

NCRS-RMC



MAY – JUNE 2002

Issue 5 & 6

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CHAIRMAN'S MESSAGE

By Ralph Ridge

On Saturday, April 21st, we held our Annual Meeting and election of Officers with the following results: Chairman, Ralph Ridge; Secretary, Rick Reiff; Membership, Jon Whiteley; Newsletter, Joyce Bell; Technical Advisor, Gary Steffens. The terms for these positions begins 1/1/03 and lasts for two years. Thanks to everyone who attended the meeting, and the mail-in votes from those who couldn't.

Last month (March) was our Chapter Judging Meet held at Bozarth Chevrolet at Park Meadows. We thank them for the use of their

facilities. I want to thank all who made this excellent event a success. I especially want to thank our Judging Chairman, Jack Humphrey. His hard work and extensive preparation were evidenced by how smoothly the event went. I think everyone had a good time and came away more knowledgeable about Corvettes, I know I did.

We have some exciting things on the horizon: Dennis Kazmierzak, our Vice-Chairman and also our Regional Director, was able to lock-in our Durango Regional Meet scheduled for June 2004. Eckhard Pobuda has accepted the assignment of Chairman for the event. Eck will need lots of help and I hope everyone pitches in. If you have a particular area in which you wish to participate, get in touch with Eck. His phone number and email address are in the back of this newsletter.

Speaking of the newsletter, have you ever thought about sitting down and putting on paper any of your Corvette experiences? It seems like we never have enough time at meetings and events to do some "hanger flying," so why not share with us some of your stories? Send them to Lisa Racz, our Newsletter Editor. Her phone number and email address are also in the back.

As of April, we have approximately ten chapter members who are planning on attending the NCRS National Convention in Monterey on August 9-14. If you haven't thought about going, think again. This is going to be a Corvette gearhead's dream. In addition to the NCRS Convention, the Solid Axle Corvette Club (53-62) will be holding their convention, The C5 Registry

is having their Birthday Bash west, the Vintage Races at Laguna Seca is featuring the Corvette, and to top off your week, the Concorso d'Elegance at Pebble Beach is Sunday, August the 18th. Talk about the moon and the stars lining-up! If all of this is starting to wet your appetite, better get your hotel reservations. LIKE NOW!

Finally, if you have access to a June copy of Corvette Fever, turn to page 18. Among the featured are two of our members.

Congratulations to Kevin and Joyce (our soon to be Newsletter Editor) Bell. Too bad we don't get Chapter points for that.

Save the wave, Ralph

JUDGING

By Jack Humphrey

The Annual RMC Judging Meet was conducted in March and went very smoothly thanks to a healthy turnout of folks. I want to THANK everyone for the help!!!

Weather cooperated and we were able to get cars to/from Ed Bozarth Chevrolet without a hitch. We had seven Corvettes for Flight, five Sportsman entries, one Mark of Excellence Display car, eleven general display Corvettes and a bonus. The 'bonus' was two very similar '63 Corvettes in mid-restoration rolling chassis form—a 360 HP fuel injection car and a 340 HP carbureted car.

Both rolling chassis displays were used for teaching during owner debrief sessions as well as general discussion among judges and owners before and after judging. Thanks go to Jim Lennartz and Mike Bogan for donating these displays. It was no small effort to transport them to the meet. Have you ever tried to load and unload a car without a steering column? Ask 'madman' Lennartz how it's done—he moved TWO of them!

Thirty-three RMC members participated as judges and five more volunteered for tabulation duties. That's a turnout of almost 50% of our club roster! We all deserve an ATTABOY!

Flight judging results were:

George Michel Westminster, CO	'62 Second Flight
Sigfried Patzer Westminster, CO	'65 Top Flight
Steve Beatty Aurora, CO	'66 Top Flight
Jerry Gollnick Boulder, CO	'66 Second Flight
Bill Lucia Littleton, CO	'66 Top Flight
John/Marian Fuller Littleton, CO	'72 Second Flight
Mark Gardner Westminster, CO	'73 Second Flight

This says all of the Flight cars entered were excellent examples of restoration/preservation. If you missed the event, you missed seeing some great samples of classic Corvette crossing the time boundary of straight-axle, mid-year and shark era technology.

In the Sportsman class, the following NCRS members attended:

Ralph/Sharon Ridge Castle Rock, CO	'61
Martin Egan Cheyenne, WY	'65
Rob Fisher Aurora, CO	'65
Jon Whiteley Golden, CO	'70
Bill/Dee Barcus Centennial, CO	'91

Oh, yeah.... There was this other 'dude' from Golden who drove a '65 BB Duntov car for display, but I can't remember who he was.

Looking ahead, Spring is here and your plate is clean to enjoy the traditional Corvette season whether you drive 'em, judge 'em or campaign 'em. In our neck of the woods, the Heartland Regional is set for Des Moines, Iowa June 13-15th. This should be a hoot for those who want to take in nearby Regional Meet action and prices are quite modest for lodging!

There will be at least six of us making the trip from a show of hands at our last Chapter meeting. This is a great way to get some road miles on your car in the company of a friendly RMC caravan crowd. By the time you get this article, it'll be tough to still pre-register for the meet (5/15 cutoff). But, why not make the effort? Come party with us, and cheer Steve Beatty on for his Founder's Award Operations Check?

Further ahead is the NCRS National Convention in Monterrey, CA August 9-13th. Howard Loomis is spearheading the Colorado leg of the National Road Tour and Howard's got a BANG-UP itinerary! The route cruises the Colorado high country with a stopover in Reno during the peak of the Hot August Nights celebration. Howard's route wends on to northern California with a driving tour of the wine country before making that SUPER cruise down the coastline to Monterrey. Could you ask for a better slice of roadway heaven?

Last, for the globetrotters out there, our friends in JOE (Jolly Olde England) will host Flight 2002 September 13-15th with the week prior (September 6-8th) being the Goodwood Revival Meeting; classic vintage racing at a classic British raceway where EVERYONE dresses in period costume. Girls, if you haven't seen real silk stockings from the '40s or visited Leeds Castle during the late summer hot air balloon festival, you haven't lived! A rumor from the UK is this may be the last 'blow-out' upscale Chapter meet for a while. So, if you've thought about riding our Corvette hobby across the 'pond' before, but procrastinated for one reason or another, this might be the time to put a stake in the ground and COMMIT.... Contact me for particulars on this meet.

MEMBERSHIP

By Jon Whiteley

Thank you to the membership for re-electing me to serve as your Membership Chairman for an additional two years – I appreciate your confidence. As I had mentioned at an earlier Chapter meeting, one of my goals as Membership Chairman is to reach the century mark in membership. I've got some ideas but will need everyone's help in serving as "ambassadors" for the Chapter.

As always, if you run across someone who is interested in NCRS and/or RMC, have them contact me and I can speak with them and send them additional information if they wish.

Some of the things I plan to do in the next year include:

- Drafting and printing a nice brochure about RMC that we can send to prospective members or that current members can keep in their glovebox to give to those you may meet in your travels.
- Obtaining a list of those NCRS members in our Region that are not presently Chapter members and contacting them. Finding out what we might do as a Chapter to help them.
- Placing an ad in the Driveline soliciting new members.

As of April 20th, 2002 our current membership stands at 81, just one less than the final tally for last year. We had a very good renewal rate this year as well. Thank you all for your continued support of our club. As I have said before, you get out of it what you put into it.

Membership directories: Our most recent membership directory was available at the April meeting, however it was brought to my attention afterwards that there was a **page missing!** (Should be 9 pages total including the cover page.). I do apologize. If you want the missing page, please contact me and I will get it to you. For those that would like one of the remaining directories (corrected and complete!), I will have them once again at the May meeting.

On a final note, I want to introduce our newest members for 2002:

- Chris & Trina Gillies of Morrison, CO – '65 red/black 365 h.p. A/C roadster
- John & Marian Fuller of Littleton, CO – '72 green/saddle 454 coupe

Welcome to the club!



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

ACTIVITIES

By Bill Barcus

On the 23rd of March, we held the very well attended Annual Judging Meet at Ed Bozarth Chevrolet. What a great turnout! See Jack's article for all the details.

On the 20th of April, we had our Annual Chapter Meeting at Corvette City, with another great turnout. See Ralph's article for results of the Annual Election. For our Tech Session, we investigated the wheels and jacks for mid-years. It was very informative.

MAY	3RD - Impromptu car show at Bear Creek High School 12:00-3:00
	3RD-5TH - Ruidoso Road Trip - Contact Dennis Kazmierzak for trip details
	18TH - RMC Chapter Meeting - 11:00 Tech Session on Alternator

Rebuilds by Darwin Kuhlman and Jim Lennartz
Corvette City

Hot Rod Power Tour - Dates TBD

JUNE

15TH - Mini Road Tour and Picnic Stay tuned for the details

ARTICLES and MISCELLANY**MY FIRST CORVETTE**

By Dan Tillapaugh NCRS
Number 1929

I have been a car freak since high school. Before I could buy a real one, I built a lot of model cars, an average of one a week. They were scattered all over my mom's house. I bought my first real car when I was a senior in high school. It was a 1953 Ford four-door sedan, flat head V8, fordomatic. The car was the color of a root beer pop cycle and it was a dog.

In the mid-sixties while I was in the Air Force and stationed in Big Springs, Texas (yuk), I bought a '63 Ford Galaxy R code two-door hard top (427 425hp). This was one hot car but the ultimate hot car was the Corvette, of course. However the Corvette only carries two people and the Galaxy had a back seat at least. Being a family man, the Corvette would have to wait until I could afford to own at least two cars.

Run the clock forward to 1975 and I'm living in Denver, Colorado, (ahhh!) and working at the phone company. My wife has a '73 Mercury Capri and I have a '68 Ford Mustang, two very "practical" cars. Rob, a buddy of mine from work tells me of a '62 Corvette that a friend of his wanted to sell. It was a 327 four-speed with a Hurst shifter and 4:11 gears. He said the car had a few little problems but it was for sale cheap, \$1,200. The short answer was "yes!"

When I went to buy the car I found out that one of the little problems was that the drive shaft was broken. It seems that the last time Rob's buddy drove the car he pounded it so hard that he broke off the U-joint yoke. I would have to tow the Vette home. There were other "little problems". The differential gears had been exploded, punching a hole that leaked gear oil from the rear of the axle housing (the gears had been replaced but the hole remained). The engine did run but made funny noises and didn't hold much oil pressure. The convertible top had all but evaporated off its frame. The car did come with a hardtop but not originally. So, while the hardtop attached to the windshield header, there was nowhere for it to attach to the convertible top deck lid. This caused the hardtop to bounce up and slam down when the car hit a bump. The tail and brake lights did not work. The distributor had no tachometer drive so the tachometer didn't work (neither did the speedometer). The engine ran hot at 220-230 degrees, the gas tank leaked and there was something *very* wrong with the steering. The car was painted a ugly dark green and had some body damage. The dash pad, seat covers and the carpeting were mostly non-existent (at least the door panels were in good shape). The carburetor was a Holley and leaked gas. The air cleaner was not original and sat too high on the carburetor, preventing the hood from closing all the way. Even if the hood had been able to close, the hood latch release handle was missing. A pair of pliers sat on the floor next to the driver's seat to pull on the release cable since, if the air cleaner was removed, you could then close the hood.

On the positive side, the car had a rubber rake. The front wheels were 14 inch in diameter and the rear were 15 inch. The wheels were Ansen Sprints with very wide tires both front and rear. The rear tires were so wide that they did not fit

inside the wheel wells. That problem had been solved by adding leafs to the rear spring to jack up the car so that the tires didn't hit the wheel well lip. This made the ride a little stiff. Rear suspension travel amounted to little more than an inch. But the rubber rake was very cool. With the 4:11 gears I'd "get rubber in all four gears". One of the funny noises coming from the engine was from the valve clearances being way too loose. It was a solid lifter cam but the previous owner had no idea what the camshaft specifications were or what the clearances should be. I tightened the clearances up a bit, reducing the noise some. The other noise source was piston slap. Long story short, I replaced the engine with a Chevy crate motor, a 327-350hp short block. I replaced the drive shaft with half of one out of a '63 Impala. The full size Chevrolets from those years had a two-piece drive shaft and, as I remember it, the rear half was the same length (almost) as the '62 and earlier Corvettes.

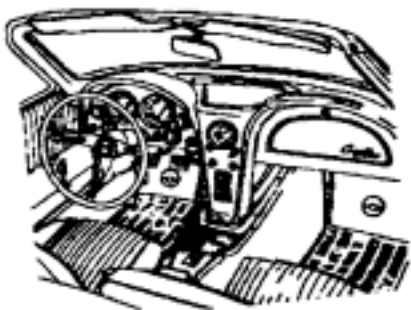
About a year and a half after buying the Corvette I discovered the National Corvette Restorers Society. At this time I believe they only recognized '53 to '62 Corvettes. The information available through the NCRS was amazing and it encouraged me to restore this heap. I found out that my Corvette was originally a fuel-injected model. On '62 fuelies the air cleaner housing bolted to a nut plate riveted to the left side of the engine compartment. Imagine my excitement when I discovered that nut plate on this Corvette. Also, the tachometer had the high red line, which according to the NCRS came with the 340 hp. or 360 hp F.I. engine. I also found out the car came from the factory without a radio because the antenna was on the right side not the left and there was no hole for it on the left.

During my initial efforts to make the car drivable I slowly became aware of the fact that this was not a modern automobile. Basically this was a 1954 Chevrolet with kingpin front suspension, worm and roller steering, drum breaks all around, cable operated windshield wipers and some kind of mysterious vacuum operated windshield washer system. The steering gear was in bad shape. I found out later that the giant tires on the front put a lot of stress on the worm and roller gear. It was tight enough with the steering wheel straight ahead

but off to the side the steering was very loose. On highways with ruts in the pavement, the car wanted to change lanes at will without any input from the driver. At the time no replacement steering gears were available. Even with narrower tires in front this was an ongoing problem.

Because this Corvette was originally a fuelie and I am just your average car freak nut bag I set out to completely restore the car. I found the correct fuel injection unit and distributor at a swap meet in New Mexico. The F.I. air cleaner was available as a fiberglass reproduction. I bought a 1962 Chevrolet Impala that had a T-10 4 speed and an engine with correct numbers (more or less). I found an original '62 Corvette shifter to go with the T-10. The list goes on and on. I striped the paint, did the body work and had it painted Roman Red. The dash, seat covers and carpeting were replaced. I found wheels, hubcaps, the correct steering wheel, the front license plate bracket and the original fuel injection emblems for the front fenders. I can only blame the National Corvette Restorers Society for getting me into all this. After restoring the '62, more or less, I bought a 1963 Corvette Split window coupe. I sold the '63 and bought a 1967 427- 435 hp coupe in 1979. The '62 got sold and I found a '65 396-425 hp convertible in Longmont Colorado. Then in 1999 I couldn't resist the urge to have a C-5 Corvette so I bought a 1997 6 speed coupe. I now have 4 cars and 3 motorcycles in our 3-car garage and a very tolerant wife.

The NCRS is just the best car club in the world. The amount of information that has been gathered over the years is beyond belief. It's been a great ride.



ARTICLES IN THE RESTORER

By D.J. Kazmierzak

During our last meeting, in comment to my report on the Restorer/Driveline I had some questions asked regarding "Technical Articles". I sent a note to Terry McManmon asking for his feedback. Following is what he wrote:

I pretty much print what I receive. I do not have enough articles to be in the position of counting how many are technical and how many are anything else. The articles I reject are generally for lack of any content or an inability to resolve copyright or privacy issues. I do not reject articles because they are technical or not technical.

When I took this job one of my charges, from both the NCRS board and the publications committee, was to include coverage of the Regional and National events. They also wanted more "human interest" stories.

Terry McManmon, Editor
The Corvette Restorer

As you can see Terry has to work with what he has. If you'd like to see more "Technical Articles" then they need to be written. I like the technical stuff also and have written a few in past years. I guess I'll have to write a few more. One of the suggestions I posed to Terry was on articles from the "Directors". Gilbert Scrivner suggested articles on the "Chapters". These need to be written also.

Terry takes his direction from the "Publication Committee" of the board. He also as stated has to work with what he has. It's an open opportunity for you to become a published author. Step up and let's make it happen.

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Fax (303) 697-1129

FEDERAL SCRAPAGE BILL DEFEATED

In my May 2002 Auto Restorer magazine appeared a report on the defeat of the scrappage language from the Energy Policy Act of 2002. The amendment was sponsored by Ben Nighthorse Campbell, co-chair of the Congressional Automotive Performance and Motorsports Caucus.

The original scrappage provision would have created a new U.S. Department of Energy bureaucracy to federally fund state-run scrappage programs for vehicles over 15 years old.

Under the program owners who turned in vehicles for crushing would have received a cash payment and a credit towards the purchase of a new car. The stated intent of the program was to improve the overall fuel economy of the country's vehicle fleet by replacing the older vehicles with newer more efficient ones. We all know that is a bunch of you know what! I don't think there would be any 67 435's heading for the crusher to get credit for the 2002 ZO6. This bill would have impacted the collector industry as we know.

Among the organizations that fought the scrappage provision was SEMA. They represent the over \$25 billion specialty automotive market. The trade organization has over 5000 member companies of which our Corvette organizations are a part.

SEMA praised Senator Campbell and Kansas Senator Sam Brownback, principal co-sponsor of the amendment.

Thanks Senators. We appreciate that kind of work!

Dennis Kazmierzak

CROSSOVER PIPES

By Jim Frakes

Recently listed on the National Discussion Board was a very technical and informative

article about crossover pipes. Possibly more than you ever cared to know. For those not into technical, and more inclined towards the ironic, first is a crossover pipe story I recall from the very early '60's SCCA racing days.

Unlike today, there was a time in the late '50's when little was known about crossover pipes or their intended purpose. Little was known because Corvettes before '57 or most cars for that matter never had them. '57 F.I. engine Corvettes were the first to be delivered with a crossover pipe located across the front of the oil pan. Low horsepower engines continued to have straight back header pipes.

The "event" took place shortly before I became involved with the Corvette Club of Western PA in '58. Here's how I heard it.

An older gentleman and member of CCWO, from 84, PA (home of the "original" 84 lumber yards should you ask) had ordered a new '57 (I think) Corvette with all racing RPO's. Being a neighbor of Don Yenko, I'd have to guess he ordered it through Yenko's Cannonburg dealership. The Corvette came through with a crossover pipe. Believing this pipe somehow compromised the efficiency of the exhaust system, the new owner asked it be removed before his first SCCA race, a race which he won. Afterward another B Production racer whom he had beaten (a kit who had been in the pits previously checking out the competition) protested this Corvette for not being stock, i.e. no crossover pipe. The protest was upheld and the first place was forfeited!

If your Corvette originally had a crossover pipe and doesn't now, here is the technical skinny on why it was there in the first place. - Jim Frakes

Typical automotive V-8's have cruciform crankshafts that allow all first and second order shaking forces and rocking couples to be balanced with crankshaft counterweights for smooth engine operation, but the tradeoff is uneven firing intervals on each bank. The spacing is 0-180-90-270, and this is what causes the typical thumping beat of a Detroit V-8.

Have you noticed that the IRL engines now shriek like a Cosworth? That's because with the

switch to purpose built 3.5 liter V-8's, they incorporated flat cranks that yield even firing intervals on each bank, but the tradeoff is a second order horizontal shaking force that cannot be balanced with crankshaft counterweights and would be unacceptable in a large displacement engine. BTW, all V-8 Ferraris run flat cranks, and that's why they don't sound like a Corvette. You can feel the vibration, but small displacement, low reciprocating mass, and sophisticated mounting systems minimize the vibration that is transferred to the cockpit.

With uneven firing on each bank, the two cylinders that are 90 degrees out of phase are problematic because as the lead cylinder is in the final scavenging phase as its piston passes 90 degrees BTC on the exhaust stroke, the trailing cylinder blows down, and this pressure wave disrupts scavenging on the lead cylinder. A balance pipe helps dissipate this wave by providing two exit paths – through both exhaust pipes rather than just one. This reduces the wave intensity, which reduces noise and lessens the interference with the lead cylinder exhaust stroke, which can enhance torque.

The balance pipe also doubles the fundamental frequency through both pipes, which results in a more pleasant sound, and that's why solid axle Corvettes and Mustangs sound better than Sting Rays, which don't have balance pipes. In general, the human ear prefers higher frequencies, and that's why F1 engines sound better than lawn mowers and Judy Collins sounds better than a foghorn (*LAR note: not in my opinion!*). It's also noteworthy that the C-5 has a balance pipe, and Chevrolet even recommends them on racing engines with open exhaust. They can enhance the torque curve and it's generally best to place them a few inches aft of the header collectors and design for as short a crossover as possible. This had lead to aftermarket "X-pipes" where the two exhaust pipes from each bank actually merge into one large pipe, then back into two.

Flat crank V-8's are never equipped with balance pipes because each bank functions as an independent four cylinder engine (each 90 degrees out of phase with the other) and branched pipes (headers) on four cylinder engines with 180 degree firing intervals make

good use of the available pressure waves to enhance exhaust scavenging.

The bottom line is: A crossover pipe is beneficial. It can increase torque/power and leads to a more pleasant sounding exhaust note. – Duke Williams

CLASSIFIED ADS

For Sale: 3423 sq. ft. Corvette Warehouse and Shop. Centrally located, great access to major highways. Rare Industrial 2 Zoning (any type of business or use).

Dirk Gaddis (303) 771-8239

E-mail Racz-Gaddis@att.net

For Sale: '63-'65 Delco Restoration Battery. Original replica. Never used. Dry storage in original packaging. \$135.00 Get those extra points at the Judging Event.

Dennis Kazmierzak (303) 697-8428

E-mail DJKazmierzak@NCRSRMC.org

For Sale: 1965 Coupe; VIN 194375S113620; 327/300; 4-speed. Complete Body-Off restoration in 1992. Driven less than 500 miles since. Silver Pearl with Black Interior. PS, AM-FM, Elec. Antenna, Tele Column. Indy Chapter 1992 & Cypress Top Flight 1993, Top Flight Grand Lakes, Oklahoma 1993 National. \$32,500.

Chuck Hanner (719) 686-8248

For Sale: Set of four '63-'64 Corvette repro. KO wheels, with tires. Original GM Corvette Ads in the magazines. *Corvette News* magazines from Vol. 3 No. 1. Original T-3 headlamps.

Weldon Montgomery (303) 530-1372

For Sale: Dual 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

ROCKY MOUNTAIN CHAPTER OFFICERS

CHAIRMAN RocyMtnRidge@cs.com Term expires: 12/31/2002	Ralph Ridge (303) 660-8531
VICE CHAIRMAN DJKazmierzak@NCRSRMC.org Term expires: 12/31/2003	Dennis Kazmierzak (303) 697-8428
EDITOR Racz-Gaddis@worldnet.att.net Term expires: 12/31/2002	Lisa Racz (303) 771-8239
JUDGING CHAIRMAN JackHumphreyH@cs.com Term expires: 12/31/2003	Jack Humphrey (303) 526-9410
AST. JUDGING CHAIRMAN JimLennartz@compuserve.com Appointed position	Jim Lennartz (303) 674-0295
SECRETARY RReiff@rwbeck.com Term expires: 12/31/2002	Rick Reiff (303) 766-2654
TREASURER DorisandMonty@juno.com Term expires: 12/31/2003	Weldon Montgomery (303) 530-1372
ACTIVITIES BBarcus@uswestmail.net Term expires: 12/31/2003	Bill Barcus (303) 773-2633
MERCHANDISE Epobuda@aol.com Term expires: 12/31/2003	Eckhard Pobuda (719) 488-1767
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.

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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