



September - October

Issue 9 & 10

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CHAIRMANS MESSAGE**By Ralph Ridge**

My message will be brief this month since I spent most of my time writing the article about our trip to the 50th Anniversary Celebration and the Hershey Convention. Everyone I run into wants to know about the trip, so I thought I'd put it on paper. Forgive me if I've over told the story, but couldn't seem to put it into fewer words without omitting details that impressed me.

Now that summer activities are coming to a close, we need to turn our attention to next year. Especially important is our Regional Meet at Breckenridge. To that end, Eckard Pobuda, our Event Chairperson, will begin a column in the newsletters beginning with this month's leading us up to that event

We also have several activities remaining this year. Check out our activities listed by Bill Barcus. And remember our website at NCRSRMC.org, kept up to date by Bob Davis. This is a great source of information.

Save the Wave.
Ralph Ridge

MEMBERSHIP**By Jon Whiteley**

While many of the 50th Anniversary events have come and gone, there's still plenty of opportunity to get out and enjoy that Corvette.

Our Rocky Mountain Chapter membership currently stands at 106 of which twenty are new for 2003. Yes! We've reached and passed that 100 mark. Thank you all for your support of our club.

Our most recent new RMC members:

- Bill Beamer of Denver – '82 Collectors Edition coupe
- Terry & Marie Zrust of Thornton - '66 327/350 blue/black coupe
- Gary & Patricia Hutton of Aurora - '67 327/350 blue/blue
- Nolan & Kim Meeks of Thornton - '74 454 brown/saddle convertible
- Ted & Shaunie Smathers of Golden – '60 maroon/black convertible owned for 30 + years

Welcome to the club! Please join us at an upcoming event and introduce yourself.

JUDGING

By Jack Humphrey

From The Judging Chair....

New Policy

From Roy Sinor's column in *The Corvette Restorer* magazine come some new twists. The rules for un-restored Corvettes seeking to compete for Star/Bowtie award recognition have changed slightly. The old method was to present the car at any Regional/National meet, for any reason, (Flight, Sportsman, Founders, general display) and declare it a Star/Bowtie candidate. The National Team Leader for that division of Corvette, or his representative, would perform an inspection of the car (NOT a judging) and issue an acceptance of the car (or reject it) good for the next National Convention.

To better involve the owner and prepare him/her for the Star/Bowtie judging experience, prerequisite rules have changed. You still need to present the car at a Regional/National meet and declare it a Star/Bowtie candidate, but now the car will undergo a Flight examination. Instead of being judged for both originality and condition, this prerequisite judging will use existing Flight rules and score sheets, but only the originality aspect of the car will be judged/scored.

This is intended to better prepare the owner for what lies ahead. Is the car a 'serious' Star/Bowtie candidate? Why is it not necessary (can be detrimental) to 'fix up' and 'clean up' various aspects of the car? What will judges really look for when the car is finally Star/Bowtie judged?

Full Deductions

At our last chapter meet in Colorado Springs, two RMC senior judges engaged in debate on full deductions. The specifics aren't important, but the logic and dialog is worth discussion.

Suppose you're judging a Corvette and you notice it's vital 'gozornenpop' component. You look down and see, yep, there's a gozornenpop

there, right where it's supposed to be but the one installed isn't an original GM/Chevy gozornenpop. It's not a GM/Chevy service replacement gozornenpop. Heck, this one was made by Tai Chin Enterprises of Taiwan! Is this a full deduction situation?

At our recent chapter meet, two RMC senior judges debated the issue. One took the position that the Judging Guide (JG) called for a gozornenpop to be present and though the one present wasn't a GM/Chevy item, it was a real McCoy gozornenpop. Therefore, it should be treated as a generic service replacement component and judged for its originality based on its difference from of the era, factory original, gozornenpops using Finish, Installation, Date, Configuration and Completeness considerations.

The other senior judge took the position, that this gozornenpop was still available (albeit in a slightly different and detectable configuration) from GM/Chevy today. NCRS Flight judging was a factory concours event and there was little, if any, owner effort required to install a real McCoy gozornenpop. Therefore, a full deduction was an appropriate penalty.

Later, after negotiating with each other and reaching a scoring decision, the judges asked me for my opinion. Who was right? I listened to their arguments, chuckled, and told them they were BOTH right! Why?

Our Rules

Well, it's a complex issue, but worth the time to review. We have two sets of rules that govern judging. The first is our series of Technical Information Manual and Judging Guide books. As their title implies, these publications are intended to 'guide' judges and NOT be firm 'legal' statues for all decisions. These books are authored and maintained by the National Team Leaders for each division of Corvette we judge (positions appointed by the office of the NCRS National Judging Chairman).

JG books give advice and counsel on various judging situations and sometimes differ on a given subject based on the specific view of the

current National Team Leader or his predecessor(s). Consider the following.

When judging water pumps, JG books for 1968-69 and 1970-71 Corvettes, document the configuration of the various water pumps used in that era, what their respective housing casting numbers were and how they were date coded. Then, the JG books go on to explain the difficulty in visually inspecting the casting date of a given water pump when it's installed on an engine with belts and pulleys in the way and PROHIBITS judges from attempting to judge the water pump's casting date!

Now, change divisions and travel back to, say, 1965. That JG book also describes the applicable water pumps used and mentions the process of date coding for the small block pump's cast housing (BB pumps were always date coded) is thought to have started in November of 1965 (after the start of model year 1966 production). The JG is silent on the issue of whether or not the casting date should be judged. This means it's the individual call of those judging the car.

Even though it's just as hard to read/verify the casting date on a 1965 water pump installed on an engine with associated belts and pulleys blocking your view, it CAN be done! It takes pretty good manual dexterity to manipulate a flashlight and inspection mirror behind the pulley, but most judges with reasonable skill can determine whether or not there's a cast date present. The presence or absence of a casting date on a small block water pump really says something about factory originality! Plus, there are some judges with enough skill to actually read the cast date....

So, this is one area where our club opts to treat the same item in a different manner based on what year Corvette we're judging. Always start by seeing what rules or guidelines are in effect for the particular division of Corvette you're working on. Once in a while you'll be surprised to find it makes a difference!

The Other Book

In addition to individual JG books, we have the NCRS Corvette Judging Reference Manual (the

'white' book). This book is published by the NCRS National Judging Chairman. Its purpose

is to define rules of conduct, award and recognition programs and set down rules for those aspects of judging that are common to all Corvettes. The book's Section 4 provides Standard Deduction Guidelines.

Rule 6, governs the use of GM Service Replacement parts. It allows a variance in originality deductions of 10-90% based on the overall degree of correctness of a given part. The caveat here is IF the gozornenpop was sourced through GM it can't take a full deduction because the rule places a 90% originality deduction limit!

Rule 7, covers reproduction parts. These are parts not provided by GM (note individual dealers can/do purchase from sources other than GM but that doesn't make such a part a 'GM' item). Rule seven points back to rule six but it does NOT set limits on originality deductions. Hence, a V-belt manufactured by, say, Goodyear could fall into either category. If it's wearing a GM part number (made by Goodyear for GM distribution/use), it clearly falls under Rule 6 and can't suffer a full deduction. If it's a generic Goodyear belt with no GM marks, then it falls under Rule 7 and becomes a discretion call for the judges.

Standard Deduction Guidelines also address some parts specifically, like batteries, tires, and headlamps. In each of these areas, full deductions are specifically sanctioned for certain non-GM/non-reproduction parts.

Last, there's Rule 10. It requires full deductions for incorrect replacement parts, reading:

"Non-GM replacement parts which are incorrect are subject to a 100% deduction on both originality and condition."

The operative phrase here is 'incorrect'. The part must be non-GM and it must also be incorrect. Judges have latitude in deciding what 'incorrect' means, but it's easy to argue the case this way. When we consider the general case of originality, we divide the universe along five axes—Finish, Installation,

Date, Configuration and Completeness. For a given part to be 'incorrect' it'd have to violate all five axis of originality. Just because I look

and see a generic Goodyear belt, I'd be hard pressed to call this an 'incorrect' part...

The same goes for a Fram oil filter in place of an AC oil filter. In my discretion latitude, I'd probably be inclined to take fewer points for the generic Goodyear belt (they WERE a GM supplier) than I would for the Fram oil filter. I'd probably be hasher yet on a fan clutch whose hub was embossed 'FORD' (Eaton supplied GM and Ford and Chrysler and some parts will substitute)....

But, consider an exterior mirror from K-Mart. The mirror is painted instead of being chrome plated. It's got a mounting system that's totally different from factory original Corvette mirror. It has no visible dating. Its shape is unique and VERY different from the factory original mirror. Plus, there's no gasket between the mirror base and the exterior surface. Hey, this IS an incorrect part because it violates all five of our originality axes. This IS a full deduction candidate under Rule 10!

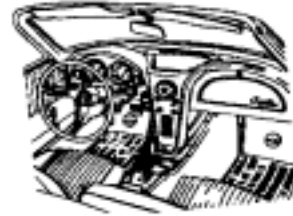
Using Judgment

A full deduction is a pretty stiff penalty. Both judges were right, but for the wrong reason. They were trying to apply universal rules to the process instead of working the gozornenpop issue individually under our system of published rules.

The correct process is to first read the JG book and see if there's a specific rule/guidance for that individual Corvette division. Next, see if the gozornenpop is covered specifically by the white book. Then, presuming it's not, work through the intricacies of Rules 6, 7 and 10.

Is the gozornenpop a real McCoy GM gozornenpop? If so, Rule 6 applies and the maximum originality deduction is 90%. Is the gozornenpop totally incorrect (better have sound justification)? Then, Rule 10 applies and there's no discussion— it's a full deduction. If none of the above apply (JG guidelines,

special/focused standard deduct rules, Rule 6 or Rule 10), the gozornenpop falls under Rule 7 as a 'reproduction' item. It becomes a judge's discretion item where a full deduction CAN be taken, but under extreme situations of variance from Finish, Date, Installation, Configuration and Completeness.



ACTIVITIES

By Bill Barcus

September

- 6: **Regional Committee Meeting**
6 pm at Ralph Ridges house, 5085 Mesa Dr. Castle Rock CO 80104, Ph: 303 660-8531
- 20: **11 AM Tech Session –**
ED BOZARTH 2001 S. HAVANA
Trailing Arms
D. Kazmierzak
- 27: **Fall Road Tour:** 10 AM Meet at El Rancho Resturant. I-70 and Evergreen Pkwy. (On right at first Light) Drive over Squaw Pass, past Mt. Evans lunch in Idaho Springs.

October

- 3 – 5: **Road Trip:** Red River New Mexico with the New Mexico Chapter. Contact D. Kazmierzak for additional information 303-697-8428.
- 18: **Dyno Run –**
Dyno Pro, 5330 Tennyson
3 pulls for \$50 Sign up with Jon Whiteley!

November

15: **Tech Session** –
Corvette City: Dirk Gaddis Distributor
Rebuild (Pre HEI)

December

6: **Christmas Party –
Who wants to HOST?**

Questions/suggestions: Please call Bill Barcus
(303) 773-2633
E-mail: blueL79@yahoo.com

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(303) 773-2633 E-mail: blueL79@yahoo.com

Lastly, we need a volunteer to host our annual Christmas Party, to be held on Saturday, December 6. This is always a fun get together – Please call and let me know if you are interested in hosting!

Also, note the upcoming activities in the next few months and keep an eye on our web site, www.ncsrmc.org, for other ongoing activities. As always, if you have any ideas for an event, please let me know!

Bill Barcus
Email: blueL79@yahoo.com

2004 Regional Status Report

Breckenridge Regional 2004

By Eckhard Pobuda

August 10th we had a committee meeting at Beaver Run Resort in Breckenridge where the NCRS Regional Convention will be hosted June 3-5, 2004, by the Rocky Mountain and the New Mexico NCRS Chapters. This meeting was a small cog in an ongoing effort by many people to bring the Regional about.

Months ago the boards of the two chapters started discussions for this event. A committee was formed for site selections. Several board members visited potential sites, met with

convention personnel and chamber of commerce representatives all over Colorado. The choices were narrowed to three sites, and presented to national NCRS officials. Beaver Run Resort was ultimately selected. A formal application for the event was presented to the national board and accepted. A contract has been negotiated and signed with Beaver Run Resort.

The meeting on Sunday the 10th was an opportunity for the committee members to learn and discuss their various responsibilities,

interrelations and logistical issues with the site and events for 2004. Almost all members were there, and I want to thank each of you for taking the time to attend. A decision was made to add a committee member to take charge of

Saturday's awards banquet. This will involve scheduling of awards and arranging for a guest speaker, p.a. system set up, visual presentations and attendee ticketing. Anyone interested in this position, please call or e-mail me. (719 488-1767, epobuda@aol.com).

Although the committee members listed below have already completed a lot of work, there is more planning to be done. Many volunteers are needed for the event itself; such as, staffing the registration desk and information booths, merchandise sales, parking assistants, food and beverage assistants. Please contact the person in charge of the committee function that interests you. Don't forget to include your spouse. In past years, we couldn't have done it without them. They will be a great resource in our planning to make this a rewarding event for the whole family. Remember all those stories we have to tell about Steamboat so pitch in for some more great times.

Chairmen	
Eckhard Pobuda	719 488-1767
Dan Pyzel	505 883-0291

Chapters Coordinator	
Dennis Kazmierzak	303 697-8428

Activities		
Bill Barcus	303 773-2633	
Swap Meet		
Dirk Gaddis	303 679-8179	
Registration		
Billie Pyzel	505 883-0291	
Kevin Bell	719 495-3551	
Judging		
Bill Baker		NM
Tabulation		
Jack Humphrey	303 526-9410	
PV Course		
Bob Davis	303 697-6331	
Food & Catering		
Joyce Bell	719 495-3551	
Sharon Ridge	303 660-8531	
Security		
Bill Bell	303 680-5863	
Parking		
Dennis Dalton	719 583-2565	
Signage		
Conrad Pobuda	970 304-0102	
Merchandise		
Eckhard Pobuda	719 488-1767	

ARTICLES and Miscellany

A CORVETTE ODYSSEY

By Ralph Ridge

Two major Corvette events, two road tours, acceptance into a prestigious display, a quest for an award, an awesome air show, and a somewhat congenial but naive spouse – all packed into a 1961 Corvette experience. These

are some of the ingredients that came together to define a "Corvette Summer."

It all started on June 23, when the National Road Tour, on its way to Bowling Green, KY arrived in Denver. About a dozen of us from the NCRS Rocky Mountain Chapter had volunteered to assist with the Denver stop. The front Range Chevrolet dealers treated the participants to a great BBQ at the Aurora Sports Park. The next morning we drove our '61 back to the Sports Park to join the tour. The folks in charge of the Denver stop did a great organizational job. They even supplied participants with a pamphlet containing a map

of the next leg to Kansas City that included all of the exits with gas between Denver and K.C.

After a pancake breakfast served by the Muscular Dystrophy organization, over 400 Corvettes began a mass exodus down I-70. Channel 9 even had their news helicopter covering our departure. From the air it must have looked like a line of moving jelly beans with every color of the rainbow represented by a Corvette.

As soon as we hit the interstate, the '61 let us know that it was not convinced it should make this long drive ahead. Between dragging brakes and a balking engine, it was like a rebellious teenager not wanting to get out of bed. In fact, we began alternating between scolding and encouraging it to coerce it into shape. This seemed to work because the brakes began to wear in and the engine smoothed out. We soon settled into a nice 75 MPH cruise with a fuel and leg-stretching stop about every two hours.

That night our stop in K.C. was less orchestrated and everyone was, pretty much, on-their-own. We left the next morning with a planned stop outside of St. Louis where a Chevrolet dealer had someone set-up to cook brats for lunch and live entertainment. We were now up to 500 plus cars, so folks just drifted in and out to eat, then continued on

their way to Bowling Green. We arrived at the museum about 5 PM where things were a beehive of activity. I think every vendor in the Corvette hobby was there (Chevrolet didn't allow them to set-up in Nashville) and it was a carnival atmosphere. After looking around and shopping the Museum Store, we headed to the hotel. We decided to walk next door for dinner and immediately ran into Dick Guildstrand. I had heard him talk about his Corvette racing days when we were in Monterey last summer. He was eating by himself and seemed happy to have someone to talk to.

The next morning we went back to the Museum and a tour of the Corvette Assembly Plant (a must-see if you've never done it) where they

are also now building the Cadillac XLR. Then we headed for Nashville. After washing 1,200 miles of bugs and road grime off of the car, we found the Titan's Stadium and the NCRS display. Earlier this year, we were fortunate to have our '61 selected to be part of the Founders Award display in Nashville. Also, there were cars representing every award available in NCRS plus some specialty cars.

The NCRS display was probably the best organized and represented at the 50th Anniversary Celebration. It made me proud to be a member of NCRS and, as I am sure, the several hundred people who signed up as new members gave validation to this.

The next 2 days were a whirlwind of Corvettes, symposiums, Corvettes, Tech Sessions, Corvettes, concerts, Corvettes, merchandise displays, and..... more Corvettes. It was estimated that there were approximately 10,000 Corvettes on the campus and 20,000 Corvette enthusiasts. GM had all of the Corvette notables there, i.e. Chief Engineer, Dave Hill, Program Manager, Rick Baldick, and Plant Mgr, Will Cooksey. Retired Chief Engineer, Dave McClellan was also there and stopped by the NCRS tent for a book signing. It was a great opportunity to hear these people speak and ask them questions. Although many of the questions were about the C-6, little

insight was given. However, anytime a question arose about a problem or short-coming with the C-5, the ultimate answer was, "Wait till you see the C-6."

We joined some old and new friends for dinners each evening. Sig and Dianne Patzer of RMC were welcomed company. The finale for the event was a concert by ZZ Top. I'm not sure this was the right choice for a band. By the end of the first loud, hard-driven song, people of my generation began to leave. After about 5-6 numbers, half of the stadium was emptied out. This was a big contrast to the enthusiastic reception of the Temptations concert the night before.

On Sunday morning we packed up the '61 and headed to Chicago where we planned to store it for a week before joining the tour to Hershey. This drive proved to be the most challenging segment of our trip. Leaving Indy we encountered a heavy thunderstorm. If you've ever driven a C-1 in heavy rain, you know that required equipment is towels to catch the water as it comes in around the top of the windshield. Driving in the rain, we were involved in several panic stops. This is when I discovered that my brakes were heading south. I had already adjusted them tight at our lunch stop and was reluctant to do it again until I got to Chicago, where I could pull the wheels and determine the problem. The next 200 miles was an exercise in utilizing engine braking and maintaining plenty of stopping distance in front. This became a real challenge when we hit Sunday stop-and-go traffic on I-90 south of Chicago. Needless to say, we were drained when we arrived at our friend's house. The next day after identifying and replacing weak brake springs, we were back to normal braking, which means not much with drum brakes. All set for the next trip.

Ten days later we were back in Chicago. July 10th we left with Jerry Mulick, RMC member, to hook up with the NCRS Hershey tour at Effingham, IL. Driving into Mid America about an hour before the road tour cars arrived gave us an opportunity for photo shoots at Mike

Yeager's old-time gas station and "Delivery Wall." After the road tour arrived, led by Dana Forrester, we were given a tour of the Mid America museum and treated to a dinner (right in the museum) by Mr. Yeager and his staff. He then invited us to his home to see his "Bowtie" swimming pool. He and his wife were very gracious hosts and made us all feel welcome.

Friday morning we headed for Columbus, OH. We drove some back roads through the scenic countryside and stopped for a prearranged lunch in a small town in Indiana. We were beginning to appreciate the difference between the smaller NCRS Road Tour and the much

larger 50th Road Tour. We all stayed together and had the opportunity to meet and make friends. After arriving in Columbus, we were all invited to Bob McDorman Chevrolet where we were given a guided tour by Mr. McDorman, himself. And, what a collection! We went through four buildings before we ran out of time. Two of the buildings contained only Corvettes (must have been at least a hundred) and the other two buildings contained an assortment of Corvairs, Impalas, BelAirs, Camaros and even a few rare non-Chevrolet cars.

Dinner and a fun evening were planned at The Quaker Steak and Lube Restaurant. This was a unique setting with vintage automobile paraphernalia and 50's atmosphere. While eating a burger, you were surrounded by classic Corvettes on four-post lifts inside the restaurant. The Good Guys National Street Rod Convention was in Columbus that weekend and the automotive eye candy was everywhere.

Saturday we were on the road to Cumberland, MD, the next to last leg of the tour. This is where all of the road tour segments would rendezvous for the final leg to Hershey. An optional stop was planned at Falling Water, Frank Lloyd Wright's home. We opted not to include this attraction. Checking in at the Cumberland Hotel, we all received our Road

Tour Hats, T-shirts and directions to Mike McCaugh's (past NCRS president) farm. This turned out to be one of the highlights of the trip even though it was a rainy evening. The farm-style cookout was superb, with Dr. McCaugh helping with the sweet corn kettles. His collections and displays were top notch while he and his wife provided country hospitality at its best.

By now the Road Tour had grown to over a hundred cars, so a police escort was in order as we departed Cumberland in the morning for Hershey. After several stops for gas and to organize the cars according to generation (sometimes it pays to drive a C-!), we arrived at the Hershey Convention Center about noon.

What a reception! Every one already at the convention was lined up under the portico to cheer us as we arrived. I felt like a finisher on an endurance road race (there's a lot of truth to that statement). The rest of the afternoon was spent registering, unloading, cleaning and positioning the car and trying to figure out why my windshield washers had decided to take the day off. After disassembling the pump, I found a broken plastic plunger – not something you get at NAPA. If I couldn't fix the washers, it would cost me 20 points the next day on my Founder's OP's check. Mike McCaugh came to my rescue. He had his '61 Duntov car on display and willingly loaned me his washer pump.

I could spend another whole article on the Convention, so just let me say it was one of the best run and attended conventions in NCRS history. I received my last Re-Founder's award and Howard Loomis and I both were presented with a beautiful plaque from Chevrolet and NCRS to recognize those of us who participated in both the Nashville and the Hershey events. Other RMC members at the convention were Jerry Mulick who also provided my garage space in Chicago and Glenn and Lynn Reiff who had the distinction of becoming our 100th members. After Four days of judging, tech sessions, seminars, banquets, tours and great fellowship, we were ready to head west.

We weren't; however, ready to make a speed run to Denver. We left Hershey on Friday morning and drove to Dayton, OH, where the 100th Anniversary of Aviation Air Show was in progress. That evening was spent with friends and family from our home state. The next day was spent watching the mother of all air shows. Headliners included the Canadian Snowbirds, the Blue Angels, and the Thunderbirds. We got to watch the first flyby of an active military aircraft with a civilian aircraft. Can you imagine an F-15 and a P-51 in close formation? Sharon says, at least they're not CORVETTES. But, I think it was more fun watching our grandsons' reactions to the "bombs" dropped by the B-17 and B-24.

Finally on Sunday we began our final drive home. We decided to get as far as we could and managed to drive 600 miles to Salina, KS. But it was brutal! Temperatures peaked at 102 degrees that day and we drove with the top up because the Vintage A/C couldn't keep up. In addition, my fuel sending unit gasket had begun to leak, so we had strong gas fumes for a period after each fill up.

On Monday we arrived home about noon. We had driven 4,300 miles since we left in June. We experienced some of the best and the worst a '61 can offer, but it never left us stranded on the side of the road. We got to experience some of the best Corvette events of our lifetime and I've come to one conclusion: The cars are just a magnet that draws in great people who are really what makes these events memorable.

ELECTRONIC NEWSLETTER

Would you like to join the growing number of people who are receiving their newsletter via email? If so, please send me your email address or contact me at the next meeting and you too could be receiving your letter via the internet. Remember it saves the club money and that's a good thing. For those who have already signed up...if you're not receiving your newsletter please email me and let me know. I probably have the wrong address. Thanks!

Joyce Bell
17070 Herring Rd
Colorado Springs, CO 80908
719 495-3551
kjbell92@msn.com

EDITOR NOTES

BY JOYCE BELL

Well our move to the country is just about complete and what a technology culture shock this has been. We've gone from High Speed to Snail mail and we're learning a level of patience

that is almost saintly. Our new email address is kjbell92@msn.com. I accidentally printed our phone number incorrectly in the July - August newsletter. It is (719) 495-3551 and the home address is 17070 Herring Road, Colorado Springs, CO 80908. I apologize to those who couldn't reach me, and thank you for your patience.

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

VISIT OUR WEB SITE AT:
WWW.NCRSRMC.ORG

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D.J. Kazmierzak
Owner - Operator



P.O. Box 787 Phone: (303) 748-8235
Indian Hills, CO 804 e-mail: Dennis_JK@wispertel.net
e-mail: DJKazmierzak@NCRSRMC.org

CLASSIFIED ADS

For Sale:

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

3328 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

69 Corvette, T tops, 61k miles on chassis, 11 miles on rebuilt orig. motor 350/350 4 spd.

The front suspension and brakes have also been rebuilt. Also included is a set of orig. tires with lots of tread left. Body appears to have never been hit. Car would make a good driver. 15K for the car, Rick Nelson at (303) 423-3147

Beautiful 1960 Corvette, triple black, 17K actual miles, body off restoration to Duntov specifications, 283/230 hp, 2 speed power glide transmission, asking \$65,000. Call for more details.

Russ Laenecke: 970 577-8199

Franklin Mint Models and Promotional Models. Promos back to the mid-70's. Too numerous to list here. Please call Chuck at 719-686-8248 or e-mail at comountainduo@aol.com for listing.

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

'65-'66 steel wheels, one to four or five, various dates, your choice. \$100.00 per wheel or \$600.00 per set of five (match dated). 3124 holley carb dated 565(real, not a restamp). \$800.00 or serious offer. 1961 Owner's Manual with insert card. Good condition. \$100.00 or trade for 1965 Corvette parts or other Corvette parts.
Martin Egan (307) 632-5806
E-mail Egan19651977@cs.com

1980 Corvette, VIN 1Z878AS428240, 350 C.I.D., 4-speed, Beautiful new professional custom paint - silver bottom half/ diamond white pearl top half/ bright blue middle stripe. Doeskin interior color, new B.F. Goodrich raised white letter radials 245 6OR 15 on rear/235 6OR 15 on front, T-top, pw, ps, A/C, pb, AM/FM/CD, tilt/telescope steering wheel, tinted windows, 117K miles/30K on rebuild. \$18,000
Phone Jim Richards cell 303-210-6331 for info.

66 Big Block

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

1964 Coupe
350/300+ HP crate engine, 6 spd, disc brakes, PS, Vintage air, stereo cassette. \$21,900 call Bill Barcus (303) 773-2633

Parts: '66 NOS rocker panels - \$325; '66 used rocker panels, good cond - \$100; '64 set non-PB brake lines (new) -\$75; Hooker headers - \$50; non-orig. exhaust -\$60. Bill Barcus (303) 773-2633

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