

# NCRS-RMC



JULY - AUGUST 2001

Issue 7 & 8

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ARTICLES AND MISCELLANY

## CHAIRMANS MESSAGE

By Bill Lucia

By the time this month's newsletter finds its way to your mailbox the summer Corvette season will be well underway. Regionals will have been completed at Joplin, MO, Stone Mountain, GA and Scottsdale, AZ. The National convention will be in full swing in Galveston and late summer and early fall Regionals will be on tap for Bend, Oregon and Central New Jersey. If you miss the National, both the Bend and New Jersey meets should be good fallback positions. I can speak from experience in saying that the Bend meet is always fun, well attended and draws some great cars. I hope you can see your way clear to attend at least one meet this summer and fall season. Remember that we get chapter of the year

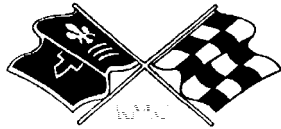
points when you attend. You might also consider getting that Corvette out of the garage and taking it to the meet too!!!! Another good idea is to consider attending a Chapter meet if you happen to be in the respective area. Just like our Chapter the other NCRS Chapters need and welcome your participation. It's great fun, low cost, takes only a day or so and you can usually pick up a judging point or two as well.

Continuing on the participation theme I would like to say that attendance at our monthly meetings has been quite good. Let's keep up the pace and be sure to attend whenever time and schedule permit. You might just learn something useful. Over the last two meetings tech sessions on rear end gears and air conditioning were presented. These were fascinating reviews of highly technical subjects presented by Jim Lennartz and Dennis Kazmeirzak. Great job guys!

One of the things that I wanted to mention this month is the level of participation that generally goes unnoticed in the NCRS and specifically within our Chapter. I frequently receive calls from NCRS members from all over the country asking for help or information on a restoration problem, help in locating or evaluating a car or just some information on the hobby in general. I'm no expert so in most cases I have passed these requests on to our RMC membership. I have to say that I have been very pleased with the positive feedback that I have received regarding our Chapter members and how approachable you all are. Many times our members have dropped what they are doing and scouted out a car, helped to locate a rare part or just provided some much needed guidance

and moral support. This type of positive behavior generates a great reputation for our organization (NCRS) and particularly for our Chapter. I won't try to name all of the people who have helped out (you know who you are!!) but keep up the good work. This type of friendly and approachable attitude serves our Chapter well and word gets around quickly!!!! Thank you to everyone!!!!

That's about all I have for this month. I hope you have a great summer and I hope to see you at least one event over the next month or so. Hey: while I'm thinking about it....get that Corvette out on the road. They were meant to drive!!!!!!!!!! See you next time.



## JUDGING

**By Jack Humphrey**

Well, boys and girls, I ended my last article with a 'stay tuned' teaser. This involved the Flight car without a VIN tag and what to do? I told you I'd get the answers to the questions I posed and give you an update. I lied!

It wasn't an intentional, skullduggery, black-hole lie. It was one of those unavoidable schedule conflict 'opps' white lies. You see, in order to get correct answers to the issues I raised, I have to go to the mountain (National Judging Chairman). And while Roy Signor promised to work with me on this, he's got a National Convention to get behind him and there just hasn't been time to caucus.

Now, I don't hold that against Roy. No sir. I've run the judging shop for a Regional Meet and been involved with several National Conventions. I assure you there's a LOT of time consuming crisis items to handle regardless of how well you plan ahead.

So, I'll go to the mountain.... As you read this newsletter, a handful of brave RMC souls will be Corvetteing their way to Galveston, Texas. Some call us fools (Galveston in July?), but I guess the politically correct reply is real men drive 'em. So, I'll find a few minutes in Galveston to caucus with Roy and get the answer I promised.

At oh-dawn-thirty on the 5<sup>th</sup> of July, the RMC leg of the National Road Tour departs from Ralph Ridge's house in Monument. I'll be driving 'Lil Red, my '71, along with several others. It seems the west coast didn't want to sponsor a leg of the Road Tour, so Dennis Kazmierzak (the car's still in the garage) bellied up to the bar and got an RMC effort approved.

Ralph and Sharon Ridge will be driving their '61 for a repeat Founder's Award attempt. They've spotted Dennis and Shirley Kazmierzak their '99 convertible for the trek. This will be the first time in a while that fearless leader, Kaz, has been behind the wheel of a real Corvette on a cross country journey! Think he remembers how you drive 'em?

Mike and Laura Barrington are returning from London, England to repeat their Bowling Green experience. This year they look forward to seeing the American tropics and Jim Lennartz stepped up to the plate by loaning his 2000 convertible! Our British buddies will get to experience American motoring in a Corvette for the first time in their lives. Hey, Jim, you're the man!

And, not to be outdone, Jim and Lori Lennartz join the group in their drag strip worthy 396 coupe. It's one thing to brave the Texas tropics in the dead of summer in a Corvette without air conditioning, but vying for a repeat Founders Award in such a car that's been modified for quarter mile competition is another thing altogether

To help out, I loaned Jimmy a swap meet 'find' from last fall—a vintage floor mount swamp cooler. It looked like this was an 'ideal' solution. But, I got an interesting call one night two weeks ago. Jim asked this electrical engineer if I knew what the phrase "6V only" meant. Apparently, once the unit was opened for inspection there was a warning plate inside....

Well, I knew the swap cooler was old and rare, but I guess I didn't know how rare a find it was! Since there aren't many '53/54 Corvettes out there, this triggered a little Swiss Navy design project. I visited a local scrap yard and a salvage electronics parts house.

This produced a nifty single pole, fourteen throw, high current rotary switch and the heater blower motor resistor matrix from a vintage

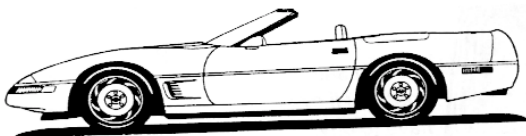
Cadillac. We drilled a few holes, made up a few jumper wires, and mounted the switch and resistor network strategically in the swamp cooler's internal air passage. BINGO! A nifty multi-speed cooler that sees a maximum of 7 volts DC from the car's 12-volt system resulted.

Swamp coolers work great when you're in a hot/dry climate, but we're bound for the topics of Galveston. Jimmy's going to stress the heck out of the unit. And by the way, this is one ditty that gets more miles per gallon the faster you go (gallons of water that is). I guess this is another 'stay tuned' story....

As a 'witness' to events, Bill Lucia will be joining us on the Texas drive. I'm not sure if he's taking his '66 Bowtie car or if plans to cruise in 'metal'. Bill's going to teach a judging school based on the PowerPoint pitch he gave us at his house last winter.

The convention hotel, Moody Gardens, lies just off the main I-45 freeway flyover bridge that crosses onto Galveston island. It's a self contained convention center that resembles 'Mars' with it's multi-story glass pyramid buildings. But, seven of us (myself, Mike & Laura Barrington, Jim & Lori Lennartz and Ralph & Sharon Ridge) opted to rent a house on the neighboring island of Bolivar. It's a 2-mile ferryboat ride from Galveston to Bolivar. Ferry service is provided by the State of Texas, 24-hours/day, every twenty minutes. We grabbed a 4-bedroom, 3-bath private home that sits on the shores of the Gulf of Mexico. So, not only will Rocky Mountain Corvettes drive cross-country, enter the tropics, but they'll ride the waves too!

So, while some question the sanity of going to Texas in mid-summer, we plan to party down! If you enjoy driving a vintage Corvette (or a brand new), consider doing a Founder's Award or Sportsman cruise to a National Convention sometime. It's what fun is made of....



**RMC Road Trip June 2001**

**By Jon Whiteley**

What a difference a year makes! If you remember June 2000, an extended spell of hot and dry weather contributed to several large fires along the foothills that lasted for many days. The good news came the night before our RMC Poudre Canyon road trip in the form of a cold front with rain and even some snow at higher elevations. The cool temps and the precipitation helped weary firefighters bring these blazes under control at last. Of course the bad news was that these same weather conditions were responsible for a thin turnout for the trip. (It did go on, by the way!)

This year was a completely different story. With blue skies and pleasant temps, a caravan of 22 Corvettes (and nearly twice as many members) left the Heritage Square parking lot about 10:15 a.m. on June 16<sup>th</sup>. Members in two groups of 11 cars each proceeded to enjoy the scenery and winding 'Corvette roads' between Golden and Black Hawk. Corvettes from all generations were represented and it was nice to see some of the cars that I had heard about, but had never actually seen turn a wheel. It was a perfect opportunity to get those beautifully restored Corvettes out and drive 'em.

Without any casualties or MIA's, the groups returned a couple of hours later to Heritage Square, had lunch at Notz Landing and shared some casual conversation. I think I can speak for most in saying that 'a good time was had by all'. I want to thank everyone for coming out and participating. I'd also like to thank Bill Barcus for his help in putting this event together.

If you have a favorite route that you think would be fun to do, why not volunteer to 'host' an event. There may still be an open date this Summer/Fall and the Board will be looking for input on activities for the 2002 calendar when they meet in July. Contact your activities chairperson with your suggestions. (Dirk Gaddis for 2001 activities & Bill Barcus for 2002 activities.) Thank you.

## ACTIVITIES

**By Dirk Gaddis**

Our May meeting at Corvette City saw a large turn out, once again. We had moved our Annual meeting (wherein we vote for new Board Members, from April). Following, is your slate of new officers, with 2 year terms beginning in January 2002:

Vice Chairman: Ralph Ridge  
 Treasurer: Weldon Montgomery  
 Activities Chair: Bill Barcus  
 Judging Chair: Jack Humphrey  
 Merchandise Chair: Eckhard Pobuda

You will note that some of these officers are "repeats" from our election last year (they had been previously elected for a one year term). It has been very confusing, but basically we made a move several years ago, to split the Board in half, so that there would be a "continuation" of knowledge from year to year vs. starting with a totally new group (with little or no past knowledge) each term. This past election completed this transition, and from now on, there should be very little confusion. Each Board member will serve a 2 year term, with some new members and some previous members each year. See your current By-laws for a breakdown of the elections.

Our May meeting was followed by a very informative Technical Session on Air Conditioning, lead by our resident expert, Jim Lennartz. Jim always conducts an interesting Tech. Session, packed with a plethora of information. This was the 3<sup>rd</sup> or 4<sup>th</sup> Tech. Session that he did this year.

How about YOU? Can you demonstrate some Technical expertise? Have you had some experience with your car that you would like to share with the Club? Step up to the plate...we have some openings.

As for the June Event, I first want to say a **BIG Thank You** to Jon Whiteley and Bill Barcus for stepping in, and taking on the June Road Trip. It was originally supposed to be an event hosted by myself, but work responsibilities got in the way. I simply did not have the time necessary to put on such a great event. Thanks to these guys, we all had a truly great day!

In July, on the 4<sup>th</sup>, we have for the past several years, done a picnic and parade in Monument, CO. Eckhard and Terri Pobuda are our hosts,

and always show us a good time. By the time you get this newsletter, it will be past... I hope lots of people were able to make the event. I'll report on it in the next newsletter. This July 4<sup>th</sup> event will be our only Chapter meeting for the month of July, due to the National Convention. The Road Trip to Nationals starts out the next day, on the 5<sup>th</sup>.

Speaking of the National Convention, my hope is that our members come home holding an Award for "Chapter of the Year". With help from Donna Hanner, I submitted all of the required information to the National organization on June 10<sup>th</sup>. Our Chapter had some really great participation levels at our regular meetings and at various Regional events this year. All of this participation adds up to points for the Chapter.

Also in July, we have a Board of Directors meeting scheduled for the 21<sup>st</sup>. Board members will be receiving final information on location and time from Bill Lucia.

The August meeting will be held on the 18<sup>th</sup>, at Corvette City. 11:00 AM – Hope to see you there!

## JULY

**4<sup>th</sup> – RMC Meeting and Parade/BBQ in Monument, Colorado**

8<sup>th</sup> – 12<sup>th</sup> National Convention – Galveston, Texas

19<sup>th</sup> – 22<sup>nd</sup> NHRA Mile-High Nationals - Bandimere Speedway

**21<sup>st</sup> – Board of Directors Meeting**

## AUGUST

2<sup>nd</sup> – 5<sup>th</sup> – Looking Glass Corvettes 28<sup>th</sup> Annual Vettes on the Rockies – Frisco, Colorado

9<sup>th</sup> – 11<sup>th</sup> – Northwest Regional – Bend Oregon

17<sup>th</sup> – 19<sup>th</sup> – Super Chevy Show – Bandimere Speedway

**18<sup>th</sup> – RMC Chapter Meeting –**

SEPT  
R**Corvette City – 11:00**31<sup>st</sup> – Sept 2<sup>nd</sup> – UK Flight 2001 – England14<sup>th</sup> – 16<sup>th</sup> – Summerset Festival and Car Show – Jefferson County, CO**15<sup>th</sup> – RMC Chapter Meeting – Corvette City – 11:00 AM**16<sup>th</sup> – Coys Swap Meet – Bandimere Speedway20<sup>th</sup> – 22<sup>nd</sup> – Central New Jersey Regional

The above calendar is only the tip of the iceberg – those who say that they have nothing to do, haven't been looking!

If you have attended an NCRS Regional, Chapter, or National event, please let me know. I will also need to know if you showed your car, or had it Judged, and if you participated in the Judging or Tabulating. Each of these activities gains points for your home Chapter. Also keep me posted on the status of any articles you have written for the *Restorer*.

Dirk Gaddis (303) 771-8239 or E-mail at [Racz-Gaddis@att.net](mailto:Racz-Gaddis@att.net)

**MEMBERSHIP**

By Jon Whiteley

The Rocky Mountain Chapter membership presently stands at 79 members, ten of which are new members for 2001. There have been no additional new members since my last report, though I have been in touch with several potential new members recently. I want to thank those members that have directed these prospects to me for additional information about RMC. Often these prospective members are first-time Corvette owners and are unsure

about what direction to take with their car (i.e.- show, drive, modify, etc.). It is interesting to hear their stories about why they wanted a Corvette, how they found their particular car, and what they hope to do with it.

This newsletter probably won't arrive before the National Convention Road Tour to Galveston departs from Denver, but I want to wish those who are participating a safe, enjoyable and mechanically 'event-free' trip. Thanks for carrying the 'banner' for RMC.

**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 screened Front & Back (Gray)	\$10.00
Sweatshirts...Silk screened Front & Back (Gray)	\$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 (RMC Embroidered)	\$30.00
Jackets (RMC Embroidered)	\$70.00
Satin	\$75.00
Corduroy	
Steamboat Hat Pins	\$1.00
RMC Hat Pins	\$3.00
Name Tags	\$5.00

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

## ARTICLES and MISCELLANY

**RATTLE CAN TIPS**

By Bill Lucia

**ABOUT "RATTLE CAN TIPS"**

"Rattle Can" tips are back again this month with a new set of techniques and products. Remember these tips are intended to be quick, easy and inexpensive tips that can solve a minor operational or aesthetic problem on your Corvette. In many cases these tips will NOT PASS JUDGING STANDARDS, nor are they intended to do so. For the most part, the tips work well for the "Driver" in your collection. Once in a while, they will solve a problem on a Duntov car or other concours class Corvette. Perhaps you have a tip or two of your own that you can share. Here are five more of mine. I've used them all on one car or another over the years and they work!!!

**RATTLE CAN TIP # 26**

On all mid-year Corvettes, the siphon tube for the washer bottle has a small plastic bell shaped collector tip pressed onto the end. The tip has a brass mesh filter on the end. Over time the filter gets damaged and or just corrodes to the point of being useless and or just plain non-existent. Current reproductions use a nylon mesh and will not pass judging standards. To remedy the problem you can visit a local hardware store or hobby shop and get a small sheet of brass mesh. Remove the old mesh and clean the surface with fine steel wool. Then use a set of cuticle scissors to cut an appropriate sized replacement for the collector tip. Use some super glue or contact cement (sparingly!) to attach the new part to the tip. This is worth a point or two every time! Cost for the mesh? About \$2 for two 4"x4" sheets.

**RATTLE CAN TIP # 27**

Most of you know that many of the wire looms on our older Corvettes are wrapped with "no-stick" tape.....or at least you should know. Paragon Products sells a nice big roll of the

stuff for about \$3. This is another cheap item that will save a point or two. Just remember to research where on your car the stuff was actually used. I keep a couple of rolls around all the time.

**RATTLE CAN TIP # 28**

This is a neat tool (actually tray) that I got as a gift. The Eastwood company (among others) sells a small magnetic tool tray for about \$6. The tray holds small nuts and bolts securely and they won't spill out when you knock the tray over. A bigger version sells for ten bucks.

**RATTLE CAN TIP # 29**

I was fussing around with the tuning knobs on the radio of my '66 the other day and the knob fell off. As you know it is held on by an allen head set screw. I could not seem to find the correct size allen head wrench in my tool box so I mounted an expedition to the hardware store. For about ten bucks I came away with a set of allen head wrenches in both metric and standard sizes. There are about twenty or so and they came in their own hard plastic storage case. I dabbed a bit of yellow paint on the metric set using a "paint stick" so I would not get them mixed up. Oh yeah, "paint sticks" are available at hobby shops and they come in a variety of colors like bright silver, gloss and flat black and of course yellow. They cost about \$2 each and are perfect for touching up little dings on your car (but not exterior paint). Try 'em, they work well.

**RATTLE CAN TIP # 30**

This tip is actually a compendium of several tips from the past. The tip is in fact my all time list of rattle can type products (liquids for the most part) that you should have handy at all times. I have every one of these in my garage cabinet and all have been used in "rattle-can tips" in the past. Here they are in no particular order of significance: (you figure out the usage)

Krylon Semi Gloss Black #1613  
 Simi-Chrome Metal Polish  
 Windex  
 Mequiar's Quick Detailer  
 Lacquer Thinner

Plastikote New Ford Grey Paint (Yes "Ford" – a perfect match for shock paint!!!!)  
 Extend De-Rusto Spray  
 Brasso  
 Super glue (gap filling & regular)  
 Never-Dull  
 Mequiars Body Scrub  
 Medic Carb Cleaner (Not necessarily for the carb!!!!)  
 Medic Brake De-greaser/cleaner  
 Krylon Sandable Red Primer  
 Testors Dull-cote Lacquer spray (Probably NOT used at the factory!!!)  
 Krylon Ultra-Flat Black  
 Simple Green  
 Krylon Zinc-Chromate spray (yellow & green)  
 Mineral Spirits  
 Naval Jelly  
 Spray-on under coat  
 WD-40  
 Loc-tite (sparingly)  
 Caulk (clear)

## **ANY CORVETTE THAT RUNS IS A GOOD DEAL OR "WHY DID I BECOME AN NCRS MEMBER"**

**My name is Mike Bird, and this story is true whether I want it to be or not.**

Being a fairly level headed person, with a decent education, several successful collector car restorations behind me, and car club friends who seemed to know what they were doing, I decided that I would like to own a Corvette. As I had a Buick convertible that was sitting in the garage which would be good trading material, I set out to find "MY" corvette. Taking my "former" friends' advice that "Any Corvette that runs is a good deal", the person owning the Corvette I was about to trade for found the sucker he was looking for. I now owned a 1969 Corvette.

Little known to me, the only thing original in the transaction was the VIN number. The front end had been changed to 1973 and upon further investigation, it was determined that the motor, transmission, and anything else that could be changed to other than original had been changed. The car did run and look good.

As the interior needed work, I decided to start there and discovered the original build sheet

under the dash stuffed in the wiring harness. To my surprise, my Vette was originally a 427, 4 speed car delivered to Alabama. (I presume that it was driven by a little old lady, running moonshine, using every back road in the south, and then racing it on Sundays).

Being a person who can't stand anything that's not original, I started out to make my Vette original. All of a sudden my friends' lack of knowledge became very apparent and I knew I was in trouble. Having never learned the term "I GIVE UP", I decided to learn everything I could about Corvettes (especially 1969). About to retire from GM in Michigan, and living within 20 minutes from 2 Corvette parts suppliers/re-builders, I spent much time and money on any literature and parts I could obtain from them (I never knew how many parts on a Corvette cost \$500.00).

Both Corvette businesses were very helpful and assured me that there were a good many Corvette owners out there that were repairing Vettes as bad, or worse than mine. I was instructed to join a Corvette club when I got to Denver. They also set me up with several swap meets and Vette events so I could learn by seeing and doing.

Just before retiring and moving to Littleton, I felt I wouldn't have enough to do in retirement, so I bought a business in Colorado Springs. Four years later, I realized I hadn't done anything on the Corvette (or anything else I wanted to do), so I retired a second time.

In the meantime, I had become the phantom member of the NCRS Rocky Mountain Chapter and wished to change that status. To date, I have acquired friends and support on my Corvette from this chapter. I have learned valuable lessons regarding my Vette and the life it will one day lead. It will be proudly driven, as original as possible, with most of the work completed by me. There is something to be said about getting a "Not So Perfect" Corvette and learning to understand what makes the car work. I have learned to respect all Corvettes and the NCRS, in my quest for my original Corvette.

I will truly be able to say "THIS IS MY VETTE".

P.S.: My former friends will always be my friends.

## CLASSIFIED ADS

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

**For Sale:** Beautiful Black 1997 Camaro – Automatic Coupe. V-6, 74,700 miles, Grey Cloth Interior. \$8,500.

**For Sale:** Beautiful two tone Silver 1996 GMC Jimmy SLE – 4 door, Automatic, 4X4. V-6, 89,000 miles (with 20,000 on new engine). Grey Cloth Interior, Bucket Seats, AM/FM CD, Power everything, "Tuff mats" in rear cargo area and front floor boards. \$10,500.

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

Dirk Gaddis (303) 771-8239

E-mail [Racz-Gaddis@worldnet.att.net](mailto:Racz-Gaddis@worldnet.att.net)

**For Sale:** Single Axle, flat-bed trailer. \$1,000 OBO

Jim Lennartz (303) 674-0295 Evenings

**For Sale or Trade:** 1961 Corvette Owner's Manual with the insert card. Good Condition. \$150.00 or trade for 1965 Corvette Parts.

Martin Egan (307) 632-5806

E-mail [Egan19651977@cs.com](mailto:Egan19651977@cs.com)

**For Sale:** 1990 GMC Suburban w/'93 modified 454CI (300 plus HP). TCI modified HTD400

Trans & 3" SS exhaust. For more info. Contact:

Dennis Kazmierzak (303) 697-8428

E-mail [DJKazmierzak@worldnet.att.net](mailto:DJKazmierzak@worldnet.att.net)



## ROCKY MOUNTAIN CHAPTER OFFICERS

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<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.

NCRS registered marks used in this publication are: NCRS Founders Award®, NCRS Master Judge Award®, NCRS Performance Verification Award®, NCRS Flight Award®, and NCRS Sportsman Award®, and are registered with the United States Department of Commerce and Trademark Office. The NCRS American Heritage Award<sup>SM</sup> application is pending. Humor from the Queen City Chapter:

### Questions to ponder:

When someone says to you, "A penny for your thoughts", and you put your two cents in, what happens to the other penny?

Why is the person who invests all of your money called a broker?

If it is true that we are here to help others, then exactly what are the others here for?

If olive oil comes from olives, where does baby oil come from?

### Thoughts to ponder:

Sex is like air. It is not important unless you aren't getting any.

Give a man a fish and he will eat for a day. Teach him to fish, and he will sit in a boat and drink beer all day.

If you lend someone \$20, and never see that person again, it was probably worth it.

If at first you don't succeed, skydiving is probably not for you.

### For those going on the National Road Trip, here's what NOT to say to a Police Officer:

I can't reach my license unless you hold my beer.

Aren't you the guy from the Village people?

You're not going to check the trunk, are you?

*And for Lori, Sharon, Shirley, and any other gal on the trip:*

That's terrific! The last officer only gave me a warning too!

