

NCRS-RMC



NOVEMBER - DECEMBER 2001

Issue 11 & 12

INSIDE THIS ISSUE:

CHAIRMAN'S MESSAGE	1
JUDGING CHAIRMAN	2
ACTIVITIES	3
MEMBERSHIP	4
MERCHANDISE	4
CLASSIFIED ADS	6
OFFICERS	6

ARTICLES AND MISCELLANY

HOOKED ON VETTES	4
MEN AND THEIR GARAGES	5

CHAIRMAN'S MESSAGE

By Bill Lucia

OK.....It's been an interesting late summer and early fall season to say the least. The fall road tour is history and if you missed it you missed a good one! The weather was perfect and with about seventeen cars the sight of all those Corvettes winding up Golden Gate Canyon was unforgettable. Thanks to everyone who worked so diligently to put this event together. Also, thanks to Dennis and Shirley Kazmierzak for driving our 2000 FRC. Linda and I traded off with Dennis and Shirley between the '66 and 2000 all day, great fun!!!!

On to other issues. The October Chapter meeting was held at Candace and Gary Cederman's home and featured a '63 (coupe)

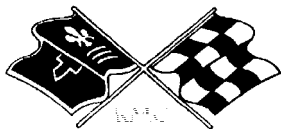
body drop. Someone indicated that it probably is not really proper nor accurate (let alone desirable) to call it a body "drop". Well, we didn't "drop" the body but it does look great sitting on the frame at this point. Candace and Gary, thanks for allowing us to use your fantastic home for our Chapter and Board meeting! At this point I have an observation: I hope you had a chance to see the '63 that Candace and Gary are building. It makes you take a moment to think about the hobby and where it is headed. Especially in NCRS terms. This is a real labor of love and is going to be a great car that will be enjoyed for many years to come. Look for it at an NCRS meet in the near future. If you didn't attend this event you won't have a clue as to what I'm talking about.

Time to report on the chapter board meeting. Probably the biggest piece of news to relate from the October Board meeting is that we have final closure on our local Chevrolet Dealer sponsorship for 2002. As you know, Ed Bozarth acquired Jerry Roth Chevrolet about three months ago. In the past, the Roth dealership provided what is arguably one of the best venues for a Chapter meet in the NCRS. We were very concerned that with a change of ownership that we would not be able to continue this tradition. However, I'm very pleased to report that Ralph Ridge and I had a meeting with Mr. Bozarth and, as a result, we will have the support of the Ed Bozarth Chevy Dealership on Park Meadows Parkway in Lone Tree, Colorado for 2002!!! The meeting went very well and Mr. Bozarth indicated that he is willing to support us in the future. Be aware that Ed is a fellow Corvette owner as well. Hopefully, we will see some of his cars at the Chapter meet

this spring. I would also like to thank Ralph for his support and hard work in this effort.

With respect to other topics, we are making good progress on cleaning up of the By-laws (Rick Reiff) and we are in the planning stages for some great activities for 2002. Our two newest board members, Bill Barcus (Activities) and Weldon Montgomery (Treasurer) have been attending the meetings and are working on transition plans.

As always, I'm going to bug you about "participation". As I indicated above, Bill Barcus will be our new activities chairperson for 2002. Bill and several of the board members are working on a slate of interesting things for next year. There is only one problem, we need **YOU** to help us. We need to have you to consider stepping up to sponsor or suggest an activity for 2002. Remember that you don't have to "go it alone" here. If you have an idea or just want to help out we can use the input and the help. For instance, if you have an idea for an activity or are considering sponsoring a Chapter meeting but don't know what to do or what is required, please contact us. We can get a number of other members to help you bring your ideas to a successful conclusion. Also, be aware that we do not expect members to support activities "out of pocket". We routinely reimburse our membership for reasonable expenses incurred with respect to sponsoring a Chapter meeting. Please contact Bill Barcus or me directly if you have an idea or even if you just want to help out. Remember that you, our members, make this Chapter successful. OK, enough of my ranting and raving.....see you next time.....OK ONE LAST ITEM.....we have a rule at our house "You can own ANY Corvette that you like" but it must go out for rides!!!!!!!!!! WELL????? How long has it been?????? See you later.....Bill



JUDGING

By Jack Humphrey

This will be a rather short article as the major judging events for 2001 are in the ship's wake. While it's still reasonably warm, autumn's crispness in the air and pumpkins 'lurk' on corners transformed to seasonal merchandise sales. About the time you open your newsletters, squash and pumpkin pie will be a few weeks down the road and today's corner pumpkin lots will be undergoing a leasehold change to make way for Christmas tree parks.

It was looking bleak for 'judging as usual' at RMC. For the past 3-4 years we've enjoyed the sponsorship of Jerry Roth Chevrolet. This has enabled us to move our annual judging meet out of the traditional summer time calendar slot into the early spring. Roth's very sizable indoor showroom gave us the facilities to forestall a freak snowstorm. It allowed us the freedom to conduct our chapter meet at a time of the year when there is very little to compete with our Corvette attention(s).

Jerry Roth had told us 2001 was probably the end of the line for what had turned into a convenient annual event. To increase the size of the dealership, they planned to turn the indoor showroom into increased service bay facilities. The key movers and shakers that had championed our sponsorship were fading and the Board of Directors began an active search for a new sponsor. Our schedule for 2002 judging was in limbo.

A few weeks ago we had a breakthrough. Bill Lucia, RMC Chapter Chairman, dropped by Roth Chevrolet just to formerly seal the lid on the 'coffin'. The dealership was being sold in a cross-town merger with Ed Bozarth Chevrolet. Bill walked in and asked who was currently in charge, and Ed Bozarth himself walked out of an office and said, "I am. How can I help you?"

It seems Ed is a Corvette aficionado and nobody had mentioned the old Roth Chevrolet deal with NCRS. He was keen to continue the sponsorship and much to Bill's surprise; it looks like we're back in the saddle for 2002!

The ink isn't yet dry on our renewed relation, so I can't give you time date specifics for next year's chapter meet. These things have to nailed down by the 1st of December to make the January issue of Driveline. We're aiming for the

3rd weekend in March, but we still have to complete negotiations for an exact time.

We'll do a formal judging school in the early months of 2002 to prepare for the meet. Watch the newsletter's activity schedule for time/date specifics.

As I walk and talk to fellow RMC members, I get the feeling there are more of us than we know of planning to attend the 2002 National Convention in Monterrey. Ralph Ridge has a new engine in his '61 along with a fresh Vintage Air system to make crossing the desert a cool event. Ralph mentioned he had a third yellow shirt in sight (repeat Founder's Award).

Bill Lucia discussed looking forward to seeing his West Coast friends and my bet is he's thinking Monterrey too. At last weekend's swap meet I ran into Martin Egan and he said he was thinking of going after that 5th Star for his '77 Bowtie car.

A few days ago I dropped by Corvette City for some parts and bumped into Gil Pettigrew picking up his '69 big block. He had his mother with him visiting from Dallas and mentioned that he planned to take his son and go after a Founder's Award in Monterrey. I reminded Gil, he needed to do a Regional meet, write that article for *Restorer* and sign up for the National Road tour.

The point I'm massaging here is **IF** there are a reasonable number of us planning to travel to California for the NCRS 2002 National Convention, we ought to know it, plan for it and go/show as a group. Having our own leg of the National Road Tour (Sun Valley, Galveston) is a LOT of fun! To pull it off, we need to start official overtures now as an RMC activity.

A number of us cut the cost of lodging at both Galveston and Sun Valley by making group room commitments. Maybe we didn't have the Taj Majal with our rental house in Galveston, but we sure had fun, it WAS on the beach, and when the cost was finally divided between the seven of us it worked out to \$23.81 per person/per night!!! Tough price to beat, eh?

Our next meeting will be a tech session with Dirk Gaddis providing the facility. It'll only be a

few weeks after that when we come to the annual RMC Christmas party. I'd like everyone to think about his or her plans for Monterrey. This just might be the time to speak up and make the magic happen!

ACTIVITIES

By Dirk Gaddis

Our September meeting was earlier than usual, on the 15th. We did not schedule a Technical Session, since many of our members enjoy seeing the annual Summerset Festival car show, scheduled for that day. And, many of our members did just that. There were lots and lots of great cars to see. Our meeting had a low turnout for our Chapter, however with the Terrorist Attacks on the 11th, it was very understandable...we were all still in shock, and our focus wasn't really on the cars that day.

On the 16th, several members were spotted at Coy's Swap meet. Those of you who know me, know I had a wagon load of stuff to get rid of....I didn't bring home very many new items, which is out of character for me. I did, however, transport some goodies that other members had found.

On the 29th, Eckhard Pobuda jumped in and took an eager bunch of folks on a great Fall Color tour. We started off with breakfast in Golden, and then proceeded up Golden Gate Canyon. What a beautiful day and tour! Look to the Web page for pictures.

In October, we all headed to the Cederman's for a Board Meeting, a Chapter Meeting, and a Tech. Session. Our cars filled the streets and driveways for a block. I'll bet those neighbors thought we would never leave. A good time was had by all. We may have had a few too many supervisors, but it sure was good to have so many experienced hands and minds going with the body drop. Again, look to the Web page for pictures.

Our next meeting is on the 17th of November at Bear Creek High School. We will follow the meeting with a Tech. Session entitled "Dialing in your Cam". See the related note from Dennis Kazmierzak.

Our Holiday Party is on the 8th of December at the home of Cristie and Conrad Pobuda. See the insert elsewhere in this newsletter.

January is still under construction, but a Judging school is being heavily considered. Stay tuned for fliers and/or the next newsletter for details.

NOVEMBER	17th – RMC Chapter Meeting – Bear Creek High School – 11:00 AM Tech Session – Dialing in your Cam
DECEMBER	8th – RMC Holiday Party Cristie and Conrad Pobuda home – 6:30 to 11:00 PM PLEASE RSVP
JANUARY 2002	19th – RMC Chapter Meeting – Corvette City – 11:00 AM Judging School

Dialing in your Cam

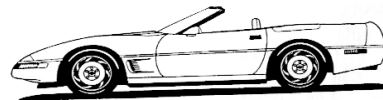
By Dennis Kazmierzak

The discussion and demonstration planned for the November Tech Session will be on installation of a camshaft in a BBC engine. We will use my 1966 427 block, which has been modified for a roller cam assembly. The old way, and the preferred way of installing the cam will be discussed, along with the selection of the cam and components for the total assembly. If you have questions on cams, this will be the place to get the answers on the basics. When we are finished with this session, you'll know the questions to ask your engine builder.

The Tech Session will take place after our general meeting at 11:00 AM, Saturday November 17th, at Bear Creek High School. Our normal meeting format will apply, with the general business meeting, lunch (soft beverages only - supplied) followed by the Tech Session. See you there.

Bear Creek High School – Auto Shop:

Take highway 285 (Hampden) to Kipling Parkway. Go north to Girton St. (the first available right). Turn right on Girton, and go a **very** short distance to the first available left. This is Kipling St. Go to the end of the block (stop sign), and you'll see the back side of the school. We will be in the Auto Shop (3 large garage doors, and a large carport). If the weather is warm, come on in via one of the open garage doors.....if it's cold, go into the carport – there's a pedestrian door located in the back corner.



MEMBERSHIP

By Jon Whiteley

Rocky Mountain Chapter membership presently stands at 82 members, twelve of which are new members for 2001.

The Holidays will soon be upon us and the year rapidly drawing to a close. Rather than wait until January, I encourage you to consider taking care of your 2002 RMC renewal now. A membership application is included with this newsletter. **PLEASE BE SURE THAT YOUR NATIONAL MEMBERSHIP IS STILL CURRENT!** (The renewal date for National dues can be found on the mailing label of the *RESTORER* or *DRIVELINE* publications.)

On a side note, I'd like to thank Gary & Candace Cederman for hosting our October meeting and for presenting a fine tech session. I thought the body drop went very smoothly. That fact is in large part due to their impressive level of organization and preparedness. This will be one sweet '63 split window coupe – I can't wait to see it finished! Thank you Gary & Candace.

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
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

HOOKED ON VETTES

By Richard Sullivan

I had my first experience with Corvettes when I was just out of high school. I remember this experience as if it were just last week.

It was spring 1962 and my hometown always had an Apple Blossom Parade to mark the beginning of Spring. As we all know, no parade would be complete without Shriners. This parade was no exception; there were Shriners on motor scooters, go carts, a marching band, and about 10 brand new 1962 Fawn Beige Corvettes. Of course I was enthralled with the Corvettes and watched them from the time they came into view until they were out of sight. I knew they were new 1962 Corvettes because back then you could spot the year and make of a car from some distance.

Later that evening, three friends of mine and I were out cruising in my 53 Ford 4 door sedan (at least it was a V8 stick). We happened to cruise down a local highway which was lined with motels and spotted several of the Corvettes parked at one of them. A quick 180 brought us back to the motel parking lot, where we proceeded to admire (without touching) the cars. Of course we had been drinking, but it was early and we still had our faculties, but the Shriners had a long lead on us or were drinking something much stronger than 3.2 beer. When they saw the four of us around their Corvettes, they came out and challenged us. We explained that we were just admiring their Corvettes and had no intention of borrowing or damaging them. With this explanation they invited us into one of the rooms and offered us a drink. After several minutes, one of the Shriners announced that they should take us boys for a ride in the Corvettes. Of course we were ecstatic and leaped at the chance.

Each Shriner got into their Corvette with one of us and we started up the highway (4 lane divided). I must have been the lucky one, because the Corvette I was in was a fuel injected 4 spd. I'm not sure what configuration the other Corvettes were, but they were different than the one I was in. About 5 miles out of town, the lead car pulled over and announced that he was going to let his rider drive back and all of the others did the same.

As I slipped behind the wheel, my heart was pounding and I was breathing heavy. I pushed the clutch in and slowly ran the shifter through the gears several times, making sure I had a feel for the shifter. Then gave a few short blasts on the foot feed to get a feel for the accelerator. I gave the car a small amount of gas and slowly let the clutch out. I was amazed at how smooth and tight it felt, not at all like my Ford. I made a U-turn at a very slow speed and pulled off on the side of the road to wait for the other cars. When we were all together, we started back toward town. Again I eased the clutch out with a small amount of gas, not sure how this car would react with a heavy foot. As soon as the clutch was fully engaged however, I hammered the accelerator and this car began to lay rubber and just about jumped out from under me. I had never experienced that much acceleration before. We streaked past the car in front, and

that driver also hit the accelerator. It was a race! I was able to get rubber in all 4 gears, and was going well over 100 MPH. At this point, I was quite a ways in front and decided that maybe I should slow down (actually I was scared and shaking). The Shriner next to me wasn't even phased; either that or he had passed out. I slowed down to a reasonable speed and tried to make the drive last as long as I could. Back at the motel, we thanked the Shriners and then talked and talked about our experience as we rode around in my old Ford. I knew then that some day, I would own a Corvette, maybe one just like the Fawn Beige fuel injected 4 spd I had just driven. However, I knew that it would be a long long time before I would have the means to own one. Nevertheless, I carried that passion for years until I was finally able to buy my first Corvette, a 1966 327 4 spd.

MEN AND THEIR GARAGES

Reprinted from *The Denver Post*, by Sureva Towler

Men who have garages don't have affairs. They lust for automatic door openers, not sex. They dream about an additional bay, not weekends in Paris. Nothing compares to the peace and purpose a man can find in his garage, regardless of size, location or number of doors.

It doesn't matter how he votes, where he works, or what his age or income. Every man wants a garage, preferably one with a recliner, TV, stereo, VCR and fridge full of Budweiser. Check it out: the bigger the garage the better the marriage.

The only reason men will leave the garage is to go fishing or to a ball game. Some can be lured out to coach Little League, see a Rambo flick or attend a tractor pull. They will let the wife remodel the kitchen to steal the old cabinets for the garage. They'll swear the lounge was broken so it can be retired to the garage. They can go without Viagra for weeks but cannot leave the garage for more than a couple or three days.

Women retreat to the kitchen. Children are sent to their rooms. Men don't have to be banished to the garage because it's the place they most

want to be. It offers the kind of exhilaration known only to those who live beyond the reach of nagging wives, know-it-all neighbors and kids who whine. Everything needs room to grow. So do husbands. They need their own space.

A man's home is not his castle, his garage is. There are few places on Earth as intimate and comfortable. It is a sacred place where men can think, make ungodly noise and, scratch unmentionable places. It is a private place where they can play poker, grow pot or make bombs.

It's where they can laugh at a buddy's dirty jokes or cry when the garbage truck runs over the dog. It's where they can talk shop, track mud, leave things on the floor and write phone numbers on the wall. It is where they are free to drink beer and waste time. Everything in it can be cleaned with Goof Off or Kitty Litter.

The garage is where men hang out without anyone nagging them. Where they can shoot the breeze with the boys and get away with doing things they wouldn't dream of doing in the house. Where they store treasure: wing nuts, soldering irons, wiper blades, dead batteries, tires, hoses, belts and filters. Where they archive expired license plates and hazardous waste, rusted nails and burned out light bulbs, tubes without labels and empty paint cans. Where they can watch scraps of wood petrify.

Men evolved quickly from womb to cave, to lodge, to garage. Today's caveman needs a Taj Magarage big enough for a jeep, truck, motorcycle, van, Winnebago, ATV and a motorboat. His dream house is a six-car garage attached to a bedroom and bath. Houses designed by men have miniscule bedrooms, kitchens and baths but mammoth garages. The garage dwarfs the lot, the garden or the back 40 and requires even more hosing out.

Women can put things in closets and know exactly where they are. Men, on the other hand, need stuff in full sight, preferably where they can trip over it. That's why the garage was invented. Think about it: Michelangelo had to have a place to store his paint cans. Ben Franklin needed somewhere to stash his kites. Prehistoric man needed a mini-cave to hide

arrowheads and bones, and Bill Gates needed somewhere to invent Microsoft.

If Newton had been hanging out in a garage, a box of old tax returns, not an apple, would have fallen on his head. Have you ever seen a happier guy than Tim the Tool Man? He has a garage full of things with motors, air compressors, welders and chain saws.

The garage is a place to hide stuff the Old Lady asked him to throw away. It is a home for kitchen sinks, lawnmowers, chainsaws, broken furniture. It warehouses dreams: The canoe he's going to take to the lake when it's patched, a muffler for a Porsche he'll never own, the bathtub for a house he wants to build. There's a pump he's going to repair for the 100-year flood, a crib he's refinishing for his first great grandchild.

The garage is not just a place, it's a state of mind. It is the symbol of life without doilies, Day-timers and closet organizers. It's where no one tells him where to put the hammer and, even if it's buried under the ragbag, he knows exactly where it is. Unlike a bar or bedroom, it's a place where he is in control. The remote gives him absolute power over the door, something he never has over the wife.

Houses are feminine. Garages are masculine. It's spelled out in the Emancipation Proclamation, the Bill of Rights and the pre-nups. She gets the house and he gets the garage. Some guys pick their friends by the size of their garage. Garages have more status than carports or sheds. Men with Taj Magarages have big testosterone, and guys who don't outline their tools on pegboard are wimps. Not every man wants to be a millionaire, but every one wants a garage.

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: 1969 Corvette Roadster; 350/350 CE replacement block; white/red, four-speed, two tops. VIN 194679S709774 All paper work with

protect-o-plate. Can be driven anywhere.
\$16,000 OBO.

Sondra Schlaht (406) 245-7200

Dennis Kazmierzak (303) 697-8428

For Sale: Set of four '63-'64 Corvette repro. knock-off 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

Free: Older Sandblasting unit w/gun. The cabinet is 44"W X 28"D X36"H, and sits on a 32"H base. Free to member.

Eckhard Pobuda (719) 488-1767

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

For Sale: Dual Axle, flat-bed trailer. No brakes.
\$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

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

ROCKY MOUNTAIN CHAPTER OFFICERS

CHAIRMAN	Bill Lucia Bill.Lucia@phs.com Term expires: 12/31/2002	(303) 768-8454
VICE CHAIRMAN	Ralph Ridge RockyMtnRidge@cs.com Term expires: 12/31/2001	(303) 660-8531
EDITOR	Lisa Racz Racz-Gaddis@worldnet.att.net Term expires: 12/31/2002	(303) 771-8239
JUDGING CHAIRMAN	Jack Humphrey JackHumphreyH@cs.com Term expires: 12/31/2001	(303) 526-9410
AST. JUDGING CHAIRMAN	Jim Lennartz	

JimLennartz@compuserve.com	(303) 674-0295
m	
Appointed position	
SECRETARY	Rick Reiff
RReiff@rwbeck.com	(303)766-2654
Term expires: 12/31/2002	
TREASURER	Richard Sullivan
RSullivan15@hotmail.com	(303) 973-5262
Term expires: 12/31/2001	
ACTIVITIES	Dirk Gaddis
Racz-Gaddis@worldnet.att.net	(303) 771-8239
Term expires: 12/31/2001	
MERCHANDISE	Eckhard Pobuda
Epobuda@aol.com	(719) 488-1767
Term expires: 12/31/2001	
MEMBERSHIP	Jon Whiteley
JonLWhiteley@email.msn.com	(303) 526-2209
Term expires: 12/31/2002	
TECHNICAL ADVISOR	Gary Steffens
CorvetteMasters@cs.com	(303)762-8388
Term expires: 12/31/2002	
COMMUNICATIONS	Bob Davis
RDav@iname.com	(303) 838-9529
Appointed position	

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 AwardSM application is pending.