



July-August 2004

Issue 7 & 8

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CHAIRMAN'S MESSAGE**By Ralph Ridge**

Well the Breckenridge Regional is behind us now and I can emphatically say that that it was a great meet! That it turned out so well is due to a lot of hard work by people that I want to recognize. Eckhard Pobuda, the meet chairman, did the lion's share of the work, organizing, coordinating, and agonizing over all of the details. Kevin and Joyce Bell handled all of the registration which went flawlessly. In addition Joyce arranged for all of the great food for the judges and the banquet. Speaking of the banquet, John and Flora Marsico did an outstanding job of putting together a top notch evening that everyone enjoyed, especially all of the great door prizes solicited by Jack Humphrey. During the banquet proceedings, Bob Davis had a running photo gallery of the cars at the event, being projected on a screen for everyone to enjoy. The program during the banquet was orchestrated by Glenn Reiff, and included Dennis Clark's '62 race car and the

mechanic who kept it running back in the 60's, Doug Sagarra.

Our event was attended by many of our national officers, including our president, Gilbert Scrivner. The judging schools given by Bill Lucia were top notch, and were a preview of what the NCRS "Masters School" will look like next year. On Thursday evening, Gerry Golnick treated everyone to a top notch presentation of what is involved to become a competitive vintage racer.

We also were fortunate to have Jim Lennartz's '63 chassis on display, as well as several Duntov and McClellan cars. Jim also assisted Bill Lucia with the judging school by discussing the finer points of his restoration. In addition, many other folks helped with the set-up, tear-down, and all of the other activities associated with a regional. There wasn't any "small job" involved, it took everyone's effort, and I thank all of you.

SAVE THE WAVE, RALPH

MEMBERSHIP**By Jon Whiteley**

The Rocky Mountain Chapter/ New Mexico Chapter Regional in Breckenridge has come and gone. I think it went very well and want to say "well done!" to all those who helped make it happen. Nice job!

The Rocky Mountain Chapter of NCRS membership currently stands at 105 members –

16 of these are new for 2004. Please welcome our most recent new members:

- Bob & Tina Montgomery of Morrison – '79 black/red L82 4-sp coupe
- John Fahlstrom & Julia Lazartic of Longmont – '58 silver-blue 283/245hp
- James Lustman of Denver – '63 red/black 327/360hp Z06 coupe

Looking forward to meeting you all at the next event.

JUDGING

By Bill Lucia

Hello again:

As I write this report the summer car show and cruisin' season is in full swing. Our own Rocky Mountain Chapter has completed a very successful Regional meet in early June and the NCRS National is now less than a month away. Also on tap are several regionals. Check your Drive Line for information on those meets.

With respect to Regionals (and Chapter Meets too) I feel a need to cover a subject that has become a real sore point with many members. That involves registration at these meets. I urge you to attend as many of these meets as time and schedule permit. However, PLEASE be sure to determine what the registration guidelines and rules are for each. I will not go into the politics of this subject here but suffice to say each of these meets has it's own set of rules and in some cases fees that you will need to follow and or pay. Even if you are only showing up for the day and walking around to see the cars and visit friends you may be charged a nominal fee to do so (\$5 at the recent Regional). This fee is not intended to keep you out or limit your participation in any way. In all cases the fees go to defray the costs of flying NCRS dignitaries to the meet, providing security, PAYING FOR THE DISPLAY

FIELD ITSELF, paying for awards and judges lunches (so people will bring their cars – SO YOU CAN SEE THEM!!!!), and a myriad of other costs and charges of which the casual observer simply is not aware. This is all paid in advance by the way!!!! Suffice to say everyone is welcome but please be courteous and check out the registration rules and fees. They really are reasonable and go toward a great cause (i.e. the cost of the meet in question and the ability to put on the NEXT one!!!!!!). So much for that subject.

The Regional was a great success and I would like to personally thank the many master level judges from all over the country who came to the judging schools and helped out on very short notice. We presented three schools and they allowed participants to earn a full slate of seven points without the need to OJ or actually be on a judging team. Many of our junior judges did just that. Also, a note of special thanks goes to our own Ralph Ridge and Jim Lennartz who became key participants on the second day hands on school. Ralph acted as one of our senior judges in the second day school and Jim used his '63 chassis to show the students what these cars look like "under the skin". By the way, both of these members earned their "Master Level" judging hats at this meet. Well done guys and THANKS AGAIN!!!!

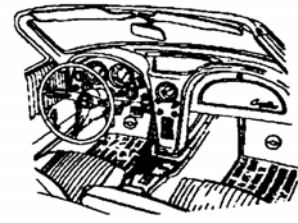
For those of you who participated in the meet by bringing your cars you still have some work to do. Specifically, you should already be planning for the next step in your chosen award program. Duntov candidates, Founders Awards and the like all have a next step. Have you planned it out yet? Do you know what you need to do??? If not, contact me and let's discuss it. Even if you failed one or more of your prerequisites don't give up. 2005 will see ample opportunity to make up lost ground with very driveable regionals and a NATIONAL in our own backyard (Park City, UT). We can easily get you in contact with experienced members and form a small team of volunteers to get you over the next hurdle.

The judging super school is now on tap for February of 2005. This will be held in the Dallas area near the airport and promises to be a real treat. Time, place and registration fees will be published soon.

New subject: Have you had a chance to drop by your local Cadillac dealership lately???? Yeah, I said "CADILLAC". I did so last weekend and got a test drive in a Cadillac CTS-V. You may think I am nutz here but this was quite a car. It sports 14" Brembo brakes, Leather seats, a 6 speed manual transmission, independent rear axle, the other usual Cadillac creature comforts and last but not least it has an LS-6 V-8 crammed into the engine compartment. It is generating 400 HP and 400 ft. lbs of torque. YES.....that is the SAME engine that propels the Z06!!!! Aftermarket accessories (available from Cadillac only) will include, a CORSA "CAT-BACK" stainless steel exhaust, cross-drilled rotors, larger wheels, a carbon fiber engine dress up kit and last but not least a GM sourced "chip" that will push the LS-6 motor into 2005 Corvette territory by upping the available horse power to 455!!!! AND.....the warranty stays intact!!!!!! Did I mention this is a 3900 lb four door sedan??? As Road and Track said, Cadillac should find the guy (or girl) who thought up this deal and give them a big raise and a corner office!!!!!!!!!!!!!! Geez!!! There really is some semblance of intelligent life left on this planet!!!! If I have to have a non-Corvette (or is that non-plastic) car in the stable to keep up appearances of being "practical" then this is the one!!!!!!!!!!!!!! Oh yeah, you'll need about 50 large to get this into your garage!!!! And watch out for the "limited production vehicle mark-up" (They will build only 5,000 in 2004)....the one I drove carried a \$3K "BUMP".

OK....that's it for now.....hey try driving that Corvette once in awhile!!!!!!!!!!!!!!

Later
Bill



ACTIVITIES

BY DAVE TALLEY

How about that regional at Breckenridge? Hat's off to Eckhard and all those who performed the yeoman's share of the work up there. Except for a couple of afternoon thunderstorms, the weather was great. (So what if you have to re-wash the car every morning.) All the cars were super as was the company. We had strong representation from the national officers including the president Gilbert Scrivner, judging chair Roy Sinor, and Restorer editor Terry McManmon. In addition to getting cars flight judged, founders ops checks and sportsman entries there were opportunities for judging points including outstanding schools by Bill Lucia.

So how is the rest of the year stacking up as far as activities are concerned? I've added events around the area out of Scoop magazine. If any sound fun to you and are on your side of town, call a friend or two from RMC and let's help promote our club. Here's the "always room for additions" list:

July

- 4 - Annual meeting and picnic at Eckhard Pobuda's in Monument
- 17 - Colorado Springs. 4th Annual Vette Show and food drive. Colorado Springs Corvette Social Club at Al Serra Chevy (off Academy) 9am-2pm. \$10 entry, trophies, burgers. www.cscsc.org for more details.
- 17 - Longmont, CO Classic Car Show presented by Kanyon Kruzers at Hajek Chevy, 1330 S. Main St. Contact Darrell 970-690-4343

25 - Wild About Cars Cruise in at The Wildlife Experience. 10035 South Peoria, Parker. 9am-12pm. Presented by C4 Hot Rods and Restorations. Entry includes admission for 2 to the Wildlife Experience.

29 - Aug 1: Vette's on the Rockies in Breckenridge

August

21 - Meeting at Corvette City and judging school

September

10-12 - Good Guys 7th Colorado Classic – PPIR in Colorado Springs

18 - NCRS RMC Fall Road Tour

October

1-3 - Red River NM road trip

16 - Meeting at Bozarth

November

20 - Meeting at Corvette City

December

18 – Meeting at Bozarth

January

?? Date ?? - Holiday Party at Bill and Dee Barcus'

Dave. 303-660-2220 email:dnt3@Comcast.net

4TH of July Celebration Eck Pobuda

We will start the BBQ on the Sunday the 4th at noon. Bring side dish if name starts with A-I, salad if J-O, dessert if P-Z. There is no parade on the 4th this year (it is on the 5th), so we will skip that this year. Please RSVP by Friday July 2 at phone 719-488-1767.

Directions are:

Take the main exit for the town of Monument and go left (west) at the stop light on 2nd Street. Cross the Railroad Tracks and turn left (south) on Mitchell.

Follow Mitchell about 1/2 mile and turn Right on Mt Herman Road. It is clearly marked with Brown Forest Service Sign. We are at 3030 Mt Herman, about 1/4 mile up the hill on the right. Watch for the NCRS signs.

Alternative scenic route...

Take Hwy 105 south out of Sedalia. Continue through Palmer Lake, Watch for Red Rock Ranch Road about a mile or two south of Palmer Lake. (you will be heading south east at this point.) Turn right on Red Rock Ranch Rd and follow it to intersection of Sunburst Drive. Turn left and follow Sunburst (it winds around a bit out to Mt Herman Rd). Turn left at Mt Herman Rd and watch for the NCRS signs. 3030 Mt Herman Rd will be on your left just past Nursery Rd.

ARTICLES and Miscellany

Piston Rings

By Gary Steffens

Once upon a time in America choosing a set of piston rings was simple, you merely told the parts man the bore size, i.e. 4.030. Today it is a little more complicated!

Do I choose cast rings, molly rings, ceramic rings, chrome rings, chrome molly, standard fit, file fit, gap-less, standard tension, light-tension, metric width, standard width, racing width? How do I install them? What lubricant do I use on the rings, pistons and walls? How long do I have to break them in? When can I switch to synthetic oil? What cylinder wall finish is correct for the ring I've chosen? What else should I know?

I can only answer these questions based on 40 years of building my own engines. Not a lot has changed in 40 years of ring technology and ring sealing. The few changes that have been made

though, are major improvements from the old "cast iron" ring.

Numerous ring materials have been introduced in the last 40 years, each having an intended use. I don't want to explain the uses for all the different types of rings offered. I only want to tell you what I feel are the best rings for the Corvette restorer to use.

The cast iron ring has been around for a long time, and as far as I'm concerned it has become obsolete. With a molly top ring set and ductile iron second ring you get ring seating within the first few minutes of engine run-time. The cylinder wall finish is smoother, offering less piston and ring drag. The old cast iron ring required a rough cylinder wall to seat properly. Often it would take several thousand miles before oil consumption and light smoking would stop. Let's face it, several thousand miles on a trailer queen could mean never!

Now that I've shared that, the molly top ring and ductile iron second ring combination is my choice for restoration, street use and mild to moderate performance use. What else should I know?

The molly ring requires a minimum of a 600-800 stone finish on the cylinder walls. The 800 finish is my choice. Torque plates should always be used on the final hone for the best ring seal. Cleanliness is next to Godliness when it comes to molly rings. The cylinder walls must be thoroughly cleaned before assembly for the rings to last. My machine shop has a jet washing machine to pressure wash the block after final machining. Even with that done, I use a special white, lint free, paper towel and several cans of aerosol spray brake and parts cleaner to scrub down the walls prior to assembly. I prefer to hand rub the cylinder walls down with 30-weight engine oil just prior to installation of the pistons and rings. Some builders dunk the pistons in oil, but that's just too messy for me. If the cylinder walls are completely coated with oil the rings will scrape down the excess oil, leaving enough on the

walls to lubricate the top rings and you will not have a lot of oil smoke on initial fire-up.

In the past, when you ordered "on size" rings, it meant the ring end gaps were correct and did not require you to file the ends of the rings to achieve the proper "end gap". What I have been seeing in today's direct fit rings, is that the end gaps are much too tight. Usually, around .010-inches is too tight. So I file fit the rings to each individual cylinder to achieve the clearances I want.

Perhaps the ring manufacturers have decided, that with the tighter cylinder wall to piston clearances designed into today's modern pistons, they don't require as much end gap. Until the question is answered, I prefer an end gap of .0045 per each inch of cylinder bore. A 4.030-inch bore would use an end gap of .018 for example. Do it right the first time and you won't live to regret it! If the end gap is too tight and the ring gaps close up butting against each other, you could have some scored cylinder walls on you hands (maybe worse)!

I will assume everyone is using new pistons when building their Corvette engine. So you found a nice set of 30-over pistons at the swap meet. They have been glass beaded and look great! Glass beading a piston ring groove is a big "NO NO." It destroys the nice smooth surface for the side of the ring to seal inside the piston ring groove!

Also check the ring grooves for wear. I've bought pistons that looked great then threw them in the trash when I measured the ring side clearances in the pistons. Excessive clearances will allow the rings to "flutter" in the groove creating premature ring failure, and oil consumption and excessive blow by from the crankcase vent system. Don't want a smoker? Forget the good deal on those used pistons!

Installing the rings on the pistons. Some articles recommend using ring expanders to stretch the rings over the pistons. Have you priced individual rings once you've broken one?

A new full set is about \$2 bucks more than that individual ring you broke! The only rings I ever broke was while trying to use that stupid ring expander!

A gentle spiral installation is all I ever use. Hook one end of the ring in the groove intended and gently spiral the ring around the piston until it pops into the groove. The second ring down requires a little extra effort, but the top groove is a breeze! Be sure you install your rings in the correct grooves, and that they face the correct direction. They usually have a "dot" on the flat surface indicating which side faces up. Read the instructions!

Clocking of the rings is important. I prefer the top ring gap at 12 o'clock, the second ring gap at 6 o'clock, the expander butt end at 6 o'clock and the expander rail gaps at 10 and 2 o'clock. The rings will probably walk due to the spiral finish of the hone, but I don't worry about that.

A nice chamfer should have been left at the tops of each cylinder by the machine shop. This chamfer is to keep the rings from catching on a sharp edge and hanging up as you try to push the pistons into the cylinders from the ring compressor. Without that chamfer you'll be cussing at your machinist!

Speaking of ring compressors, the best to use are the tapered aluminum sleeve type ring installers available from speed shops or National Dragster magazine. These used to come in only the popular bore sizes, now they come in adjustable sizes for that .040-inch bore.

For the hobbyist the KD Tools expandable ring compressor is easy to use. It is a wavy spring steel compressor with a red plastic, cam-lock flip handle that can handle any bore size from your lawn mower to that 502 motor. These ring installers are cheap and easy to use!

I mentioned standard tension and light tension rings—leave the light tension rings for the racers. They don't belong on your street car! I also mentioned synthetic oils. I don't

recommend breaking an engine in on synthetic oil, it is too slick and inhibits ring seating. Give that motor a couple thousand miles before switching to synthetics. If it's a trailer baby you don't need that expensive oil sitting in your pan doing nothing. Enjoy your baby and many happy smoke free miles!

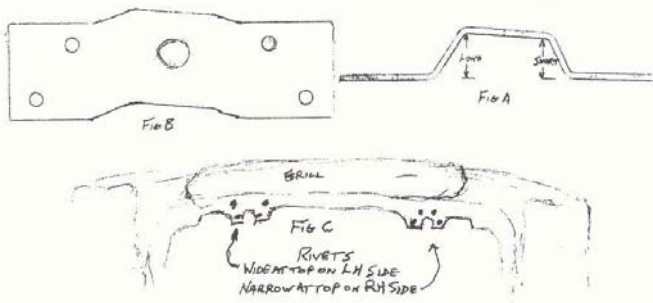
Gary Steffens
Member # 21273

58-62 Nose Support Rod Brackets by Ralph Ridge

Anyone who has ever restored a 58-62 Corvette has probably been faced with the dilemma of repairing or replacing the front nose section due to previous poor repairs or extensive existing damage. If the decision is made to replace the upper surround (the large piece that includes the upper dash, fender tops, hood surround and upper nose section), one of the items that must be reattached to the new fiberglass piece is the two brackets that hold the nose support rods. These brackets are riveted to the underside of the upper surround just in front of the forward end off the hood. They provide an attachment point for the support rods that extend down and bolt to the backside of the grill surround.

At first glance these brackets show that they are both identical when removed from the car. So does that mean they are interchangeable during installation? No, they are not; there is a right and a wrong way to install them. Below in drawing A, you can see that there is a long and a short side in the bend of the bracket. The long side of the bend must go to the outboard side of the car. This is to accommodate the curvature of the hood surround at the point of attachment. Installing them properly insures that the support rod is perpendicular to the nose of the car. Since both brackets are made the same. One bracket is essentially installed "upside down". Figure B shows a frontal view of the bracket with the rivet pattern. Due to the fact that the rivet holes are drilled in an offset,

this means that the rivet patterns, when viewed from the engine side, are reversed. When correctly installed and viewed from the engine side, the rivets on the left side are wide at the top and narrow at the bottom. The right rivet pattern is just the opposite, narrow at the top and wide at the bottom. Since the brackets are mounted inside the nose section, these rivets are the only things visible when looking at them between a raised hood and the nose section. Drawing C depicts the inside of the nose section, looking forward from the engine side.



Remember, when re-installing these brackets, that there is a wiring harness clip that attaches to the underneath side with these brackets on the bottom rivet.

Ralph Ridge
Member # 9653

Regional Director

BY Howard Loomis

My wife, Barb and I have been along for this great ride since 1982 and we finally joined NCRS in 1984, 20 years as a member and many stories to tell of good times.

30 YEAR of GREAT FRIENDS AND GREAT CARS.

Summer is upon us and many Corvette and NCRS 's events are happening. I would like to

recap some of what has been going on.

It looks like the Florida Regional in Orlando, FL. (old town Kissimmee, FL.) had a large turn out, warm weather and many stories to tell. Details in the Corvette Restorer.

Barb and I traveled to Charlotte, North Carolina regional held at the Lowe's motor speedway. This event was well attended, many judged cars, many friends and a great tour of the speedway plus a special tour of Dale Earnhardt Industries. Dinner at DEI was very special. On Friday night we had dinner at the Lowe's Speedway club and watched race cars going around the track. One of the other high lights was a 3 lap ride around the track in a two seat race car and many took advantage of that. (99 dollars) Barb and I drove to that regional and spent time with family on the way.

As an NCRS member everyone got the new NCRS Corvette Restorer. The publication committee, finally got it to the publisher and what a big change from the old publication. I hope every one enjoys the new look, let me know what your thoughts are.

The week of June 3-5 the Rocky Mountain and the New Mexico Chapter put on wonderful Regional in Breckenridge, Colorado; high in the Rocky Mountains. Many members traveled far to attend this event. The weather was just wonderful and it was a typical summer evening, getting a little chilly at night. Everyone had a great time. I did not hear any complaints, if there were any.

Well, on a change of note, while we were in Breckenridge past President Ronald Regan passed away, that got me thinking of the many NCRS friends with whom I have spent many, many hours and who are no longer with us. They are with us in memory only. When I first joined NCRS, it was fun to spend time with those national guys who knew everything about the corvette; Zora Duntov, Chip Miller, Roby Price, Hans Norburg, Dick Daleiden, Dale Pearman, Brent Ferguson, Howard Kursh, just naming a few. I spent many hours with these

guys and I could call them all friends. When I go to a regional I try to reach out and meet new members of NCRS, to spend time with the guys I don't see at every chapter event. Sometimes I may see the national only guy's once a year, so it's fun to spend some time with them.

There is a place at the National Corvette Museum to honor those friend's by buying them a brick with their name on it. Giving us all a chance to remember that person when you go to the museum.(there is a large NCRS Brick in the walkway honoring those members, placed there by the NCRS Board of Directors)

Remember the NCRS National Convention in Windsor, Canada this year and the NCRS National Convention in this Region next year at Park City, Utah; July 17-22, 2005

If you have any concerns or questions about NCRS, please give me a call. I am here for you and the Region.

Howard Loomis
11131 Dobbins Run
Lafayette Co. 80026
303-828-9210
usspug@msn.com

EDITOR NOTES

By Joyce Bell

At our meeting in January, it was decided that those people who submit articles this year would be eligible for a drawing in December. The prize is a beautiful black RMNCRS jacket with embroidered logo. Those who have qualified thus far are; Gary Steffens, John Marsico, Jack Humphrey, Jim Lennartz, Dennis Kazmierzak, Jon Whiteley, Jay Reinig, Fred Koenig, Rick Rieff, and Ralph Ridge if I've missed anyone please let me know. The newsletter deadline is the 15th day of the following months: Feb, Apr, Jun, Aug, Oct. You may email or mail your articles.

Thanks,
Joyce
(719) 495-3551

kjbell92@msn.com

17070 Herring Road
Black Forest, CO 80908

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

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CLASSIFIED ADS

For Sale:

1961 Corvette, numbers matching, 4-speed, 245 HP. Silver with red interior and black soft top. Very clean original driver. Interior immaculate. Good paint, no chips, good chrome. New wide white radials, new kingpins, Wonderbar, heater, positrac, and rebuilt heads. Currently consigned to Corvettes Only. See Mike Anderson for details.
Tom Sims 303-791-4779
Member #30881

Solid Axle Parts For Sale: 2-1958 small hub caps (Dog Dish) good condition: \$75. 4- 1959 small hub caps (Dog Dish) 2 good, 1 very good, 1 NOS: \$200. 56-62 Non Posi rear end 3:36 (G107) only 1200 miles since complete rebuild: \$250. 61-62 deck lid (2 top car): \$150. All parts plus shipping. Call Fred (970) 669-8616

NOS parts for sale; one set of 4, 63-65 nozzle blocks # 7017244, \$200; high pressure pump cable assy , # 6409698, \$125; High pressure pump kit, \$50; lid gasket, # 7017348, \$20; main fuel control dia. cover, # 7014781, \$200; skinner valve, # 7017361, \$100; thin air meter hose, # 385879 \$75; 1963 air meter adapter, # 7017376, \$200; GF-90 fuel filter, \$50; mid-year license light, # 898005, \$75; arm rests, # 4332259, \$50; midyear door w/strip, # 3829301, \$30;
USED PARTS; maroon micro/s, # 7017363, \$150; 64/65 fuel spider assy w/skinner, \$400; 65/66 ant. switch, \$150; FI distributor 1111070 (4B12), \$750; FI high pressure pump, # 7017042, \$600; Prices do not include shipping, call Bill after 6 MST, (505) 771-2729

Parts: '66 used rocker panels, good cond - \$100; '64 set non-PB brake lines (new) -\$75; Hooker headers - \$50; non-orig. exhaust -\$60.
Bill Barcus (303)773-2633

Franklin Mint Models and Promotional Models. Promos back to the mid-70's. Too numerous to list here. Please call Chuck at 719-686-8248 or e-mail at comountainduo@aol.com for listing.

Midyear parts for sale; The following are NOS. FI air cleaner element, \$50; '62 thru '64 black armrests, \$50; door w/strips 3841623, 3829301, 3829302, \$30. each; Stainless windshield molding for convert. #3823439, \$200; fuel filter, GF-90, \$50; fuel pump overhaul kit # 6415462, \$50; cranking signal valve, \$50; axle & link, \$150; FI overhaul kits, \$100; doghouse lid gaskets, \$25; main fuel control dia. cover, \$200; skinner valve, \$100; air meter hose, thin, \$75; '63 air meter apt. 7017376, \$200; Used parts: High-pressure pump, \$700; 64/65 spider with skinner, \$400; power ant. switch, \$150; trans. ignit. pole pieces, \$300; FI dist. (070) dated 4B12, \$850; "W" nozzles, \$200. all prices + shipping. call Bill after 6pm (505) 771-2729

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 is 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

'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

1980 Corvette, VIN 1Z878AS428240, 350 C.I.D., 4-speed, Beautiful new professional custom paint - silver bottom half/ diamond white pearl top half/ bright blue middle stripe. Doeskin interior color, new B.F. Goodrich raised white letter radials 245 6OR 15 on rear/235 6OR 15 on front, T-top, pw, ps, A/C, pb, AM/FM/CD, tilt/telescope steering wheel, tinted windows, 117K miles/30K on rebuild. \$18,000
Phone Jim Richards cell 303-210-6331 for info.

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

CHAIRMAN RockyMntnRidge@aol.com Term expires: 12/31/2004	Ralph Ridge (303) 660-8531
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ACTIVITIES dnt3@comcast.net Term expires: 12/31/2006	Dave Talley (303) 660-2220
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