

# *High Plains Shooter*



Newsletter of the NCRS Rocky Mountain Chapter

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Rick Reiff's 1972  
circa 1977





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**January 4**  
Holiday Party  
**February 15**  
Tech Session -  
Corvette City  
**March 15**  
Judging School -  
Corvette City



Rick Reiff's 2003 Corvette

**Cover story:**  
**My Two Corvettes** by Rick Reiff

Back in 1977, while in the Navy and stationed in Hawaii, I got the itch to buy a sports car. Since my first ride in a family friend's straight axle in the '60s, I had always been a fan of the Corvette. So, one day while exiting the ferry from Ford Island to what is now the Pearl Harbor National Memorial, I spotted a red-on-red 1972 Corvette convertible that was for sale. It had 35k miles on the odometer and Hooker side-mount headers, which almost any 20 something would love (to this day I still like side-mount headers on C2s and C3s). Needless to say, I thought it would be (and was) a fun car to tool around in Oahu, so I bought my first Corvette. The car was originally sold to a dealership in Iowa, and I am the third owner. Not sure which owner shipped it to Hawaii, but when I was discharged from the Navy, I had it shipped to Seattle, where I picked it up and drove it back to Kansas, where I am originally from. This was in December, and I remember while driving across Wyoming in flip-flops and island attire, "what are you thinking, you could have stayed in Hawaii instead of traversing across the western US in the dead of winter" but we made it back without any major issues, besides meeting a Highway Patrolman somewhere in Oregon.

Flash forward 20 years to when I thought it was time to get some more horsepower out of the base 200 hp engine and started looking at Corvette clubs in the Denver area with the goal of learning more about my '72. I contacted a guy named Dennis Kazmierzak who at the time was Charmain of this club called the Rocky Mountain Chapter of the NCRS. After hearing about the technical nature of what the NCRS is and meeting some of the members, I joined. The '72 and I participated in multiple Chapter and NCRS events including road trips to Billings, Des Moines, and the Park City National in 2005 where I completed the necessary steps to get a Founders Award.

During the 2008 Regional the Chapter was hosting, there was a fuel leak that resulted in a fire that not only totaled the '72, but two other cars plus my house. I kept the '72 which I am currently restoring and hope to get it back on the road during 2025. Given my involvement with the NCRS I wanted to get another Corvette while the '72 was being restored. Enter my second Corvette, a 2003 black Z06, which I bought in 2011. I am the second owner of this car that was initially purchased in Pennsylvania and traded for a Jaguar here in the Denver

area. So far, this has been a great car, and I have taken it on multiple trips including the road trip to the National in Novi, Michigan in 2011 when we got to drive it around the Road America racetrack and the GM Proving Grounds. My son Jared and I have taken it to multiple tracks in Colorado to participate in track-day events, which the Z06 is built for and were great father-son experiences. To this day, given the car is now 22 years old and has 54k miles on it (some of which were aggressive on racetracks), there is not a single rattle to be heard. For me the build quality of the newer Corvettes is so good when compared to my C3, however I can't wait to get the '72 back on the road, even if it may have a couple of rattles.

The pictures I sent to Dennis for this article are from January 1977 in Hawaii when I first bought the '72 and this year when Jared took the car out to take some pictures locally here in Colorado. So, the pictures span the almost 48 years that I have owned a Corvette.



**Chairman's Report**  
**By Rick Reiff**

**Greetings Rocky Mountain Chapter**

Winter, although not much of one so far, is upon us. Hopefully, you have been able to enjoy your Corvette during the mild weather we've had. In December we got together at the Colorado Railroad Museum in Golden, which was interesting; the HO railroad set there brought back childhood memories of the hours spent building and playing with my trainset. If you didn't join us, a tour of the museum is highly recommended, especially if you have kids or grandkids who would enjoy all the various trains on exhibit.

Catching up with sharing some of the business conducted by your Board of Directors, the calendar for 2025 has been put together, Randy Hamlett is now officially our Merchandise Chairman, and we have decided to not continue with Tall Tales Ranch as our charity. As always, RMC members are welcome to sit in on BoD meetings. Our next meeting will likely be in February, prior to the scheduled Chapter get together.

The new year brings us new RMC BoD terms. Those starting a two-year term are Dennis Dalton (Newsletter Editor), Steve Beatty (Membership), Jerry Fearn (Secretary), and yours truly (Chairman). In April we will be electing RMC members to fill Vice Chairman, Judging Chairman, Treasurer, Activities, and Merchandise positions that start a two-year term in January 2026. We can always use new input perspectives to the BoD and if you are interested in helping with the Chapter's operations, please reach out to me or any of the other BoD members.

Happy Holidays and New Year!

Rick Reiff



Membership and  
Top Flight Chair  
Report  
by Steve Beatty

Steve Beatty  
Membership Manager  
stingraycpa@hotmail.com



At the time this report was issued (Dec 23rd), our Chapter membership roster stood at 109 members, which includes 33 members who have not renewed for 2025. The names of new members that have recently joined and their Corvette ownership include:  
Dave Bertrand - 1966  
Kenneth Chavez - unknown year  
Jim DeRose - 1961  
Lee Widhalm - unknown year

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

The 2025 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. Some members may not be aware that your membership includes others in your household. The link below enables you to add family members (relatives) including spouses, partners, children & step-children under 23 years of age. This will give them access to the NCRS Members Only web areas including the Technical Discussion Board, where they can track their Judging Points. <https://www.forums.ncrs.org/register/add-relatives.php>

Updated RMC Chapter membership directories will be available on 2/1/2025 upon request by emailing me at 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 members, new and not so new, at the upcoming 2025 events.



Calendar of Events

Florida Regional	Jan.15-18	Melbourne, Florida
Southern Arizona Chapter	March 7	Tucson, Arizona
Southeast Chapter	March 14th	Pidgeon Forge, Tennessee
Southern California Chapter	March 28	Cathedral City, California

The above calendar of events are listed as a reminder of what is happening during this publication cycle; Jan. - March.

New Members

Steve Beatty's report always lists new members in each cycle of the newsletter. Generally that comes out to about 1 new member per month that joins the club. This newsletter is produced as one of the information sources for new members as well as established rank and file. For that reason, I felt like reaching out specifically to them in this issue. I preface that simply because the following can be an old refrain to those that have a membership number with four digits or five digits with the first digit being 1.

The NCRS club's mission is simple: "For the restoration and preservation of Corvettes". Restoration requires understanding how it was assembled at the factory. That requires research and learning. This is where it gets interesting. Research is based on documented facts. Those "peer reviewed" facts come from different sources; In no particular order: Chapter, Regional, and National tech sessions, NCRS technical information manuals, factory assembly manuals, published Restorer articles.

There is no exclusive approved approach to this madness, ( I use that word with respect) except to vary your experience as much as possible and keep an open mind. In that regard, I have put together a short illustration of what I would call: "The Devil is in the Details".

The Devil is in the Details

With respect and regard to many individuals who are reading this, I have put together 2 pictures of a C2 area referred to in the "chassis" section of the technical manual and JUDGING GUIDE. I simply picked a C2 since #1. I have a lot of pictures of C2's, and #2 I have owned one for 53 years, and #3 they were not revered or protected from use and abuse as later years and therefore, anything and everything is in question. While that is also true of other years, I simply need to limit this scope.



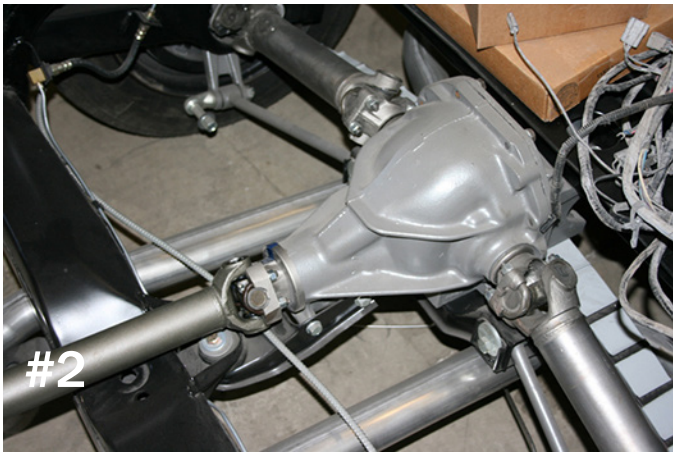
Editor's Corner  
By Dennis Dalton



Dennis at the 2017 San Antonio National with his 94 LT1







To read the judging guidelines click on the plus sign (+) in the tool bar above in your PDF viewer.

**Configuration:** The manner in which components are shaped, molded, cast or machined.

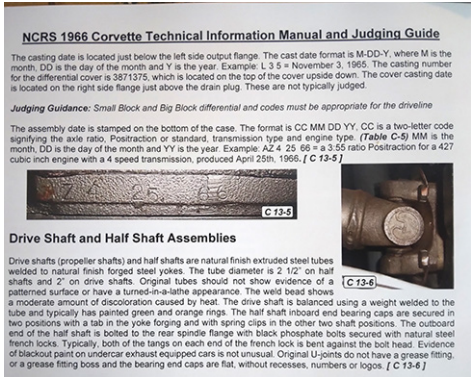
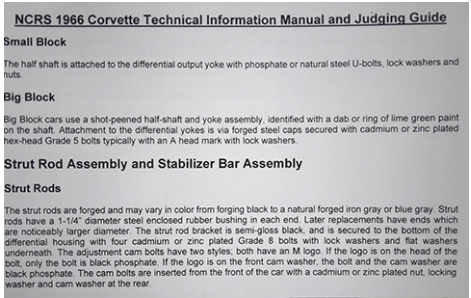
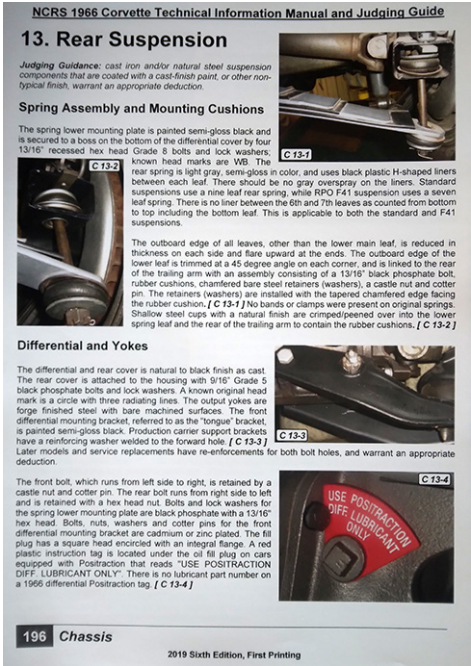
**Date:** The extent to which the component date conforms to the logical sequence of manufacturer and typically observed GM supply source intervals.

**Completeness:** The extent to which the component is totally present.

**Installation:** The extent to which the component is installed correctly.

**Finish:** The extent to which the component surface finish glosses, texture, color, tint, and type conform to the judging standard.

There are no scoring sheets. This is about understanding basic concepts of evaluating what you are looking at. Refer to the judging guidelines. You may immediately be aware that there are multiple variations in the descriptions that require experience and understanding. [I understand the limitations of not seeing the actual item.] Interpretation of even the best intentions of describing items in language is difficult. Being an observer judge is the by far, best way to learn how to interpret guidelines. I list my 2 cents worth on page 14. I welcome any opinions and suggestions from fellow members on this or any other topic you may want to see. ED



Judging Chairs Message  
by Martin Egan

## Merry Christmas and Happy New Year RMC Members

A little bit of a flashback for 2024. For the first time that I can remember we had to cancel the Judging School back on March 16 because of too much snow and road closures. We moved the Judging School to March 23 on C4 Corvettes, this was power point slide show presented by Tim Ehlers.

Also, back on August 25 we had our Chapter Judging Meet at Stevinson Chevrolet in Lakewood, CO. We had 4 cars registered but only two cars were flight judged and one car for Sportsman. The weather was great. Gregory Miller got Top Flight with his 1971 Corvette, Steve Beatty got Top Flight with his 2002 Corvette, and Jack Humphrey received Sportsman Award with his 1971 Corvette.



Next, we had a Judging School in November 16 on The Matix Judging System. The school was well attended and I know I and the rest of the group learned a few things we did not know as well. Tim Ehlers found the slide show on The Matix Judging System on the internet that was used by other NCRS Chapters.

Last, we have a Judging School in March 15, 2025. We have not come up with a subject yet. So stay warm and safe, and have a Merry Christman and a Happy New Year. Oh, right I will see many of you at the Christmas Party on January 4, see you then.

Save the wave.

Martin Egan 4320



Club Discounts Info  
from Phillip Morgan

Deluxe Speedometer is extending a 15% discount on Delco Batteries to NCRS members. Just show your membership card or some other verification.

In addition, any Discount Tire Store will give NCRS members a 10% discount. Simply advise them you are NCRS Fleet.

If you have any questions, you can contact:  
Phillip Morgan #1340  
3281 S Oneida Wy  
Denver, CO 80224  
720-544-1666

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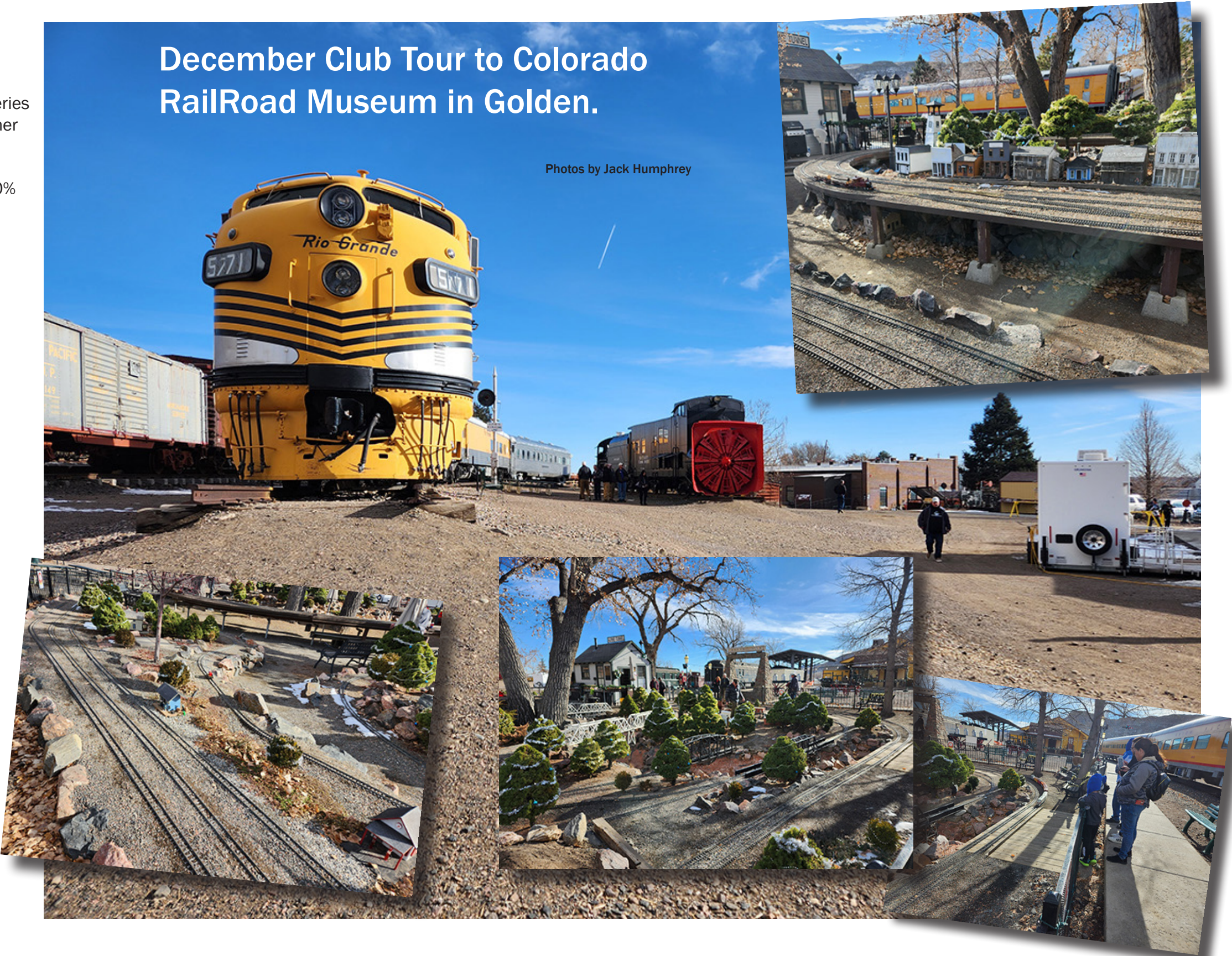
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December Club Tour to Colorado  
RailRoad Museum in Golden.

Photos by Jack Humphrey





For Sale



Photos by Guy McMann



1954 Corvette: Beautiful white on red body off restored car in Aurora, Colorado. Born May 3<sup>rd</sup>. Mainly a driver but never judged. Has a 235 (911 block) engine bored 30 over. All engine parts restored. Many but not all numbers match. The engine is a F54Z out of a 54 Belair with all the 54 Corvette goodies on it. VIN 2468. Beautiful paint job and the panel gapping is excellent. Has dual pot air cleaner and all gauges restored and working. New wiring harness and excellent chrome. Re-cored radiator and heater core. All new suspension parts. All new rubber. \$3000 invested in radio alone. Has NOS hubcaps on it, even saved the boxes. I have the ignition shielding. Has less than 1000 miles since started back up. Have the original 241 (C) head restored and bagged. Many pictures taken during restoration. Has a beautiful frame with no rust. VIN stamped twice on top rail. This was an Arizona car many years ago. Top bows restored by Sully with new canvas top. Restored side curtains by Newsome. Appraised in 2017 at \$89,900. All lights work. I started restoration in 94. Runs good and shifts strong. \$79,000

Email Guy McMann at [gcmcmann@jeffco.us](mailto:gcmcmann@jeffco.us) for an appointment.

For Sale

1957/1958 hardtop project. Top needs total restoration. Have all the stainless and plexiglass. \$2,000.00.  
1961/1962 hardtop project. Top needs total restoration. All stainless and plexiglass. \$2500.00  
Restored set of 1956-1959 seat frames and tracks (4 pieces) \$1600.00.  
1958-1960 Original rear horizontal bumpers, very nice condition, \$1500.00.  
1958-1960 Rear tail light assemblies \$350.00  
Randy Hamlett #3006 719-238-0628



From the Merchandise Deck

Hello RMC fellow members. We made it thru the holidays and 2025 is here. Had a great time at the Holiday party this past Saturday. It has been a while since we have gathered at Gary's ( Corvette City). Hopefully we will get an outing soon. I will have a display of t-shirts, vests, and hats then. Stay warm. Go Broncos. If you need anything sooner give me a call and we could hook up at Corvette City.

Thanks Randy Hamlett

[rkhamlett5@ q.com/](mailto:rkhamlett5@q.com/)  
719-238-0628

Item	Value	Color
2015 National Cooler	\$10.00	Blue
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	\$30.00	Black
Hats	\$30.00	Black/Red
Hats	\$30.00	Brown
Hats	\$30.00	Beige
Hats	\$30.00	Beige/Green
Hats	\$30.00	Beige/Black
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



Polo Shirt



Chambray Shirt (SM - XL)	\$35.00	Denim
Chambray Shirt (XXL - XXXL)	\$40.00	Denim
Chambray Shirt -Short Sleeve	\$30.00	Denim
Sweatshirt (SM - XL)	\$40.00	Gray
Sweatshirt (XXL - XXXL)	\$45.00	Gray
Sweatshirt (SM - XL)	\$40.00	Royal Blue
Sweatshirt (XXL - XXXL)	\$45.00	Royal Blue
T-Shirts - SS - Embroidered w/Pocket (SM - XL)	\$30.00	Black
T-Shirts - SS - Embroidered w/Pocket (XXL - XXXL)	\$35.00	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



Sweatshirt



T-Shirt



Long Sleeve T-Shirt



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. 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 a \$10 discount on the merchandise of their choice.

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.

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The Devil is in the Details

I did not pay attention to parts missing since both are incomplete, only what is there and appears correct to the person viewing it. All discrepancies I found are in Pic.#2 with the exception of the u-joint caps in both pics, which appear to have indentations which would be a configuration issue.

Installation -Front diff. bracket, rear bolt installed backwards.

Configuration - Pinion u-joint has grease zerk, cant see the shaft u-joints - so can't assume they are the same.

Finish - Cast blast paint used on diff. carier and strut rods, camber adjustment bolt or bolt and washer should be black phosphate, welds on half shaft appear turned or blasted, no discoloration, diff. tongue bracket bolt should be zinc or silver cad. not gold, nuts on ubolts at diff. output yolk should be phosphate or natural, not bright zinc as are typical hardware over the counter.

ED

