

NCRS-RMC



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Issue 9 & 10

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CHAIRMAN'S MESSAGE

By Bill Lucia

Hello again! I hope the summer has been as much fun for you as it has been for me. I was lucky enough to attend both the Bend Regional and the National in Galveston. Two great meets to say the least. I'll write a short report on the Bend meet in another section of this newsletter. This message really does not have a single theme; rather it has several so here goes;

First up is some chapter business. Our local Chapter Board Meeting was held last month and provided a number of interesting topics for discussion. The new Board Members were invited to attend and observe the process. The Chapter By-laws will be cleaned up a bit with some attention being paid to spelling and

punctuation but no substantive changes. Eckhard is looking at some new shirts and the replenishment of our existing stock of Chapter logo items. We are continuing our search for additional local sponsors for Chapter events, mailings etc. We will continue this process and at the same time try to retain Jerry Roth Chevrolet if at all possible. The Chapter meet at their facility is arguably one of the best around. Feel free to ask for a copy of the minutes or consult one of the Board Members for more information or to provide feedback or comments.

Now on to other items of general interest:

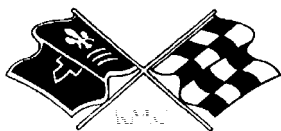
As the summer wears on and I get a chance to attend some of our NCRS meets I am always impressed by the number of cars that are presented for the first time and the number of relatively new members that I have a chance to meet. It's great to know that we still get new faces and cars into the organization on a regular basis. No doubt many if not all, of these people have joined NCRS because of the positive reputation that we have developed over the years. My challenge, as always, is for our membership to concentrate on bringing others into our group. I hope that during your summer travels that you take some time and try to recruit a new member. Every time I bring up the subject of NCRS membership the other person is very surprised (and happy) to know that you don't have to have a Corvette to join!!!! "Membership FIRST - Car SECOND!!!!" That would sure solve a number of problems on the judging field and save some hard earned money.

Speaking of cars it seems like the correction in the stock market is putting a number of nice potential candidates up for sale. Some are overpriced and some not. Keep your eyes open! I've seen four nice cars in just the last two weeks any one of which would have made a good choice for veteran or beginner alike.

It looks like we are getting set for a very interesting fall season. There are still a few Chapter meets on tap around the country as well as a Regional in New Jersey. Locally, we have a tech session/body drop scheduled for one of our meetings as well as a judging school. You can find more information on these and other activities on the following pages. Make plans to attend now and think about bringing a guest too. Along the same lines you should be thinking about the Regionals for 2002. They start in January with the Florida meet and repeat every other month or so right up to the National in Monterey.

This is really the purview of our Judging Chair, Jack Humphrey, but I'm going to mention it any way. As a part of my theme of "participation", have you ever considered making a "PLAN" to become a Master Judge? That may sound a bit strange but the effort to get to this level is significant and it does not happen over night. Significant amounts of time, effort and money can be involved. However, the right combination of attending a Regional and a National with a Chapter meet and a local judging school on the side will garner a nice chunk of points in one year. And you don't have to be a team judge in all cases. It's possible to gain the maximum number of points at Regionals and Nationals by being an OJ as well. Ask Jack about this effort, he can tell you what it takes and easily recite the requirements. Just one more way to participate!

Well, that's about it for this month. I hope you have plans to make the most of the rest of our great Colorado summer. What are you waiting for??? Get that car out and DRIVE it!! By the way the best driving weather is still ahead of us!!!! You big block owners should be able to vouch for that!!!



JUDGING

By Jack Humphrey

In the last newsletter, a group of us set out to brave America's highways on the Rocky Mountain Chapter leg of the National Road Tour to Galveston. I can report all made it down and back safely! Ralph Ridge, Jim Lennartz and I have fresh/clean Founder's Award shirts in our closets and a good time was had despite the Texas heat!

An Interview with Roy Sinor

I also said I'd look up Roy Sinor, NCRS National Judging Chairman, and interview him for answers on issues I raised in our May newsletter regarding the Corvette without a VIN tag. To review:

- (1) A straight axle is entered for flight judging and the owner lists registers it with a 350 cubic inch, 350 HP non-original engine.
- (2) The car has fuel injection badges and some of the under hood configuration indicates it could have been an original FI car.
- (3) The car has no VIN tag attached. However, the owner produces sufficient information via written documents from the dealership and GM/Chevy to indicate the car was issued a Chevrolet duplicate VIN tag (on more than one occasion) and due to a comedy of errors the tag(s) never got affixed.

In the March newsletter, I said we declined to execute a formal Flight Judging of this car. Instead, we did a 'courtesy' judging—the score sheets were not tabulated nor sent to NCRS National making the results unofficial. I raised several questions and indicated I'd need help from 'the top' to get correct answers. Between the time I spent with Roy in Galveston and subsequent e-mail interchange I have answers!

First, Section 2, Rule 1, of the *NCRS Judging Reference Manual* states:

"NCRS Flight Judging is presently open to any 1953 through 1982 production Chevrolet Corvette as long as the owner(s) is an NCRS member in good standing. The vehicle must be entered and shown in the name of, and by, the owner/member and proof of ownership, such as state vehicle registration or a copy of the ownership title, must be available for confirmation. The car must have the correct attached, Chevrolet factory Vehicle Identification Number (VIN) plate, or attached valid state-approved replacement ID plate which matches title and/or registration. Should a car appear with a Chevrolet (GM) issued duplicate VIN plate, it must be accompanied with acceptable documentation from the Chevrolet Division of General Motors confirming issuance. Any car appearing without identification as described shall be ineligible for any NCRS judging."

Roy confirms we conducted ourselves properly by not Flight Judging the car. The fact that there was an abundance of paperwork to document the car and its VIN does NOT mitigate the fact there was no VIN tag properly attached. Further, the paperwork the owner presented is sufficient to allow a Chevrolet issued duplicate VIN plate to be affixed and receive Flight Judging at future meets.

What's Right?

Next, I questioned a potential 'Catch 22' situation with this car. Since it appears this car actually left the final assembly plant without a VIN plate attached and our focus in Flight Judging is to restore cars to their factory configuration, shouldn't this car be an exception to the rule? Shouldn't it be judged without a VIN plate attached? Shouldn't this car be judged with the owner's correspondence file and the GM duplicate VIN tag separate from the car?

The answer is no. Scratch your heads a bit folks! Why should the owner change the car's history and physically affix the GM duplicate VIN plate?

Section 2, Rule 2, says:

"Cars are to be judged to the standard of vehicle appearance, and as equipped, at the time and point of final assembly by the Chevrolet Motor Division of General Motors Corporation. Presentation for judging is to be in the condition normally associated with that of a Corvette which has undergone the then-current standard Chevrolet Dealer New Car Preparation for delivery to a purchaser, exclusive of any dealer or purchaser inspired additions, deletions or changes."

The key is the term 'normally associated with'. The fact this car may have been a bona fide factory quality control 'escape' simply makes it a fluke. The preponderance of similar era Corvettes did come with VIN plates physically attached. Plus, the owner's correspondence file documents the dealership and Chevrolet actually did attempt to remedy the missing VIN plate problem prior to delivery to the owner!

Reproduction VIN Plates

I queried Roy further on this issue asking if this wasn't a good case for the use of a reproduction VIN plate? Also, was there a preferred VIN plate embodiment (factory original, state issued replacement, GM duplicate or reproduction)? His answer was, "Yes and No".

In the eyes of NCRS, any valid issuing agency (original manufacturer or governmental authority) holds equal weight in terms of preference. Both have a legal authority to issue vehicle identification plates and we do not discriminate between sources so long as there is proper source documentation. This is the 'yes' portion of the answer. It means a Corvette is a Corvette regardless of VIN plate source.

If you acquired a car with a scrap yard/salvage title, restored it, and presented it with a state issued replacement ID plate, NCRS would be treat it the same as a carefully maintained Corvette with its GM/Chevrolet factory original VIN plate. In the eyes of NCRS, there is nothing to be gained from the purchase and installation of a reproduction VIN plate.

Further, some judges believe there are minor differences in reproduction VIN plates that are detectable versus original plates. Using a reproduction VIN plate simply invites potential authenticity questions from both NCRS judges and the law enforcement community!

Rule Conflicts

Next, I asked how we deal with differences of interpretation in our rules. When a situation arises that appears to generate a conflict between our published rules, how do we resolve things?

The *NCRS Judging Reference Manual* is the first source. It lists general guidelines for conduct including Section 4, Standard Deduction Guidelines. If there are specific scoring details enumerated by the *Technical Information And Judging Reference Manual* for a given model year, they take precedence over the Judging Reference Manual's Standard Deduction Guidelines. If these books aren't specific enough to answer a given scoring question, originality points should be allocated by the CDIFC (Configuration, Date, Installation, Finish, and Completeness) system with equal weight (20%) going to each category axis that differs from a known factory original implementation.

Ultimately, no written system can cover every situation. Our publications are simply guidelines to enhance/supplement the judge's personal knowledge. In the end, it's a human judgment call on correctness. To that end, Section 1, Rule 25 of the *Judging Reference Manual* ultimately governs:

"Due to time constraints and the voluntary nature of our judging process, repeated or lengthy interruptions by the owner during the judging process cannot be accommodated. Controversies will be addressed, as outlined below, only in the following order:

- A. Judges
- B. Team Leader
- C. Meet Judging Chairman And when applicable:
- D. National Judging Chairman or his representative.

Should a judging controversy arise, it will be briefly discussed between the owner and judges during the score sheet review process. The judges should listen to the owner's concerns and attempt to politely and precisely explain the reasons for the judgment in question, keeping in mind the owner may have a legitimate point which should be taken into consideration.

Should the owner feel his concerns have not been given adequate explanation or remedy after the above process, he may request the judges contact the Team Leader. The judges and Team Leader will first discuss the issue and inspect the item. Following that, the owner may explain his viewpoint and, after consultation and consensus with his judges, the Team Leader will politely explain the decision to the owner and that decision will stand unless the owner then requests a further determination involving the Meet Judging Chairman.

The Judges, Team Leader and Meet Judging Chairman will then discuss the issue, inspect the item in question if necessary, and after consultation and consensus, the Meet Judging Chairman shall make a determination which will be final for any Chapter Meet.

At a Regional Meet, if the National Judging Chairman or his representative are in attendance, the owner may request a further determination. The Meet Judging Chairman will contact the Judging Chairman, or in his absence, his representative. After consultation and consensus, the National Chairman or his representative will make a determination and it shall be final.

When a legitimate judging doubt does exist to the judges, Team Leader and Judging Chairman, the benefit of the doubt shall go to the owner.

In all cases, final judgment on a controversy must be addressed and made prior to score sheet submission to tabulation. With the exception of a clear, mathematical tabulation error, no changes will be made to any judging score sheet following an event and final judgments made at an event do not necessarily mean the same decision will be reached during any subsequent judging."

This says there is a mechanism to resolve any/all conflicts in our printed standards. The last paragraph merits further discussion.

Sometimes a controversy arises after score sheets have been turned in and tabulated. Sometimes, the owner finds an 'opps' in the comfort of his/her home while reviewing the score sheets. Unfortunately we don't make changes (regardless of merit) after the fact. At NCRS, there's always another meet down the road!

Crossover Issues

The last issue I raised was our system of judging and its division of judging labor. We require two judges in each of five areas (Operations, Interior, Exterior, Mechanical, and Chassis) to conduct Flight Judging. The judges report to a Team Leader making it an 11-man effort to judge a Corvette. My question dealt with crossover scoring items and who's responsible.

In the case of our Corvette with the missing VIN tag, the owner declared the car a non-original motor vehicle and registered it with a 350/350 configuration. When the judges began to work a myriad of questions/issues surfaced immediately.

First, in this car's era engines were either 283 or 327 cubic inches, not 350. While that posed a problem for the mechanical team, our rules deal with an engine block substitution easily (a full deduction if it isn't the proper casting number). But, there were other issues here for the mechanical judges as well as issues that crossed judging team section boundaries.

The mechanical judges could see remnants of the car's factory original FI configuration. The replacement engine was wearing a carburetor. Should the car be scored as a carbureted engine with a service replacement carb or a FI car missing its FI system (major deductions)?

Also, the exterior judges would have to decide how to handle the car's FI emblems. If this Corvette is to be judged today as a non-FI vehicle, a deduction for the presence of FI badges would be in order. So, a configuration issue that you might think of as strictly a

mechanical item crosses responsibility boundaries. I asked who's job it is to 'police' such things and have the answer.

Section 3, Rule 13 of our NCRS Judging Reference Manual speaks to this crossover problem:

"Occasionally, judging situation may arise where it is difficult to determine whether a deduction should properly be made in the originality or condition column and subjective judgments may be required. Judging Teams should confer with their Team Leader for guidance and consistency in this area. Whatever the decision may be, the appropriate point deduction should remain the same, regardless of whether it is made in the originality or condition column, so it does not affect the overall score on that item or area."

At first, it seems this doesn't speak to the issue at hand. The rule says it's the Team Leader's responsibility to see to it that things are handled equitably. He/she has the sole discretion to allocate scoring issues, as required, to be equitable.

Further, it's obvious there's a parallel responsibility path here. How can the Team Leader make these crossover decisions if section judges don't escalate their findings? Yep, it's the individual judge's responsibility to recognize something is 'out of wack' with a car's configuration and telegraph that information. Items in one judging section can affect how a car is judged in another area! Occasionally, it may mean coordinating the score sheets in several sections to make sure the same logic has been applied in an equitable fashion.

In the case of our Corvette without a VIN tag, we (Team Leader and Meet Judging Chairman) had just started to wrestle the crossover issues when the missing VIN tag surfaced. This made establishing a crossover strategy a moot point. On reflection, I was responsible for the problem!

As Meet Judging Chairman, I had administered the Flight Judging applications. It's obvious now I should not have allowed the owner to register an early '60s Corvette as a 350/350-engine configuration. I should have anticipated

the crossover problems that would follow. I could have phoned the owner, told him this was an invalid factory configuration and required him to register the car in its factory original configuration!

Yep, I could have done better and should have done so. But, it's not always that easy. More often we see the case where a car has changed configuration over time through the hands of successive owners. The current owner may simply not know the car's original configuration.

In a case like this, all involved in the judging process have to be alert! It might be as subtle as a chassis judge noticing fuel or brake line configurations don't agree with a Corvette's current configuration. In this case, it really is a 'bottoms up' responsibility and the Team Leader needs to stand ready to resolve what could be a challenging call problem!

GM Duplicate VIN Plates

We've mentioned several forms of VIN plates (factory original, GM duplicate, state-approved replacement, and reproduction). This was my first encounter with a GM duplicate VIN and I wanted to understand the process better.

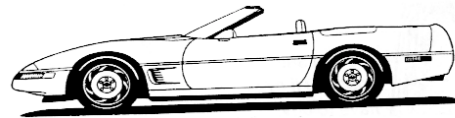
It's often possible for a Corvette to lose its factory original VIN tag especially on some of the straight axle cars. For a healthy stretch of time, the VIN plate was affixed to the lower portion of the steering column (in the engine compartment) instead of being affixed to a critical body element like a bird cage member or windshield frame upright. If such a Corvette suffered front end damage severe enough to cause the steering column to be replaced, there's a possibility the factory original VIN plate could be lost.

What is the process for obtaining a GM duplicate VIN plate? I stopped by the service department of John Elway Chevrolet last week and posed the question. The assistant service manager was very helpful but he was unfamiliar with the program at its process. He took me to see Bob, the service manager.

We chatted for a while and Bob admitted he too was unaware of the GM duplicate VIN plate process. I told him I'd recently seen

correspondence, albeit aged, from Burt Chevrolet. Curious on the issue, Bob took my name and phone number promising to contact the Chevrolet Zone Dealer and get back to me.

Bob called a few days later with some interesting news. Yes, there was a program at GM for generating a duplicate VIN plate. It involved the owner bringing the vehicle to the dealership, having the car and its documentation inspected, and the dealership writing a formal request letter to GM. Unfortunately, the Zone Dealer informed Bob this program had been recently discontinued and there was no current method for GM to issue duplicate VIN plates for older cars.



ACTIVITIES

By Dirk Gaddis

In July, on the 4th, we have for the past several years, done a picnic and parade in Monument, CO. Eckhard and Terri Pobuda are our hosts, and always show us a good time. This year was no exception. They saddled up some horses, set up a horse-shoe game, and provided us with a wonderful time at their new home! We only had 4 members ready and willing to do the Parade (it Did prove to be a hard one for many cars because of the heat and all of the starts and stops), so we joined up with the Colorado Springs Corvette Club (2 of our members are also members of the CSCC). We ended up with more than 30 beautiful Corvettes making a wonderful showing. Lisa Racz and Julie Orrechio sat on the roll bars of their cars, waving the "Queen's Wave", and I'm sure most of the spectators wondered why they didn't recognize these "Celebrities". There sure were lots of positive comments from the crowd! Eckhard met us after the parade, to escort us to their home, where Terri was busily setting up for the big BBQ. Over 40 people showed up for the festivities, and brought the kids for horse-back riding....next time those horses see a bunch of Corvettes in the driveway, they will probably make themselves scarce. They didn't

get much of a break. I hope we're invited back next year – it was a great time!

The August meeting was well attended – we eliminated the usual Tech Session, in favor of the Super Chevy Show going on at Bandimere Speedway.

Our September meeting will also be a little different from the usual. We'll meet at *Corvette City* at 9:00 on the 15th, then forgo the Tech Session, in favor of the Summerset Festival Car Show (there are usually close to 600 show cars at this event). Many of our members make this an annual event to go see. The following day, the 16th of September, is the Fall edition of the Coy's Swap Meet at Bandimere Speedway. This is a MUST DO for those that enjoy a good swap meet.

Our October schedule is changed from the usual, as well! On the 6th, we will venture to Castle Rock, and the home of Gary and Candace Cederman. They will host our Quarterly Board Meeting at 9:00, our General Membership Meeting at 11:00, and then we'll help them to drop the freshly painted body of their '63 onto the frame. Candace has offered to provide food and non-alcoholic beverages – PLEASE RSVP by October 1st. See information on this elsewhere in this newsletter.

On the 20th of October, there is a Swap Meet at the Adams County Fairgrounds. This is the same group that does the Annual Polar Bear meet in January. The hours are 8:00 – 2:00.

I hope to see you at these events!

SEPTEMBER	15 th – RMC Chapter Meeting – Corvette City – 9:00 AM
	15 th – Summerset Festival and Car Show – Jefferson County, CO
	16 th – Coys Swap Meet – Bandimere Speedway
	20 th – 22 nd – Central New Jersey Regional

OCTOBER

6TH – RMC Board Meeting –
Cederman home – 9:00 AM
6th – RMC Chapter Meeting –
Cederman Home – 11:00 AM
6th – RMC Tech. Session –
'63 Body Drop – Cederman home

20th – Octoberfest Swap Meet –
Adams County Fairgrounds –
8:00-2:00

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

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

MEMBERSHIP

By Jon Whiteley

Rocky Mountain Chapter membership presently stands at 82 members, twelve of which are new members for 2001. We are near our 2000 member total of 83 and the year is only 2/3 over.

Please welcome our newest RMC members:

- ❑ **Jerry & Diane Gollnick** of Boulder. They are long-time NCRS members and have recently moved from Oklahoma. They have 3 mid-year roadsters.
- ❑ **Kevin & Joyce Bell** of Denver. Triple black '92 convertible –very clean.

TREASURERS REPORT

By Richard Sullivan

Beginning Balance (06/30/01)

\$6,798.21

Income

55.84

Ending Balance (07/31/01) \$6,798.21

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

Regional Director's Report By Dennis Kazmierzak

Following are the highlights of the July 13, 2001 National Board of Directors' Meeting:

Regionals for 2003 were approved as follows:

1. Florida Chapter – January 21-24 in Kissimmee, FL
2. Louisiana Chapter – February 27 – March 2 at a new site in Gonzales, LA
3. Southeast Chapter – April 10-12 at Stone Mountain, GA
4. Southwest Consortium – May 1-3 in Zion, UT
5. St. Louis/Kansas City Chapters – May 15-17 at a new site in St. Louis, MO
6. Pittsburgh Chapter – June 5-7 at Seven Springs, PA

7. Northwest Chapter – September 18-21 at a new site at Gleneden Beach, OR
8. Texas Chapter – Oct. 29 – Nov. 1 at a new site in Fort Worth, TX

There were twelve regional applications, and the competition was tough in the east. Considerations for approval of the 2003 Regionals included making sure that members in all areas of the country had a Regional in relative close proximity, that the dates were well spaced throughout the year, as well as providing support for the National Convention that year in Hershey, PA. It is hoped that those that were not approved for 2003 will come back with a proposal for 2004.

The site for the 2004 National Convention is Windsor, Ontario, to be hosted by the Ontario and Michigan Chapters.

In the financial report, we learned that the internet sales continue to be a cost to the organization but are provided as a service to the members who wish to buy over the internet.

Some figures from the Galveston National Convention:

374 Registrations; 11 new members; 339 attended the Wed. night cruise; 397 attended the Awards Banquet, and there were 80 registrations for the National Road Tour.

Plans for the 2002 National Convention in Monterey are coming along nicely. It was announced that a road tour is being organized to the Laguna Seca race track where we will be allowed a parade lap.

A dues proposal was unanimously approved which will not only extend the 2000 dues incentive offer but will offer a one-time discount of \$5.00 to each renewing member.

The Publications Committee was asked to do a feasibility study and cost analysis on the possibility of providing The Driveline on a monthly basis and the Restorer Magazine on a bi-monthly basis. The Publications Committee will report back to the Board at the next meeting.

Chevrolet is making plans for a 50th birthday bash that will include NCRS. Stay tuned for more details. This is exciting!

Bend Regional Report

By Bill Lucia

I had the opportunity to attend the Bend Regional on August 9 through 11th. The meet was held at the Inn of the Seventh Mountain just outside of Bend, Oregon. In my opinion this meet is without a doubt one of the best West Coast meets you can attend. Here is an overview and some highlights from this meet.

I flew into Portland (my home town) early in the week and drove to Bend with Northwest Chapter members Carla and Jerry Hickey, Linda and Michael Pierce (NWNCRS Judging Chair) and my brother and sister in-law Jim and Marlene Lucia. We used several cars including a couple of C5's, my brothers '63 three-speed car and his El Camino as a support vehicle. We arrived early and spent a day just lounging around the Inn and the grounds.

The first day of the meet saw the judging field fill up very fast and a quick walk around the show field verified that nearly every year of Corvette was represented as either a Flight car, PV candidate or Sportsman entry. Only one or two of the 78-81 cars were not around. Strangely enough two each of the 53, 54 and 55 cars were present!!! These old soldiers are usually the ones that are MIA, especially the 53. But not this time.

The judging went very smoothly and was completed without any significant incidents. Some of the highlights included a '63 Z06 car from Canada (Larry Bowden), an original owner '73 big block (Bob and Valerie Johansen) and a whole raft of PV candidates, eleven in all if memory serves. What was interesting was the number of cars passing the PV test, nine in all. Just a hint, a common malady that was fixed in the fifteen minute time limit was the failure of the hood release handle to rebound and seat against the bracket after being pulled!!! Take note PV candidates.....

I had an opportunity to judge with two friends on two different days. Day one I teamed up

with my good friend from the Bay Area, Rich Phipps and did the operations checks on all mid-year cars. Day two was a special treat since my brother Jim and I got to team up and do the chassis judging on the 1966 cars. Lots of big blocks were around so I was in my element to say the least.

As always our National Officers made it to the meet and participated fully. Vinnie Peters and Roy Sinor were seen doing mechanical judging on day two. Later that day I saw Roy wandering around in his bare feet on the cool grass helping to collect judging manuals!! With eleven PV candidates the National Team Leaders were busy all three days. Ken James acted as a Team Leader for '65 and '66 and Terry McManmon, Keith Biggers, Chuck Berge, Carlton Colclough and the others were present and busy at all times. The Northern & Southern California Chapters had very good representation to say the least. Just a few of the old friends present were John Legate, Art Senn and Bob Grauer (NOCAL Chairman) and Carlos and Sherrie Vivas from the LA area. Michael Piece pointed out that this meet had an extremely high representation both from the number of Chapters represented and the States from which the participants came.

The award banquet was excellent, with a choice of Columbia River salmon or prime rib. My sister in-law Marlene was responsible for all of the meals and did a super job coordinating everything. Alice and Larry Richter (former NWNCRS Judging Chair) took pictures of every car at the meet, and during the meal the pictures were projected on a large screen and cycled through the cars at random (nice effect!!!). The awards ceremony was particularly well done. As each Flight or PV award winner was called out his or her cars picture was projected onto the screen as they walked up to get the award. Perhaps the highlight of the presentations for me was seeing my brother Jim get his "Black Hat". Overall this meet was a huge success and as always is high on my list of "must attend" NCRS functions. A big thank you and congratulations goes out to my good friend and NWNCRS Judging Chairman Michael Pierce. Michael makes everyone feel welcome and anyone who wants to do so gets to participate. The meet was flawless and well worth attending.

I hope you will consider this meet in your plans for next year. It's worth the travel time to go!!! Hope to see you there next year.

A Car Freaks Look At The NCRS By Mikey Hawks

Recently I had the pleasure of spending several days on the *Hot Rod Magazine Power Tour* with some of the members of the Denver Chapter of the NCRS. This was a nostalgic tour of historic Route 66, with about 1000 other car crazy fools. Ain't America grand? At first I wasn't sure what to expect. While one of the members has been a long-time friend of mine (Dan Tillapaugh). The others were for the most part total strangers. (How strange you'll never know?) First things first. As the previous owner of a '64 rag top Vette, I appreciated the car and loved it dearly. (It was anything but original) But my true love with hot-rod cars is what's called the Street Freak. I've had 2 wild V8 Corvairs (one, I still have), a V8 Pinto Wagon and several others including a pro-street Camaro. I had always thought of the Corvette bunch as stuck-up purists. While some of our Tour group were total original only purists, to my absolute surprise they really dug the hot-rodded Vettes we saw on the Tour. No matter how radically modified the Vettes were, these purists thought these cars were cool. Wow! Wake me up! The people I traveled with were the nicest and most non-pretentious people I've ever met in a car club. They treated me as if I had been a member all along, and as if they had known me forever. While I had to endure a variety of Corvair jokes, they were all in fun. The most pleasurable part of the trip for me was riding in the Vettes they brought along on the trip. I even had the thrill of driving Dan's '97 and Jim and Lori's 2000. (I'm sure Jim's heart rhythm is back to normal by now). While we drove, we talked about our cars and learned a lot about each other. My views of the NCRS were forever changed. I learned while we all have a favorite brand of car that we love, the main thing is, we all love cars, all kinds of cars, not just Vettes. Since the Tour I have attended an NCRS meeting or two, and have been pleasantly surprised at how much fun your club is. I have also been to several members' homes and once again I was treated as a friend, not an outsider. Several members have even helped

with the racing of my Corvair. I have had some sour grapes with other clubs I've been associated with, but your club has renewed a club interest in me that had been gone for years. I would like to thank the members of our Tour group, Jon Whiteley (the coolest '70 Shark), Bill and Dee Barcus (gnarly coup), Ralph and Sharon Ridge (Route 66 the way it should be in their '61), Dan Tillapaugh (nice '97 and a true fiend), and a Special thanks to Jim Lennartz and his lovely wife (the strong silent type) Lori (their 2000 will never be the same). These people were strangers to me at the beginning of our trip, now I consider them friends. Who knows, I may even become a member someday? Did someone say 68-72 SHARK? Aren't car freaks cool!!! Your club Rocks!!

Editors note: My apologies to Mikey for this late publish date...I received your article just a few days after the last newsletter was out. And Mikey, you're always welcome to join us...thanks for the high praise! LAR

Rockies Playtime By Mike & Laura Barrington NCRS UK & RMC members

Well this was our second consecutive NCRS Road Tour from Denver, Colorado. Last year was to 'heaven' at Bowling Green, Kentucky, the heart of Corvette production. This year we traveled through New Mexico and Texas where our destination was the Moody Gardens Hotel, Galveston Island on the Gulf of Mexico for the 2001 NCRS National Convention.

After a few days 'playtime' in the Rockies we joined the RMC members and families for the July 4th celebrations at Eckhard Pobuda's 'ranch' in Monument. I tried to reclaim the colonies back in my own way but my efforts fell on deaf ears, oh well maybe next time! Laura and I had a great time in meeting old friends and new. Later that day, those that were engaged in the Road Tour left for the overnight stop at Ralph and Sharon Ridge's home at Castle Rock. An early morning departure was essential due to the heat we would encompass on our journey. (I'm sure through my eyelids the stars and moon were still visible when we left)

We did find of great interest en route, where we stopped for a barbecue, a private museum housing many '67 BB's in various stages of restoration, much memorabilia and to top it all a '69 Silver L88. During the road tour somewhere in Texas, Jim found himself confronted with a Sheriff after blipping the throttle on his 396. A ticket was duly issued. It probably didn't help when Jim asked the officer to hold his beer can while he looked for his license (only joking, Jim!!).

We arrived at Galveston after approx. three days traveling from Denver. Our mode of transport was a 2000 model Corvette convertible loaned to us by our very good friends Lori and RMC Asst. Judging Chairman Jim Lennartz. Jim drove his '65 396 for a NCRS Founders award and our other traveling companions were RMC Judging Chairman Jack Humphrey ('71 shark, NCRS Founders award), RMC Vice Chairman Ralph Ridge and his wife Sharon ('61 fuellie, NCRS Founders award), Regional Director Dennis Kazmierzak and his wife Shirley ('99 C5, belonging to Ralph and Sharon Ridge).

Now, rather than book accommodations at the host hotel (Moody Gardens), Jack rented a house (stilts as well) on the Bolivar Peninsula right next to the beach and warm waters of the Gulf, for seven of us. The time went well, and taking the ferry to and from Galveston Island on a daily basis was a bonus. You could say the heat started to get to us all, but we mixed in and still came away good friends.

The National consisted of seminars and tech sessions plus the judging of various Corvettes in different categories/classes inside the air-conditioned Moody Gardens hotel. There were various outings for families (NASA, shopping at the Galleria Houston, evening dinner on the paddle steamer 'The Colonel' to mention a few) throughout the four days the convention was held. Also Moody Gardens itself had very much to offer in the way of entertainment. Three multi-story glass pyramid buildings housed (1) an aquarium, which was a tribute to the oceans of the world with over 8,000 marine specimens, (2) a rainforest depicting exotic plants and animals from Asia, Africa and the Americas, (3) the discovery area which allows you to explore space and beyond with a fun filled science theatre. There is also an IMAX 3D theatre.

At the awards banquet, we were joined by RMC Chairman, Bill Lucia. To round of the evening, I was presented by Dennis Kazmierzak with the... wait for it... table centerpiece, which I most appreciated.

The next morning we loaded the cars up for our three-day return drive back to Denver. We fed the sea gulls on the ferry for the last time traveling back to Moody Gardens to meet with Dennis and Shirley and so started our journey. We did incur one minor hiccup, the radiator in Ralph's '61 blew. Jack found a 'U-Haul' down the road, which was attached to his Suburban so that we could trailer the '61 in comfort, and from that point on, the '61 became the most economical vehicle. Our first night's refuge was a taste of real Mexican food with fried ice cream and "top shelf Margarita's", now there's a good combination for you! Our second night's stopover was Roswell, New Mexico where, believe it or not, we weren't abducted by aliens, but some of the bugs we saw were fairly spooky.

Arrived back at Ralph and Sharon's home late Sunday afternoon where a cool drink was top of the list. We were treated to a barbecue and climaxed with s'mores. These are a delicacy of lightly toasted marshmallows on Hershey chocolate between sweet biscuits. We had recorded a return mileage of 2707 miles. We said our farewells to Dennis, Shirley, Jim, Lori, Ralph and Sharon and made our way back with Jack to his place. We were now open to a few days 'relaxation' before our flight home. This included a 4x4 trek up a bone shaking rocky ridge to near the summit (10,000 ft) for a picnic. Remnants of gold mining was abundant and if you let your imagination run wild in the peacefulness of the day you could hear the 'goings on' of years gone by, (the views were breathtaking). A trip around Georgetown taking in the narrow gauge steam railway journey to Silver Plume, and the inevitable shopping trips one has to do.

Our thanks must go out to Jack Humphrey for putting up with us once again and the hospitality that he showed us throughout our vacation. To all the guys that drove with us on the road tour, who gave us an unforgettable time and last but not least, Jim and Lori for

their generosity in loaning us their 2000 Corvette convertible, truly wonderful.

The conclusion to our memorable vacation was ordering a 2002 Corvette convertible back in good old U.K.

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.

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.
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For Sale: Single Axle, flat-bed trailer. \$1,000 OBO
Jim Lennartz (303) 674-0295 Evenings

For Sale or Trade: 1961 Corvette Owner's Manual with the insert card. Good Condition. \$150.00 or trade for 1965 Corvette Parts.
Martin Egan (307) 632-5806
E-mail Egan19651977@cs.com

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



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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.

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OCTOBER 6TH CHAPTER MEETING:**BOD Meeting – 9:00 AM****Chapter Meeting – 11:00 AM****Tech Session – Follows Meeting**

Gary and Candace Cederman
4962 Silverlace Drive
Castle Rock, Colorado
(303) 688-9197

Take Interstate 25 to Exit 184 – Founders Parkway/Meadows Parkway. This exit is just north of the town of Castle Rock, near the Factory Outlet Stores.

Take Meadows Parkway west, past the Factory Outlets and the light for Route 85 (Santa Fe Drive). There will be an entrance sign to The Meadows development. Continue straight on Meadows Parkway and go to the stop sign at Meadows Boulevard. There is a Church and a small trailer/building directly ahead of you.

At the stop sign, turn right onto Meadows Boulevard. Take Meadows Boulevard past Castle Rock Middle School.

Take your first right after the Middle School onto Meadows Drive. This is the first street in the neighborhood.

Take the first left onto Indian Summer.

Take an immediate right onto Silverlace Drive. Look for 4962 Silverlace Drive on the right, down the hill, where the road starts to bend.

Please RSVP if you will be attending, by the 1st of October. I will need an accurate headcount for food. (303) 688-9197