



July-August 2005

Issue 7 & 8

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CHAIRMAN'S MESSAGE**By Ralph Ridge**

Summer is nearly half over and I hope you've been out there enjoying your Corvette. Our Fourth of July picnic at Eck and Terri Pobuda's was a great success...we even had two of our members from Australia attend (Murray and Wendy Forman). Mike Bogan took his '63 to Illinois for Bloomington Gold certification and I took my '55. We were both honored to return with the Gold certificate. By the time you read this, the Park City convention should be in full swing with many of our members participating in the road tour. That should be a memorable event. Shortly after the convention is Vettes on the Rockies. All of these events give us opportunities to drive and enjoy our cars and the people associated with them. I hope you participate in that experience.

At our July board meeting, we were confronted with many changes in the board's composition. With the board's concurrence, I made the following appointments:

Activities:

Peter Gregory (Due to work demands, Dave Talley resigned. Thanks Dave for a great job).

Membership:

Bob Montgomery (Bob will fill-out the remainder of Peters' term).

Newsletter:

Dennis Dalton (Dennis will fill-out the remainder of Joyce Bells' term. Thanks Joyce for all of the hard work).

Merchandise:

Bill Pearson (Bill will take over on Jan 1st).

Among other actions the board took was to offer the members an opportunity to get their car judged this fall by holding a Chapter Judging Meet in October. Check our judging chairman's report for more details.

I hope everyone has a great and safe summer.

Save the Wave, Ralph

MEMBERSHIP**By Peter Gregory**

The Rocky Mountain Chapter membership now stands at 113. Please join me in welcoming our new members to our Chapter.

John Davis of Lakewood, CO
1967 327/300 Coupe
Silver/Black
AT,PS,PB,PW,telescopic.

Gregory Comes of Arvada, CO
1964 327/300 Roadster
Silver Blue/Navy Blue
No options.

Thomas Warner
1968 Coupe
327/350HP
Lemans Blue/Black
L-79

John Pringle
1967 Roadster
327/350HP
Goodwood Green/Black Vinyl
Tinted glass, sidepipes, AM/FM Radio

Gary Hutton
1967 Roadster
327/350HP
Lyndale Blue/Teal

Please send applications and dues to:
Peter Gregory
12512 S. Elk Creek Way
Parker, CO 80134-4817
Or Email at: PMGregory1@aol.com

See you at our events!

P.S. Bob Montgomery will be taking over as membership chairman please contact him for any new member or renewal issues. His contact information is; Bob Montgomery 303-324-8082 milehiview@yahoo.com

JUDGING

By Dennis Kazmierzak

I traveled to St. Charles, IL for the Bloomington Gold Corvette Meet this past month with Ralph Ridge. Ralph was having his '55 roadster certified. The event was very well attended with a reported 3500 Corvettes on the grounds at various times. It was held at the Pheasant Run Resort where I had in my past career attended business meetings and lectures. A very nice facility. The meet consisted of the judging, Survivor, Certification and Benchmark

categories, a great SWAP meet and the Mecum all Corvette Auction. I spent most of the time helping Ralph with the '55 but did manage to view the SWAP meet and leave a few dollars with the many vendors there. The Special Collection Corvette display focused on special prototype Corvettes and races cars. The '69 ZL1 was there along with an SR1 that I had not seen before on display at any event.

Ralph received his Gold Certification and was very happy and relieved to get it. As with all Corvettes entered in an event, Murphy Law prevails. The '55 just did not want to be looked at and did every thing she could to give Ralph and me a hard time. In the end there were a total of 105 deductions of a total of 8500 points yielding a 98.7% for the '55. The Gold was had but at a cost of much money, time, work and adult beverages. Ralph won't forget that event for some time for sure.

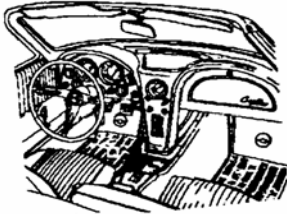
The Bloomington judging system is similar to NCRS in some ways but different in practice. The judges have 36 minute to judge the car. That includes operations, exterior, interior, chassis and mechanical. Four judges do the class i.e. '53-'55 in this case. They score against a specified list of items on a single page. The items can carry a "0, 5, 10, 15" point deduction. Critical areas will automatically "BOX" the car if they are deemed incorrect. The big item there is the engine stamp pad. If it's not right the car cannot get a Gold but only a Silver or Bronze Certificate. The base for judging is as the car was delivered to the dealer. Nothing can be added to the car. Not even a window sticker, fire extinguisher, battery shutoff or license plates. Those would all be considered deductions whereas NCRS will allow and in some case award points for these items. Originality is considered but a restored item done properly will carry the same weight. There are many areas I could discuss but the subject is too complex for the limited space I have. This is a subject that we can address in a special session for individuals interested in attending Bloomington in coming years. It's great to have a Corvette that would have an

NCRS Top Flight and Blooming Gold Certificate in your garage. Congratulations Ralph.

Since our March Chapter Meet the activity for me has turned to planning for the next judging event. I mentioned in one of our meetings that we would have a Fall Judging Meet and also a Tech Session on "Being a Team Leader". The board approved these two ideas and I'm preparing for the meet to be held October 15th at Corvette City. See the enclosed registration

The Fall Judging Meet would be two fold in 1. judging Corvettes that may want to go to the Texas Regional at Waco the following week 2. training of judges for our Spring 2006 Meet. The meet would be limited to a few cars and held indoors at Corvette City. If you are interested in this personal attention please call me. The more interest shown makes the event happen. I look forward to hearing from you.

Dennis



BOWLING GREEN REGIONAL

BY BILL LUCIA

Before I give a report on the Bowling Green Regional I wanted to take a minute and thank all of my friends in the Rocky Mountain Chapter. It's been a great time getting to know all of you. I especially appreciate the nice plaque that you sent. It has a prominent place on my Corvette awards wall. I also wanted to let you know that I still plan to keep my membership up.....It's been great being with all of you and I will certainly miss our activities. Our chapter is one of the most active that I have ever had the pleasure of joining. I'm sure that the tradition of involvement, acceptance and friendship that each of you exhibits will insure that the RMC will continue for a long

time. Thank you for letting me be a part of it and I hope that if you ever get out to the Atlanta area that you will not hesitate to drop in or give me a call. Thanks again!!!! Bill

Hello to all of my friends in the Rocky Mountain Chapter. Since I am still a member of the chapter (and intend to continue as one) I wanted to report on the recent Bowling Green Regional. I had the opportunity to drive my 66 big block coupe up to Bowling Green from Atlanta. My brother Jim (a Northwest Chapter member) flew out from Portland to join me on the trip. After a few adjustments and a full tank of 93 octane!!!!!!!!!!!! We left Atlanta early on Wednesday morning and managed to beat the traffic and grid lock and made the 376 mile run to Bowling Green. The weather was cool and slightly overcast so the car ran extremely well and we were quite comfortable (NO A/C!!!). We arrived at the National Corvette Museum at about 12:15 central time so our run took about six hours. No problems at all and a very pleasant drive. We checked into the host hotel, secured a rental car and went back to tour the National Corvette museum. On Thursday morning we returned to the museum grounds and registered for the meet. We prepped the car at the wash rack and moved it into position on the show field. We were one of about 65 cars that had registered for flight judging. In all there were nearly 100 cars registered in one of the NCRS programs. The registered participants numbered about 220!!!

Later on Thursday Jim and I drove over to the Corvette assembly plant and took the tour of the facility. This is clearly one of the most fascinating tours that you will ever take. The proximity of the assembly plant and the Corvette museum make for an experience that few car enthusiasts will ever have. We are clearly very lucky to be Corvette owners!

After the plant tour we drove the rental car back to the museum and attended the mandatory judging school that was put on by the South East Chapter judging chair Freddie Grimm. This school was a bit different. It was comprised of a two page test that everyone

took. It lasted about 30 minutes and then we spent significant time going over the answers. It was very informative and proved that you may not know as much as you think you do.

When the judging school was over the fun really started. A very severe thunder storm was moving through the area when we got outside. Owners were scrambling to cover up cars and get things buttoned up. I did not bring a car cover so I just checked the windows and Jim and I made run for the rental car and headed back to the hotel. We had just pulled onto the freeway when one of the more severe hail storms that I have ever seen hit with full force. It was so bad we had to pull off the road. It took about twenty minutes to abate. By then the damage was done. The rental car was pretty well trashed. (As I write this we are still waiting to get the damage assessed and sort out the monetary issues.) We drove to the next exit and raced back to the museum. We were allowed to drive onto the field and had to sit in the rental car until the torrents of rain stopped. Once the storm blew over we got out to inspect the 66. We were very lucky. The hail did only a little damage. As many of you know this car has original paint and quite a few touch up paint spots. The hail cleaned the touch up paint off of the car completely. Other than that, no holes, broken glass or dented trim. Others were not so lucky. At least one broken windshield, a set of cracked T-tops, a 63 with very dented cookie sheets and numerous other cars with various damage.

Judging began on Friday morning. The weather was very good (hot and muggy) and no sign of hail. A process for consideration of hail damage was developed and the judging began. I drew the 63 chassis assignment and probably learned more at this regional about 63's than any time in the recent past. The day went very well and the judging completed on time. Saturday was a different story. We left the hotel at about 6:30 and it was raining hard. When we got to the museum we had breakfast under the huge registration tent and completed both the owners and judges meetings. By about 8:00 it was no longer raining and the judges and

owners scrambled out to the cars and we got underway. The weather got progressively better during the morning session. By the way.....The unofficial car of the Bowling Green regional was "The Nassau Blue Coupe"!!!!!! There were 9 (yes NINE!!!) 1966 Nassau blue coupes....so what? Well, there were an additional 6 1965 Nassau Blue Coupes!!!!!!!!!! Think the judges had the paint code memorized by the time we got done????

Judging on the 66 went quite well. I was on my way to another perfect Ops check when a minor disaster struck. I went to roll down the drivers window and it popped up and out of the channel and slid down into the door. After completing the Ops check I secured permission to fix the problem. (If this happens to you be SURE you have permission to work on your car on the field FIRST!!!!!!) I had considered taking the door panel off and I had been given permission to do so. But after some calculating and scheming I was able to drop two medium length pieces of duct tape into the window slot and press them against the window. I was able to lift window out and tape it to the top of the door. Once in that position I pushed the bottom of the window back into position and aligned the track under it. I removed the tape and dropped the window down an inch or so and pressed it back into place. 30 seconds flat and 6 points lost and the window was working again. It still needs to be fixed permanently but for the rest of the meet I was in good shape.

The judging continued into the early afternoon with no rain. We finished a bit early and just in time. We secured the car and the downpour started again. It rained hard for about two hours. Fortunately, the judging was complete and the tabulation group had the use of a really nice trailer near the registration tent.

Later that evening we came back to the museum for the banquet. The reception was held just opposite the "Corvette Nursery" (museum delivery point) inside the main hallway. We had a chance to walk the museum again and talk about the activities of the past two days. The actual banquet was held

amongst the cars in the dome room. That was a real treat. We were actually allowed to take pictures as well. After a fantastic meal we moved into the Corvette Theater for the awards presentation. The 66 got a Top Flight despite the Ops check ding. I also achieved something that I have been working toward for a long time. Roy Sinor surprised me by awarding me with my Black Hat. It was especially neat to have my brother there to see the presentation and to have it awarded at the National Corvette Museum.

On Sunday morning we got up early and fueled the car for the trip back to Atlanta. The weather was perfect again, "clear, dry and 65 degrees". We made the majority of the trip back in dry weather getting all the way to Marietta before the torrential rains hit. Still no problems and we rolled into the garage by 2:00.

Overall, this was an incredible trip. Much of the thanks go to the South East chapter folks who put on one of the best regionals in recent memory. Freddie Grimm, Bob Condrey and Janet Kennedy, just to name a few went above and beyond to make the event a major success. This was clearly one of the most well managed meets I have ever seen. Except for the hail storm this one goes down as "perfect"!!! I'm sure there will be more regional events at the Corvette Museum. I hope that some of you can make the trip out this way when they occur. It is really well worth the time to attend a meet at this venue.

Best Regards
Bill Lucia

ACTIVITIES

BY DAVE TALLEY

July is a banner month for Vette related activities. The next will be the July 4th party at Eckhard and Terry's. Then on the 17th through 22nd is the Park City Nationals and road tour. If you haven't had enough by then run up to

Vettes on the Rockies in Breckenridge/Frisco on July 28 through 31.

Below you will find the current calendar of 2005 events taken right off line thanks to Bob Davis. If you have access to a computer away from home and can't remember when the RMC was doing what, please get yourself to our website at "ncsrsmc.org" and find out. As always, if there's a recommendation you have for possible chapter activities or even a small group activity for chapter members please let me know.

Dave

July

4 – 12PM Picnic at Eck's

4 – 2 PM RMC Board Meeting at Eck's

17-22 – Nationals in Park City, UT

28 –31 – Vette's on the Rockies

August

20 – 9 AM Tech Session (Wheel Bearings & Alignment)

September

24 – Fall colors road tour

30 – October 2 – Red River NM road trip?

October

8 – 0900 - RMC Board Meeting (Corvette City)

15 – 1100 - Monthly meeting & Tech Session (Bozarth) (Paint Protective Coatings/Wax)

20-22- Texas Regional (Waco TX)

November

19 – 1100 - Judging School (Bozarth)

December

10- 9 AM Tech Session (Corvette City)
(Emissions Testing C1's to C4's Carbureted & Injected)

– Do we go back to a Christmas party or wait until January??

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

ARTICLES and Miscellany

C2 Frame Repair

By Dennis Kazmierzak

I wrote an article for the Restorer some months ago detailing what to look for when checking a frame on a C2. This article is about what to do with that C2 frame after you have the car and need to repair the frame.

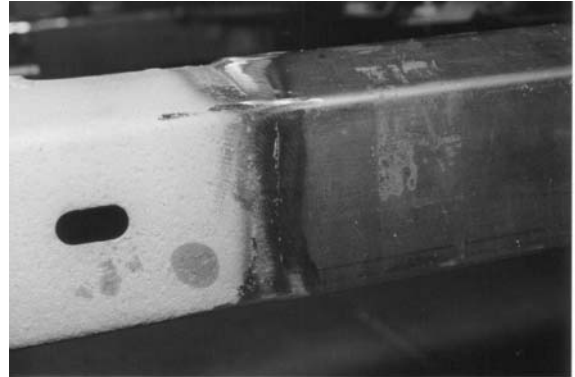
The particular frame I was inspecting was a 1964 Coupe that spent most of its life in Pennsylvania & New Jersey. The owner wanted it repaired so after assessing the frame and noting all the parts were available I ordered all the items for the job.

It should be noted here that you start a project with an estimate on what you can see. The damage sometimes is deeper than what is easily seen, as I'll explain getting into this project. Also the scope of the project needs to have boundaries. Are you just repairing the frame or are you including everything attached to the frame. The parts for the frame would be about \$1000.00. The total I quoted was \$3500-\$4000.

The body was pulled from the frame and the surprises started to show up. In the original estimate we needed to replace the 23" section of the frame rail, both sides, the 3rd cross member, corner gussets and 4th body mounts. We now added the 4th member gussets, sombreros, sombrero bushings and the 3rd body mounts. Added to this were the body reinforcements at the seat belt locations, 3rd and 4th body reinforcements.

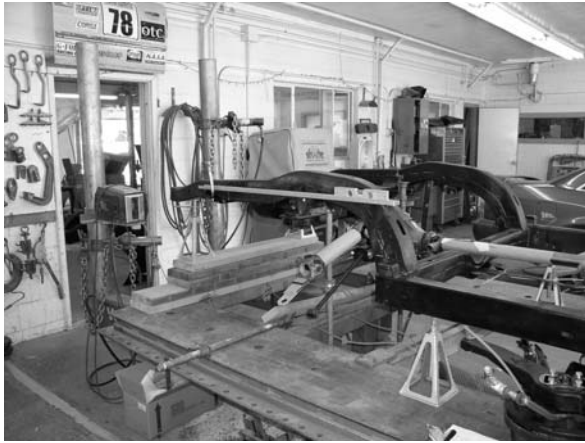
During the disassembly of the frame components it was noted there was damage at one time to the rear trailing arms and the right front "A" frame. At this point the owner

decided to completely go through the frame. This meant all the bushings, bearings, u-joints, brakes, brake and fuel lines, clips and bolts needed to be ordered. I also found while disassembling the trailing arms a very poor repair had been done. The axles were damaged and had to be replaced. Some parts were also missing, dust shields, and the drive shaft and half shafts were heavily rusted.



The first step was to sand blast the frame to clean it up a see if there was any more damage I had missed. After the sand blasting the frame sections were marked and the layout of the repair on the frame was marked. Since the frame was being cut apart a jig needed to be made to be able to lay in the new pieces in the same place as the old section. This is critical to control the cost of the job and maintain all of the critical (AIM) measurements to align the frame and the frame to the body. [picture "Rt side rail section weld"]

After the sections are tack welded in place a preassembly of the differential cross member to the 4th cross member with the differential nose bushing to the 3rd cross member. If all points line up the finish weld can be made. Over the years the frame will sag due to the deterioration of the steel. Checking this assembly will save a potential problem in welding. Also the numbers can be checked from the assembly manual at this point to confirm the jig layout. If the assembly is OK and the numbers match the jig assembly the finish weld can be made. [picture "Checking AIM measurements"]



With the welding completed the frame is then cleaned and cosmetically finished to appear as it did from the factory or as you'd like it to look. In this case we wanted a "driver" so a little extra paint was applied and some of the surface rust pock marking condition was left alone. The frame was now ready for the attachment of all the lines "A" frames, trailing arms and differential cross member.

The engine, transmission and drive shaft were mounted to the frame. Exhaust system was added and the rolling frame was complete.

With the body in the air supported by a body jig the body reinforcements were replaced at the 3rd & 4th supports. The seat belts reinforcements were also replaced. The underside of the body was cleaned and several areas were repaired where the fiberglass was damaged. [picture "Body drop 2"]

The body was now ready to be mated back to the frame. A new body mount kit was laid out for the body drop. Since we had replaced sections of the frame and also the body reinforcements the shim setting would be off. We started with the factory received setting and made adjustments from there. The door alignment and bumper position is critical. As the body settled back on the frame the bolts were positioned and snugged up to the frame. After the body sat on the frame for a week I rechecked the shims and torqued the bolts.

This job cost a lot more than initially quoted for two reasons; 1. The other damage to the frame unseen from below and 2. The decision to completely go through the frame and

replace/rebuild all the components. Keep these things in mind when considering a purchase of a Corvette. It's cheaper to pay someone to look at the car before you buy it than to fix it after you buy it. \$200-\$500 spent to look at a potential purchase is a lot less expensive than the \$9,000 spent to fix it.

Dennis Kazmierzak Member 6885

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REPLACING A FRONT CLIP ON A 68 - 72 CORVETTE

BY MICHAEL J. BIRD

This article is written using a 1969 Corvette body and front clip as the example.. The techniques used would be almost identical for the 1968 thru 1972 model Corvette's and an aftermarket clip would be installed in a similar manner.

My 1969 Corvette was purchased with a front clip that needed replacing. Once the front clip was located, it was time to go to work. The existing clip had to be removed. This was accomplished by removing the hood support, hood, hinges, wiper door, wiper door assembly, radiator, light assemblies, vacuum tank, bumper, bumper hardware, horns, grill assemblies and any other vacuum lines and wiring harnesses attached to the old clip.

When removing a front clip, take plenty of pictures and make notes of hard to remember part locations. (You may even wish to videotape all areas you think may be involved in the front clip replacement.) Be sure to label all parts and use labeled plastic zip lock bags or similar containers to store your small parts.

As an alternative to taking all wiring, lights, horns, etc, from the clip being removed, you can take off just those items directly affecting the removal of the clip and transfer remaining items to the new clip when it is installed. This will necessitate having an area big enough to

store the old clip until you can switch those remaining parts. I chose to remove all parts because of storage problems which I feel the average person will encounter.

After removing and labeling the parts from the old clip, you will need to take off the doors. Make sure to mark bolt locations on hinges prior to removing the doors as this helps keep the door in alignment with the body. I sprayed a light coat of paint on the bolts at the hinge to mark hinge location. (To keep the doors from being damaged, it is a good idea to make this removal a two person job.)

You are now ready to separate the fiberglass from the bonding material at the rear of the fenders. There are two bonding locations at the rear of each fender. The first one is perpendicular to the fourth louver on a 68/69 and runs the full length of the fender (top to bottom) and is called the side plenum & side extension bonding area. The second bonding area is an inch from the rear of the fender (beltline) and runs perpendicular (top to bottom) from the lower fender to the windshield area and is called the lower outer windshield bonding strip & dash extension bonding area. The last bonded area is the thin strip over the back hood surround. (or center plenum section) of the body.

To separate the fiberglass at these bonding locations, it is better to use an air chisel, small pry bar/s and patience. The fender will separate with minimum fiberglass damage if you go very slowly applying pressure at the area being separated. The same is true of the slim fiberglass section over the center plenum. I was given instructions to cut this piece on each side and remove it separately, however my piece came off easily and intact. I found it easier to separate the fiberglass at the very rear of the fender first. Then over the hood surround/center plenum and finally at the louver area. A second person is necessary for this separation process to go smoothly.

(Again, I must stress that patience is the key to remove the clip with minimum amount of

damage to both the old clip and to the areas that will be used to bond the new front clip. A second person is important when lifting the clip from the body as the clip is awkward to handle and damage could result when trying to remove the clip by yourself.)

The clip is now removed. The next step is to prepare the body to mate with the new clip. The first step is to grind off the old bonding agent from the fiberglass at the center plenum, dash extension and plenum side extension. If any cracks or other damage is evident on the front of the body, now is a good time to make the necessary repairs.

Before you go any further, it must be remembered that the front clip was individually fitted to each body at the assembly plant so if you are using an original clip, adjustments in length (rear fender to door) are very probable. If you are using an aftermarket front clip, the inner fenders should be properly bonded to the clip before you proceed.

For alignment purposes, you now need to reattach the wiper door assembly and the doors to the body. You also need to install or verify that the left and right radiator reinforcement assemblies are installed to the front clip. Now install the radiator support and hood hinges to the front clip. These pieces will help ensure a proper fit when setting the clip back on the front member assembly and aligning the hood to the hood surround and wiper door.

The next step is definitely a two person operation. You will be picking up the clip and setting it on the front member assembly and around the center and plenum side extensions. (Lifting the clip and coming straight from the front seems to work best for the initial alignment.) It may be necessary to adjust the front reinforcements along with the front member assembly for a better fit. It may also be a good idea to reattach the radiator support rod for better alignment at the front hood to hood surround area. (On aftermarket clips, it may be necessary to trim some excess

fiberglass from the rear of the fenders, but don't get carried away. Remove only the amount necessary for the initial fit)

Keeping in mind that the measurements between the front fenders and front edge of the door should be $\frac{3}{16}$ of an inch and the hood to the hood surround is $\frac{1}{8}$ of an inch, the hood should be mounted to the hinges for the alignment. It is at this point that you see if any alignment exists and take note of those area's needing adjustments. Remember to loosen the bolts holding the hood in place during this phase of the alignment. The hood plays an important part in the alignment of the front clip and the bolts holding the hood will have to be loosened and tightened numerous times on each side for a proper fit. Again it should be noted that the front clip and hood were hand fitted at the factory and situations have existed where the rear of the hood has had to be shortened in order to get proper gaps between the front hood surround and the rear wiper door. It is very important that you are absolutely sure of these gaps before doing any trimming. Again remember that this task is at least a two person job.

After the above adjustments, you should see some alignment at the doors, hood, hood surround and wiper door assemblies. It will be evident that bonding material will be needed at the rear bonding areas to hold the clip in position for final fitting. (My old clip showed that I needed to lengthen the rear fenders about $\frac{3}{4}$ of an inch in spots in order to get the $\frac{3}{16}$ inch gap that is required and it would require approximately $\frac{1}{2}$ inch of bonding mixture to get the right depth needed.) The doors and fenders were marked for realignment by placing a three inch line horizontally at their center, marking both door and fender at the $\frac{3}{16}$ gap. It was also necessary to drill holes for small screws at the bonding locations at the lower outer windshield bonding strip and dash extension bonding areas to hold the clip in place when making final adjustments. These holes can be used when the final bonding takes place to hold the clip in place and to help

ensure an exact fit while the bonding mixture is setting up/curing.

Some front clips will be installed without the doors in place. In this situation, with the door installed, shims must be temporarily placed at the rear of the front fender between the fender and the rear bonding strip to make sure that fender to door horizontal alignment is maintained. These shims keep the proper depth for the fender. After the shims have been inserted, the screws described in the previous paragraph should be added and tightened to verify that the correct alignment is maintained, both horizontally and vertically. Be sure that the shims are held in place with tape or some other adhesive that is strong enough to hold them in place for the installation but weak enough to break loose when bonding agent has dried. Also be sure to place these shims where they can be easily removed and do not get bonding agent on them. After the bonding agent has dried, the shims should be removed and that space filled. It is a given that all alignments have been rechecked before the door is removed for bonding.

In my case, it was at this point that I couldn't get the hood to align vertically in the front hood surround area. It would not align vertically side to side at the front and no adjustment would work. (All other area's of the hood aligned perfectly.) After much frustration, consultations with Corvette body experts, and trial and error, it was determined that fiberglass hoods can and do warp over time when not properly stored. I ended up with 4 hoods before I got a good fit. I found that most body men correct this alignment by breaking the bonding material on the inner fender and hood surround area and applying pressure in a way as to make the surround fit the warped hood. They then bond the inner fender back to the surround forcing a correct fit at the fender surround area. (This appears to be a good way to fix this alignment when no other hood is available and normal time constraints are involved.) I choose to find a hood that aligned with the clip as I felt the fit would look better and I didn't want to break

loose the inner fender. (This was just a personal choice.)

You can now remove the front clip to make any necessary adjustments to the rear fenders that will help with the final fit. Before you remove the clip, go around all aligned areas to be sure you are satisfied with the fit. (It might be a good time to bring in that person that can always find alignment flaws after you are done so they are found before hand.)

Remember to remove the hood and lift the clip up and to the front of the frame. One person may have to free the rear fenders from the bonding areas by gently pulling them outward to clear the bonding area.

Now that the clip is removed, you can make the necessary adjustments to your fiberglass. (Remember if you are not exact when making these adjustments that fiberglass can be added or removed for better fits, however, it is always easier to do it right the first time.)

The front clip is now ready to be bonded to the body. This is a one time operation with "NO" second chances allowed. Speed and accuracy are vitally important. Two or more people are an absolute must and clumsy people should be sent to the store for snacks.

The clip is positioned on the body as previously described. The hood is attached and all alignments are made. The radiator support is bolted into position on the front member support and adjustments made as necessary. Door and fender markings should be aligned and the drilled screw holes checked. Any additional adjustments should be made to the fiberglass at the rear fenders. (It might be necessary to remove the front clip once more if fenders need additional fiberglass build up for alignment.)

Only when you are satisfied that all alignments are correct and you are sure that the bonding agent will hold the rear fender bonding areas in their proper positions are you ready to move forward. I was told to bond both sides at the

same time. Our crew chose to do one side at a time and it worked very well. (Using this method, it was necessary to cut the thin rear hood surround at the center plenum area on the new clip to make it easier to spread the rear fenders for the application of the bonding material. Some of the body men that we talked to split this area when doing both sides for easier attachment of the clip.)

Now that all alignments are complete, the bonding material can be mixed. **The bonding material sets up very quickly and you have little time for final alignment once the bonding material is mixed and applied. I found that shade (not direct sunlight) and the least correct amount of bonding catalyst give the maximum amount of working time.**

We mixed the bonding material and with the hood held up and the rear of the front fender pulled out, applied the bonding mixture to both bonding areas. We immediately closed the hood, pushed the fender into place and alignment using the agent as a backer and the alignment marks on door and rear fender along with previous screw holes as a guide. The fender was then screwed (using existing screw holes) to the bonding areas to await drying and to hold outer (in and out) alignment to the door and plenum areas. The same steps were followed on the opposite side with the exception of bonding agent being applied to the center plenum area as well.

Waiting didn't take long and the finished job had the same fit as when new. Some clean-up was made for excess bonding material and the screws were removed and holes filled with fiberglass.

For a finished look, the doors were removed and clean-up was made at the outer plenum areas. The rear fender fiberglass was sanded and the clip prepared for priming.

My final word is: "Patience" is the key for a good front clip replacement fit.

(Terms used in this article were taken from the "1969 Corvette Assembly Instruction Manual")

ONE WAY TO READ A NEARLY UNREADABLE CORVETTE ORDER COPY (a.k.a. "TANK STICKER")

By John Fuller

(Note: this article is submitted in pursuit of the NCRS Founders Award.)

In 1998, my Internet search for a '72 big block had culminated in a visit to Columbus, Ohio to check out an Elkhart Green coupe with about 70,000 miles on it. After a test drive, Colleen, the seller (and approximately owner number six), showed me the only documents she had to offer with the car... not many. These consisted of an assembly manual (*with* 3-ring binder) and a few receipts covering an engine rebuild, a set of tires, and some parts.

"Oh, and here's the tank sticker," she said, pulling a zip-lock bag out of the loose-leaf pocket on the inside cover of the assembly manual binder. Inside the zip-lock was a ragged piece of thin paper, which at first appeared to be blank, except for some pre-printed form lines and the faded words "Corvette Order Copy" in bold font in the upper right corner (We hear the "Corvette Order Copy" variously, and in some cases, incorrectly referred to as "tank sheet", "tank sticker", "build sheet", "build order", and possibly other names.

It was one of a multiple-copy packet of forms called the "Corvette Order", which contained at least seven pages.¹ It is beyond the scope of this article to explain the purpose of the Corvette Order Copy and its relationship to the sequence of documents used in the manufacture of a Corvette.). Whether it is correct or not, I will mostly use the term "tank sticker" in the remainder of this article, because it was *indeed* "stuck" to the fuel "tank".

The left and lower straight edges of the form were essentially gone, and the associated bits and pieces had fallen down into a corner of the zip-lock bag. The face of the form was a

mottled blend of wrinkles and tears, with the general color of whole-wheat bread. Some of the wrinkles radiated away from a circular blotch, marking where a glob of glue used to hold the paper to the fuel tank. To the naked eye, a few of the *most* legible (but *barely* legible) words were COUPE, RATIO, TILT-TELE, and TIRE. Well, those *seemed to be* things that could belong to a Corvette, all right.

"How'd you get this out of the car?", I queried, wondering to myself how to ever prove this document came from this car. It was then recounted to me that some little girl, presumably with a little girl's arm, had been recruited to reach up around the top of the tank and peel it out of there. Having never attempted or observed such a feat myself, I was in no position to dispute the tale. Well, fine... this wasn't going to raise or lower the final price of the car, in *my* mind anyway. A deal was struck, and I came on back to Littleton, Colorado to await delivery of the car.

After the car arrived at its new home, I finally had a chance to look more closely at the tank sticker, starting with a bright desk lamp and a magnifying glass. The back of the paper, which was a dark greenish brown, held some interesting revelations. Since it was a "multiple copy" type of form, it seemed to have some kind of ink or chemical on the backside for the copying process. (Liken it to the old "carbon paper" process from years ago.) Anyway, some of the typed or impacted characters had left a much better image on the back of the paper than the front. They also had a "negative" appearance, in other words, as light colored letters on a dark background. Although many were still too faded to read, lots more were now available for scrutiny, albeit reversed. The obvious technique of reading with a mirror left to mind.

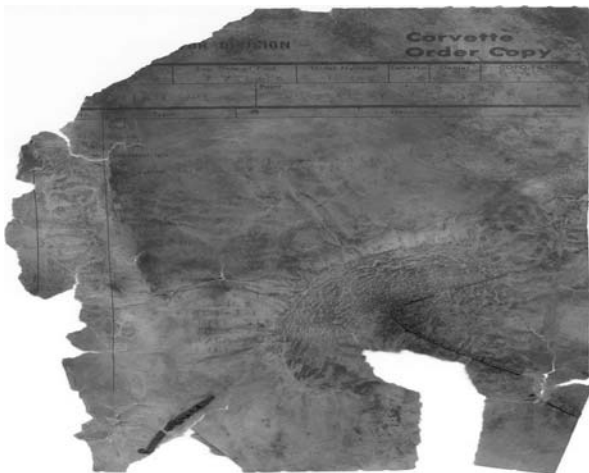
The document had likely spent most of its life (about 25 years and 70,000 miles) on top of the fuel tank: minimally shielded from rear tire and road spray; in a Midwest climate; and in a relatively hot area of the car near the mufflers. It quickly became obvious that each time I handled it, I was knocking off more pieces of the brittle paper. This thing was going to

crumble apart in my hands before I could decipher it! What to do?

Well, not much. A year or two went by, during which the Fuller family went through yet another upgrade of our desktop computer, this time including a flat bed scanner and a software package called *Adobe Photo Shop*, which came with the purchase of a digital camera. (Note: There are many *other* photo enhancement software packages commonly available that can be used just as well for the purposes of this article.) After using the software to restore a couple of old family photos, I got to thinking about the tank sticker again. As best I could, I put the biggest piece of the tank sticker onto the scanner and arranged the other bits where they seemed to fit. The original, front and back, was scanned and saved as a JPEG picture file onto the computer's hard drive. Finally I could put away the original and hopefully not ever have to touch it again.

With the images safely preserved in digital form, I was free to examine the document to my heart's content in a myriad number of ways, by displaying it on my computer screen. Additionally, I could print out full color copies for later display.

The front of the form was mostly useful only for the preprinted labeling of its fields. There were only a very few instances of a character appearing on the front of the form and not on the back.

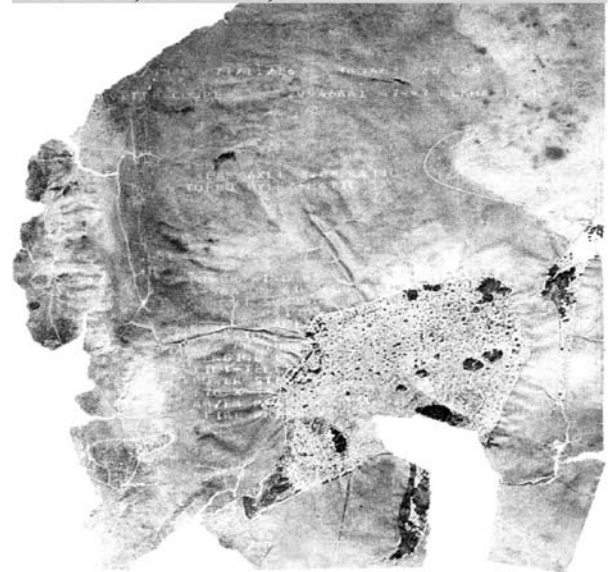


(Front of tank sticker)

As I described earlier, the printing on the back of the form was reversed, leading to the "reading with a mirror" idea. So the first order of business was to use the reversing capability of the software. Just a couple of mouse clicks flipped all the text from right to left. Then, using the provided slider controls on the screen, many combinations of brightness, contrast, sharpness and color hue were experimented with. Some characters became more vivid, especially with changes in color hue. The "negative" look of the printing on the back could even be shifted to a "positive", and in some cases, this also improved the readability.

Finally, using the software's zoom feature, the printing could be magnified up to the point where pixelization (that blocky computer-data look) of the characters diminished the advantage of making them any bigger. As I worked with the images, I took notes on what I was reading by building an approximate replica of the tank sticker as a computer WORD document. Although quite a bit more information was extracted from the enhanced images, a fair amount of it was still either invisible, on missing paper fragments, obscured

Backside, reversed, color/contrast enhanced



by the glue spot, etc.

At that point, and knowing what other options were actually on the car, I resorted to "reverse engineering" some of the missing items on the tank sticker from options observed to be on the

car (This would be used as discussed later, not for authentication, but rather for creation of a replica tank sticker and a replica window sticker for display purposes.). Very helpful at this stage were some reference pictures of Corvette Order Copies from that period which I discovered in my small library of Corvette hobby books and materials.² These told me exactly what type of information I should see at certain locations on the form.

| CHEVROLET MOTOR DIVISION | | Corvette Order Copy | |
|--------------------------|------------|--------------------------------|---------------------------|
| 493725 | 7/1/10/67 | 7/17/11/68 | TBR463 26 029 |
| Model | 19437 | CORVETTE COUPE | 2V946AA1 47-47 ELKHART GR |
| Plant Code | Option No. | Option | Description |
| CS5 | | | |
| AW | 2V6V3AA | REAR AXLE 3.08 RATIO | |
| S | 2VM40AA | TURBO HYDRA-MATIC | |
| C | | | |
| BB | | | |
| *** | 2VAVBAA | POWER WINDOWS | |
| | 2VA31AA | 4-SEASON AIR CONDITIONING | |
| | 2VCC0AC | FRONT SPRINGS | |
| | 2VCC0AT | REAR SPRINGS | |
| | 2V633EA | POWER BRAKES | |
| | 2V330AM | REACTOR AIR INJECTION | |
| | 2V613AA | 270 HP TURBO-DIE 454 V8 | |
| | 2VLS0AA | ENGINE EMISSION IDENTIFICATION | |
| | 2VLO0BB | TILT-TELESCOPIC STEERING WHEEL | |
| | 2VMS3AA | POWER STEERING | |
| | 2VM40AA | P70 X 16 WHITE LETTERED TIRES | |
| | 2VIE6AA | AM/FM PUSHBUTTON RADIO | |
| | 2V250AP | TIRE PRESSURE STICKER | |
| | 2V421AY | SADDLE LEATHER CUSTOM INTERIOR | |

So what specifics did I learn about my Corvette from this experience? Well, the fundamental question of whether this was the actual Order Copy for *this* car (Recall, I had no first hand witnesses to the tank sticker removal incident, and VIN's, readable or not, were not put on the tank sticker in the first place.) seemed to be answered to a strong level of certainty with the following reasoning:

First (and weakest reason), the car and tank sticker were presented together. This *could* be the result of the Order Copy being the genuine article – having always been with the car through its chain of ownership. Of course, it could also have been because one of the previous owners came across a very “close fit” tank sticker for sale by a Corvette document collector.

Second, some of the clearest printing discovered in my image enhancement process included such unambiguous text as 270 HP,

ELKHART GR, TURBO HYDRA-MATIC, TILT TELE, POWER STE(ERING), POWER WINDOWS, (PO)W(ER) BRAKE(S), all of which matched the options I saw on the car.

Third, the “Expected Date of Production” of November 16, 1971 printed on the first line of the tank sticker was very close to the car’s trim tag date of November 18th (D18).

So it kind of comes down to how likely it would be to find *this* close of a fit between any car and a serendipitous find at a swap meet or from a collector. The combination of such a close build date and the number of matching options, I believe, would make it hard to argue that this was not an authentic Order Copy.

One other fact I was pleased to find from the tank sticker was the identity of the original

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| | 2VA31AA | 4-SEASON AIR CONDITIONING | |
| | 2VCC0AC | FRONT SPRINGS | |
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Chevrolet dealer. Checking the GM zone and dealer numbers from the tank sticker against databases available from NCRS and Al Grenning³ indicated that the selling dealer was Altman Chevrolet, Sarasota, Florida, today doing business as Sunset Chevrolet. I was a little surprised by this, since the few previous owners that I knew about gave the impression that the car had spent all its life in Central Ohio. Someday, if I ever pursue the ownership history of the car, this will be an important piece of information.

With the data gleaned from the tank sticker, I was able to go ahead with some confidence in ordering fresh-looking replicas of not only the tank sticker itself, but also the window sticker.⁴

I am envious of my good friend Dave Diercks in Madison, Wisconsin, who is the one and only owner of a fastidiously preserved '72 Steel Cities Gray convertible. Dave had the foresight to keep every shred of paperwork associated with his car, all the way from Dealer Order to Window Sticker, plus every year's registration and insurance forms, all maintenance, etc. (In case you're wondering... Yes, Dave *does* have a life!) For those of us less fortunate owners who lack such extensive documentation, if we had just one piece of paper that belonged to our car, we could do a lot worse than having *only* the tank sticker. If it can be read, the Corvette Order Copy is a fantastic source of history and authentication of a 'Vette. *Where's yours?*

1. From seminar notes entitled *MID YEAR DOCUMENTS*, presented by Al Grenning and Helene Zasadny, held at Bloomington Gold in 1999.
2. *Ibid.*, and additionally from Vette Vues Fact Book of the 1968 – 1972 Stingray, Fourth Edition ©1991 by Murrell F. Dobbins, p. 265.
3. On the NCRS home page (www.ncrs.org), click on the "Zone and Dealer Codes" button, or contact Al Grenning at ALGRENNING@aol.com. Al, the Guru of Corvette documentation and other things, runs a display ad for this service in the *The NCRS Driveline*, and last time I looked, he'll check your dealer number for no charge. What a guy!
4. Again, check the *Driveline* for frequent advertisers Steve Lavigne in Simpsonville, SC, (864) 963-2991 (for tank sticker reproductions), and Triple A Enterprises, Indianapolis, IN, <http://www.window-sticker.com> (for the window sticker). By the way, Steve is *so* good that I suspect he is the one that created those George W. Bush National Guard letters that fooled Dan Rather!

John E. Fuller
Rocky Mountain Chapter
Littleton, Colorado
jefuller@msn.com
Membership 37361

Vice Chairman's Report

From the VP's Desk
By Dennis Kazmierzak

Over the past couple of months I have been representing our Chapter and the NCRS at functions associated with 9Health Fair. This program kicks off on April 19th when we will have six of our members manning the phone bank at 9News from 4:00-6:00PM that day. I encourage all of our members and their families to participate in this Health Fair as it is for Coloradoans Health awareness. By doing this you can change your life just by being aware of your body's condition. Trust me I've been there and found out the hard way on February 3, 1988.

I am aware of three of my friends with health conditions that were found out by regular blood checks. One of them through this health fair. The blood check is only \$30.00 plus \$15.00 for the PSA (prostate screen) for men. Breast exams are also available by appointment for women. These are the two major problems we run into aside from heart disease in our American way of life. I know you take care of your Corvettes, so don't forget your bod!

Dennis

EDITORS NOTES

By Joyce Bell & Dennis Dalton

This will be the last newsletter officially edited and produced by Kevin and Joyce Bell. I have volunteered to assume the position as their professional commitments have become too demanding. There will be a period of overlap with the production of the September-October edition as they have graciously offered to help with the transition as much as possible.

I want to be the first to thank Kevin and Joyce for their extensive contributions to the club and I look forward to the opportunity to get to know many of you and participate more actively in our chapter.

I am in the process of setting up a specific email address for newsletter correspondence and contributions. The address is printed below.

rmcnews@earthlink.net

Dennis Dalton
1131 W. Abriendo Ave.
Pueblo, CO 81004

719.583.2565

REGIONAL DIRECTOR

By Howard Loomis

It's almost time, hope you are going to Park City for the NCRS National Convention. If you miss this one, I hope you are not sorry. This will be the closest to the Rocky Mountains in a long time. I know some people have to work and family comes first so if you miss Park City, we will miss you.

I need to recap some of the events; The judging school in Dallas was one not to miss. Several members from the Rocky Mountain Chapter, Bonneville Chapter and the New Mexico chapter were in attendance. Well worthwhile going to something like that. This was the finest judging school I have attended since belonging to NCRS.

When returning from Dallas, I guess I caught something and I have been down for the last couple of months. I was planning and did register for the Berkley Regional but my wife Barb said NO and she wasn't going to take some sick fool, so I just had to hear the reports. I guess everyone heard about the HAIL at the Bowling Green Regional. I heard most of the damage was to tow truck and trailer and a few corvettes. I had planned on going to Seaside Regional, but still didn't feel up to par. I heard this was a great meet. Well here come's NCRS Nationals and I am really looking forward for this convention it will be a good one.

There have been some changes in the Alcohol and Drug Policy and we will see a Scholarship Proposal.

If you have any concerns or anything to take to the NCRS Board meeting let me know. This meeting will be at 7:00 July 22
Howard Loomis
Regional Director Region VI

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:

1965 Corvette Coupe, 327-365 HP, Nassau Blue, White/Blue Interior, Teak Wheel, Power Brakes, AM-FM Radio, 2 sets of knock-offs, numerous NCRS Top Flight Awards, \$48,000.00, Call 303-660-0828, Email Address: lothar.kremer@wsfp.us

Used, black 80/20 loop interior carpet with jute backing still attached from '66 convertible. In decent condition, take all or sections you need. Price negotiable, the money is less important than seeing someone utilize the material. Marc Frank, Broomfield. 303-807-9309 Cell

Ramco 5000 Engine/Transmission hydraulic hoist. \$350/OBO. Tim Gilmartin @ 303-807-8397.

1999 C5 Corvette convertible, 6 speed Magnetic Red, saddle leather interior, tan top Z51, 12 CD remote changer, HUD, sport bucket seats dual zone temp control, good rubber, much more. Excellent condition. Call Ralph @ 303-660-8531 Asking \$32,500.00

1963 Steering Wheel, black. 85% grain texture, GREAT CONDITION!! \$500 or OBO. Call Jim Lennartz @ 303 674-0295

1965 Corvette Conv. 327/375HP FI, Blue/blue. Top flight awards, asking \$85,000.00
1966 Corvette Conv. 427/390HP, Blue/Blue this is a 425 car with the incorrect engine. Asking \$47,500.00
1966 Corvette Coupe 327/300HP, Silver/Black. New paint original in most areas. Asking \$42,000.00
Serious inquires call Dennis (303) 748-8235 or e-mail Dennis_JK@NCRSRMC.org.

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

1979 Coupe, VIN #1Z8789S432563. Unrestored "Survivor." 350ci, Automatic, A/C, power steering, power brakes, power windows, tilt/telescopic, aluminum wheels, cruise. 100% original condition 53,000 original miles. Owner history back to original date of purchase including Dealer Invoice. \$13,500
Call Peter Gregory
303-805-2936 or email PMGregory1@aol.com
See on www.vettefinders.com and www.cars.com

1969 Burgundy Corvette Coupe, numbers matching 350/350. Rebuilt motor, front suspension, axles, 1/2 shafts, radiator, heater core, & brakes. No hit body. Car is on Vette aluminum wheels & radials, also included are rally wheels & polyglass GT's. 63k miles on car, 1500 miles on motor. Car performs very well, \$13,000.00 or OBO.
Call Rick Nelson (303) 423-3147

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

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

1962 Corvette matching number Maroon with Black interior, engine, transmission & rear axle rebuilt. Good paint and interior. Third owner, 250hp/327 with 4 speed, serial #13307, \$45,000
Call Martin Eagan at 307-632-5806

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.

Advertisers: Please update the Newsletter Editor with any changes.

THANKS

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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 nametag.

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-year printing. Contact the editor for further information. All editorial material can be sent to the editor.

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