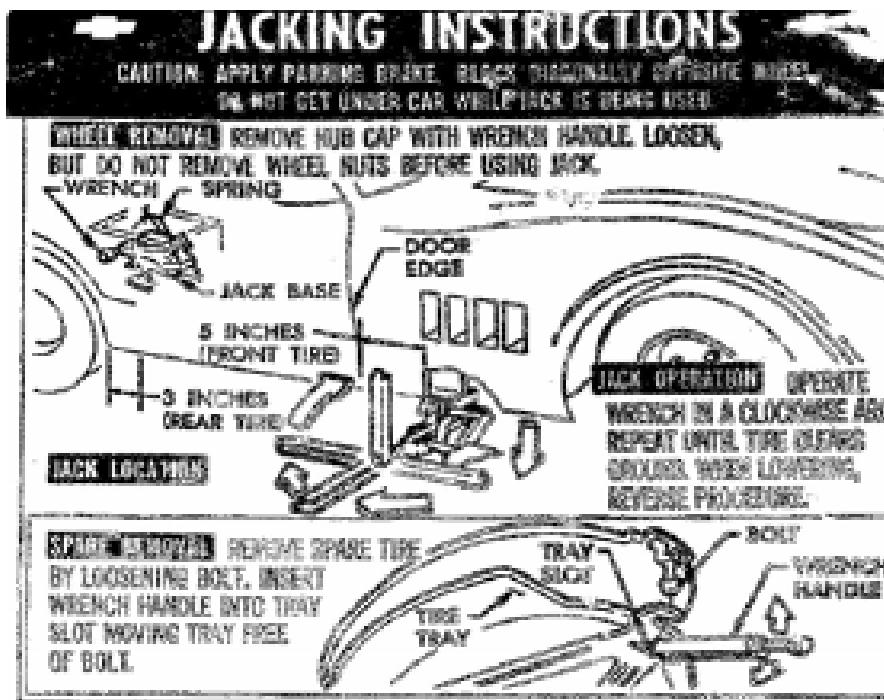
Copy the label and make it black and white

This step requires a scanner. I put the label on the scanner and scanned it into my computer. If the label is yellowed, like mine was, it will look like Picture 1 shown below. Obviously you can't use a yellowed label to create a new one so the yellowing has to be removed. I used the HP Image Zone software and edited the scanned image to remove the yellowing. In my software there is a special effect for black and white images called "Litho." When this

setting is applied to an image it changes it from color to black and white. The only problem with this setting is that it takes some of the color out of the black lines in the image. Picture 2 below shows the label transformed into black and white after the Litho special effect is applied. Notice that the black lines aren't very "crisp."



Picture #1



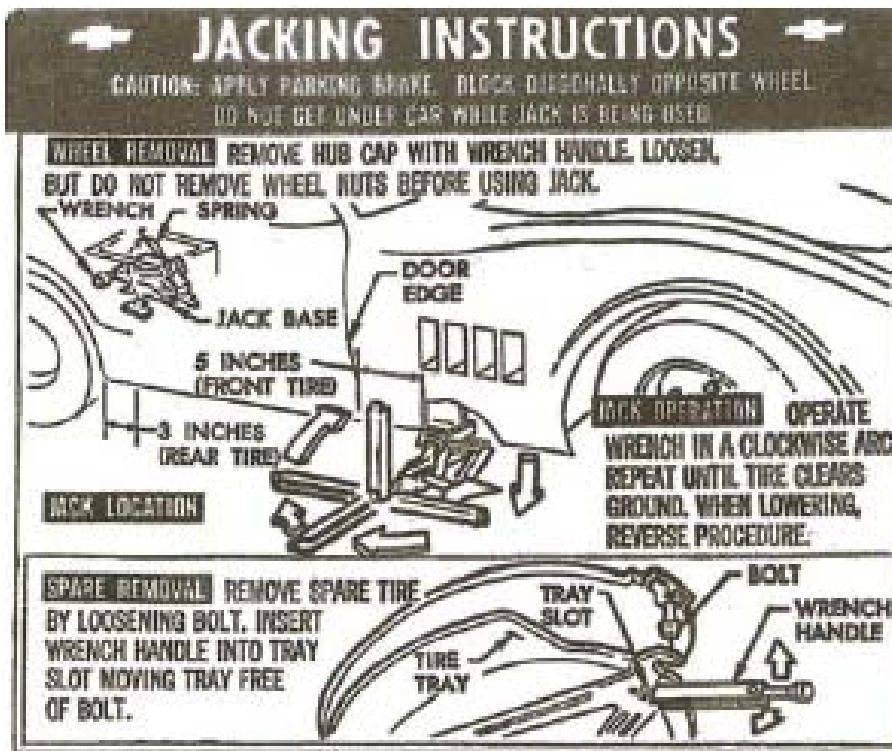
Picture #2

Get your crayons

Next came the fun, but tedious, part. Now that I had the image in black and white I needed to fill in all the missing parts of the black lines. I printed the image enlarged so it fit onto a piece of 8 ½ by 11 paper. Then I took a black Sharpie and filled in all of the black lines that had gaps. This took time and patience. It took me approximately four hours on a snowy afternoon to fill in all the black lines. I referred back to the original label to make sure I only filled in where appropriate.

Make your new label

After I finished coloring it was time to make my new label using a photocopier. I copied my label onto heavy label paper that I bought at an office supply store. I set the copy reduction to about 50% so the copy would be the same size as the original. Your reduction may be different depending on the copier you use. After the label was printed I used a paper cutter to trim the label to the exact size of the original. I then used scissors to round the corners of the new label just like the original. And finally, I sprayed a light coat of clear matte paint on the label to give it a slight gloss similar to the original. The picture below shows what my new label looked like when I finished.



Hey, you'll love this little story:

By Bob Rissberger

Part I: "Original '79 Corvette Found in the barn down the street":

We heard about an older Corvette for sale down the street, and decided to visit the owner. So we drove down, introduced ourselves, and told the owner that we had just hired his stepson who has a lawn service to mow our lawn this season. Then I said that Brian (the step-son) told us that the Corvette in the garage was for sale for \$2,000, and wondered if that was true. (Brian had used the words "Several Thousand Dollars").

Roger's response was . . . "I don't think it's worth that much"!! So we asked how much he thought it was worth. He said \$1,000, that he needed space in his garage, and that he would be glad to sell it for that amount!!

So like a dummy, (I tried to hide my surprise) . . . I said. . . OK, if you can start the engine, I'll buy it "as is"!!

Then I asked a few of the standard questions: Turns out it is a "One Owner" 1979, he bought it new, it was only driven about 6 or 8 winters, and was mostly in storage as he worked overseas for quite a few years and never got to drive it. It has about 108,000 miles on the speedo, has T-Tops, power everything, and is all original as far as I can tell. (You don't even open the hood to look for that price!) Deep navy blue. He says everything except the headlight closure mechanism works OK, and the car is all original . . . no modifications.

Just a small crunch in the front right fender that his stepson put in the car with his tractor and a tear in one seat.

That night Cheryl and I discussed the possibility that Roger might change his mind, or that someone else might scoop up this "find". So the next day I walked down after work and told Roger that I was willing to buy the car for \$1,000, even if it didn't run, that I had my check book, wanted to pay for the car, and had decided that its ability to run was not an issue. My son was a master mechanic and that we'd probably rebuild the engine anyway. His response:

"You gotta be kidding. I didn't really think you'd buy the car in the condition it is in!!"

So I was invited in, wrote the check, got the signed Title Papers for the transfer, wrote up a sales receipt, and agreed to pick up the car the following Saturday morning at 7AM.

Cheryl kept asking me if I was sure "we had a deal", and wondered about my "business sense" since I didn't even have the seller's phone number, even though he lived right down the street and I already had the Title signed over. I reassured her that Roger told me he was an "early bird", and that it was OK to come down at 7AM Saturday morning to pick-up the car.

So early on a beautiful sunny morning, we casually walked down the street to Roger's home. The garage door was open, and the Corvette had not moved. In fact, all the "garage collection" around it was still there. I picked-up his newspaper that was sitting in the driveway and rang the bell. We were pretty much holding our breath, as we were not sure if, for some reason, he might have changed his mind. Then the worst. After a few minutes, we rang the doorbell again . . . all to no answer.

Patience indicated that we should wander home, have a cup of coffee, and return in about a half hour. Not wanting to appear "pushy", we drove back at 7:30AM, and to our surprise and pleasure, Roger was clearing away the collection of mowers, roadway cones, and boxes that blocked the car into the garage.

We said good morning, and he couldn't have been friendlier. He had to pull his Explorer in next to the old Corvette to connect a set of jumper cables to the car we were hoping to drive away. Without any real fanfare he climbed in, turned the key, and after a couple pumps on the pedal she fired right up. He warned us that it "smoked a bit", and a blue haze quickly engulfed the garage. But she had a very strong and sweet tone. He pulled his Explorer out of the way, drove the dirty blue beast into the daylight, and let it idle.

I asked if he had the missing interior door panels, and he replied that they were stored above the car. As he went to get a ladder, Cheryl and I gave each other one of those loving mutual grins, touched hands, and then helped him get the panels down. Along with it came a plastic bucket of parts, mostly from the door panels, which we poured into the back of our Subaru. He was very kind, shook our hands again, and asked to follow us down the road with his Explorer as I drove the car home to be sure there wasn't any problem.

She smoked a bit, but had not been driven since 1997. As I drove the 5 houses home, I could sense her power. The “Low Fuel” warning light was on, and the Tach seemed to be stuck at 3700 RPM. The burning oil seemed to disappear as I pulled into our driveway. I shut her off, climbed out, and we both thanked Roger again. In a soft voice he said, “Best of Luck . . . Enjoy”, and was soon gone.

As I drove out, thoughts of “I just committed Grand Theft” went through my mind.

Our son Todd tells me the car is worth about \$5,800 in its current state, with no work to be done at all. If in “Trailer Queen” pristine condition, about \$29,000.

Some days you find a treasure in the “Barn next Door”!!

Next will be to go over the car and decide whether to quickly turn it for a profit on e-Bay, sell it on my street corner, keep it as a fun driver, or save it for NCRS Survivor Award status.

Part II: What we decided to do with our new find.

The car sat in our garage for about a year, and we were really too busy to even consider using it, so we decided to put it in the paper, and also to have it outdoors in our front yard, along a very busy road, with a “For Sale” sign affixed.

I also called my local garage, knowing that Mike was interested in the car. He and a buddy came down with a car hauler, with the intention of picking-up the car, dropping off some ca\$h, and making a street car out of the navy blue '79. Mike arrived, a very knowledgeable mechanic and “Chevy Man”, and quickly came out from under the car telling me it had a badly rusted frame, and had about a dozen major problems. He politely walked away, mumbling something about how it would cost more to fix than the car would ever be worth!!

As we were about to have a garage sale, we positioned it properly for quick sale, and after about a dozen “interested tire kickers” came by, a local Corvette Shop owner came by, asked a few questions, and offered cash of exactly DOUBLE our modest investment.

We took it, and the next Monday it was flat bedded away, never to be seen or heard of again.

We think it was “wholesaled”, and the dealer probably doubled his money as well. (He said he would paint the car, get it running good, and dump it into the market.)

Part III: Moral of the Story:

Even an original old Corvette “found in the barn” may not be all that it is cracked up to be!

Doubling one’s investment is easy if you find a Corvette in the barn down the street for the right price!

When it comes to Corvettes, leap before you really look!!

Our \$1,000 “Investment” in an old Corvette definitely outstripped the performance of our stock portfolio that year, and it was a “fun investment” . . . of sorts!

Loan Closet – Body Dolly

Ray Carney has graciously offered to loan his aluminum body dolly to other WNY NCRS members once he has finished his 1961 FI restoration. It can be used with a two-post lift or rolled around the shop.



GAS TIPS

I can't attest to the accuracy of the following information, but thought chapter members may find it interesting:

Only buy or fill up your car or truck in the early morning when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground, the more dense the gasoline. As the temperature gets warmer gasoline expands, so if buying in the afternoon or in the evening, your gallon is not exactly a gallon. In the petroleum business, the specific gravity and the temperature of gasoline, diesel and jet fuel, ethanol and other petroleum products play an important role.

A one-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

When you're filling up, do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has three stages: low, middle, and high. In slow mode you should be pumping on low speed, thereby minimizing the vapors that are created while you are pumping. All hoses at the pump have a vapor return. If you are pumping at the fast rate, some of the liquid that goes to your tank becomes vapor. Those vapors are being sucked up and back into the underground storage tank so you're getting less gas for your money.

One of the most important tips is to fill up when your gas tank is **HALF FULL** or **HALF EMPTY**. The reason for this is, the more gas you have in your tank, the less air is occupying its empty space. Gasoline evaporates faster than you can imagine. Gasoline storage tanks have an internal floating roof. This roof serves as zero clearance between the gas and the atmosphere, so it minimizes the evaporation. Unlike service stations, every delivery truck is temperature compensated so that every gallon is actually the exact amount.

Another reminder, if there is a gasoline truck pumping into the storage tanks when you stop to buy gas, **DO NOT** fill up--most likely the gasoline is being stirred up as the gas is being delivered, and you might pick up some of the dirt that normally settles on the bottom. Hope this will help you get the most value for your money.

WHERE TO BUY USA GAS

The Saudis are boycotting American goods. Maybe we should return the favor. An interesting thought is to boycott their GAS.

Every time you fill up the car, you can avoid putting more money into the coffers of Saudi Arabia. Just buy from gas companies that don't import their oil from the Saudis.

It might be interesting to know which oil companies are the best to buy gas from and which major companies import Middle Eastern oil.

These companies import Middle Eastern oil:

Shell..... 205,742,000 barrels

Chevron/Texaco..... 144,332,000 barrels

Exxon /Mobil..... 130,082,000 barrels

Marathon/Speedway... 117,740,000 barrels

Amoco.....62,231,000 barrels

Citgo gas is from South America, from a Dictator who hates Americans. If you do the math at \$30/barrel, these imports amount to over \$18 BILLION! (oil is now \$90 - \$100 a barrel)

Here are some large companies that do not import Middle Eastern oil:

Sunoco.....0 barrels

Conoco.....0 barrels

Sinclair.....0 barrels

B P/Phillips.....0 barrels

Hess.....0 barrels

ARCO.....0 barrels

If you go to Sunoco.com, you will get a list of the station locations near you.

All of this information is available from the Department of Energy and each is required to state where they get their oil and how much they are importing.

Borg Warner T-10 Transmissions Rebuild Tech Session
Ed Krenzer's shop, May 3rd 9AM until?
_____ Marietta St. Sodus Pt. NY.

We have been talking about this tech session for some time now so here it is. There will be no real experts to assist us, but I will take it upon myself to be as much help as possible. Last winter, I did rebuild my T-10. With a little help from a local transmission shop, it went together and hopefully is ok (have not driven it yet). I have a great write –up for disassembly and assembly that came out of a 59 Passenger car manual. It is very detailed with good pictures. There will be many copies for all to have. Ed is most gracious to make his great shop available again. He has the press, benches and cleaning areas to do the complete job. There are only a few special tools and I have those. Tim Burditt will have his tranny there as he already has ordered and received the rebuilding kit. Ed, Tom Atkins and Ray Carney also expressed an interest in rebuilding their units and of course any others would be welcome. It most likely will become a two day event, the first day to disassemble, clean and inspect and a second day to rebuild. If Tim is the only one with a tranny, we may just rebuild his on this day.

The weather is becoming nice, so get that tranny out now, or just come on over for a little car talking.

Regards,
Dick Denison

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 Driveline Label) _____

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 times **\$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:** _____