

NCRS-RMC



March - April 2001

Issue 3 & 4

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CHAIRMAN'S MESSAGE

By Bill Lucia

This is my first "Chairman's Message" and I wanted to take a few minutes and tell you about myself. I will do that, but first I wanted to recognize a very special person. That person is Dennis Kazmierzak. Dennis has led this chapter for several years now and it should come as no surprise that this is a very strong, very active and growing chapter. That healthy condition is in no small way attributable to the efforts that Dennis has made over the years. I've had a chance to spend some time with Dennis over the past year and more recently at the Texas Regional and I can honestly say that I agree with his approach to this hobby and to the NCRS. Dennis may be stepping down as Chairman but we still have him supporting us in a very crucial role as our Regional Representative. Thanks Dennis for your service and

dedication. I'll do my best to carry on that tradition and meet those expectations.

With that said I'll try to give you a little bit of information on my background. I have been an NCRS member for about 18 years now. I first joined the NCRS national organization and the Northwest chapter when I lived in Seattle. I've owned five Corvettes in that time period. A '79, a '69 SB roadster, a '90 six speed coupe and presently Linda and I have two Corvettes: a '66 big block coupe and 2000 fixed roof coupe. I try to stay as active in the organization as time permits. Most recently I served as Judging Chair for the Southwest chapter. I try to make as many meets as possible during the year and I enjoy being involved in chapter, regional and national activities.

As for my philosophy about our organization, it is simply this: "This is a hobby organization based entirely on PARTICIPATION." That means that you have to get involved to make the club successful. That does not mean you must spend all of your free time in club activities. However, I would ask each of you to consider attending at least one more activity this year than you did last year. For those of you that attend regularly I'd ask that you consider volunteering to host a meeting, do a tech session or just volunteer to help out with one of our many planned activities we already have slated for 2001. For those of you who already donate significant time and effort consider including a new or perhaps inactive member for help next time you take on a project. It's your attendance and participation at our monthly events that has made this chapter the fun organization that it is. For those of you who are inactive members or have not been to a meeting or event in some time, I invite you to come out and attend an event this year. You will be surprised at how much we have grown and I am sure you will enjoy the interaction..... with that pitch I'll close with a story:

In August of 1999 Linda and I drove our '66 big block coupe to the National Convention at Sun Valley Idaho. The car was slated to go through the Bow-Tie judging process. We did well in the judging, earning a two-star award. Although we were not RMC members we did have the pleasure of meeting a few Rocky Mountain Chapter members at that meet. One of those members was Jack Humphrey. When it came time to receive the award at the judging ceremony I went up to the podium and collected the award. On the way back to my seat Jack Humphrey jumped up and shook my hand and said "Bill, you just HAVE to get involved in our chapter".....Well I got involved and I can honestly say I am very glad I did.....With that I'll relay Jack's message....."You just HAVE to get involved in our chapter."

Until next time....keep working on that Corvette!!!!

FROM THE JUDGING CHAIRMAN

By Jack Humphrey

We held a judging school in January. Turnout was good with eighteen RMC members participating. The format was paired member competition. Twenty-five questions were posed as a mixture of multiple choice and essay. Sample parts were provided in five areas: (1) glass, (2) tires, (3) valve stem caps, (4) ballast resistors, and (5) wiper blades.

The focus parts crossed Corvette division boundaries including straight-axle, mid-year and shark cars. This acted to eliminate individual acquired knowledge bias so judges of all levels could participate. Why play a 'game' when the outcome favors prior experience?

Questions were constructed to include all forms of NCRS judging activity. Some dealt with how this or that part would be viewed under Flight rules (restored Corvettes). Others queried about Bowtie examination (un-restored Corvettes). Some questions focused on Performance Verification qualification of the sample components. The chapter's judging library was open for consultation, but several questions were intentionally chosen to illustrate that our books don't cover everything. It's simply not possible to write an all-inclusive and definitive Corvette 'bible' which is why factory concours judging is a blend of science and art.

This is the third year we've put together a school in this format. It takes a bit of doing since the sample parts have to be rounded up, their background researched, and the questions devised on a 'lone wolf' basis. We want every chapter member to be able to participate

and must take reasonable precaution the questions/answers are not known to others. Therefore, Jim Lennartz, Assistant Judging Chairman, and I spent the better part of a month in preparation....

This would be a TOUGH test with the probability of a given team getting a 100% score being virtually nil. That's exactly what happened. Nobody found all the right answers! A school's function is to teach. So, after each team turned in their questionnaires, they were provided with answer sheets and allowed to go back to the parts, review both the questions and answers and re-examine the sample parts. This is where the knowledge transfer happened.

We started just after lunch and the last team left about 4:00 PM. It was a full day and I observed most folks spent their time wisely. Very few turned in their questionnaires and left. Good!

The results were on target. No team turned in a perfect score. Results were tightly grouped with the lowest score being six out of twenty five correct and the highest score being twelve right. Judging level had no effect on team performance. Those who fared the best took their time, researched the chapter library, and when stumped, took their best guess. This models the reality of the judging field. There's only so much time to complete the job.

As judges, we try to do the best we can for the owner (our fellow member), but there are limits (personal knowledge, time, and the limitations of our supporting publications). Personally, whenever I don't know the answer, I give the owner the benefit of the doubt, make a note, and move on. Nobody knows it all and those that think they do are kidding themselves....

This year the scheme backfired! I'd always figured that in the event of a numeric tie, the essay questions would serve as a tiebreaker. Well, two teams turned in the same high score (12 correct answers out of 25). They missed in different areas, so there wasn't any over the shoulder copying. But, when I turned to the few essay questions to decide the overall winner, there was a dead heat here too!

Therefore, we'll be giving out four RMC shirts at our March chapter meet instead of two. For those of you who won't be able to make the Jerry Roth chapter meet, Bob Davis, Dan Tillapaugh, Martin Egan and Gil Pettegrew will be receiving some nicely monogrammed Top Flight shirts. And, those shirts go with my congratulations for a hard job well done!

Looking Ahead

I want to thank the chapter for supporting our annual judging meet coming up. This is by far the best response you've given us in terms of sending in your registration forms. As I write, we have ten cars registered for Flight. Three Corvettes are straight-axle models—'57, '61 and '62. Three Corvettes are mid-year cars—'65 and two '66 cars (all big blocks). Last, four Corvettes are shark models—'69, two '72 and a '73 car. Tomorrow is registration cutoff and while there might be some 'float' I suspect we'll be seeing a 10-car Flight field....

Nine cars registered for the Sportsman category and I had to up my ribbon order! There's one Bowtie display car and five more general display cars. This is great because display Corvettes on the field helps a lot. They provide a rich backdrop and help the owners understand what judges tell them by offering a visual example. So, right now we expect around thirty Corvettes to come representing a healthy cross section of our judging universe. Come on down and let's have fun!

Notes from the Editor:

Jack's busy getting ready for the Chapter Judging Meet on March 17th, at Roth Chevrolet. Deadline for entering your car was March 1st....so if you didn't send him your entry, you are probably out of luck. He may be talked into a Late Registration, if you hurry (like **NOW**), but DON'T count on registering your car to be Flight Judged at the event on the 17th. It's just too hard to fit in more judges and paperwork without some advance notice.

If you don't intend to show your car, or have it judged, you are still needed. Jack can always use, and appreciates, the extra hands. **Let him know in advance, that he can count on you.**

Jack Humphrey – (303) 526-9410

Or E-Mail at – JackHHumphrey@cs.com

ACTIVITIES

By Dirk Gaddis

In January we had a Board Meeting, wherein we lost Dennis Kazmierzak as Chairman, but gained a great replacement with Bill Lucia. We also "installed" new Board members for the offices of Vice Chairman (Ralph Ridge), Merchandise (Eckhard Pobuda), and Activities (Dirk Gaddis). Our Membership Chairman, Jon Whiteley, is serving a second term. Following the Gen-

eral Meeting, held at Corvette City, Jack Humphrey and Jim Lennartz hosted a Judging School, with many challenging items presented for both the novice and experienced Judge.

Also in January, we participated in the Annual Polar Bear Swap Meet. The club made some money selling member's extra treasures, and about 30 members were seen at the event (buying treasures to sell next year).

In February, we had a very well attended General Meeting at the beautiful "garage" belonging to Tim Gilmartin and Bill Barcus. Following the meeting, Tim Gilmartin and Jim Lennartz held an informative technical session on rear wheel alignment (using Tim's '64).

Our March event is the Annual Chapter Judging Meet, at Roth Chevrolet. See Jack's article for the line up.

The April event is normally our Annual Meeting, wherein we vote for new Board Members. The Board of Directors has voted to move the vote to the May meeting, as we won't have time for nominations at the March meeting. We'll hold the nominations in April. Start thinking about the benefits and rewards of joining the Board of Directors to direct the future of your club. You don't have to wait to be nominated - you can volunteer.

MARCH	17th: RMC Chapter Judging Meeting – at <i>Roth Chevrolet</i> – Cars arrive at 7:00 AM – Meeting and Judging begin at 9:00 AM
APRIL	7th – RMC Board Meeting 21st – RMC Chapter Meeting – at <i>Corvette City</i> – 11:00 AM Following will be a Tech Session on Trailing Arms, hosted by Dennis Kazmierzak and Jim Lennartz.
MAY	8th – 13th – Hot Rod Power Tour Road Trip – See article in this Newsletter 19th – RMC Annual Chapter Meeting – at <i>Corvette City</i> – 11:00 AM

ATTENTION MEMBERS!! 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*.

(This is the fourth group of five tips. The first fifteen tips were published in previous RMC newsletters.)

"Rattle Can" tips are intended to be quick, easy and inexpensive tips that can solve a minor operational or aesthetic problem on your Corvette. By quick I mean one hour or less to complete. By easy I mean ANYONE can do them. By inexpensive I mean \$5 to \$7 max! Additionally, these tips usually involve a product (spray paint, polish, preservative etc) that is available at most automotive or hardware stores. 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 of mine. I've used them all on one car or another over the years and they work!!!

RATTLE CAN TIP # 16

This tip comes from Jim Lennartz. Here is a use for those old after-market speakers that you removed from your classic Corvette during restoration. When you need to paint small parts you can hold them easily by using the magnet on the back of the speaker. You can paint a washer or nuts and bolts very easily using this method. Once you have painted the item you can move it slightly and paint the other side. The magnet will hold it in place at just about any angle you need. Thanks Jim!!!!

RATTLE CAN TIP # 17

If you are ready to use rattle can paint (any kind) you can improve the quality of coverage by using this simple tip. Just prior to painting immerse the can in warm (not HOT!!!) water for a few minutes. This will warm the paint and thin it slightly. It will flow better and flash (dry) quicker. You may need one or two extra coats but as you know several light coats are better than one or two heavy ones.

RATTLE CAN TIP # 18

If you are like me you have a ton of old towels and rags that you use to clean, wax and polish your Corvette. I wash my towels regularly and you should too. But did you know that if you use fabric softener in the wash that the residue stays on the towel and later it can interact with the wax or polish? It's true, those streaks that you see can be caused by fabric softener. So next time you

wash the car towels leave the fabric softener out!!!
(This applies to the dryer sheet type as well.)

RATTLE CAN TIP # 19

This is a very expensive tip but I'm going to include it anyway. Mequiars, a maker of high-end automotive care products has a new buffer on the market. They sell the buffer on their web site and at major car shows. I bought one at the Barret-Jackson auction a few weeks ago. The retail price was \$270 but I managed to get a deal at the show for \$240. This buffer deal includes the buffer, pads, towels, detail brushes, several bottles and jars of Mequiars products and a ton of other goodies. Check them out the next time you are at a major show or surf by the web site. Many of the products and tools from "Rattle Can Tips" are included in the kit. (P.S. if you buy one at a major show wait until the last day....the price on mine dropped \$30 in three days!!!! And they paid for shipping!!!!)

RATTLE CAN TIP # 20

If you need to make small wiring repairs on your Corvette you should try heat shrink tubing to insulate the solder joint. This material can be purchased at Radio-shack, most hardware stores and well-stocked hobby shops and comes in several different gauges (sizes). You will need to slip a correctly sized piece of this material over one end of the wire that you will be soldering. Once you have completed the repair slip the tubing over the joint and hold the hot soldering iron close to the tubing. It will shrink and conform to the joint forming a perfect insulator. Cost? About 2 bucks for a package (you'll need at least two different sizes). BEWARE....this type of repair will NOT pass judging standards.....unless of course you can't see it.

Florida Regional Meet Report:

By Bill Lucia

I had the opportunity to attend the Florida Regional meet in January. This meet was held at the Orlando Hyatt and included a very large swap meet, as well as an auction sponsored by Mecum Auctions.

I arrived on Thursday and checked into the hotel. Judging started early (7:00AM) Friday morning with all of the flight cars staged outside the convention center. The operations teams checked cars and completed operations paper work. As each car finished it was moved into the convention center. This is a very nice

carpeted area although it was considerably smaller than the Galveston regional facility.

The turnout of cars was very good with a number of unique and very rare cars being shown and judged. One of the two '69 ZL1's was on display as well as several very nice '67 big blocks. One Red/Red '67 L88 coupe drew a crowd virtually all weekend long. By the way, this car had under car exhausts!!!! (Think about it!!!!) One member brought a '57 fuelie that looked like it left the factory 44 years ago and was never taken off the road. It had original paint and interior (what was left of it), original engine, HUGE side pipes, a roll bar, mags and a bunch of other add on junk, and it was driven to the meet!!! By the way the person that brought the car, bought it new in 1957!!! The owner indicated that the most often asked question about the car is: (you guessed it!!!!) "Hey buddy wanna sell that car??" AND NO....he's not selling At any price. Overall, midyears dominated the judging scene. The quality of cars appeared to be generally high with a nice cross section of colors, years and options represented.

The flight judging went quite well for a large meet. I had the opportunity to OJ with good friend and Northwest Chapter Member Michael Pierce and Al Grenning on the '65-'66 mechanical team. That was a real lesson in humility. If you ever think you know it all, try hooking up with these two black hats for an afternoon....you will be amazed at what you thought you knew!!! Michael and Al run the legs off of the OJ and you get "FULLY" involved. This is what the OJ program is "supposed" to be like. Other areas of interest included the '63-'64 line with several very nice fuel injected cars offered for flight judging. Additionally, a one owner '66 coupe was presented for first time flight judging and potential Bowtie consideration. This was a nice car scoring a virtual knockout on originality but taking some heavy deducts on condition. This car was a real learning experience. One more thing about the '66.....It was driven to the meet....about 100 miles. There's a message here somewhere!!!!!!

On the down side one owner pulled his car from the judging field and then changed his mind only to find out that once you leave you can't come back. This was a hard lesson for a newer member (first time judged) to learn. This points out the need for those of us who have some NCRS experience to be mindful and conscientious about helping newer members to understand the judging process and what to expect. (Maybe we need a sponsor program for first time judging?)

In the solid axle category several nice cars were present although not in the same numbers as the mid-

years. The quality of the restorations on some of these cars had to be seen to be believed. As I mentioned above, overall, the judging went smoothly and was as always very well managed by our national team leaders.

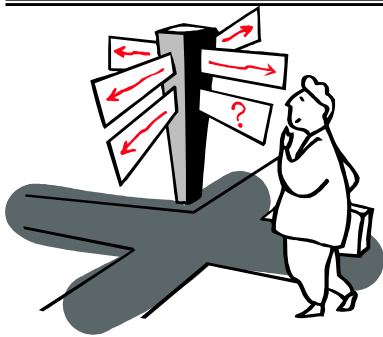
The swap meet portion of the meet was fantastic. I spent quite a bit of money collecting a variety of parts that I needed, wanted, and quite frankly had no business buying. Among these were a hand full of "correct" hood stop bumpers, a pristine original '66 repair manual, a whole bag full of original flasher cans, a rebuilt clock from clocks by Roger and a whole suitcase full of John Pirkle and Fred Oliva goodies. I got to meet and talk at length with both Fred and John and it was a real pleasure. Most of the major vendors were also present in addition to several hundred private sellers and hobbyists. For the more adventurous folks there were many rolling projects including a really nice '60 body and frame that sold almost upon arrival, a '69 BB coupe with every conceivable option and several other cars in varying condition. A mildly wrecked '73 L82 roadster with A/C drew attention all weekend and found a new home late on Saturday afternoon. One vendor offered a VERY EARLY (Vin # in the 100's) '63 roadster birdcage and frame from a hard burn. This was a Red/Red car with title and VIN and trim tags intact. There was also a heavily used/damaged '65 racecar of no particular fame as well as a very badly damaged '67 big block coupe of questionable background with a nut case price tag on it. As mentioned all of these cars had some measure of damage ranging from mild to complete basket case. Overall the selection of used parts and cars was excellent. This meet focused nearly 99% on Corvette and Corvette related parts and services. No brand "F" or "P" parts at this meet!!!!!!

The For Sale lot was also quite good, offering every thing from several nice solid axle cars up to some new 2001 examples. The newer cars included a ton of roadsters (this is Florida) and two Z06 cars (one Black/Black and one Yellow/Black) from a local dealership offered at sticker. Mid-years were again the rule on the sale field with just about anything you wanted available. Quality varied widely from a "fully restored", "trophy winning", red '64 coupe with '67 rally wheels, every speed shop item on the planet and a ton of blue paint in the door jambs to a documented Duntov winning '66 ragtop with a 425HP engine (oddy enough....they "BOTH SOLD"!!!!!!). Yours truly drooled all over one of the few non-Corvettes offered, a Black '96 Impala Super Sport with 15K miles.... Makes me miss mine all the more!!!!

The Mecum auction was very active at all times during the weekend with a number of nice cars crossing the

stage. A '63 pilot line car failed to meet the reserve at just under \$200K. The same owner offered two Z06 '63's and two other big tank coupes with one of each selling on the block. Several other nice cars did find new homes both with private parties and a handful going to "you know where" Ohio. A very clean '88 roadster with under 20K miles got a new garage at \$13K and one guy stole a big block '66 coupe with A/C in the mid twenties (replacement block-BUT STILL A NICE CAR!!!!).

Overall I would say this meet was well worth the time and money required to attend. I'll go again next year but I will be taking several empty suitcases in which to haul parts back home!!!!



ROAD TRIP!

Bill Barcus has proposed a road trip this coming May that includes running for a couple of days with the *Hot Rod Magazine* POWER TOUR. This year's POWER TOUR is the 7th annual event, and is going from Pontiac, Michigan to San Bernardino, California (a total of 2,414 miles). Several people who have done this ride in the past say it is a great time. Bill's proposed trip is as follows:

- May 8
Denver to Amarillo, TX to join the POWER TOUR
- May 9
Amarillo to Albuquerque, NM with POWER TOUR
- May 10
Albuquerque to Flagstaff, AZ. Leave POWER TOUR
- May 11
Flagstaff to Grand Canyon - Tour Grand Canyon
- May 12
Grand Canyon to Farmington, NM via Four Corners
- May 13
Farmington to Denver

If anyone is interested in joining the POWER TOUR for a few days and seeing some other sights along the way, please contact Bill Barcus. Once a group is assembled and preferences are expressed, Bill can work up a specific agenda with motels, etc.

Bill Barcus
H: 303-773-2633
O: 303-361-0083
Email: bbarcus@uswestmail.net

Further information and registration for the POWER TOUR itself can be found at www.emapusaevents.com. Be sure to look for the POWER TOUR event as there are several car-related events listed at this site.

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. Below "Bank Loan" at \$10,500.

Available: Secure, Alarmed, K-9 Protected, Climatically Controlled, storage space for your Corvette. Patrolled daily. **Make your winter reservations!**
Dirk Gaddis (303) 771-8239
E-mail Racz-Gaddis@worldnet.att.net

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

Some Points to ponder...

Why did Kamikaze Pilots wear helmets?

If the #2 pencil is the most popular, why is it still #2?

Why do they put Braille on the drive-through bank machines? (That's a scary thought)

If you're at a bookstore, and have to ask where the self-help section is, is that defeating the purpose?

What was the best thing before sliced bread?

If you try to fail, and succeed, which have you done?

Never underestimate the power of stupid people in large groups. (For me, the Clinton couple comes to mind)

Procrastination is the art of keeping up with yesterday.



ROCKY MOUNTAIN CHAPTER OFFICERS

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MEMBERSHIP JonLWhiteley@email.msn.com Term expires: 12/31/2002	Jon Whiteley (303) 526-2209
TECHNICAL ADVISOR CorvetteMasters@cs.com Term expires: 12/31/2002	Gary Steffens (303)762-8388
COMMUNICATIONS 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. Dues are to be sent to the treasurer.

All editorial material can be sent to the editor.

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.

VISIT OUR WEB SITE AT WWW.NCRSRMC.ORG