

# High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

Published four issues annually by the Rocky Mountain Chapter NCRS, Inc.  
[www.ncrsmc.org](http://www.ncrsmc.org)

Vol. 30 No.1

1st Quarter 2023

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**February 18**

**Tech Session**

**March 18**

**Judging School**

**April**

**Annual Membership**

**Meeting**



## Chairman's Report

By Rick Reiff

## Happy New Year Rocky Mountain Chapter!

Another year is in the books and looking back we had our annual holiday party and 4<sup>th</sup> of July picnic, three technical sessions, two judging schools, spring and fall road trips, and just a couple of weeks ago a trip down transportation memory lane with a tour of the Forney Museum and following get together at the Blue Moon Brewery. So, a pretty good year with more of the same on tap for 2023. Kudos to Dirk Gaddis for taking on activities for the year and Jeff Roth, the outgoing activities chair, for the smooth transition. Great job guys.

With the new year comes new RMC Board of Directors (BoD) terms. Those starting a two-year term are Jerry Fren as Secretary, Steve Beatty as Membership, Dennis Dalton as Newsletter Editor, and yours truly as Chairman. Those BoD members whose terms end in December 2023 are Jeff Roth (Vice Chairman), Martin Egan (Judging), Jack Humphrey (Treasurer) and Eckhard Pobuda (Merchandise). In April we will be electing RMC members to fill these positions that start a two-year term in January 2024. We can always use new input perspectives to the BoD and if you are interested with helping with the Chapter's operations, please reach out to me or any of the other BoD members. One position we really need help with is with regard to helping with our website. We really could use the support of someone that has experience with websites and uploading information and pictures. Do you notice that we have been using a picture from a meet taken years ago on our website and haven't uploaded anything new in that regard? If you have experience in this area please reach out to me and I will get you more information regarding what is needed. As I mentioned in the last edition of the High Plains Shifter, Brad Hillhouse is our new Regional Director. I look forward to working with Brad in that regard and although he has big shoes to fill with Ralph Ridge's departure from that role, he will represent us well.



Calloway Display in Bowling Green p. 8



Over the past year or so we've had some challenges with holding Chapter Meets in a facility that supports judging more than four cars. We have discussed this at BoD meetings and now have a new Chapter sponsor and location for Chapter Meets. Refer to Jack Humphrey's article in this newsletter for more information on this change. Thanks Jack for taking the initiative to move forward with this.

I hope you had a wonderful holiday season and look forward to seeing a lot of you at the holiday party in January.

Cheers!

Rick Reiff  
Chairman



**Membership Report**  
by Steve Beatty

## Our current membership is at 136 members.

At the time this report was issued (Dec 30<sup>th</sup>), our Chapter membership roster stood at 136 members, which includes 39 members who have not renewed for 2023.

The names of new members that have recently joined and their Corvette ownership include:  
Duane Powers - 1975 x 2  
Brent von Stein - 1991 ZR-1  
Gene Ashton - Sponsor (Stevinson Chevy)

Please extend a welcome to these new members at a future event/meeting.

The 2023 RMC membership dues notices were sent out in November. Many thanks to all who have already paid their dues, if you haven't, please pay them immediately to avoid being dropped from the membership roles. Renewal online via the National NCRS website is encouraged using this link: <https://www.forums.ncrs.org/register/chapter-membership.php>

Chapter notices are generally sent out via email using the addresses contained on the National NCRS member email database. Accordingly, please make sure your National NCRS profile email address is always up to date to avoid missing Chapter news. REMINDER, you must be a current member of National NCRS to be a member of RMC, so please check your national dues expiration date. Updated RMC Chapter membership directories will be available on 2/1/2023 upon request by emailing me at [stingraycpa@hotmail.com](mailto:stingraycpa@hotmail.com). Please keep in mind that the list is confidential and is NOT to be shared with non-members.

Finally, I want to wish everyone a Happy New Year and look forward to meeting new members while participating in the upcoming 2023 events.

Steve Beatty  
Membership Chairman  
[stingraycpa@hotmail.com](mailto:stingraycpa@hotmail.com)



**Regional Directors Message**  
**December 2022**  
by Brad Hillhouse

*My name is Brad Hillhouse and I am excited to be your incoming Region VI director. I have big shoes to fill replacing Ralph Ridge and I want to thank him again for his guidance and mentorship to me the past two years.*

I want to wish everyone a Merry Christmas and Happy New Year! It seems like we have finally put Covid behind us and 2023 is looking like a great year for NCRS from the Chapter up to National level. The new year is packed full of events and I would like to encourage you to come out and participate with your chapter and in one or more of the regionals as well as the national convention in the coming year. I am looking forward to the Tucson regional on March 23-25 in Tucson, AZ. This late add to the NCRS calendar is a collaboration of the Northern California and Southern Arizona chapters in an effort to give members in the western USA an opportunity to get a regional judging or signoff requirement fulfilled prior to the National Convention in French Lick, Indiana July 23-28, 2023.

Members in Colorado and Nebraska should also seriously look at attending the Minnesota Regional on June 8-10 in Rochester, MN. The North Central chapter has hosted great events in prior years and 2023 looks like it will be the best one yet! The Graham Arena is a great event center for the judging meet and it is shaping up to be a great event with NCRS members from around the Midwest attending. And don't forget the NCRS National in French Lick, Indiana July 23-28, 2023.

The link to register for any NCRS chapter, regional and national event can be found on our NCRS.org page and then clicking on the "COMING EVENTS" tab or follow this hyperlink to the page directly: <https://www.forums.ncrs.org/register/event-subscription.php> The North Central chapter in conjunction with the estate of musical artist Prince has obtained the rights to use his likeness and a "Little Red Corvette" as the official T-shirt of the 2023 North Central Regional. Even if you are not attending this regional, you have the opportunity to purchase a T-shirt to add to your NCRS apparel. To order your shirt on online please follow this link: <https://northcentralncrs.com/events/2023-regional-meet/little-red-corvette-shirt/>

At the chapter level I know your chapter officers are working to fill the calendar with great activities and I look forward to seeing many of you at chapter and regional events next year.

Brad Hillhouse  
Region VI Director  
[Brad.Hillhouse@yahoo.com](mailto:Brad.Hillhouse@yahoo.com)  
402-730-6898







by Jack Humphrey  
RMC Treasurer

Over the years, RMC has had a number of sponsors. Corvette City has been the most steadfast and they provide us with monthly meeting facilities and a place to store our merchandise. Ed Bozarth Chevrolet has provided us with indoor judging facilities at two of their Denver dealerships over the years. Finally, we adopted MedVed Chevrolet to replace Ed Bozarth and MedVed gave us use of their Chevrolet service write-up center once a year on Sundays when the dealership was closed to the public for business.

About two years ago, MedVed sold out to become Foundation Automotive. The new owners didn't want to let us use the Chevy write-up center on Sundays for several reasons. But they continued the relation by letting us use the write-up facility of their adjacent Cadillac dealership whose service facility was closed on Saturdays. First, that facility is small. It allows, maybe five cars inside. But it's pretty cramped and the actual number that could be judged indoors was more like four cars. One of the categories NCRS Chapters are reviewed for in the Top Flight Chapter award is if they provide judging services to 5% of their membership. RMC has a membership count that runs in the 100-150 member range with a decent number of those members residing out of area (international, Etc.). So, we'd like facilities that would allow us to bring 5-10 cars inside. With the Cadillac write-up facility at Foundation, that would mean holding two or more judging meets each year. That's a drawback. So we put together a team to determine a solution.

John Marsico and I met with the sponsoring staff at Foundation in October and told them why we wanted to return to the larger Chevrolet write-up facility we'd used before under MedVed ownership. There were two problems with that. First, Colorado prohibits auto dealerships from being open for business on Sundays. Foundation was concerned that their insurance didn't cover them if they opened the facility for private versus public business reasons. Second, Foundation felt it wasn't right to ask an employee to work on a holiday to open and then close the facility after our judging meet. But, they did have a staff person, Andrea, who'd volunteered to do that. John and I mentioned that every NCRS judging meet is covered by insurance from NCRS National. We thought that should plug the hole of any restrictions from Foundation's current insurer. Foundation agreed to consider that. After November and much of December passed without hearing back, I took it upon myself to do a walk-in at Stevenson Chevrolet on West Colfax. They have a LARGE service write-up bay (four parallel 50 foot lanes). I met with the new General Manager, Mark Barnett, and outlined the "deal".

We aren't here for money. We need an indoor facility to judge 5-10 cars on a Sunday once a year. In return, we 'comp' a membership to NCRS for a primary dealership contact and link our website to the sponsoring dealership. That generated a positive response.

But, and there's always one of those. The Stevenson family had sold their Denver based holdings to a multi-dealership holding company based in Atlanta, Georgia. Approval would have to come from Atlanta. And, a request for approval was made.

## SPONSOR

The reply was pretty quick. Sounds good but we need to understand the NCRS insurance. OK, most of the time those who sponsor an NCRS event don't ask for a physical binder certificate, but those with major indoor facilities usually do want it in writing. We've had to provide binder certificates for our Regional Meets and for our 2015 National meet. You get them from the office of the NCRS Treasurer, John Tidwell.

I called John and he gave me an email reply that day. It stated who the insurance carrier was and what the policy limits were (roughly two million dollars in liability). I took that to Stevinson and the General Manager, Mark Barnett said he didn't think that would fly. He Atlanta wanted to see a live certificate. I said those certificates were issued on an as needed basis meaning we had to have a valid date, and place for the event along with legal name of sponsor being covered. We scratched out heads and Mark asked if we could provide a 'sanitized' copy of a prior certificate issued for a similar meet.

I went back to John Tidwell and he shot me a copy of a binder that was written for a chapter meet in 2022 by the New England chapter who'd used Corvette Mike's dealership facilities in Massachusetts. I took that down to Stevinson. Mark looked it over and said he thought that was what he needed. Mark said he'd send it to Atlanta and get back to me. I also said we'd need a contact that we could 'comp' for an NCRS membership and he told me that had already been done. Stevinson's service manager, Gene Ashton, would be our point of contact and Gene had been an NCRS member years ago and was familiar with NCRS.

By the time I got home that day, there was a call on my answering machine from Mark Barnett: the sponsorship is approved! Since, then I arranged for Gene Ashton's NCRS memberships (both National and Chapter) and now I have to work on changing the RMC website to replace MedVed/Foundation with appropriate links to Stevinson Chevrolet.







**Editor's Corner**  
By Dennis Dalton

**The following article was originally published in May 2014 newsletter, ED.**

I discovered a great way to learn more about my 94 LT1. Get it judged. What a bargain.

It all started last October. I entered my 94 in Sportsman at the chapter meet. Travel plans interfered and I had to bow out two days before the event. A couple of months before, I had written an article published in the chapter newsletter about how I fixed my overheating problem with that car. Vinnie Peters read it and said he would like to publish it in the Restorer. That coincidence got me thinking; maybe I should pursue the Founders award, since submitting an article to the national is one of the requirements. Very briefly, the requirements to meet for the Founders Award are:

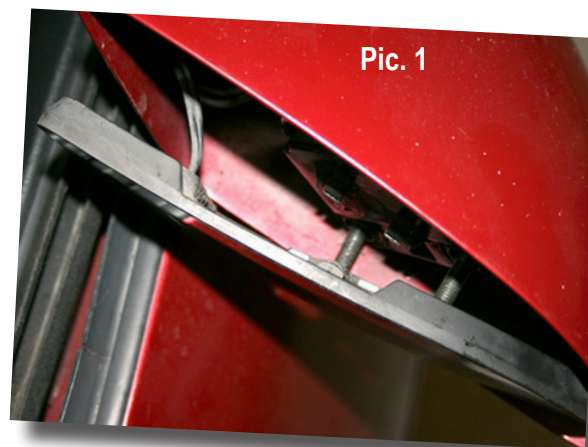
1. Be a chapter member
2. Drive to a chapter meet and receive a flight award your car
3. Achieve a 96% on Ops check at a regional, driven both ways
4. Level 1 or higher judge or tabulator
5. Submit and gain approval one article for driveline Publication
6. Participate in at least the last 500 miles of the National Road Tour
7. Enter a national meet for Ops check with a 96% or better

The fact that we have a regional and a national in our backyard in the next two consecutive years makes the idea even more appealing. Unfortunately, I missed the chapter judging meet requirement last October, which is required before a regional Ops check. I only had a couple of options and time was running out to get my car judged before the regional this June. I decided to drive to the Arizona Chapter Meet in Tucson in order to qualify for the regional OPS check. I got a good working over by Art and Gloria McNay (chassis and interior respectively) and Tom Barr on mechanical!! Can't get any more knowledgeable than that. I learned a lot about my car and got my chapter flight award.

In the chapter Ops check I got a 37-point deduct. I had some work to do to shave that down to meet my 96%. I had some easy and not so easy fixes to make. Easy fixes were running lights, under hood lights and a stuck security shield. Not so easy were the following.

The console lid light had melted the lens before the bulb exploded and fused itself to the lens assembly. That took a while to fix unless I wanted to buy a whole new console lid.

The heater /air conditioning control panel on the dash had problems. The heat element light would not go on when pushed to activate the rear window and mirror heat elements. There was no fuse in the



**Pic. 1**

rear window heats up AND the switch lights up. That is one of the few times that I bought an electrical part that was actually the problem and not a simple ground issue. I am not an electrical engineer.

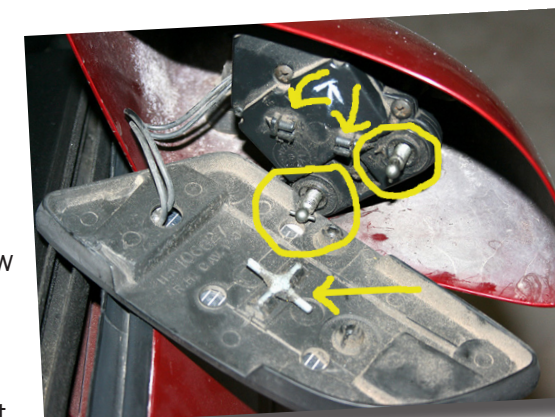
The only thing left now was the passenger mirror (again). They said it didn't work up and down, only sideways when operated by the remote switch. Let's take it apart and see what makes it tick! The mirror pops

off from the trunion with the gentle twist of a screwdriver. [Pic. 1] The threaded shafts of the two small motors inside of the motor assembly can actually be pulled out gently from the gears on the motors. [pic. [Pic. 2] Remove the mirror to the side and let it hang. Three screws and the motor assembly can be removed. [Pic. 3] Undo the harness plug and the mirror and motor assembly comes out. The one small motor was not working. [Pic. 4] I bought another mirror assembly (my only option) on eBay for \$65. They ranged from \$50 - \$125 used. I ended up with a 92 mirror so I could switch the motor assembly but I had to

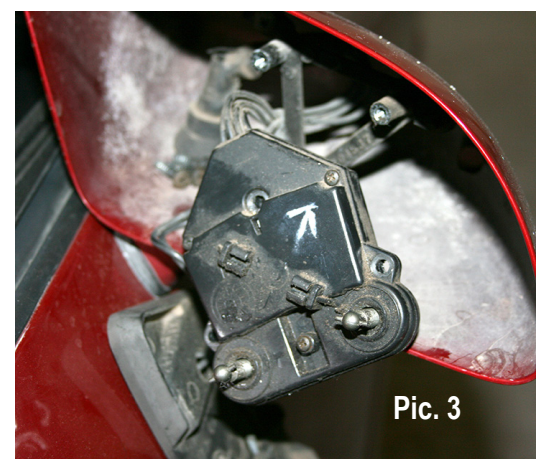
take the plug apart to get the mirror wires out so I could switch mirrors (since the mirrors are dated). So I guess I paid \$65 for one little motor but now I have an extra one!

I think I am ready for the regional Ops check. I hope everything works at the regional like it works in the garage.

**It did. I completed my Founder's Aard on that 96. ED**



**Pic. 2**  
Trunion and corresponding slots are indicated by the yellow arrows. The circled items are the threaded shafts that also snap into the mirror back. They will tend to stay in the mirror back and you will be pulling them out of the gear motor when you pry the mirror off. This picture shows them back in the motor case.



**Pic. 3**



**Pic.4**





Barrett Benson  
bsqaured@q.com

corvettemuseum.org  
1-800-538-3883

## Your Rocky Mountain Chapter Became an Annual Supporting Member

Your Rocky Mountain Chapter became an annual supporting member of the NCM in the 4<sup>TH</sup> quarter of 2022, joining 157 Corvette Clubs, NCRS Chapters, and Chevrolet dealers. Some of our Chapter's benefits include:

- Listing on the NCM Website – [www.corvettemuseum.org/support/business-members](http://www.corvettemuseum.org/support/business-members)
- Membership plaque for the Chapter to display (At Corvette City?)
- One subscription to the Museum's *America's Sportscar Magazine*
- Free passes per year for 6 Chapter members -

does not include admission for special gated events, such as the Michelin Bash. To obtain the free passes, you must contact me prior to your arrival and I will confirm your membership in RMC with the Museum, provide your arrival date, and notify you that your passes will be at the admission counter. If you are already a Museum member, free admission comes with your membership along with discounts in the store, build sheets, window stickers, bricks, etc.

Business, club and individual support is essential for the Museum. For example, did you know that it costs about \$2,800 per year to maintain each Corvette in the NCM collection? The collection includes Corvettes on display and those in storage before going on display at a later date. At last count, the NCM has over 200 Corvettes!

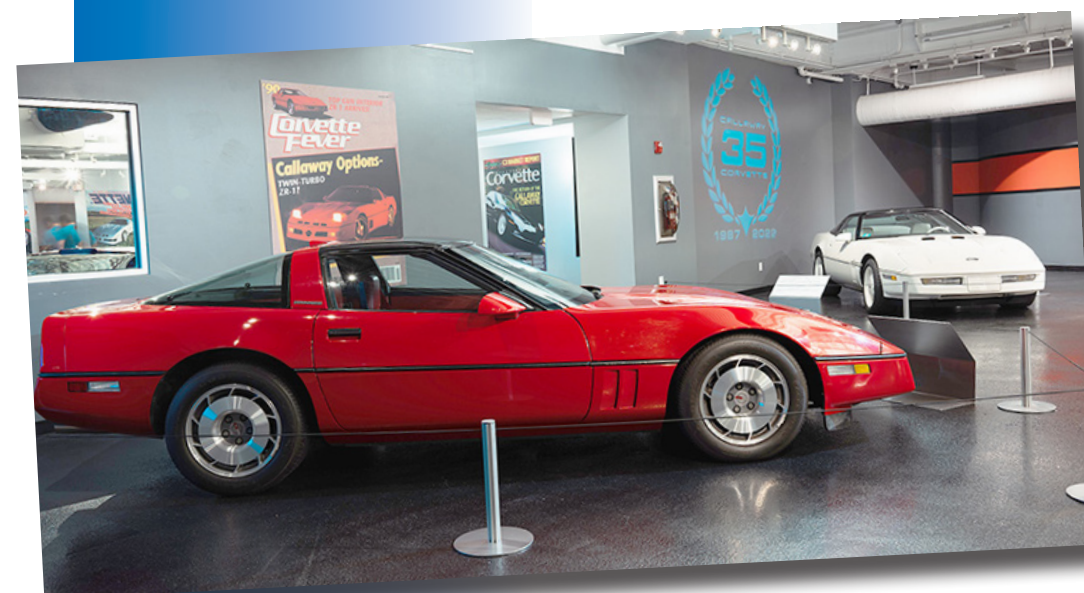
As your Ambassador to the Museum, thank you for the Chapter's financial support.

### SPECIAL EXHIBIT-

#### 35 YEARS OF MAKING FAST FAST Callaway Corvettes'

History: For thirty-five years, the most powerful and distinctive Corvettes in the world have been created by a team of dedicated engineers located in Old Lyme, CT, Temecula, CA, and Leingarten, Germany – they are the cars known as Callaway Corvettes, and their creed is "Powerfully Engineered Automobiles." Known for their engineering and fine attention to detail in the craftsmanship of their

products, Callaway has been on the top of the high-performance field for over four decades. Originating in the garage of his Old Lyme home in 1977, Reeves Callaway (HOF 2008) began with modifications upon BMW 3 Series cars. Out of that work came his first turbo system that received a rave report when reviewed by *Car & Driver Magazine*. With his first project deemed a success, Callaway continued to develop other products, often with major vehicle manufacturers, such as Alfa Romeo, constructing the twin turbo system for their GTV6.



It was the Alfa GTV6 Twin Turbo which sparked interest within the ranks of General Motors (GM) towards Callaway Cars and their engineering abilities. In the early 80s, GM was looking at high performance powertrain options for the Corvette, including turbocharging and multi-valve technologies. GM was aware of Callaway's reputation and the

cars it had produced. In fact, they had taken a Callaway Alfa Twin Turbo and examined the work closely. After GM's own single and twin turbo V6 and V8 projects had run their course, Dave McLellan (HOF 1999), then Chief Engineer for Corvette, gave the nod to Callaway, authorizing development of a prototype. The resulting powertrain option was introduced in June 1986 under Regular Production Option (RPO) B2K. With 345 hp and 465 lb. ft of torque, the Callaway Twin Turbo engine option was engineered to be the ultimate Corvette package, producing tremendous power while retaining its emissions controls and a warranty.

With Chevrolet's blessing, the Callaway Twin Turbo was officially launched, available through select Chevrolet dealers. It continues to hold the distinction of being the only engine package for the Corvette

produced outside of GM to hold a RPO code. Produced between 1987 and 1991, 510 of these special Corvettes were built in coupe, convertible, and at the close of production, in Speedster form. By ordering a Corvette through the dealer, checking the box for RPO B2K triggered a series of events, including special equipment and handling under SEO Z5G.

Throughout production, evolutionary changes were made. Optional cast magnesium Dymag wheels were available in 1987 in a 16-inch diameter and, later, a 17-inch size. In 1988, power levels increased to 382 and torque to 565 lb-ft. That year also saw the 17-inch Dymag wheels as standard equipment with other options such as an automatic transmission and full leather interior being offered. A new option for the 1989 B2K was the handsome AeroBody™ designed by Paul Deutschman and was first seen on the Callaway

Sledgehammer Corvette, which achieved 254.76 MPH, a world-record that would stand for over 25 years. For 1990, horsepower rose to 390 and torque output was 562 lb-ft. However, the automatic transmission was discontinued. 1991 was the final year for this engine package and power was up again, to 403 hp and 575 lb-ft of torque. In 1991, the breathtaking Speedster model was revealed; 10 Series I Speedsters were built, each a unique color combination.

In 1992, GM introduced the second-generation LT1 small block V8. Given inherent challenges to turbocharge, the Callaway SuperNatural™ Corvettes were born. Previously, Callaway Corvettes made their increased power through positive manifold pressure; now they made additional power through increased engine displacement or finesse. Initially called the CL1 (LT1) and CR1 (LT5), they designated the chassis from which they were built upon and were offered with a

host of options: AeroBody™, special paint colors, full leather interiors, special wheels, brakes, and exhaust systems. Cars could either be ordered and shipped directly to Callaway's facility in Old Lyme or a select authorized installer. Existing Corvettes could also be sent for conversion. Available between 1992 and 1996, the series evolved from SuperNatural™400, designating 400 horsepower, it grew to become the 425, 435, 440, and finally the 450 model for LT1 (and LT4) based cars. 475 or 490 hp being available for LT5-based cars. Callaway expanded the SuperNatural™ line to Camaro and Impala models. Callaway also constructed three special vehicles featuring bespoke twin-turbocharged LT5's: Two Super Speedsters and a ZR1-based coupe.

In 1998, Callaway debuted their own new model called the C12, based on the chassis of the newly released C5 Corvette. With an entirely new body and suspension, this Callaway shared little with the Corvette upon which it was built. To comply with Le Mans GT rulebook, it was built to a maximum width of 2 meters; nearly 6 inches wider than the standard C5. Powered by a naturally aspirated Callaway LS engine, the C12 was beautiful to look at, and extremely powerful. The C12's new skin was penned by Dr. Paul Deutschman and constructed from lightweight carbon fiber. The racing variant C12R took pole position at Le Mans in 2001. In addition to the C12, Callaway also offered a product line for fifth-generation Corvettes called "Power Groups", which included Honker™ airboxes, top end packages, exhaust, brake, wheel, and interior enhancements.

In 2004, Callaway Cars elevated the performance of Corvettes with their SuperNatural™ offering for the newly introduced C6 model. Initially offering naturally aspirated packages, SuperNatural™ 490 and 550 (horsepower) packages were available through select Callaway Dealer. In 2006, Callaway returned to positive manifold pressure on Corvettes, supercharging the C6 with impressive results. Initially introduced as the Callaway SC560 SuperCharged Corvette, an optional 616 horsepower package was soon available by combining the SuperCharged Corvette options and specific components from the SuperNatural™ series. With the introduction of the LS3 engine in 2008, power climbed to 580 on the Callaway Corvette and later



to 606 with the advent of the TVS2300-series SuperCharged cars. For those who sought even more power, Callaway supercharged the venerable LS7 in the Z06 Corvette, as part of the SC652 model, delivering tremendous power in an extremely well-mannered package.

In 2007, Callaway launched project C16. Debuting their handcrafted version of their Corvette-based supercar at the Los Angeles Auto Show, it was fitted with a hand-trimmed full leather and Alcantara interior, along with options from the Callaway Corvette – Le Mans brakes, coilover suspension, carbon fiber/magnesium wheels and more. Each C16 was built to order and available as a coupe, cabrio or speedster.

For 2012, the 25<sup>th</sup> Anniversary of working with the Corvette, Callaway was re-issued their original RPO (B2K) for use on a limited run of Corvettes. Featuring special paint and equipment from Chevrolet, twenty-six identical Corvettes (25 production and a pilot car) were drop-shipped to Callaway facilities for final conversion under this program. All were Cyber Gray, and as a coupe or convertible, automatic or manual, they delivered 620 supercharged horsepower and featured a full list of Callaway equipment.

In 2014, GM launched the 7<sup>th</sup> Generation of Corvette and Callaway was ready with their new GenThree Triple-Cooled supercharger system, which raised horsepower to 627 on the Stingray and featured a through-hood design, allowing convective heat transfer from cooler ambient airflow. The following year, the C7 Z06 debuted, and Callaway applied their supercharger (32% larger than the o.e. unit) resulting in 757 hp/777 lb-ft.

With the introduction of the C8 Stingray, Callaway was again issued a RPO (PCY) to commemorate the milestone anniversary for the 35<sup>th</sup> year of working with Corvette. Specific Callaway content is included in this anniversary model with Corvette order documents, build sheets and other paperwork identifying this significant milestone. Only 35 of these vehicles were built, available through authorized Callaway dealers now.

The Callaway exhibit is open to visitors through February 2023.



**Merchandise**  
**By Eckhard Pobuda**

We now have most sizes of the heather gray ring spun t-shirts, blue silk touch polo shirts, royal blue sweatshirts, gray sweatshirts with embroidered logos. This includes: Heather Charcoal Ring Spun Short Sleeve T-Shirts (Pic 1); Black Heather Silk Touch Long Sleeve T-Shirts (Pic 2); Blue Silk Touch Short Sleeve Polo Shirts (Pic 3); Royal Blue Long Sleeve Sweatshirts (Pic 4). All of this merchandise is available in all sizes. Also, we have replenished the inventory of several of our popular items such as the Chambray Shirts with embroidered pockets and Black Short Sleeve T-Shirts with embroidered pockets. Prices are shown in the attached Merchandise Inventory.

Contact  
Eckhard @ [epobuda@aol.com](mailto:epobuda@aol.com).

Item	Value	Color
2015 National Cooler	\$10.00	Blue
Aprons	\$15.00	
Challenger Jacket (SM - XL)	\$82.50	Red/Navy
Challenger Jacket (SM - XL)	\$82.50	Black/Black
Challenger Jacket (SM - XL)	\$82.50	Blue/Navy
Challenger Jacket (XXL - XXXL)	\$85.00	Red/Navy
Challenger Jacket (XXL - XXXL)	\$85.00	Black/Black
Challenger Jacket (XXL - XXXL)	\$85.00	Blue/Navy
Fleece Vests	\$35.00	Red
Fleece Vests	\$35.00	Blue
Fleece Vests	\$35.00	Black
Hats	\$15.00	Black
Hats	\$15.00	Black/Red
Hats	\$15.00	Brown
Hats	\$15.00	Beige
Hats	\$15.00	Beige/Green
Hats	\$15.00	Beige/Black
Hat Pins	\$3.00	
Pocket Knife	\$5.00	
Polo Shirt - Short Sleeve	\$30.00	Red
Polo Shirt - Short Sleeve	\$30.00	Blue
Polo Shirt - Short Sleeve	\$30.00	White
Polo Shirt - Short Sleeve - Silk Touch (SM - XL)	\$25.00	Blue
Polo Shirt - Short Sleeve - Silk touch (XXL - XXXL)	\$30.00	Blue
Subtotal Polo Shirts		
RMC Window Sticker	\$2.00	

Chambray Shirt (SM - XL)	\$35.00	Denim
Chambray Shirt (XXL - XXXL)	\$40.00	Denim
Chambray Shirt -Short Sleeve	\$30.00	Denim
Shopcoats - 38R	\$35.00	
Shopcoats - 40R	\$35.00	
Shopcoats - 42R	\$35.00	
Shopcoats - 52R	\$35.00	
Shopcoats - 54R	\$35.00	
Shopcoats - 56R	\$35.00	
Shopcoats - 58R	\$35.00	
Sweatshirt (SM - XL)	\$25.00	Gray
Sweatshirt (XXL - XXXL)	\$25.00	Gray
Sweatshirt (SM - XL)	\$25.00	Royal Blue
Sweatshirt (XXL - XXXL)	\$25.00	Royal Blue
T-Shirts - SS - Embroidered w/Pocket (SM - XL)	\$15.00	Black
T-Shirts - SS - Embroidered w/Pocket (XXL - XXXL)	\$20.00	Black
T-Shirts - Short Sleeve -Stenciled	\$10.00	Gray
T-Shirts -Ring Spun SS -Stenciled (SM - XL)	\$10.00	Heather Charcoal
T-Shirts - Ring Spun SS -Stenciled (XXL - XXXL)	\$15.00	Heather Charcoal
T-Shirts - Silk Touch LS -Stenciled (SM - XL)	\$15.00	Black Heather
T-Shirts - Silk Touch LS -Stenciled (XXL - XXXL)	\$18.00	Black Heather



Pic. 3



Pic. 1



Pic. 4



Pic. 2



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 1996. 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 each year. First year dues entitle the new member to purchase a Chapter ball cap at a discount.

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 4 issues or one-year 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, The NCRS American Heritage Award and NCRS Sportsman Award, and are registered with the United States Department of Commerce and Trademark Office.

<b>Chairman</b> <b>Rick Reiff</b> 12/31/2024	rickreiff@comcast.net (303) 956-2302
<b>Vice Chairman</b> <b>Jeff Roth</b> 12/31/2023	jeffroth@myawai.com (303) 517-7095
<b>Judging Chairman</b> <b>Martin Egan</b> 12/31/2023	martinegan6@aol.com (307) 630-2272
<b>Editor</b> <b>Dennis Dalton</b> 12/31/2024	newslettermc.dalton@gmail.com (719) 251-2033
<b>Chapter Liaison/Membership</b> <b>Steve Beatty</b> 12/31/2024	stingraycpa@hotmail.com (720) 501-8668
<b>Secretary</b> <b>Jerry Fearn</b> 12/31/2024	jerryfearn@icloud.com (303) 352-9000
<b>Treasurer</b> <b>Jack Humphrey</b> 12/31/2023	jackhumphreyh@gmail.com (303) 526-9410
<b>Activities</b> <b>Dirk Gaddis</b> 12/31/2023	dirkgaddis@gmail.com 303 482-5214
<b>Merchandise</b> <b>Eckhard Pobuda</b> 12/31/23	epobuda@aol.com (719) 314-5786
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