



March-APril 2005

Issue 3 & 4

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CHAIRMAN'S MESSAGE**By Ralph Ridge**

By the time you read this, we should be close to the date for our annual chapter judging meet on March 20th at Ed Bozarth Chevrolet. I've been busy finishing my '55 restoration and plan on having it at this meet. I'm counting on the judges at the RMC meet to help me make this car a Regional and National Top Flight candidate by pointing out those areas that need to be improved or corrected. During a restoration, we all strive to bring our cars back to showroom condition, just like it was the day it was delivered to the original owner. However, how many of us can accurately attest to what that car was actually like fifty years ago? That's where our painstakingly researched judging manuals and judges' additional knowledge helps us to bring our cars back to that level. It's going to be exciting for me to see where my car stands when measured in this manner. I encourage you to bring your car and participate in the excitement. I'm

looking forward to a large turnout and I hope to see YOU at the meet.

SAVE THE WAVE,
Ralph

MEMBERSHIP**By Peter Gregory**

The Rocky Mountain Chapter membership now stands for the year of 2005 at 97 members paid out of a possible of 110 from last year's membership. That is a 88% paid rate and we are very close to getting everyone on board from last year. We have 7 new members so far this year with 1 new membership still pending. So the 2005 Membership Roster stands at 104! If you have not paid your 2005 dues yet, let's get it in now! We are already two months into the new year. Thanks to everyone for getting them in early and quickly.

Three new members:

Dan Pyzel of Albuquerque, NM
1957 283/283hp Roadster
White/Red

Denny Eschliman of Grand Junction, CO
1962 Conv. 327/300hp
White/Red
1962 Conv. 327/360hp
Honduras Maroon/Black
1996 5.7L LT4 330hp Coupe
Black/Gray

David Peachey of Arvada, CO
1957 Conv. 283/270hp
White Silver/Red
Hard Top Only

WELCOME!!

As a reminder dues for renewal is \$20 and new is \$30.

Send to:

Peter Gregory
12512 S. Elk Creek Way
Parker, CO 80134-4817
303-805-2936

JUDGING

By Bill Lucia

Chapter Judging Meet 2005

Jon Whiteley

As I write this there are only 5 weeks before our Chapter Judging Meet scheduled at Bozarth Chevrolet in Aurora on **SUNDAY, March 20th**. Please make note that the day and date printed on the registration form indicated the correct *day* of the week but the wrong *date*. The meet is on Sunday the 20th.

In years past, this Spring meet has typically been blessed with good weather and an equally good turnout of 15-20 Corvettes for Flight judging. While I cannot forecast the weather five weeks out (or even one week out!), we are preparing for a similar turnout of cars to judge. This meet is a **unique opportunity** for local and regional members to advance their cars through the judging ladder (whether for Flight, Founder's, etc.) given the relatively close proximity of the 2005 National meet in Park City, Utah this July.

This is also the perfect opportunity for **new members** to experience the judging process on a very friendly and informal level. Many new members I have talked with in the past have expressed the concern that their car 'isn't good enough to be judged yet'. A Chapter meet like this is the ideal time to get an unbiased assessment of your car by a team of ten of your fellow club members (for a mere \$40 no less!). Not only will you undoubtedly learn something about a particular year(s) of Corvette from participating in the judging

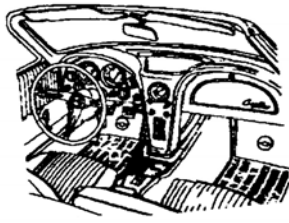
process (perhaps as an observer judge), you will learn more about your own car and subsequently know where to invest your time and \$\$ toward corrections or improvements if desired. Other than attempting the Bowtie award, you can have your car judged as often as you wish in the future.

I would like to ask all those that are **even thinking about participating** in the March meet (whether you are bringing a car for Flight, Sportsman, or Display or are wishing to help out in the judging process) to PLEASE, PLEASE, PLEASE register today. Registration forms can be found on our website www.ncsrmc.org. Doing so will not only make my job easier, it will help the judging chairman plan for adequate arrangements, and it will help the check-in process proceed more smoothly and quickly on the morning of the Meet. So **fill that registration out today** and get it to me ASAP.

While I'm harping on you, please also be sure to complete the following on your form:

1. **Everyone** must sign the release of liability statement on the form whether you are bringing a Corvette or not.
2. **If you are bringing a Corvette** (Judging, Founders or Display), you must send along copies of :
 - a. Proof of current vehicle ownership (vehicle registration card or title)
 - b. Proof of current vehicle insurance coverage
3. Enclose \$40 for Flight judging or \$10 for Sportsman. Display and all other registrants are FREE.

Please let me know if you have any questions about this or you have a situation that is 'out of the ordinary'. I look forward to seeing you on March 20th.



ACTIVITIES

BY DAVE TALLEY

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 "ncsrmc.org" and find out. A new addition on the website is the Mid America road tour to the Park City Nationals put together by Dana Forrester. I'm told he does great road tours. RMC members can join the tour at Loveland and tour the Rockies and Arches Nat'l Park prior to heading into Park City. The route from Loveland will be in excess of 500 miles to count for Founder's awards for anyone participating. Once you are signed up for the road tour, Dana will let you know what hotels are being used. The current Driveline has all the forms. Also, don't forget the chapter meet on March 20. We are short on flight judged cars right now. We need eleven to stay on track as a Top Flight chapter. If you can possibly participate with a flight judged car please do so. 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. Cheers to all.

Dave

March

20 – 0730 Chapter Judging Meet – (Bozarth)

April

9 – 0900 - RMC Board Meeting (Corvette City)

16 – 1100 - Monthly Meeting & Tech Session (Corvette City) (Elections & Frame Evaluation & Repair)

21-24 Golden Gate Regional (San Francisco)

30-7 AM Coy's Swap Meet, Bandimere

May

21 – Breakfast and Spring Road Tour

June

9-11 NW Regional Seaside, OR

17-1 PM JEFFCO Airport (Cadium Plating)

18 – 9 AM Tech Session (Drivetrain, water pump rebuild)

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

Three Unforgettable Days

You've all read about adventures in finding the right Corvette, getting it put together just the way you want it, having it judged, and then either driving it from meet to meet or making it a trailer queen. In any case, however you enjoy your Corvette is up to you and in most cases, so is the road to getting it put together just the way you want it. This story is about a fairly major pothole in that road.

Sometime in 1999 I got the "bug" to have a solid axle Corvette. I'm not sure why I picked the '58 to '60 body style, but I did. I finished elementary school in '58 but back then I was still putting balloons in the spokes of my bicycle. I finished high school in '65 so that's not it. There was just something about the fact that those years still had fenders in the back and tailpipes that came out the bumper. Maybe it was because in 1960 I started watching Route 66 with Todd and Buzz driving a '60 (at least in the first year of the show) and helping me start my love affair with a car...America's sports car.

I started looking for some help and found someone that worked at the same company I did who had been around Corvettes and the NCRS for a while and introduced myself to him. Ever since then Ralph has been my mentor and friend in this undertaking. I joined NCRS so I would know what to look for, attended meetings, bought the judging manuals and started searching for the right car. I got some really strange looks from prospective sellers when I would pull out the judging manual and spend a lot of time checking out their cars. I really didn't want a project car but after spending more than a year trying to find the

"right one" ready to drive away I was getting frustrated. About then, Ralph found a '60 fuelie project car in the Denver area within 30 minutes of my home and we went to check it out. It would require a long wait, but I was convinced that it was the best way to get the car done right. In February, 2001, I wrote a check for a bunch of parts in boxes, a frame in one corner, engine in another corner, and body on a wooden rack and took a big leap of faith in Ralph who found it and Gary who ran the shop that was going to do the work.

The original plan was to have it ready for the chapter meet in March, 2002. As a lot of projects go, that date came and went and I then accepted my fallback position of the 2003 chapter meet. It was pretty much down to the wire, but thanks to Gary the '60 made it to the meet. This was a combined meet with our Rocky Mountain Chapter and the New Mexico Chapter held in Colorado Springs, CO. It was a beautiful spring day in the Rockies, but I spent all day sweating bullets as one judge after another came to inspect my car. When they said they were through I drove it back to the trailer (the only 50 yards I had ever driven it) and Gary transported it back to Denver for some final corrections that the judges had found to be "not quite right". I stayed around for the awards dinner still sweating bullets. When the judging chairman got up to announce how everyone had done he called my name first since I had the oldest car in the judging field. Top Flight! I couldn't believe it but that blue ribbon looked mighty nice. We drove back home after all the awards were handed out, the dinner was finished, and everyone said their congratulations and good byes. The date was Saturday, March 16, 2003, the first of Three Unforgettable Days.



The following Monday evening it started to snow. Springtime in the Rockies means one day it's sunny and 60°, and the next it's snowing and 20°. It continued to snow through Tuesday night and by Wednesday morning most of the Denver metro area had four feet of heavy, wet snow. When Gary got to work that morning what he saw was nothing short of catastrophic. With 22 vintage Corvettes inside, the 1950's era flat roof had collapsed from the weight of the snow. The phone call I received that morning from Gary was pretty tough to take. "Your car is under the collapsed roof and it will be a few days before we can figure out how bad it is and get it dug out". Maybe not a verbatim quote, but it gets the point across. My heart sank and my stomach was coming up to meet it. Since I had four feet of snow in my driveway, I couldn't get out to go see it even if I wanted to. The date was Wednesday, March 20, 2003, the second of Three Unforgettable Days.

It took about seven to ten days to get the cars out and although it was pretty badly damaged, it wasn't the worst of the bunch and was a candidate for another restoration. Here's what I saw when it got out from under the snow,



gravel roof, overhead beams, and shop lights. A large pole had gone right through the brand new top and if I had been sitting in the driver's seat it would have gone right through the top of my head (not a pretty thought). The left headlight bucket was hanging on by its wiring and there was a hole the size of a basketball in the fiberglass right behind that headlight. The entire car was gouged and scratched with various chrome and stainless pieces bent and broken. I vowed right then that it would get re-done and I would be back for the next year's chapter meet.

It was June before we could actually start work on the car after waiting for insurance estimates, etc. With an unbelievable amount of help from my friend Ralph and an outstanding body and paint man named Ron over the next nine months the '60 got put back together again, and this time it was even better than before.

I drove it to the chapter meet in Denver and now as a seasoned veteran of having a car flight judged I didn't sweat bullets, only BB's. Then came the award presentation and after everything that had happened to the car in the past 12 months I was still able to pull another Top Flight. The date was March 21, 2004 and that was the third of Three Unforgettable Days.



Epilogue: I hope to never ride that kind of roller coaster full of emotions and stress again and certainly don't want anyone else to. If it wasn't for my lovely wife Linda, who somehow put up with not seeing me very much and allowing me

to work on my "toy" I don't know how I could have done it.

David Talley
Rocky Mountain Chapter
Dnt3@comcast.net
Membership # 34668

This article has been submitted in pursuit of the requirements of the Founder's award.

Is This As Good As It Gets? Restoring the Function and Cosmetics of a Mid-Year Leaf Spring

Some articles have been written on this endeavor. A fellow chapter member Tim Gilmartin wrote an article on the cosmetic restoration that appeared in the Restorer some time ago. However, this article is more of a follow up to Gary Beaupré's series of three articles published in the Restorer Magazine in the winter, summer and fall of 2000. Gary's articles appealed to me because they addressed both important issues of function and appearance.

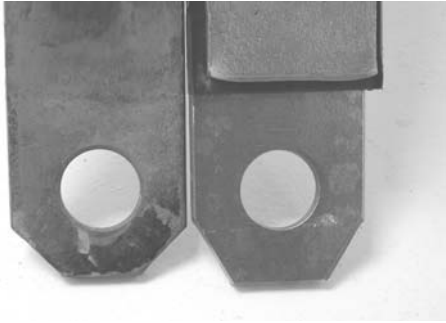
My project for my 1966 Corvette began by questioning experienced chapter members on their opinions regarding leaf spring restoration. Looking for as much input as possible, I then read through the invaluable backlog of information in the Restorer magazines, which I would encourage anyone to do before embarking on any restoration project for the first time. No matter how insignificant the project, there is a good chance some member has struggled with it before you did. That is where I found Gary Beaupré's articles. His exhaustive research into the spring rates of stock and reproduction units and cosmetic inconsistencies in reproduction units was very informative. Gary's conclusion was that using a reproduction main leaf and your original two through nine leaves would be the best solution in function, appearance, spring rate and safety. I would encourage anyone interested to read those articles as all of my questions were answered, so that once I took my spring apart I knew what to do ... I emailed Gary!

My main leaf had some rust pitting and wear on the top [fig.1].



Two through nine were in pretty good shape but the freestanding arch was 9 ½ " instead of 10 and the overload leaves looked bent backwards. Gary gave me some contacts for used springs and Eaton Spring in Detroit for an accurate reproduction main leaf. He also said they did tempering and rearching but he did not have that done to his spring for his research. I thought I needed to have mine re-arched so I sent my two through nine leaves to them since they were the original suppliers and they hold the GM reproduction approval. My goal was to have my spring leaves tempered, re-arch and assembled for as close to original function and appearance for reliable driving and successful judging. In my discussion with Mike Eaton about this project, he cautioned that I inspect the spring for brown dots or pits on the two through nine leaves and more importantly any visual hairline cracks before sending them as they cannot re-arch damaged pieces. Thinking back, I thought it was kind of funny that I wrapped my dirty leaves up carefully in bubble wrap and cardboard because when I got my shiny, brand new looking assembled spring back from Eaton it came wrapped in a 3" x 5" shipping label stuck to the top of the spring!

I was very happy with the results of the tempering and shotpeening process that was done to my original leaves. Cosmetically, everything looked as new as the main leaf. The main leaf was .214 thick (as the original) but had a slight cut angle difference when compared with the original [fig.2].



I spoke with Mike about this end trimming and he knew immediately that the trimming required a 45-degree cut and mentioned that operator error sometimes occurs in the placement of the leaf in the shearer. This was certainly better than some of the trimming at a 60-degree angle that I had seen on the judging field and Gary mentions in his articles. I easily made cosmetic alterations to the tip using a hand grinder and a file [fig.3].



The cost was as follows:
 Rearch/retemper/shotpeen \$200
 New main leaf 92.50
 Assembly (incl. bolt & liners) 17.50
 Add Shipping

All I had to do was take it back apart and paint it giving the appropriate paint coverage as outlined in Gary's third article. The end result looks like it's as good as it's going to get!

I want to thank Gary Beaupré and Mike Eaton for their time and help. You can contact Eaton Spring at www.eatonsprings.com

Dennis Dalton
 Membership #18790
 Phone: 719-583-2565
denni48@earthlink.net

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 Conv. 327/375HP F1, Blue/blue.
 Serious inquires call Dennis (303) 748-8235.

1967 bolt on RPO N89 Special Aluminum
 Wheels. Call Dennis (303) 748-8235 for more
 info.

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, L82, Auto, A/C, Power Steering, Power Brakes, Power Windows, tilt./telescopic. 53k original miles. Classic White/red leather interior. Non numbers matching. Very original and stock car. Shows and drives very well. \$14,900. Call Peter Gregory (303) 805-2936 or email Greekmn2@aol.com. Member # 4157

1969 Corvette Coupe, numbers matching 350/350. Rebuilt motor, front suspension, axles, ½ 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

1961 Corvette Parts: Four wheels with wide whitewalls mounted. Some rust. Not much tread left. Four taillight assemblies. All work but some pitting on chrome. New door post window channel. First \$100 takes it all plus will throw in a good working lawnmower at no cost (cleaning out garage at wife's insistence). Call Tom at 303-791-4779.

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

NOS parts for sale; one set of 4, 63-65 nozzle blocks # 7017244, \$200; high pressure pump cable assy , # 6409698, \$125; High pressure pump kit, \$50; lid gasket, # 7017348, \$20; main fuel control dia. cover, # 7014781, \$200; skinner valve, # 7017361, \$100; thin air meter

hose, # 385879 \$75; 1963 air meter adapter, # 7017376, \$200; GF-90 fuel filter, \$50; mid-year license light, # 898005, \$75; arm rests, # 4332259, \$50; midyear door w/strip, # 3829301, \$30;

USED PARTS; maroon micro/s, # 7017363, \$150; 64/65 fuel spider assy w/skinner, \$400; 65/66 ant. switch, \$150; FI distributor 1111070 (4B12), \$750; FI high pressure pump, # 7017042, \$600; Prices do not include shipping, call Bill after 6 MST, (505) 771-2729

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

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

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

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.

66 Big Block

I have a 1966 396, completely original and unmodified and in perfect running order. If you have a member with a 66 big block car, needing an engine, the casting # is 3855961 and shares ALL parts except the pistons, rings and carb with the 427 Corvette engine. I can be reached at (403) 271-1470, Calgary Alberta Allen Leier <<mailto:allen1leier@shaw.ca>>

Advertisers: Please update the Newsletter Editor with any changes.

THANKS

ROCKY MOUNTAIN CHAPTER OFFICERS

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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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