

NCRS-RMC



NATIONAL CORVETTE RESTORERS SOCIETY
ROCKY MOUNTAIN CHAPTER

JULY - AUGUST 2002

Issue 5 & 6

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CHAIRMAN'S MESSAGE

By Ralph Ridge

It's been a rather busy time for me since the last newsletter. In addition to going to the regional in Des Moines (see my article about that experience elsewhere in the newsletter), I flew my last full month at UAL including my last trip to Sydney, Australia. We were still able to get home in time to attend the parade in Monument and picnic at the Pobuda's on the 4th. Thank you Terri and Eck for another great picnic. Great food and great friends!

While we were in Des Moines at the Regional, Vinnie Peters (National President, NCRS) approached Jack, Dennis and me about helping the Bonneville Chapter

with the 2005 National Convention in Park City, UT. We told him we would consider it if it was set up as a 50/50 co-sponsorship. On July 4th we (RMC) held a special board meeting to consider this proposal. As a result, Dennis and I are planning on traveling to Salt Lake City this month to see if we can work out the details with the Bonneville Chapter. Time is of the essence since the final proposal must be submitted to NCRS at the Monterey Convention in August.

Co-hosting a convention would be a great way for the RMC to gain recognition as well as share any monies to be realized. We would also share in the responsibilities, which will be slightly more difficult due to the venue. However, most of the work can be made easier by good organization, preparation and participation. Since this event will be in our "back yard," it will be a great opportunity for RMC members to participate both in person and with their cars.

I will keep you updated as this event unfolds. Your best means of getting current info is to attend meetings.

Save the wave,

Ralph

JUDGING

By Jack Humphrey

The Road To Des Moines

It was time. We'd registered in advance for premier Des Moines regional and our brave band of judges and attendees gathered the morning of June 12th to do battle with the American highways and byways.

Dennis and Shirley Kazmierzak spearheaded the convoy in their shiny red, newly acquired ZR-1. The first group gathered on the northwest side of Denver where I joined, top down, with my '71 small block purring. Seig Patzer and his wife Dianne pulled up in their Ford truck with early '65 FI, disk brake delete, roadster nestled comfortably in the attached enclosed car hauler. We exchanged morning greetings and set out to gather the rest of our flock.

On the northeast side of Denver, we pulled off and waited. Ralph Ridge was there in his freshly equipped '61 along with Steve and Debbie Beatty in their Nassau blue '66 roadster. Shortly, Rick Reiff and his son Jer-rad, pulled up with their 383 stroker '72 convertible. The convoy was complete!

The sun shined brightly as we made our way northeast leaving Denver with its forest fire grayed skies in our rear view mirrors. Dennis set his cruise control at the legal limit and the caravan made its way along in accordion fashion to the Nebraska border. All was right in the world; it was a beautiful day.

A Costly Mistake In Judgement

We pulled off for fuel in North Platte, Nebraska. An RV load of German tourists admired the cars and asked what constituted the local economy. Surely there were high paying jobs in this area for so many to be owning/driving these grand old classic Corvettes. In the conversation, one mentioned a small puddle of coolant near the front of my car.

I'd recently performed a summer service tune-up and I dismissed the comment because I knew I'd intentionally overfilled the radiator to let it seek its natural fill level by expelling excess coolant. I should have paid more attention. If I had I would have seen the puddle was under the LH front of the car instead of the RH front where the coolant overflow hose is located..

I'd been top-down all day. The sun had taken a 'bite' on my legs and browned the pate of my head. It was time to do a presto/change-o. The soft top went up and soon the air conditioner would see duty. We fired our engines and wended our way back onto the freeway.

Once up to speed, I raised my power windows and engaged the air conditioning. The cockpit temperature began to fall and things started to get cozy.

Suddenly, there was an intermittent whining/squealing noise. I strained to listen, was this alternator or A/C compressor bearings starting to sing? Looking at the

instrument cluster, the oil pressure needle had a modest/erratic twitch and the temp gauge read a tad higher than normal. No problem, with the A/C running extra heat was generated by the A/C condenser and being dumped into the front side of the radiator.

Paying Attention In An Emergency

The squealing noise became more constant and the intensity of the whine increased. What the heck? Suddenly, the temp gauge began to twitch and rise. Bingo. The needle pegged off-scale—HOT!!!

I keyed the microphone on my CB radio and called out, "Engine overheat! I'm going down—pulling off!" I started the panic maneuver to shut 'er down and get off the freeway. I hit the breaks and turned the ignition OFF. The engine continued to run...

I rotated the ignition key again to get 'er REALLY turned off and the steering wheel FROZE in my hands as I headed toward the culvert at freeway speed. "Oh yeah," I thought—anti-theft feature; the steering column lock was engaged as I'd turned the key TOO FAR!

I quickly switched the key back ON, the wheel gained freedom and I pulled 'er HARD back left. Gravel and tufts of turf flew from the wheel wells and I just missed hitting the ditch. It was DEEP; I probably would have done an 'endo' roll.

I was stopped on the shoulder now, but the engine kept running despite the ignition being turned off. She'd reached thermal runaway and had enough captive heat to perpetuate by dieseling. I put 'er in gear, braked hard and let the clutch snap out. Right on! The engine stalled and stopped.

I popped the hood and got out. An A-bomb sized mushroom cloud emerged. Coolant was EVERYWHERE under the hood. I saw discrete streams of steam spewing from the radiator's LH inlet side tank along the seam line to the core's cooling tubes. The whining/squealing noise I'd confused for bearing noise, was actually steam hissing through pinholes along the radiator's inlet tank seam. This puppy had bitten the dust. The extra load of the A/C running must've pushed 'er over the hill.

What To Do Now?

The others had pulled over about ¾-mile ahead. They were out of their cars holding a 'board' meeting and looking back my way. We exchanged status reports over the CB and the single-car portion of the convoy turned around to render assistance.

Just then a Nebraska detective on his way home from an interview workday, topped the overpass and spotted my classic Corvette apparently on fire. He pulled off the freeway and came running, fire extinguisher in hand. We talked; not necessary, blown radiator, it's only coolant.

He invited me into the nicely cooled cabin of his police cruiser and radioed for a flat bed tow truck. Once arranged, my road companions showed up and the nice policeman left wishing me good luck.

We discussed alternatives and agreed I was kaput. Ralph Ridge stayed for morale support until the tow truck arrived and the others departed to reach their overnight stop in Kearney, Nebraska, about 90 miles to the east. With the sun beating mercilessly, I discovered a unique feature of Ralph's '61 straight axle—the trunk. It housed a tiny ice chest replete with cold beverages!

The 5-minute predicted interval for the tow truck to arrive stretched to 20-minutes, but he DID show up. Dave was the driver's name. He was a part-time mechanic at the local semi tractor-trailer repair center in North Platte. He admired my Corvette and loaded it with kid gloves. Ralph Ridge wished me luck and drove off to catch up with the others.

We traveled the 4-mile stretch back to North Platte discussing alternatives. Who in town had a radiator shop? Would they R&R my radiator? What kind of turn-around could I expect on a brass radiator rebuild? As we pulled into the 6-bay semi repair center, I had a reasonable outlook—bleak, at best!

Gary, the owner of the truck facility was VERY silent as Dave briefed him on the incident. His crew of mechanics was equally sullen. Oh boy, had I really discovered the middle of nowhere?

Lucking Out!

A few phone calls were made and Gary with his crew walked outside to inspect my 'funny' car. Gary climbed atop the flat bed, popped the hood, saw a crisp/clean engine compartment bathed in coolant and various factory original stickers/labels here/there. He asked if this was one of those 'factory concours' cars. I sort of blushed and admitted it HAD been judged from time to time, and, yeah, that's the appropriate nametag you hang on something like this.

I asked point-blank if he had an interest in doing an R&R on the radiator. Gary jumped off the flat bed, walked across the parking lot to the end semi bay whose doors

were closed, pulled out a pocket transmitter and the automatic door started to open. As daylight pierced the darkness of the garage bay interior, my mouth fell open.

Inside sat a '56 Chevy Nomad with dual 4-Bbl setup, a '57 Chevy convertible with FI motor, a '62 Chevy Super Sport with 4-speed and big carb 327 plus a handful of wheel-to-wheel competition race cage cars. Maybe I had NOT landed in the middle of nowhere!

Sorting The Alternatives

My '71 was unloaded and rolled inside. Gary and I talked. Yes, there were radiator shops, but there wasn't a single rad shop in the state Gary would trust to do a solid overhaul of my radiator AND keep it in factory concours condition. He suggested either a new radiator or modifying a used passenger car radiator of roughly equivalent size from their local scrap yard.

I told him I had a partner in Denver with a Corvette shop, it was now after 7:00 PM, and I should check-in to a local motel and we could both explore alternatives and re-group in the morning. I called Gary Steffens at Corvette City in Denver. Gary searched his inventory that evening and sent his son, Bobby, to Corvettes Only the next morning to review Bruce Rosenberg's radiator inventory.

I called around to hire a rental car. Fortunately, North Platte had a rural airport and Avis, National and Enterprise had offices there. The same story unfolded, yes we rent cars but without a reservation a week in advance there are no 'extras' available for hire. Hum.

Finally, one of the majors told me to try Ahmed motors, a local shop. This was a local used car lot that dabbled in rental as a sideline. Yes, they would rent me a car to travel to Des Moines and back. Yes, they would draw the papers and deliver the car to my hotel. Yes, it could all be arranged by oh-dawn-thirty the next morning.

It was. Ahmed arrived with 1991 Dodge Diplomat showing 136,000 miles on the odometer! But, it ran smoothly and was clean. I checked with Gary Steffens—good news/bad news. The good news was they'd found more late mid-year and Shark era wide brass radiators than they knew existed in Denver. The bad news was ALL were variations on big block configurations and NONE would fit/work/look right in my small block, A/C car. So much for the try...

It was about 7:30 AM. I checked out of the hotel and drove my aging Dodge to the repair shop. A few mechanics were arriving and opening the garage for the

day. Gary was expected to arrive just before 8:00 AM, the official opening time.

Finding A 'Rate Buster' Mechanic

I sipped my hotel cup of coffee and walked back to inspect 'baby'. Wow! There she was with the steering wheel, driver's seat and floor carpet lined with protective paper and plastic. A set of stanchions surrounded 'er and she was roped off to on-lookers. The hood was up, the engine compartment had been carefully washed clean, and a tidy stack of parts was laid on the floor in front of the car.

Original bolts and fasteners were separated into various dishes. The fan and fan clutch were laid carefully next to the radiator shroud and various foam air dam components. The radiator was pulled with all pieces aligned in order of removal.

Gary arrived sipping his morning coffee. I'd anticipated 'blowing' the morning to give advice on the proper sequence to R&R a Corvette radiator. The 'book' lists it as almost an 8-hour task (out and in).

You alignment mark and remove the hood. Remove both front wheels, jack 'er up and put 'er on jack stands. Remove the lower bolts holding the radiator support to the front inner fenders and loosen the upper rad core support bolts. Remove the fan, fan clutch and optionally the water pump. Remove the A/C condenser and receiver dryer. Disconnect the upper and lower rad hoses and remove the lower radiator shroud extension and the radiator shroud. Now, swing the radiator and core support into an upright position and pull the radiator up and out.

I asked Gary who'd removed the radiator and if they worked overtime last night to get 'er out. Gary sheepishly admitted he had done the work, personally with the help of one mechanic. The job had only taken 30 minutes! I asked why they'd put the hood back on.

Gary was confused. Why would you remove the hood? I told him what the 'book' called for in terms of Corvette radiator R&R. "Golly," he said. "I didn't know that! I just 'sniggled' it out with the help of an assistant. It was a little tricky getting clearance at times so as not to scratch paint or bend/damage radiator fins. But, she came out pretty nice and reasonably fast."

I briefed Gary on what I was thinking. I'm going to an NCRS Regional in Des Moines. There will be a lot of Corvette folks there and, if push comes to shove, the big annual Bloomington Gold meet is taking place at the same time just down the road. One way or another I'll

either get a replacement radiator or get this one repaired by a competent radiator shop.

Contingency Planning

But, lest we put the horse before the cart, there's no sense in getting the radiator replaced/repaired IF the overheat episode had done damage to the engine! If that was the case, I should blow off going to Des Moines, point my rental car toward Denver, pick up my Suburban and enclosed car hauler and spend my time fetching the Corvette home.

What good would it do to get the radiator repaired/replaced and put the car back on the highway with significant collateral engine damage? Heck, you'd risk 'grenading' the motor in a more distant hostile setting. There was a clear and present danger of doing more harm on top of what was done already without appropriate technical due diligence!

Gary said that had already crossed his mind. Once the radiator came out last night, he'd hooked up a garden hose, fired the engine and let it run briefly. There was no evidence of any major damage (blown head gaskets, cylinder head or piston/bore deterioration). This was 'typically' the case when radiators failed HIGH leaving water to circulate AND you shut the engine down QUICKLY—at the first sign of overheating.

That's why temp gauges have a red warning zone and the temp sender is located up HIGH on the cooling system path. The gauge will peg when coolant turns from liquid to steam at the TOP of the engine's cooling system while there's still liquid coolant in the engine's lower vital pathways.

So, paying attention to your temp gauge while driving, making sure your gauge reads accurately at the HIGH end of the scale (overheat range) where the gauge IS calibrated versus worrying about the normal mid-range accuracy of the gauge where the car normally operates, there are few actual temperature marks and NOT doing what some owners do ('tinker' with their temp senders by adding series resistance to 'trim' the dash gauge's readout) is important. I loaded the radiator in my 'trusty' Dodge and hit the road.

The Value Of Your NCRS Membership

I arrived in Des Moines just AFTER registration had closed and BEFORE the welcoming reception party. I checked into the hotel and went looking for a competent NCRS local host to caucus with. Everyone wanted to know the whole story. I should have written this article then and simply passed it out to save time! The

meet chairman, Dick Bennett, was razor sharp. I was in luck—one of the meet sponsors was a local radiator shop that specialized in factory concours radiator repair.

Getting 'Er Fixed

At dawn, I called and caught the shop owner, Larry Holmes, opening for the day. I thanked him for sponsoring an NCRS meet and told him his sponsorship had struck pay dirt!

Larry was confused and asked what in *&%% I was talking about. I did a quick synopsis of the previous day's activities. Like a bear trap snapping shut, Larry UNDERSTOOD what was afoot!

GOOD, it was NOT the base small block aluminum radiator; it was the automatic/AC style conventional brass radiator. That one was repairable IF the damage wasn't catastrophic. I told Larry it was a Last of the Mohicans, NOS Harrison that had about 50K miles on it since frame off restoration, the core was in almost concours fresh condition and I suspected it was a matter of simply repairing a ruptured inlet tank seam.

One caveat though. I was due to judge in about an hour, I was ignorant of the geography of Des Moines and how to get the radiator to him. Was there a hot-shot service that could pickup the unit from the hotel? No problem, Larry would call his brother-in-law and have him swing by the hotel on the way into work. He'd inform me via front desk messages of the repair effort status.

I thought to add-on a few requests. Most radiator shops make up a brass repair tag and solder it on to ID their work for warranty purposes. This would be a 'blemish' on a factory concours original part. Could he please NOT tag the radiator? No problem—Larry understood the request.

Next, instead of returning the radiator to me to hand carry back to North Platte, could it be boxed and shipped overnight express to the repair shop in Nebraska? That way Gary and his boys could get a jump on installation and the car should be waiting for me on my return. No problem there, either Larry had a foam-in-pack facility and boxing/shipping radiators was routine. With those items behind me, I set off to judge, observe and have fun in Des Moines!

At the end of the judging day, there were four messages on my hotel room's answering machine:

- (1) Larry's brother had picked up the radiator and they had it in-shop.
- (2) The radiator looked good; easily repairable and yes, it HAD split along the inlet/core tank seam.
- (3) They'd removed both inlet/outlet tanks, there was no core damage, they'd rodded out the core while it was apart anyway, it'd been reassembled, pressure tested and repainted.
- (4) It was boxed and packed off via Federal Express for Saturday delivery to North Platte. My bill was \$78.50 for the radiator pick-up/repair plus \$83.50 for pack and overnight freight out!

[Author's Note: *The Long & Winding Road Home* to follow as part 2 for the next newsletter edition.)

MEMBERSHIP

By Jon Whiteley

As of June 28th, 2002 our current membership stands at 87 – this includes ten new members so far this year. Thank you to Dennis K. and Bob Davis for their efforts in bringing our Chapter brochure to production and thank you all for your continued support of our club.

Our newest members for 2002 are:

- Ron & Breeze Rossetter of Evergreen, CO – '64 silver blue/blue 365 h.p. coupe
- Peter Gregory of Parker, CO – '79 white/red coupe
- John McDonnell of Evergreen, CO – '56 white/red roadster
- Mark & Sue Niksic of Conifer, CO – '65 red/red roadster + '69 silver/black roadster + '79 black/red coupe (all small-block 4-speed cars)
- Dale Person of Lafayette, CO – '61 red/black 230 hp roadster

Welcome to the club!

I hope to see many of you at one of our events in the month of July or jus' drivin' aroun' town! Have a fun and safe 4th of July holiday.

MERCHANDISE

By Eckhard Pobuda

MERCHANDISE – IN STOCK

ITEM	PRICE
Golf Caps...Red, White, Gray, Maroon, Natural/Green, and Natural/Blue	\$11.00
T- Shirts...Silk screen Front & Back	\$10.00
Sweatshirts...Silk screen Front & Back	\$20.00
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 Shirt (RMC Embroidered)	\$30.00
RMC Embroidered Jacket (special order)	\$50.00
Steamboat Hat Pins	\$1.00
RMC Hat Pins	\$3.00
Name Tags	\$5.00

ACTIVITIES

By Bill Barcus

Hope everyone had a great time on the 22nd with the road tour thru Red Rocks, a pit stop at the Hiwan Homestead Museum in Evergreen, and the drive over Squaw Pass to Echo Lake. Go back sometime and take the tour of the Museum – the history of the owners is fascinating! Lunch and the service at the Echo Lake Lodge was excellent – add this to your list of places to eat when out on a drive.

Congrats to Peter Gregory – He won the Poker Run and pocketed a cool \$78!

JULY

4th – Parade in Monument and BBQ at Eckhard/Terri Pobuda's

14th- Wings & Wheels at Buckley AFB Car Show and Planes Take your car's picture with an F-16 jet and War Birds – See flyer

Note – YOU MUST PRE-REGISTER!

20th- Chapter Meeting – 11:00 Rick Nelson's to see his 6 Corvette Collection – See flyer

AUGUST

9-13th - NCRS National in Monterey, CA

11th - Vettes on the Rockies Street Show 'N Shine (Non NCRS Event)

ARTICLES and MISCELLANY

A HAIL OF A ROAD TRIP

By Ralph Ridge

On Wednesday, June 12th, five RMC members met at I-76 and 88th Ave. to begin our caravan to Des Moines for the Heartland Chapter's regional meet. I was driving my '61, Dennis and Shirley Kazmierzak were in their '91 ZR-1, Steve and Debbie Beatty were in their mid-year, and Jack Humphrey and Rich Reiff with his son, Jared were driving their Sharks. Sig Patzer was trailering his midyear and had gone ahead of us. Sig was going for flight judging. Steve was going for his Founder's award operations check and the rest of us were Sportsman entries. We planned a leisurely 2-day trip with an overnight in Kearney, NE.

The first half of the day was uneventful with the empty tanks of the carburetor cars matching very closely the full bladders of the drivers. However, by early afternoon things began to change. Rick was sweating (pun intended) vapor lock problems, so he elected to get a head start out of North Platte while the rest of us finished a cold pop. The rest of us left about 15 minutes later only to have Jack's radiator blow about 3 miles down I-80 (read his story elsewhere in this newsletter). Dennis and Steve went on ahead to catch up with Rick. After Jack was loaded on a car hauler and headed back to North Platte, I headed on into Kearney.

When I arrived at the hotel, the first news I got was that the transmission on Sig's new truck was going out; that bothered me immensely since I have a truck of the same brand and vintage. The good news was that the local dealer had a new tranny in stock and Sig was set up for the swap the next morning. We were all a little tired from the heat and miles so we decided to eat in the hotel restaurant.

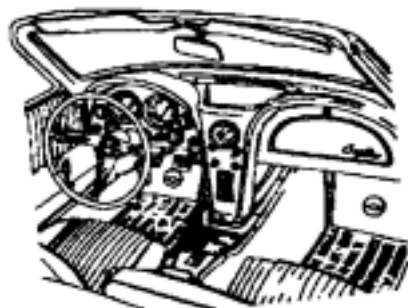
After dinner (about 7pm) we emerged outside to a sky filling with rapidly building cumulus clouds (read thunderstorms). Dennis, Rick and I were outside recounting the day's events when the tornado sirens began to wail.

The desk clerk from the hotel came out and told us there was a tornado north of town moving SE. We immediately began thinking about cover for the Vettes. There was a large carport type structure in front of the hotel and the clerk said we could pull the cars under there. I thought about leaving mine out since it was under a car cover and it still wasn't even raining, but I decided to go ahead and pull it in. About 5 minutes after we got under cover, it began raining and blowing. We went into the lobby to keep dry and to call Steve to tell him of the available cover. We no sooner got in the lobby when we began hearing what sounded like shotgun blasts. We looked out the window to see softball-size hail ricocheting off the ground about 30 feet in the air. The BAM, BAM, BAM we were hearing was the sound of windshields being broken. In the middle of all of this mayhem, we observed Steve coming around the corner on 2 wheels heading for cover.

Steve had gotten our message and had left his room to move the car. Unfortunately, in his rush to the car, he had forgotten that the battery cutoff was in his room. He went back to the room, back to the car, raised the hood, bent over and "Ouch," right between the shoulder blades with a huge hailstone. Jump in the car -- "C'mon baby start," then head for cover. Finally safe... but too late; fiberglass damage, hole in top, I think we all had a tear in our eyes. The storm passed in about 20 minutes and the damage was unbelievable! Nothing that was outside escaped damage, Sig's truck and trailer included.

Fortunately none of us lost window glass and everyone was able to continue to Des Moines the next morning. Sig was on the road by noon with a new tranny. The rest of the trip to Des Moines and home was uneventful. The meet was well attended. Sig got a 2nd Flight (his first regional judging) and Steve passed his OP's check (with a little help from his friends).

As for me, if we head east again, I say, "The hail with Kearney."



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Fax (303) 697-1129

Summary: Board of NCRS Directors' Meeting Saturday, April 13, 2002

Vinnie Peters was re-elected President.

Current membership as of 4/12/02 is 14,223 up from 14,072 last years.

Michael Pierce was appointed to the board to complete Dennis Clark's Directors position for Region VIII. Vito Cimilluca was appointed to complete Dale Fiet's director's position Region III

Vito Cimilluca is completing the 1984-86 and 1987-88 Technical Information Manual and Judging Guide. If you have one of those models and would like to participate in the gathering of data, print and complete the data sheets located on the NCRS home page @ <http://www.NCRS.org/>.

NCRS Authentication Library Series, first publication 1963-1967 Trim Tags will be published soon. This first publication represents the new initiative of the "NCRS Authentication Library". By combining available resources and current technology, a definitive description of the GM issued midyear trim tag has emerged.

Revisions for the 1958-60 Technical Information Manuals and Judging Guide and the 1973-77 Operations Manual and Performance Verification Test Guide have been completed.

The board voted to have a special 50th anniversary award for those members displaying their 1953 Corvette during the calendar year 2003. Roy Sinor, National Judging Chairman, will finalize the details.

The new 24" x 24" NCRS Commemorative brick is in place at the National Corvette Museum. The original NCRS 12" x 12" brick has been advertised for bid in the Driveline. If interested in this piece of history see your Driveline and mail your bid in.

General public Corvette Assembly Plant tours at Bowling Green were stopped due to the 9/11/01 events. Tours must now be pre-arranged.

Mike Yeager became the chairman of the Museum Board of Directors on January 1, 2002.

The board eliminated the positions of Regional Chapter coordinators. Each respective Regional Director will assume these duties.

Cincinnati will begin sending a list of new members to the Regional Directors each quarter. Regional Directors will then forward the names to each respective chapter so the chapter can recruit the new members for their chapters.

The board accepted a Medical Emergency Procedures manual for further review by legal council. The report was prepared by Dennis Kazmierzak

The Public Relations office, Carlton Colclough, was asked to report back to the board with specific guidelines for matching funds charity contributions (national matches chapter donation) and the forming of NCRS educational scholarship(s) for those entering college.

The designated chairperson for each of the National Conventions gave a status report and update. I would encourage everyone to attend the National Convention in Monterey this year. It is in a beautiful setting and is going to be a great convention. Make sure you send your registration in soon!

The following Regional Meets for 2004 were approved:

Florida	Jan. 21-24	National Convention	June 24-26
Charlotte, NC	April 22-25	Rochester, MN	July 25-29
New Jersey	May 14-16	Seaside, OR	Sept. 2-5
Durango, CO	June 3-5	Fort Worth, TX	Oct. 29-31

A proposal was submitted by the Bonneville Chapter for the 2005 National Convention at Park City UT. This was tabled till a budget could be assembled for review by the board.

Data was presented concerning mailing of Restorer and Driveline by First Class postage and increasing membership dues to offset cost. The board decided to continue mailing these publications in the current manner. The cost increase is significant and if we offered an option to increase membership dues to offset the postage cost significant accounting/tracking complications would result regarding multiple year memberships.

D.J. Kazmierzak
Region VI Director



CLASSIFIED ADS

For Sale:

3328 sq. ft. Corvette Warehouse and Shop. Centrally located, great access to major highways. Rare Industrial 2 Zoning (any type of business or use).
Dirk Gaddis (303) 771-8239
E-mail Racz-Gaddis@att.net

One set of 4 large-diameter stainless exhaust tips for '97 - '00 C5 stock exhaust. Fit over existing small tips.
Brand new. \$75.00
Jon Whiteley (303) 526-2209
E-Mail JonLWhiteley@msn.com

'65 Corvette parts from restoration. Slightly used, but very serviceable. Upper "A" frames, rebound bumpers, white interior pieces, hub caps, etc.
Dennis Kazmierzak (303) 697-0303
E-mail DJKazmierzak@NCRSRMC.org

1965 Coupe; VIN 194375S113620; 327/300; 4-speed. Complete Body-Off restoration in 1992. Driven less than 500 miles since. Silver Pearl with Black Inte-

rior. PS, AM-FM, Elec. Antenna, Tele Column. Indy Chapter 1992 & Cypress Top Flight 1993, Top Flight Grand Lakes, Oklahoma 1993 National. \$32,500. Chuck Hanner (719) 686-8248

Set of four '63-'64 Corvette repro. KO wheels, with tires. Original GM Corvette Ads in the magazines. *Corvette News* magazines from Vol. 3 No. 1. Original T-3 headlamps.

Weldon Montgomery (303) 530-1372

Dual Axle, flat-bed trailer. \$1,000 OBO
Jim Lennartz (303) 674-0295 Evenings

'65-'66 steel wheels, one to four or five, various dates, your choice. \$100.00 per wheel or \$600.00 per set of five (match dated).

3124 holley carb., dated 565(real, not a restamp). \$800.00 or serious offer.

1961 Owner's Manual with insert card. Good condition. \$100.00 or trade for 1965 Corvette parts or other Corvette parts..

Martin Egan (307) 632-5806

E-mail Egan19651977@cs.com



ROCKY MOUNTAIN CHAPTER OFFICERS

CHAIRMAN RockyMntnRidge@aol.com Term expires: 12/31/2002	Ralph Ridge (303) 660-8531
VICE CHAIRMAN DJKazmierzak@NCRSRMC.org Term expires: 12/31/2003	Dennis Kazmierzak (303) 697-8428
EDITOR Racz-Gaddis@worldnet.att.net Term expires: 12/31/2002	Lisa Racz (303) 771-8239
JUDGING CHAIRMAN JackHumphreyH@cs.com Term expires: 12/31/2003	Jack Humphrey (303) 526-9410
AST. JUDGING CHAIRMAN JimLennartz@compuserve.com Appointed position	Jim Lennartz (303) 674-0295
SECRETARY RReiff@rwbeck.com Term expires: 12/31/2002	Rick Reiff (303)766-2654
TREASURER	Weldon Montgomery

DorisandMonty@juno.com (303) 530-1372

Term expires: 12/31/2003

ACTIVITIES

Bluel79@yahoo.com

Bill Barcus
(303) 773-2633

Term expires: 12/31/2003

MERCHANDISE

Epobuda@aol.com

Eckhard Pobuda
(719) 488-1767

Term expires: 12/31/2003

MEMBERSHIP

JonLWhiteley@email.msn.com

Jon Whiteley
(303) 526-2209

Term expires: 12/31/2002

TECHNICAL ADVISOR

CorvetteMasters@cs.com

Gary Steffens
(303)762-8388

Term expires: 12/31/2002

COMMUNICATIONS

RDav@iname.com

Bob Davis
(303) 838-9529

Appointed position

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