



JANUARY - FEBRUARY '03

Issue 1 &amp; 2

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**INSERTS**VISIT OUR WEB SITE AT [WWW.NCRSRMC.ORG](http://WWW.NCRSRMC.ORG)**CHAIRMANS MESSAGE****By Ralph Ridge**

What a great Christmas party. If you missed it, you missed lots of fellowship, great food, and fun. Lisa was in charge of the gift exchange again this year and she was in top form. I haven't laughed so hard in quite a while and I think all forty or so attendees would agree it was great fun. I can still visualize Jon Whiteley launching himself towards the ceiling after Lisa snuck up behind him as he bent over to select a gift. Some of the gifts were great and finally found a good home after being "stolen" the requisite two times. I want to thank everyone who helped make the party a success, and especially, Rich and Dena Johnson who were such a gracious host and hostess. Dena's outstanding job of decorating and preparing for the party were very evident and I'm sure Rich had his hand in it also. Thanks again to both of them.

This January is the Polar Bear swap meet at the Adams County Fairgrounds. Information about it can be found elsewhere in this newsletter. This is a fundraising event for our chapter, so start searching your garage now for

those items you no longer need or will probably never use. We also need volunteers to help staff the booth on the Saturday of the meet. Check with Bill Barcus for details. Remember one man's junk is another man's treasure.

The next several chapter meetings will be important as we will begin to fill committees for the Regional meet in June of 2004. This is a chapter event and we will need TOTAL chapter participation. The best way to keep from being appointed to something you don't want to do is to volunteer for the area that interests you. We are also going forward in putting together a proposal for the '05 National Convention. If you have any ideas or suggestions, contact me, Dennis, or Bill Lucia.

**SAVE THE WAVE**

Ralph

**MEMBERSHIP****By Jon Whiteley**

With the year 2002 almost at an end, our Chapter has succeeded in reaching a membership of 95 members. (The total for 2001 was 84) This includes 18 new members for the year. Once again, our membership goal for 2003 will be to achieve a roster of 100; however as I've said before, I'd prefer having a fewer number of active members than a lengthy list of merely names and addresses.

Now that our new RMC brochure has been printed, I will attempt to get them out to the Corvette community as well as to distribute them to RMC members wishing to carry a few in their glove box to hand out as needed. I hope to have plenty for distribution at the January chapter meeting.

Our most recent new RMC members:

- Pat & Rose Cain of Rawlins, WY – '65  
Milano maroon small-block coupe

Welcome to the club!

Enclosed with this newsletter is a *membership renewal form*. I encourage you to send back that application **NOW** with your \$20.00 (cheap!) renewal dues while this newsletter is still in your hands. Even though it is not quite Christmas as I write this, nearly 50% of our RMC members have ALREADY sent in their renewals for 2003! Way to go!

**PLEASE BE SURE THAT YOUR NATIONAL MEMBERSHIP IS STILL CURRENT!** (The renewal date for national dues can be found on the mailing label of the *RESTORER* or *DRIVELINE* publications.)

I hope your Holidays were great and that 2003 is healthy and prosperous for all!

## JUDGING

By Jack Humphrey

*Waz Happenin'?*

December was the annual RMC Christmas party and we had social fun instead of doing club/car things! So, our last real business meeting was back in November. Not everyone attended, so I'll do a look ahead to see what 2003 holds for us in terms of judging related activities.

### *Judging School*

In January, I'll conduct a judging school. In the past we've gotten hands on experience with donated Corvettes, had educational contests covering selected judging topics, and attended a multi-media combination lecture/hands-on session courtesy Bill Lucia. Our membership has enjoyed modest expansion plus our membership mix has changed with the addition of new members. Instead of concentrating on individual judging component topics, it's time to go back to basics.

This year's school will be in lecture format. What are the various avenues for owner and car to gain recognition within NCRS? What tools do we use to get the job done? What are the buzzwords we brandish about? How do you

go about judging a Corvette or having your Corvette judged? Why even bother?

In other words, this will be a session in Corvette 101. If you're a new member who sees the process as a fuzzy issue, come on out! If you know a Corvette owner who's either not an NCRS member or not an RMC chapter member, this would be an excellent time to come and 'audit' our club! If you're an old 'pro' at NCRS and Corvette judging, you've got knowledge to share.... Please attend and share what you know with others! The session is scheduled for Saturday, January 18<sup>th</sup>, at Corvette City—I'll see you then.

### *Annual Judging Meet*

You should find a 2003 meet registration form in this copy of the newsletter, on our website ([www.NCRSRMC.org](http://www.NCRSRMC.org)) if you need additional copies and in the Jan-Feb edition of *Driveline*. Again, we've scheduled our meet early in the year to thwart summertime conflict(s) and reserve the driving season's 'prime time' to use our cars and participate in NCRS Regional/National events as well as those of other Corvette organizations.

This will be a joint meet sponsored by both the Rocky Mountain and New Mexico chapters. It's set for the ides of March (March 15<sup>th</sup> 2003) in Colorado Springs at the Corvette Center of Colorado Springs. While this is drive south for most of us, there are nice classic Corvettes in Colorado Springs and we should draw 'fresh blood' from an area of the Front Range we don't visit very often.

In the past, we've been sort of lucky. Our policy has been to make the meet free to those who attend to see the cars and volunteer their time in judging. This is still our modus operandi, but instead of the event being just across town, it's a trek south. This means you probably won't be able to wait until the morning of the event, look out the window, get a feel for the weather and decide, at the last minute, to pop in....

It takes a commitment to set the time aside, put the event on your calendar, and make it happen! One of the reasons we're doing it this way is to have a practice run working with our friends from New Mexico who will joint venture with us in hosting our 2004 approved NCRS Regional Meet. Instead of getting up at oh-dawn-thirty and driving like a demon to reach Colorado Springs, I suggest you plan on coming down the night before, taking a hotel/motel room and rubbing elbows! Judging the cars is one thing; getting to know and learn to work with our New Mexico friends is another and that's what the exercise is really about!

At this time, we have one registered attendee (Dennis Kazmierzak) and one registered Flight Corvette (Jay Garris, Colorado Springs, 1965 coupe). Despite the fact we'll have manpower from New Mexico, we NEED your participation to make this event run smoothly. Pencil whipping and sending in the registration form helps a LOT. You give me visibility on who's going to be there, what their judging talents are, and we can plan judging team staffing assignments ahead of time!

The last issue, planning ahead, has benefits. If you know you're going to see 'action' in a specific area, you can review the Judging Guide text in advance to bone up. Things flow more smoothly with less 'real time' book reading on the judging field. We get the job done faster/better and have time to interact with the owners, our fellow members, and look/learn from the inevitable unusual items that always surface each time Corvettes get together in a meet environment.

So, I'm asking for two things from you:

- (1) Fill out that registration form and send it in today! Let me know you plan to support the effort and give me headcount visibility!
- (2) Make the effort to put this event on your calendar NOW and commit to it vs. taking ye olde wait and see position....

RMC club members have yet to let me down in making the effort to donate the personal time to attend and help! I suspect this year will be no different. So, let me hear from you. This is in our backyard and it'd sure be embarrassing to be 'outnumbered' by our friends from New Mexico who have further to come!

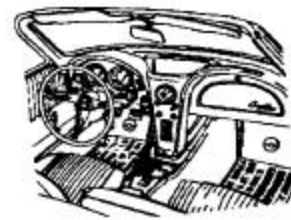
### ***Regional/National Meets***

The National Convention is an east coast affair, set for July 13-17<sup>th</sup> in Hershey, Pennsylvania. Since this is in the mainstream of the US population belt, I expect there will be a lot of fine Corvettes to see if you make the trip!

Closer to home, the Western Regional follows on the heels of our chapter meet. It's scheduled for May 1-3<sup>rd</sup> in Zion, Utah. If you've not been to Zion, it's a small town set beside a National Park scenic wonder in southern Utah. The sights are breath taking, and the drive out can be equally inspiring if you get off the freeways and cruise past Bryce Canyon enroute.

The other nearby meet is the Heart of America Regional set for St. Louis, Missouri May 15-17<sup>th</sup>. This meet typically draws very experienced judges from the Midwest 'bread basket' and is the last 'nearby' Regional for us prior to the National Convention in Hershey.

In between these meets could well be that once in a lifetime goodie! The Corvette 50<sup>th</sup> Anniversary Celebration is set for June 26-29<sup>th</sup> in Nashville, Tennessee. This is a Chevrolet kickoff event that will have participation from virtually all Corvette enthusiast organizations. NCRS will have a display area set aside covering cars from each of our award/recognition areas (Duntov Mark of Excellence, McLellan Mark of Excellence, Bowtie, American Heritage, Founders, and Sam Folz awards). Plus, if you enter your Corvette for this event AND bring it to the Hershey National Convention, NCRS will have a special award plaque for you! But, space is not unlimited—a total of 60 NCRS Corvettes will be chosen based on first come/first serve application (running in Driveline now).



## **ACTIVITIES**

### **By Bill Barcus**

Now that winter appears to be upon us, time to be getting the car ready for next spring! Next year has an incredible amount of activities and opportunities for road tours to drive your Corvette anywhere from Colorado to Montana to Bowling Green/Nashville (Corvette 50<sup>th</sup> Celebration) and Hershey, PA (NCRS National)!

Ending this year, we had a very good turnout at Corvette City in November for a tech session on knock wheels and how to make sure they stay on the car!

Thanks to Dena & Rich Johnson for hosting this year's Christmas Party! An awesome view from their front deck of the Denver city lights, great food, and, as usual, neat gifts! Watch out for Lis a – make sure you don't turn your back on her!

The upcoming events for next year are listed – a lot of activities going on in 2003!

Please note there are several openings for Tech Sessions next year. Please let me know if you would like to host a meeting, put on a tech session, or just have an idea for a topic you'd like to be discussed. These tech sessions are for everyone to share knowledge, ideas, etc. let us know what you can do!

Happy Holidays and New Year to everyone!

Bill Barcus  
BlueL79@yahoo.com

## POLAR BEAR SWAP MEET – January 25, 2003 Adams County Fairgrounds

Time to rustle up those parts you don't need and help pay for the holidays! The Rocky Mountain Chapter will have 2 booths at the Polar Bear Swap Meet to be held January 25, 2002 at the Adams County Fairgrounds. We have had the same booth in the same location for many years now and typically do well selling club member's parts – Corvette parts buyers know where to look for us!

Club member's parts will be sold on consignment for those who wish to participate. The 10% sales fee (negotiable for high ticket items) will go to the Rocky Mountain Chapter to help bolster the club's bank account.

To participate:

1. Mark any part you wish to sell with your name, the asking price, and also the minimum price you will accept – People like to bargain at swap meets! Bring a list of all this info with the parts!
2. Bring your parts to Corvette City before 6 PM Friday, January 24. The parts have to be taken to the fairgrounds the evening of the 24<sup>th</sup>.
3. For all parts sold, you will be given your total sales amount, less the 10% club consignment fee. All unsold parts will be returned to you.

Any help will be appreciated to take the parts to the fairgrounds on the 24<sup>th</sup> and man the booth on the 25<sup>th</sup>! Please contact Dennis Kazmierzak at (303) 697-8428 or Dirk Gaddis at (303) 679-8179 if you need any additional information or would like to volunteer your time.

### 2003 CLUB ACTIVITIES

<b>JANUARY</b>	
18	Judging School, Corvette City
25	Polar Bear Swap Meet – Adams County Fairgrounds
<b>FEBRUARY</b>	
15	Tech Session, Corvette City : Jerry Gollnick's '65 Frame – Factory Markings
<b>MARCH</b>	
15	Chapter Meet w/ New Mexico Chapter at Corvette Center in Colorado Springs
<b>APRIL</b>	
19	Annual Meeting for Election of Officers
<b>MAY</b>	
17	Tech Session: Martin Egan Re Owners manuals, documentation at Corvette City
22-26	Road Tour to Billings, Montana, 3 day event– Specifics TBA in January
<b>JUNE</b>	
21	TBD
24-26	Corvette 50 <sup>th</sup> Anniversary – Corvette Museum, Bowling Green, KY
27-28	Corvette 50 <sup>th</sup> Anniversary – Nashville, TN Info at <a href="http://www.corvette50th.com">www.corvette50th.com</a>
<b>JULY</b>	
4	Lisa & Dirk Gaddis' in Evergreen
13-17	NCRS National – Hershey, Pennsylvania
19	Tech Session: Corvette City
<b>AUGUST</b>	
10	Vettes on the Rockies Street Show & Shine in Breckenridge. RMC Club Event
<b>SEPTEMBER</b>	
20	Tech Session: Topic TBD, Corvette City
27	Fall Road Tour
<b>OCTOBER</b>	
18	Tech Session: Topic TBD, Corvette City
<b>NOVEMBER</b>	
15	Tech Session: Topic TBD, Corvette City

<b>DECEMBER</b>	
6	Christmas Party

## REGIONAL DIRECTORS REPORT

By Howard Loomis

**Regional Director Region VI Report  
Rocky Mountain, Kansas City & St.  
Louis Chapters**

### HAPPY NEW YEAR

The first of the year is fast approaching and most chapters will be electing new officers. Most of you have had your Christmas party by now, the Rocky Mountain Chapter's party was a huge success. Thanks to all you who helped and especially the host and hostess, Rick and Dana Johnson. Well done! Many activities are planned this coming year for NCRS members and you should think about attending some of them. A chapter meet or possibly a regional; this will open your eyes to what NCRS is all about. The first meet is the Orlando, Florida Regional on January 22-27, this has always been a perfect time to get away from the cold and head south and take a few dog days off. We are planning on spending a week in Florida with the grand kids to see Mickey, a trip we are all excited about. The first (1) meet in this area is at Zion National Park, Utah, May 1-3 2003. It's just a short drive for those of us living in the Rocky Mountains. This is a beautiful location, and will be an excellent meet. The second (2) is in St. Louis, MO, May 15-17. These two Chapters have plenty of experience putting on Regional meets and this should be a well attended meet. You will meet new friends and learn a lot, plan on judging if you go to any of these activities. I plan on taking a car to both of these regionals.

I hope everyone has heard about the 50th Anniversary of the Corvette in Nashville June 27-28. This should be a once in a life time happening. I have talked with many of you who are going, I can't wait, this should be a fun one.

The NCRS National Convention is in Hershey, Pennsylvania July 13-17, 2003 several activities are planned in the area besides Corvette events (look in your Driveline for details). I know the members in the Mid-Atlantic chapter have hosted so many meets, that this should be one of the best. Remember this, on the East coast there are so many more Corvettes than around this region, all of the judging classes should be full this year.

And lastly, the NCRS National Board meeting is the 22nd of March, 2003 in Hershey, Pennsylvania. I will have an agenda of the meeting before I leave. I will send that agenda to the chairman of each chapter. If any member in this region would like me to take questions or suggestions to the meeting please let me know.

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indicate NCRS)

## ARTICLES and MISCELLANY

**The fulfillment of a dream, winning  
the 2002 Denver Grand Prix  
By Gary Steffens**

Racers by their very nature have that competitive drive, the drive to win! Having grown up and raced Corvettes since the age of nineteen it was no surprise, or accident that my son Bob would follow in my foot steps. At an early age he would always come out in the garage and watch me assemble engines. He would quietly watch and ask questions when curiosity got the best of him. As he grew up watching me drag race my '57 Corvette and eventually switch over to road racing in a '69 GT-1 Camaro, he always wanted to get behind the wheel.

In 1987 I was offered the opportunity to take over Corvette City and own my own business. The Camaro was sold before Bob ever got a chance to drive it, but the seed was planted! Bob

worked for me restoring and servicing Corvettes and we would go watch road racing events at various tracks around the country, including the Steamboat Vintage Races in Steamboat Colorado. Watching the beautiful vintage Corvettes, Cobra's, Camaro's, Shelby Mustangs twisting through the winding streets of the scenic mountain town proved too much to bear! Seeing my old friends Don and Ginger Hein racing "Big Red", their '67 Corvette Coupe, inspired Bob, and I to build our own vintage racer. It also inspired Don and Linda Douglass to have us build them a vintage racing Corvette.

After restoring a 1966 Corvette convertible for Don and Linda and traveling the National Corvette Restorers Society judging circuit to achieve the coveted "Duntov Award", we have become the best of friends. After a Steamboat weekend, Don asked me to build him a '67 big block coupe. He didn't have to ask twice! Bob and I set out to build their racer from a '67 cadaver we had sitting in the corner. It was the end of the racing season and our plans were to build their coupe over the winter and be ready the following spring. Springtime came and drivers school was upon us and the Corvette wasn't quite ready. Don and Linda rented a Toyota Celica from Avis and completed drivers school in the rented Celica, which had only 11 miles showing on the odometer when rented! They completed drivers school and returned the Celica to Avis. no mention to the receiving agent, who asked if the car was OK, but not about the flat spotted tires and worn out brake pads.

Shortly thereafter the car was done and we set about racing with Rocky Mountain Vintage Racing (RMVR) and Nostalgia Racing in Colorado. There was a learning curve of what parts would hold up to the abusive nature of racing! After a few years of racing the '67 Coupe, it was in need of a new paint job. The new Viper came out and the Viper blue color was irresistible! It was about this time that Bob and I finished the '70 roadster and it was decided to paint the cars alike, kind of a team thing! We had immediate

success racing with the vintage crowd. We could usually finish well and numerous times finishing first and second. Don and Linda's Corvette had the extra burden of serving double duty. Don driving in the big bore group and Linda driving in the only Ladies group in the country! With #667 being double driven each weekend it was mandatory to have the best of parts installed to be able to withstand the rigors of road racing. Bob's #668 roadster was built with a little milder engine to keep maintenance to a minimum and second hand tires were gladly accepted from our friends at 3-R Automotive to keep our racing budget in line.

Over the last few years of vintage racing we have done well and earned the respect of our fellow racers. It was a thrill when we learned the Denver Grand Prix was going to include a vintage race! It was an even bigger thrill when we were told that our two cars and drivers were chosen.

A group of drivers from RMVR and Nostalgia Racing were chosen to represent the clubs and vintage racing. A variety of cars were chosen to show the different classes available. Limited to closed wheel cars for the event by the C.A.R.T. promoters, the race would include Corvettes, Camaro's, Mustangs, a Ford Falcon, Porsche's, Alfa Romeo's, Lotus, BMW's etc.. Drivers were chosen based on their experience and participation in club events. Being the only club to have a ladies group proved tough to decide which ladies would be chosen over their husbands when only one car was involved.

A well rounded but formidable group was chosen. The competition would be tough! We have been beaten by many of the racers chosen, so this would be no cake walk! Bob Raub a former Trans Am driver, Ken Petrie an American Indy Car Series Driver in his potent Corvette, Scott Blackett in his 3-R prepared Camaro, Chip Hayne in his historic Shelby Mustang, Gary Tapp and Jana Griffith in their beautiful and rare '63 and '64 Silver Corvette coupes, Art Krill in a Boss 302

Mustang, Cash Johns in his Camaro, Bruce McGrath and Jerry Schouten in their Porsches, and a number of other smaller bore cars would present a real challenge!

As with any new racing location it was tough to layout plans of where to put everyone in the crowded downtown location. Being a rarity to the big C.A.R.T group we were relegated to a small but adequate area near the center of the track. We were limited to four trailers so four of the largest trailers in the club were chosen to work from. This limited our tools and spare parts, usually carried, to a minimum. Luckily Corvette City is only 10 minutes away, so if we had any problems we had access to what might be needed.

Friday we had one thirty minute practice session. Cut short to about 5 laps by one spin out and minor crash, an electrical fire in one of the Camaro's and an exploded rear gear in another. Saturday morning proved no less hard on parts. Ken Petrie grenaded a transmission and I had our spare at the shop. I volunteered to let Ken use our spare trans for the weekend. I left the track to get the transmission at our shop only to find many of the streets blocked off because of some football game, who do the Bronco's think they are any way?

I returned in 30 minutes thinking Ken and his crew would have his trans out and be ready to install our spare by the time I returned. When Bob and I built our cars, we planned ahead, and built them with the idea that if we broke it could be fixed at the track. Ken's car was built years ago so it was tough to strip the trans out of the car. It was about a 4 or 5 hour job for his crew, and of course a hot race car doesn't make the job any easier! This meant Ken wouldn't make qualifying in the bright yellow Corvette. The two Camaro's were also repaired with some late night thrashing.

Saturday qualifying was a thrill, and a surprise finding the mighty little 289 Mustang of Walt and Chip Hayne

setting the pace and qualifying number one! Chip, showing us Corvette guys and gals), that cubic inches don't necessarily mean you're going to be out front! Still we were happy to be right behind with number two and three grid positions. That was the good news!

After qualifying my son, Bob, says, "hey my tranny is going away, it's starting to crunch going into second gear". Great! I just loaned our spare trans to one of our competitors. Oh well, I wouldn't have done it any other way. Saturday after qualifying, Clint (my younger son) and I yanked Bob's trans out and took it back to Corvette City for a late night rebuild. Don and Linda Douglass made reservations at Buca deBeppo restaurant and I wasn't about to miss out on their food! So about 10:30pm to 3:00am I stripped the tranny down and rebuilt it. Two and a half hours of sleep and a quick shower and back to the track at 6:00am for the install. 6:20am and #668 is back together. I decided to check Don's valve lash in the #667 car and look at the valve springs, that 720 lift roller cam loves to eat valve springs. All is well with the Corvette City cars, and we are ready to race.

I would have thought I might have a case of the jitters but I guess staying busy prevented that. Or was it Nancy, Bob's wife bringing Josie, my two year old granddaughter that kept me busy after the cars were warmed up?

SHOW TIME! It was 10:00am Sunday Morning when the vintage cars were called to the grid. Drivers were introduced as the crowd surrounded the cars to get a glimpse of the beautiful cars and their drivers. At 10:30 the order to start your engines was given and the thunderous cars came to life. Lead on to the course by a vintage Cadillac the cars made a pace lap to warm up the fluids and tires.

The green flag dropped and the nostalgic sound of un-muffled race cars came to life! It was hard to see very much of the track from any one

position. I positioned myself at the end of the second straight. As I heard the cars thunder down the first straight, I waited to see where Bob and Don would be in our Corvettes. To my amazement they were in the lead and had about a second over Chip in his Shelby. Knowing how good a driver Chip is I figured my guys took every advantage on the first straight to build a small lead.

Second lap, Don in first, Bob second, and Chip closing the gap with a couple Camaro's and the Falcon close behind.

Third lap, Don still in the lead, then Chip, Scott in the orange Camaro, Bob Raub in the blue Camaro and Kieth in the Falcon, Bob had disappeared! At first I thought, did he break, did he crash? No flags told me he must have spun, then he appeared blazing up the back straight in seventh place. I was relieved and then remembered I needed to breathe! This thirty minutes might be the longest thirty minutes of my life. Lap after lap I watched as Don stretched out his lead. Chip disappeared in the Shelby. Bob began picking off the four remaining cars between himself and Don. First the black Camaro of Cash Johns, then the Falcon, past Bob Raub and finally with about 10 minutes remaining the orange Camaro of Scott Blackett.

We now had both our Corvettes in first and second place. I now know the feeling the drivers get when the race is nearing the end. You start hearing strange noises, feeling unusual vibrations, staring quickly at the pegged oil temp gauge, feeling the spongy brake pedal, wondering if you put in enough fuel?

It seemed like an eternity for the last 10 minutes. You want it to be over while you are running first and second, but there are still 10 minutes remaining. Bob is gaining on Don. Is Don having problems or just pacing himself? Ken Petrie in the yellow Corvette is picking the cars off one by one and has moved into fourth position.

Then barely audible above the thunder of cars I hear "Checkered Flag"!

**WE WON!** We won the 2002 Denver Grand Prix! First and Second Place!

I headed back to our pit spaces finding myself being congratulated by all of our competitors team members, friends and family members. I tried holding back the tears as best I could but a few managed to escape. A few minutes later I see Don, Bob and Scott on the winners podium via the jumbotron and I hear my son thanking me for building a transmission for him at three in the morning. Any time Son, any time!

Bob once said, "just once I'd like to stand on the podium and spray champagne"! It was my dream too and you've fulfilled it for both of us! Love, Dad

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**Pleasant Surprises**  
**By Jerry Gollnick**

I am in the process of getting the chassis put back together for my 65 FI car, that I have owned for 30 years. The car was taken apart 12 years ago and has followed us as we moved around the country for my work. This is not the recommended way to keep track of the hundreds of parts and pieces that make up a Corvette. That's another story.

Last month I was putting the exhaust system back together. I was bolting the side exhaust pipe to the manifold (942). I was using a torque wrench but broke one of my own rules. I didn't look in the aim to get the proper torque. Hey, I've puts lots of this stuff together, 20 foot-pounds is surely correct...wrong! As I was torqing it up, all of a sudden I got that sickening feel when the resistance goes away and things just start to turn too easy. I looked at the exhaust manifold and it cracked, big time. Now what?

I got on the NCRS web site technical discussion board and received many helpful suggestions. Our own Jack

Humphrey gave me the name and location of a local shop, which has successfully repaired cast iron. I made some calls and sure enough it can be done but it was a little pricey. I'm a great believer in the Internet so I thought, what the heck, let's try EBAY and see if there might be one of these manifolds. This is a rare manifold. It's an FI manifold for a 65. So it's two and one-half inches but it has the choke on the left side. Well I did a search and I was pleasantly surprised to find there was one. I contacted the owner and we came to what we both thought was a fair price.

I was concerned that it was not an original, but a reproduction. So to validate that it was indeed an original part I brought it with me to our November meeting, who better than our own experts. I talked with Jack at the meeting and he suggested that Gary Steffens or Jim Lennartz could look at it and help validate it. I talked with Gary and he said he thought it definitely was original. I then talked to Jim and he thought so also, but he pointed out something I hadn't thought about. The studs were rusted and reduced in diameter. He was the voice of experience. He said take those out before it goes back on the car because, "it's a lot tougher on than off"..pure wisdom. I thought back to some of my past disasters at trying to hand drill these studs out because they get rusted in. It wasn't pretty. I asked him about suggestions to do this messy job. He explained a really neat and clever setup he had at his place. I was impressed. Then he very pleasantly surprised me by saying, no problem, he'd just take the manifold home and take the studs out for me. What a great guy!

So our last meeting was one of several pleasant surprises, but what wasn't a surprise was the help and support we as a group give to each other. Thank you all! With your help and support, my '65 may once again not so pleasantly surprise a few big blocks.

Jerry

## FAMILY MATTERS

BY JOYCE BELL



Welcome to "Family Matters". As the name suggests, this section is about you and your family, which in turn becomes a very important part of our Corvette family.

When Kevin and I first purchased our triple black '92 Convertible, we thought we were just buying our dream car. We quickly learned otherwise while attending "Vette's on the Rockies" back in 2000.

We stayed at "The Lark", a little bed and breakfast off main street with five other couples from the Kansas City NCRS chapter. We had an amazing time, and quickly learned what NCRS hospitality was all about.

In 2001, we joined our Kansas City NCRS friends and headed to Galveston, TX for the NCRS National Convention. That's where we met Ralph & Sharon Ridge, Dennis & Shirley Kazmierzak, Jim & Lori Lennartz, Bill Lucia and Linda Christensen and Mike & Laura Barrington of the UK.

Once again we were pleasantly surprised by the genuine warmth extended to us, and joined the Rocky Mt. Chapter upon our return to Denver.

Our first year as members has been a wonderful experience. We've had so much fun, but more importantly, what we've found to be true is "Members First - Cars Second" really holds true in this club.

With that said, If you have anything you'd like to share such as a birth, anniversary (car's included), illness, or death please let me know via email so we can get the word out and share in whatever you're going through.

**Steve and Debbie Beatty:** Please continue to keep them in your prayers for his continued recovery and strength to make it though this difficult time.

**Kevin and Joyce Bell:** Please join us in celebrating our 3 year "Corvette" Anniversary on January 24<sup>th</sup>.

## 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

## New Business Start-up

By Dennis Kazmierzak

As many of you may have experienced over the years business start-up can be a challenge. I've been very busy this past 16 months with my Corvette Repair & Restoration business. It was started from a desire to help people with Corvette problems that needed the assistance. I thought at first I would be working on my '66 and that would be it. To my somewhat surprise I've worked on several Corvettes none of mine. My garage has had numerous '64, '65 & '66 Corvettes in it since I started. My car sets on the side and watches all this activity.

I believe most of the Corvette owners have been satisfied with my work to date.

Have I made any money? Well usually when you start a business that is the goal. Start up expenses are the consuming factor. So far I've put more into the business than it's able to pay out. My wages are zero to date as everything goes back to pay expenses. Am I having fun? You bet I am or I would not be doing this. Except for the taxes this could be fun to a greater degree.

I'll keep working on Corvettes and helping those who need the help. Old Corvettes are not that easy

to keep on the road. They need more TLC than you can believe. And hopefully I'll get that white '66 running this year.

Thanks for your support.

Specializing in 63-67 Corvette Repairs  
Mechanical & Electrical  
Recommendations for Body & Paint repairs  
All work by appointment. House calls on request.  
If it doesn't run I'll come to it.

**Rocky Mountain Corvette & Consulting Ltd.**

Work Limited to C1, C2 & C3 Corvettes

**D.J. Kazmierzak**  
DJKazmierzak@NCRSRMC.org  
Owner - Operator



P.O. Box 767  
Indian Hills, CO 80454

Phone (303) 697-0303  
Fax (303) 697-1129

## 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](mailto:Racz-Gaddis@att.net)

69 Corvette, T tops, 61k miles on chassis, 11 miles on rebuilt orig. motor 350/350 4 spd. The front suspension, and brakes have also been rebuilt. Also included are a set of orig. tires with lots of tread left. Body appears to have never been hit. Car would make a good driver. 15K for the car,  
Rick Nelson at (303) 423-3147

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](mailto:JonLWhiteley@msn.com)

C5 Goodyear Eagle M+S EMT tires. 245/45R17 & 275/40R18. One season (1500 miles) on tires. Very good condition. \$850.00 OBO

'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](mailto: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 Interior. 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](mailto:Egan19651977@cs.com)

1980 Corvette, 350, 4spd, new-beautiful custom paint, tan interior, new B.F. Goodrich tires. Prior owner documents engine, clutch & rear end rebuild at approximately 100k miles. T-top. New belts, power antenna, p.w. motor, rebuilt alt. tinted glass. \$19k or best reasonable offer, for fast sale. Serious inquiries only. Jim Richards cell 303-210-6331.

### 66 Big Block

I have a 1966 396, completely original and unmodified and in perfect running order.

If you have a member with a 66 big block car, needing an engine, the casting # is 3855961 and shares ALL parts except the pistons, rings and carb with the 427 Corvette engine. I can be reached at (403) 271-1470,

Calgary Alberta  
Allen Leier <<mailto:allen1leier@shaw.ca>>

**Advertisers: Please update the Newsletter Editor with any changes.**

**THANKS**

## ROCKY MOUNTAIN CHAPTER OFFICERS

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<b>SECRETARY</b> RReiff@rwbeck.com Term expires: 12/31/2004	Rick Reiff (303)766-2654
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<b>ACTIVITIES</b> BlueL79@yahoo.com Term expires: 12/31/2003	Bill Barcus (303) 773-2633
<b>MERCHANDISE</b> Epbuda@aol.com Term expires: 12/31/2003	Eckhard Pobuda (719) 488-1767
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<b>TECHNICAL ADVISOR</b> CorvetteMasters@cs.com Term expires: 12/31/2004	Gary Steffens (303)762-8388
<b>COMMUNICATIONS</b> 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.

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. All editorial material can be sent to the editor.

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## The Last Laugh

A fire fighter is working on the engine outside the station when he notices a little girl next door in a little red wagon with little ladders hung off the side and a garden hose tightly coiled in the middle.

The girl is wearing a fire fighter's helmet and has the wagon tied to a dog and a cat.

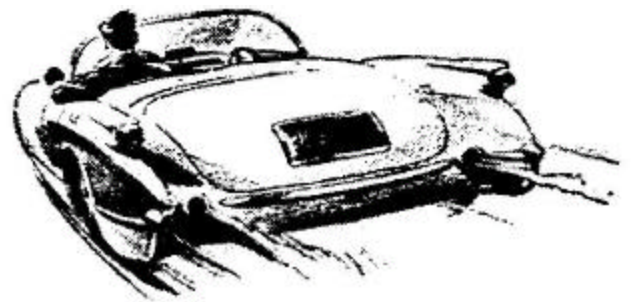
The fire fighter walks over to take a closer look. "That sure is a nice fire truck," the fire fighter says with admiration.

"Thanks," the girl says.

The fire fighter looks a little closer and notices the girl has tied the wagon to the dog's collar and to the cat's testicles.

"Little Partner," the fire fighter says, "I don't want to tell you how to run your firetruck, but if you were to tie that rope around the cat's collar, I think you could go faster."

The little girl replied, "You're probably right, but then I wouldn't have a siren."



**See you all at the next meeting!!**