

NCRS-RMC



JULY - AUGUST 2000

Issue 7 & 8

INSIDE THIS ISSUE:

CHAIRMANS COMMENTS	1
JUDGING CHAIRMAN	2
ACTIVITIES	3
MEMBERSHIP	4
MERCHANDISE	4
CLASSIFIED ADS	8
OFFICERS	9
ARTICLES	

CHAIRMANS COMMENTS

By Dennis Kazmierzak

This month is the NCRS National Convention at Bowling Green, Kentucky. If you did not know that, you do now. It will be held at the Bowling Green Convention Center, with the University Plaza Hotel as the host hotel. If you haven't signed up, you can still go and pay at the registration desk with a late charge added. If you are registered and are on the Road Tour you'll have a great time. Just ask any of us that made the trip last year. I'll be there but not on the road tour as I have a conflict which will put my tour through St. Louis leaving here Friday July 21. I also have to be in Phoenix on the 18th and 19th which will make the week rather hectic, but I've done it before. Hope to see you there and have a safe drive.

At the NCRS National Convention, it will be announced that I was selected as the Regional Director for Region VI. Tim McKeon, President NCRS called me last month and advised me I had won the election. At the convention Howard Loomis will be acknowledged for his years of service and dedication to the NCRS and especially for his work with the National Corvette Museum NCRS display. Howard will also attend the board meeting, and present his report on the Medical Response Program for the NCRS Convention. In the future issues of this newsletter I will be writing both from a local and national perspective. A lot of this information is reported in the **Restorer**, but Regional Directors work from the Region, therefore; my objective is to advise of the national issues and gain the opinion from the local membership. So, starting now, I'll be looking for your comments on what you read and hear regarding the NCRS and how we can make it a more responsive and better organization for you and to help it grow.

One of the main focuses of the NCRS and especially the Rocky Mountain Chapter has been helping others with their Corvettes and associated problems they can have. We started this a long time ago and continue today to help people identify the problems the car has, where and who can help them fix them correctly. Gary Steffens is our Tech Advisor and has helped us in the club immensely with advice and doing the jobs at his shop, Corvette City. Over the past several weeks I have been helping a couple of our members with jobs on their Corvettes that they wished to do themselves. Sometimes these jobs turn into more than you've bargained for because of someone else's poor workmanship. [Someone was under the hood

before we go there]. This has been the case in my two recent adventures under the hood so to speak. All I want to emphasize is, make sure you know who is doing the work on your Corvette and they know what they are doing. If you are campaigning your car for Top Flight or Founders Awards, short cuts just don't make it. The job has to be done correctly with the correct parts. I believe Dave Tye from the UK Chapter spent in the thousands of dollars to correct things on his car that were not done correctly the first time. This is not a cheap hobby by a long shot and if you want to keep your Corvette in "correct condition" you will save money in the long run working with the people that know what they are doing. Also, before you buy the car, take the time and spend a few bucks to get it checked out by a competent "**Corvette Mechanic**". Notice those two words are in bold for a reason. A lot of mechanics can fix things and make it work. You'll be back to the "Corvette Mechanic" to get them corrected. It's that library of knowledge on what was done at the factory and where to get the correct parts that make the difference. That's what we try to teach in our tech sessions. What questions to ask and where to go for the best repair job on your Corvette.

The other part of the story is that a lot of NCRS members are going for the "modified road Corvette" as I refer to them. If you are interested in something like this, I believe we can have a "tech session" on the subject. There are a lot of Corvettes out there that may not be worth the dollars to restore to Flight condition but are worthy "Sportsman" candidates. This would be a Corvette that basically looks stock from the outside i.e. less the custom wheels and tires, but has totally new technology under the hood and suspension. Dirk Gaddis is building one of these "road rockets" in his '54. There are also two of these "road rockets" on the floor at Corvette City. Just ask Gary Steffens or Jack Humphrey about them the next time you're in the shop. This means you can approach the hobby for another point of view. It does not have to be stock to be an NCRS interest vehicle. We like them all as long as they say Corvette on the side. We even like some of those other cars too, but we tend to focus on the one that keeps this hobby going.

DRIVE IT is another point I'd like to make in closing. Leaving your restored Corvette in the

garage is not the best thing for the car. Gaskets and seals will dry out and soon you'll be losing your investment because of all the leaks etc. Try to take the car out at least once a month for a 15-20 minute drive. Don't just let it run in the driveway, find a safe place to drive near your home and drive the car. You'll be money ahead in the long run with this practice.

See you at the Potluck at Jack's on July 15 (see details in the Activities Article). And drive your Corvette to the meeting. It's a good excuse to get it out.

REMARKS FROM THE JUDGING CHAIRMAN

By Jack Humphrey

Editors Note: My apologies to both Jack and the General Membership...this article arrived just one day too late for our last Newsletter. I know you'll still find it interesting and informative.

Well, it was a doozy of a Chapter Meet! My boots were shaking as I watched the registrations roll in, we had fourteen Corvettes for Flight and I turned away 2-3 late registrants after our published cutoff date. Typically, we see 5-7 cars for our annual judging. The most we've ever done in a single day, Chapter level, session is ten and that year we worked very late! So, I was concerned we might have bitten off more than we could chew with this year's judging field.

Another complication was the judging resource preview. Many chapters run their local meets like NCRS Regional and National events. All attendees are required to register (and pay) in order to participate. We've discussed this at the RMC Board of Directors and decided to continue with our past policy (only owners of award candidate Corvettes pay meet fees). The philosophy is our chapter covers a wide geographic center, so why charge RMC members who're willing to make the drive and roll up their sleeves to help a fee?

The policy has a downside in event planning. Meets that require full registration usually structure one fee for early registrants and another (higher) fee for late registrants. This

makes a financial incentive for folks to plan ahead and commit their calendars. In our system, club members can simply wake up, check the weather and decide whether or not they want to show up.

As we approached the time of the meet, I had received 'RSVP' registrations (RMC members planning to attend but not with enrolled Corvettes) from maybe 3-5 folks. Yep, I was sweating big time! Would we have the manpower to pull off this feat of judging or would we crash and burn?

Well, a number of folks pitched in, showed up, and saved the day! In fact, I'd guess this was the best-orchestrated RMC chapter meet I can remember. Thanks to the help of my Assistant Judging Chairman, Jim Lennartz, materials were ready and in place at the opening bell. Lori Lennartz and Joe Orecchio came early and served double duty as registration agents then tabulators. Things flowed so smoothly throughout the day, I was amazed. We were constantly 10-15 minutes AHEAD of schedule on every agenda item!

I managed by walking around checking on this/that and handling small crises as they emerged and noticed smiles, fun in action, learning and busy work being done. I saw my team leaders (Howard Loomis, Jon Whiteley, and Bill Lucia) using their clipboard check lists, anticipating problems and working to head them off before things reached critical levels. Bill Lucia noted he was falling behind in mid-year Mechanical and asked me to grab a flashlight/mirror and help him catch up—no problem. Howard saw he was short of judges and asked for help. We diverted Dan Pyzel who'd driven his Black Hat up from Albuquerque to Howard's straight axle team. Plus, Howard rolled up his sleeves and put his Black Hat to work in whatever area (Chassis, Exterior, Interior) that needed a manpower boost.

Rob Fisher spotted a non-NCRS couple who'd brought their Shark for Sportsman in confusion. In the past, NCRS events have been closed to outsiders, but our new Sportsman Award is an exception. It allows a non-NCRS member to participate (one time) at a Chapter meet to see/understand our club. Apparently, these

folks had confused the Flight and Sportsman categories and were waiting for judges to inspect their cars!

Jon Whiteley and I had a private chat then decided to do a 'courtesy' judging of the car's interior. We used NCRS official score sheets, judged the car's interior with the owning husband and wife acting as observer judges, but did not sign or make the results official. This gave them the kind of feedback and understanding they were interested in and delivered a nice resolution to the problem.

Bill Bell gets an ATTABOY in facilities management! We were tucked inside, cozy and warm when the stray snowflakes of the early afternoon came and went. My hat's off to Jerry Roth Chevrolet for the use of their indoor showroom. And, hey, how about that judge's lunch?

Our sponsor, Jerry Roth, hauled in a western chuckwagon to barbecue fresh hamburgers, hot

dogs, and pork ribs. Tasted great and the price (FREE) was downright unbeatable! So, RMC 2000 is a warp. We had 14 Flight Corvettes, two Mark of Excellence/ Bowtie display Corvettes, five Sportsman entries, and sufficient general display Corvettes to once again fill the Roth Chevrolet showroom to overflow capacity.

The meet results are:

MEMBER	ADDRESS	YEAR	AWARD
Gary Stefantz	Denver, CO	1957	Second Flight
James Novak	Golden, CO	1958	Top Flight
Robert Wilson	Englewood, CO	1961	Second Flight
Jeff Staebell	Lone Tree, CO	1963	Top Flight
Weldon Montgomery	Boulder, CO	1965	Second Flight
Pete Lotinski	Denver, CO	1965	Third Flight
Bill Lucia	Littleton, CO	1966	Top Flight
Richard Bebee	Englewood, CO	1967	Second Flight
Mark Jekot	Denver, CO	1967	Second Flight
Gary Palmeter	Littleton, CO	1967	Top Flight
Dennis Kazmierzak	Morrison, CO	1969	Second Flight
Eugene Schmitz	Louisville, CO	1969	Top Flight
Conrad Pobuda	Denver, CO	1973	Third Flight
Truman Price	Center, CO	1982	Top Flight
Rob Fisher	Aurora, CO	1965	Sportsman
Bill Barcus	Englewood, CO	1966	Sportsman
Steve Beatty	Aurora, CO	1966	Sportsman
Rich Johnson	Evergreen, CO	1966	Sportsman
Michael Beck	Northglenn, CO	1969	Sportsman
Jack Humphrey	Golden, CO	1965	Duntov Display
Martin Egan	Cheyenne, WY	1977	McClellan/4-Star Bowtie

ACTIVITIES

By Bill Bell

JULY	15 th : Board of Directors Meeting
	15 th : General Meeting and American Potluck at <u>Jack Humphrey's home</u> (Jack Humphrey)
AUGUST	4 th : Rocky Mountain Vintage Racing - COS
	19 TH : General Meeting at Corvette City

The Board of Directors for the Rocky Mountain Chapter would like to say "**Thanks**" to all of the participants at the Bonfils Blood Drive held this past June 10th. This was the first Community Event the Club has hosted during my tenure as your Activities Chairman. We had 10 members volunteer to give the gift of life, and Bonfils was very appreciative of the turnout and participation by our members. Dennis Kazmierzak did a wonderful job of getting interviewed by the Channel 7 reporter however, it didn't impress the news director to the point where they would show his face on the 5 PM, 10PM, or 7AM News. We did, however, get some great "press" that's for sure; with Steve

Beatty's car being the "featured" one. Lucky guy!
Good job all!

July Meeting & Pot-Luck

Jack Humphrey is hosting our July event. Here is what we have planned. Jack is having guests from England (Mike and Laura Barrington – UK Chapter Newsletter Editor) here to participate in the NCRS National Event. We want to share with them the "American" way of eating, so beginning at **4:00 PM, July 15, 2000**; we will be having our monthly meeting at Jack's home. Shortly thereafter, we will have a BBQ, with Jack picking up some great BUFFALO STEAKS from a well-known restaurateur here in the area. It will be our "job" to bring something "American" to eat as a side dish or dessert. For example, a dessert could be an apple pie; a side dish could be corn on the cob. Get it! Last name begins with A-L, bring a dessert. Last name begins with M-Z, bring a side dish.

With this idea, how about a good showing at Jack's place to meet our English Corvette members! **PLEASE RSVP**, so we can get an accurate count of how many Buffaloes need to be skewered. Jack's address is 25381 Ridge Way in Golden. His phone is (303) 526-9410, and e-mail is JackHHumphrey@cs.com.

At this point, no event or activity is planned for the August 19th General Meeting at Corvette City. Any volunteers? Let me know so we can get things scheduled.

Also, for you racing fans, contact Gary Steffens about the 4th Annual Rocky Mountain Vintage Racing at Pikes Peak International Raceway, to be held August 4th. Might be something worth going to eh?

Take care and stay between the lines, its safer that way!

RMC Board Meeting

The July Board Meeting will be held on July 15 prior to the General Meeting and American Pot-Luck Dinner at Jack Humphrey's. Some of the topics we need to discuss are the planning for the 2002 Regional, 2001 Activities and the balance of activities for this year. Please call or

e-mail me regarding your attendance at this important meet.

The UK Flight Judging event is scheduled for September 8th, 9th, and 10th. Start checking on your passport, room reservations, airline reservations, etc. if this event is something in which you are interested. They say the hotel slots are going **FAST**.

For an information packet and further details on Flight 2000 please contact:

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MERCHANDISE

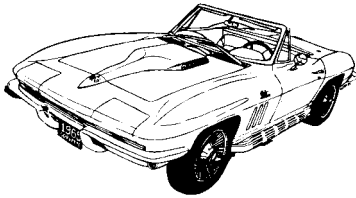
By Fred Koenig

MERCHANDISE – IN STOCK

ITEM	PRICE
Golf Caps...Red, White, Gray, Maroon, Natural/Green, and Natural/Blue	\$10.00
T- Shirts Silk screened Front & Back (Gray)	\$10.00
Sweatshirts Silk screened Front & Back (Gray)	\$22.00
Short Sleeved Polo...White, Red, Blue & Gray (RMC Embroidered)	\$30.00
Long Sleeved Polo...Dark Gray & Blue (RMC Embroidered)	\$35.00
Light Weight Polo Short Sleeved (Teal)	\$20.00
Shop Coats...Gray (RMC Embroidered)	\$35.00
Chambray (RMC Embroidered)	\$30.00
Jackets (RMC Embroidered)	\$70.00
Satin	\$75.00
Corduroy	\$110.00

Wool	
Steamboat Regional T-Shirts (White)	\$12.00
Steamboat Hat Pins	\$2.00
RMC Hat Pins	\$3.00
Name Tags	\$5.00

On all Clothing items in XXL, please add \$2.00 to the above quoted prices.



FROM THE MEMBERSHIP CHAIRMAN

By Jon Whiteley

The NCRS-RMC activity on June 17th was basically rained out. With the fires in the hills going strong, the weather was actually a welcome sight. At the meeting, we had 10 members present, with only 3 cars going on to do the road trip (Jack Humphrey, Curt Jatkauskas, and myself). We each went our own way after the tour, in lieu of shopping in Old Ft. Collins.

We hope to repeat this planned outing (hopefully in better weather) later this year. It's a great trip!

I'll see you all at the July 15th Meeting!

ARTICLES

RATTLE CAN TIPS

By Bill Lucia

"Rattle Can" tips are intended to be quick, easy and inexpensive tips that can solve a minor operational or aesthetic problem on your Corvette. By quick, I mean one hour or less to complete. By easy, I mean **ANYONE** can do them. By inexpensive, I mean \$5 to \$7 max! Additionally, these tips usually involve a product (spray paint, polish, preservative, etc.) that is

available at most automotive or hardware stores. In many cases these tips will **NOT PASS JUDGING STANDARDS**, nor are they intended to do so. For the most part, the tips work well for the "Driver" in your collection. Once in a while, they will solve a problem on a Duntov car or other concourse class Corvette. Perhaps you have a tip or two of your own that you can share. Here are five of mine. I've used them all on one car or another over the years and they work!!!

RATTLE CAN TIP # 1

This tip involves using a product marketed under the name of "Extend De-Rusto". The product is a clear spray-on rust inhibitor and it can be used as a protective coating, an undercoat or as a storage coating. Here is how I have used it: if you have several parts that you have removed from your car and you strip them in preparation for painting you can use "Extend" as a protective coating. Be sure the parts are completely clean and then give them a light coating of "Extend". The parts will turn a light blue-black color. They can be stored indefinitely this way until you are ready to paint them. They will not rust and you can either shoot paint over the "Extend" or remove it with lacquer thinner. Remember that "Extend" is soft and is not the "best" primer you can use but it does work. In some cases where a metal part is to be left unpainted you can shoot a light coat of "Extend" on the part and place it on the car. It will retain a natural appearance for a long time.

RATTLE CAN TIP # 2

OK this is cheating, but only a little. If you own a '68 to '73 Corvette you can increase the brightness of the taillights by using this tip. Remove all four of the tail light housings and clean them thoroughly. While you are at it, clean the lenses using Simi-Chrome. It will shine the plastic and remove all but the most severe scratches. Be sure that any corrosion or oxidation has been removed from the housing. You can also clean the bulb sockets with a small piece of crocus cloth wrapped on the end of a pencil. Use a little masking tape to seal off the socket. Now use a good grade of bright silver spray paint and spray the inside of the housing (this surface is hidden and is NOT judged). Use several light coats. Once the housing is dry you can reassemble the taillights into the car. The

silver paint acts as a reflector giving a little more brightness to your taillights.

RATTLE CAN TIP # 3

Another tip for the '68 to '82 Corvette. The cowl area of these cars was sealed at the factory using a black tar-like substance. Over time this material dries out, cracks, and turns brown. You can dress up this area using this tip. First remove all of the twigs, leaves, and other junk that may have accumulated in this area. (This car is a "driver" right? Right!) Use a rag dampened with lacquer thinner to lightly wipe the entire area. Stay away from the painted surfaces! Once the area is clean and free from debris you can freshen the area with a can of spray-on undercoat. Several manufacturers offer this product, under various names. Mask off the near-by paint and mechanical components and spray on several light coats. You should use just enough to fill the cracks and cover the brown color of the original material.

RATTLE CAN TIP # 4

Here is one for the mid-year crowd. The '63-'67 cars have a rocker panel that is held in place by a series of screws that pass through the bottom of the panel and up into a bracket and nylon bushing. The ends of the rocker panels are held in place by two black phosphate Phillips head screws. These screws will sometimes fall out or deteriorate with age. An easy fix is to visit the local hardware store. Exact replacements for the black phosphate screws are available for about ten cents each. You can also get four metal speed nuts to fit for about the same price. My math tells me that's about \$0.80 for a fix that just might save you a point in exterior judging.

RATTLE CAN TIP # 5

This is a real cheat but it works. (Most of the time!) A lot of us have used the old trick of removing the acorn nuts that hold emblems on our cars. Just remove the emblem, wax the area underneath, replace the emblem (loose) and hope the judges don't check to see if the emblem is tight. (Sounds familiar doesn't it!?!?!?) Try this instead. Pick up a couple dozen nylon wing nuts at the local hardware store. These cost about fifteen to twenty cents a pop. Remove the metal acorn or speed nuts so the emblem is loose. Clean the area as before, only instead of leaving the emblems

loose for the judges to find, secure them with the wing nuts. If you can reach the emblem studs you can put on the wing nuts. Usually two per emblem does the trick. Just don't use one on the inner fender of a mid-year. At least one of those nuts is visible!! The others can easily be reached and secured with a wing nut and you can't see them!!

A Dream Comes True....

By Dirk L. Gaddis

You will enjoy reading this narrative about how I happened to discover and eventually own my third and most favorite Corvette: A 1970 Big Block Roadster!

It all began in September of 1985. I was living with my parents because of a critical knee injury, which forced me to be immobile for twelve weeks. Toward the end of my recovery, the doctors encouraged me to try walking again. After two knee surgeries and being confined for more than two months, I could do no more than hobble. So I began walking-walking-walking, each day a little further; and that's when I spotted this beautiful **DONNYBROOK GREEN ROADSTER** sitting on blocks in a garage!

For as long as I can remember, Corvettes have always been a passion of mine. As a small child, I remember well the time I accompanied my family to the Chevy dealership as they purchased a station wagon and thinking, "One day I will have a Corvette of my own rather than a family truckster station wagon". I began reading about these beautiful, powerful cars. I made a study of them, and started a picture collage around my room. All the time, I kept the vision of owning a Corvette deep in my heart. I held this dream, but I knew it would probably never become a reality. Keeping busy in school, working afternoons at minimum wage and racing go-karts on weekends delayed my goal even more. Then there was college, and I knew I would have to pay most of my way. My Corvette would have to wait.

Fourteen years later, my dream as a young boy finally came true as a result of a tragic accident. I was a senior in college, and my older brother was nearly killed in a motorcycle accident. Watching his long, painful recovery made this "twenty-year-old-hell-raising-motorcycle-racer" understand that bikes were not worth the



consequences. In September of 1983, I took a dramatic step in my life. I sold all five of my motorcycles, drained my savings, begged, borrowed, and promised to gather the funds together and bought my first Corvette. It was a 1974 white T-top coupe with auto, PS, PB, air, tilt & tele steering wheel. I paid six thousand dollars and got just exactly what I paid for!

Enter Corvette number two: same frame, but I installed a new engine, transmission, and rear end. Corvette two was finished with a glistening, bright midnight-blue paint job and beautiful silver leather interior. This was technically the same car, but to me it was a new beginning and a new car. I drove this car for a year and a half, and then reluctantly sold it when I had the opportunity to start my own business. My work turned out to be a lucrative endeavor so I started a search for my next Corvette.

As the twist of fate plays a part in everyone's life, so it did in mine. I suffered a serious knee injury. I had no choice but to sell my business to pay the medical expenses. My hunt for another Corvette would have to wait.

No money, no wheels, no job, and no knee and GUESS WHAT? I suddenly saw the Vette of my childhood dream. It was during one of my learn-to-walk-again efforts that I had found the same car I had seen as a young boy in the Chevy showroom, a '68-72 convertible. As I approached the car sitting on blocks in an opened garage, I had a vision that crystallized: This was "my Vette"! This dream car was a 1970 green roadster with a 4 speed, factory air, power steering, and a LS-5 390 hp 500 ft./lbs. of torque, tire spinning, ground pounding, Porsche eating, engine. It had an auxiliary vinyl covered hardtop, rear window defroster, tilt & tele steering wheel, saddle leather custom interior, AM-FM push button stereo radio, and audio alarm system. As I examined this car more thoroughly, I knew it was just like the one I had seen so many years earlier. Without hesitation, I went to the front door to inquire about the car, knowing full well that a car such as this was impossible to even think about especially at this time. As I knocked, my heart was pounding not knowing what I would say to the stranger who would open the door. No one was home.

Six months passed and my knee was healing. I found a good job, paid my debts, and started a savings account. During this time I pursued my attempt to find the mysterious Corvette owner, always with the same result: No one home.

One morning coming home from working a "graveyard" shift, I decided to try one more time to make a contact with the person who owned this magnificent car (still sitting on blocks in the same place). Being a Deputy Sheriff, I was required to wear an official uniform and had not changed clothes. This time, the first time in over a year, someone answered the door! "What's the trouble officer?" I was face to face with a lovely lady, whom I guessed to be 60 years of age. I would later know her as Mrs. Prisner. Somewhat surprised, I told her my story explaining that I had kept my eye on the Corvette in her garage for well over a year. I then asked her if she could give me any information about the car, especially who owned it, and why it hadn't been driven. Being a Corvette enthusiast herself, Mrs. Prisner didn't hesitate to invite me in while explaining to me that the car belonged to her. She led the way into the garage, and asked me to look at the all-factory-original Vette. We then sat down in her living room as she told me the history of the car. When I left, I realized that we had been visiting for over three hours.

The Vette was purchased from Bill Dunfee Chevrolet in Columbus, Indiana. The Prisners bought the car in 1971 from the original owner. Mr. Prisner owned the Vette as part of his car collection. Stanley Prisner was a Denver lawyer, and car hobbyist, which clarified the excellent and "all original" condition of the car. Mr. Prisner owned the car until he died in 1979. Mrs. Prisner then confided to me that this particular car had been a favorite of her husband, and she wasn't ready to give it up, so she stored it in her garage. I told her that it wasn't good to let cars set for long periods of time without occasionally starting them and allowing them to run. She understood that but because she suffered with arthritis and was unable to do it herself, and knew of no one she could trust, the car had not been touched in a very long time. She then inquired if I might be able to return at another time and start the car. I could not believe my ears! I responded with a

quick "YES", while thinking "This is too good to be true". However, I was still puzzled why there was never an answer when I had knocked at the door. She laughed and replied, "Oh, I have seen you before, but I make it a habit not to open the door for strangers. The only reason I answered today was because I thought you were a police officer. However now that I know you, I want to invite you to come anytime". We made arrangements for the following week.

I couldn't remember a week being so long, and when the time arrived for me to get behind the wheel and drive my "dream car", it was worth every bit of anticipation I had ever felt. I decided to take the car to my favorite drive in Colorado, THE LARIAT on Lookout Mountain. It was like taking your first step, or earning your driver's license, or winning your first race. The memories all came flooding back as I wandered once again, "Could this ever be my Vette? Could this lifelong dream of mine truly become and achieved goal?"

After returning, I told Mrs. Prisner how much I loved her car, and tried to explain my "emotional attachment". I then found the courage to ask if the car was for sale. To my great joy, she said "YES, but not in the near future". This was a break for me because I didn't have enough money to make her a fair offer.

This was all the motivation I needed to begin an eight month stretch of 60-hour work weeks. I worked every overtime hour I could get, and volunteered for anyone who asked for sick leave or time off. During this time, Mrs. Prisner and I became friends. I continued to go over periodically to keep the car in top shape, and also to help Mrs. Prisner in any way that I could. I loved her because she never tired, or became bored with my on-going Corvette stories. Eight months had passed, and I again asked if she was ready to sell. Unfortunately, she was not. I was disappointed, but was certainly not ready to give up. I knew I could hold out as long as she did. I also could not get it out of my mind and heart that Dirk Gaddis would be the next owner. I pursued the same for the next six months, and repeatedly received the same response, "Not yet"! I looked at other Corvettes but always returned to the car of my dreams because somehow it represented a fulfillment of all my

hopes. Time seemed to become an eternity as I continued to wash, wax, and maintain this gorgeous car. Then one day as I left Mrs. Prisner's home, I thought "this car may never be mine, but I have discovered something far more valuable. I had found a true, loyal friend, Mrs. Prisner."

Well, nearly two years had passed since I had first seen the **DONNYBROOK GREEN ROADSTER**. I never gave up owning the car, but I did give up asking her to sell me her husband's favorite car.

It was my 25th birthday, and my parents had invited me over to celebrate. They had also invited Mrs. Prisner to join us. I enjoyed the evening immensely. Upon leaving, Mrs. Prisner gave me a birthday card and whispered in my ear, "Dirk, in two weeks I'll have another present for you". I knew immediately what the present was going to be. I cannot express how her little secret effected me. Two weeks later, she told me she was now ready to sell, and exactly what her cash price would be. It took me two days to get the amount of cash and the accompanying IRS forms together. On August 26, 1987, I placed one hundred and five 100 dollar bills on her dining room table. Mrs. Prisner looked at me and said, "Dirk, this money is not nearly as important to me as someone like YOU, who I know will love and care for this Corvette as my husband did".

It had been over two years since I had begun negotiating for this car. As I reflect back, I realize that I received far more than a beautiful car. I learned patience and appreciation for an all-original, collectors NCRS Corvette. I also earned respect, and experienced the self-confidence that came when I was able to turn a childhood dream into an actual reality.

This story would not be complete until I tell you about "the hat". The first time I took the car apart to examine, wash and wax it I found a man's Curragh cap in the rear storage area. It was a brown checkered, hand-woven Irish wool tweed with a snap fastener. I knew of course that it had belonged to Stanley Prisner. When I confronted Mrs. Prisner about her husband's hat, she said "Dirk, just leave the hat in the car". I then decided that I would keep it in its original spot in memory of a fellow Corvette

enthusiast, and as a symbol representing all that this experience has meant to me.

Editor's Note: To this day, regardless of getting "docked points" in judging events, that hat STAYS in "Stan". Dirk and his lovely wife own a total of six Corvettes now (many are "in-progress", with big plans and dreams) but "Stan" will always remain Dirk's favorite.

Many thanks go out to our members who have contributed to this Newsletter. I'd love to feature you in a Member Profile section, wherein you write about yourself, interests, profession, how you got interested in the Corvette Hobby, etc.

If you are going through the process for a Founders Award, your article must NOT appear in a Newsletter before it goes to the Restorer.

A TIP FROM FRED KOENIG

If you have the old Colorado blue collector license plate, and are tired of looking at that Red Morris Minor looking car, peel the little thing off, go to *Auto Zone* parts store and get their Red Chevrolet Bow Tie "stick-em-on". It looks a lot better for only \$5.99 a pair.

P.S. Do not tell Lt. Officer Bill Bell about this or he will impound my car.

CLASSIFIED ADS

Our Classified Ads can be found on the Web Page – If you'd like to include a picture, contact Bob Davis for the "how to" instructions.

For Sale: '96 Flat Bed Trailer – 18 ft. with 2 ft. dove -tail, 5 ft. Slide-in-ramps, tear-drop fenders, electric brakes on both axles, 7000 lb. capacity full channel tongue, bulldog hitch, 8000 lb. Warn Winch, Diamond plate tool box, on-board deep cycle battery, sport wheels with new Bridgestone tires. Excellent Condition. \$2500. or best offer.

Ralph Ridge (303) 660-8531

E-mail RockyMntRidge@cs.com

For Sale: Shark T-Top carrier bracket set and luggage rack 1977 RPO V54 (as featured in Spring 2000 issue of Restorer). Will fit 68-77 coupes. Good condition. New Mounting kit. \$500.

Jon Whiteley (303) 526-2209

E-mail JonLWhiteley@email.msn.com

For Sale: 1969 Corvette 194379S732392. 427/435, Fathom Green, Saddle leather, sidepipes, AM-FM, PS, PW, 4:11, speed warning (you'll need it). Includes extra 2½ inch exhaust system, 245/60R15 Goodyear Eagle GT+4 tires & K&N air filter. \$32,000.

Dennis Kamierzak (303) 697-8428

E-mail DJKamierzak@ncsrsmc.org

For Sale: 1970 LT-1 very early roadster 194670S400781. Frame off, Rebuilt engine (to factory specs), transmission and rear end (3:70). All #'s match. Complete history and unique and complete documentation. 70K miles. NCRS Top Flight. I would like to keep the car in the club and in Colorado. \$34,600 or trade for 65-67 BB Factory Side Pipe Coupe (prefer blue).

Darwin Kuhlmann (303) 762-9868

E-mail Montara2@AOL.com

<http://38.150.95.153/darwin.htm>

For Sale: Big block, forged steel crank, oval port (049) heads (\$500.00). Heavy duty engine stand (\$75.00).

Wanted to Buy: 56-57 or 62 Driver

Rick Landeira (303) 530-2455

E-mail landeira@earthlink.net

Found: '63-'64, 327 Small Block base motor for a powerglide dated June 63, with matching heads and intake, (\$500.00)

For Sale: '53-'54 parts. Many available. Call me with your needs or for a list.

Available: Secure, Alarmed, K-9 Protected, Climatically Controlled, storage space for your Corvette. Patrolled daily.

Dirk Gaddis (303) 771-8239

E-mail Racz-Gaddis@worldnet.att.net

The following was received on our WEB page:

"The Corvette Restoration and Preservation List (CRPL)

Corvette Automotive Restoration Systems is a web-based company providing support and information to the Corvette enthusiast.

Corvette Automotive Restoration Systems provides a History of the Corvette, Tech Tips, Financing Information, Insurance Information,

sources for Parts, Sources for Service, Links to other Corvette Sites and Scheduled Corvette Events.

We are proud to announce that we are advertising Corvettes for sale by owners with pictures on the Internet for 3 months for only \$30.00 per car.

In an effort to promote our new service we are allowing N.C.R.S. Members to advertise 1 car for 3 months at no charge (for FREE). Members can go to www.internetservicesco.com/corvettes/forsale and click on Advertise your Corvette, read instructions and click on Visa or MasterCard at the bottom of the page. This takes you to the Advertising Registration Form. Enter essential information but, under type of payment just enter your N.C.R.S. number in the field for account number on card.

If we receive a duplicate number we will not be able to honor the second ad."

ROCKY MOUNTAIN CHAPTER

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MEMBERSHIP JonLWhiteley@email.msn.com Term expires: 12/31/2000	Jon Whiteley (303) 526-2209
TECHNICAL ADVISOR CorvetteCity@compuserve.com Term expires: 12/31/2001	Gary Steffens (303)762-8388
COMMUNICATIONS RDav@iname.com Appointed position	Bob Davis (303) 838-9529

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 name tag. Dues are to be sent to the treasurer.

All editorial material can be sent to the editor.

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 years printing. Contact the editor for further information.

VISIT OUR WEB SITE AT WWW.NCRSRMC.ORG

