

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

Published four issues annually by the Rocky Mountain Chapter NCRS, Inc.
www.ncsrsmc.org

Vol. 27 No.2

2nd Quarter 2020

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April 18

Elections and Swap
Meet CANCELLED

May 28-30

Regional CANCELLED

June 27

Road Trip TBD



Chairman's Report
By Rick Reiff

We have had to cancel the 2020 Regional in Loveland

Hello Rocky Mountain Chapter. A lot has transpired since I last put together the quarterly message to you in January. A pandemic has spread globally. We have all been affected by it with no escape, either economically, how we shop, or how we interact with our friends and fellow citizens, and with no immediate end in sight. As you know by now, we have had to cancel the 2020 Regional in Loveland that was to take place in May. The National Convention in French Lick, Indiana has been cancelled and all but one of the other Regionals (Texas in October) has been cancelled. I read where Chevrolet, for now, is holding off further development of the C8 which means it will be at least 2022 before a Z06 or ZR1 is released. Truly interesting and scary times.

Regarding cancellation of the 2020 Regional, we currently have a placeholder to host a Regional in 2022 if RMC wants to do so. With all the uncertainty with how we come out of the COVID-19 virus it is too early to commit to hosting a Regional in 2022 and the NCRS has agreed to give us a couple of months to determine if we want to go forward and host an event in 2022. Hopefully we will get a chance to meet so that the RMC Board of Directors can hear your input regarding this matter. If not and if we are still in the social distancing phase, the BoD will hold a conference call to discuss next steps. However, during the next couple of months if you have any thoughts about going forward with a 2022 Regional please feel free to reach out to any of your RMC BoD members and provide your input.

We have also had to postpone our April annual meeting, when we hold BoD elections. We will hold the annual meeting and elections when we can once again congregate as a group, so

stay tuned for any associated notices. As I mentioned in the Q1 newsletter we will elect the following positions for a two-year term beginning January 1, 2021: chairman, secretary, membership, and newsletter editor. It is good to have some turnover (i.e. new blood) within the BoD, so if you are interested in being on the board, I want to encourage you to consider running for one of the open positions. Please reach out to one of the BoD members with any questions regarding how the board operates and associated responsibilities. It's not too late to add your name to the ballot. If social distancing is in effect the rest of the year we will send out and collect ballots via email.

In closing, a congratulatory shout out to Ralph Ridge who is now our Regional Director. Ralph served us well as our Chapter Judging Chairman and I'm sure he will do a great job during his two-year term that started the beginning of 2020. Thanks for all your support while on the RMC Board and best of luck in your new position.

Stay healthy and I look forward to seeing you when we next have an opportunity to meet.

Rick Reiff
Chairman



Membership Report
by Steve Beatty

Please extend a welcome to these new members at a future meeting. With these new members, our current membership is at 129 members. REMINDER, you must be a current member of National NCRS to be a member of RMC.

A member's NCRS membership expiration date can be found on the mailing label of the Driveline/Restorer. The NCRS has the capability to track RMC current year memberships +2 years, which currently is through the year 2022.

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. Here is a link to your member profile:
<https://www.ncrs.org/forums/register/change-address.php>

RMC once again achieved NCRS Top Flight status for 2019. A special thanks to all of the members whose contributions and efforts made it possible for the Chapter to continue its tradition of earning this award. Due to the corona virus and mandates by the CDC and State of Colorado that require social distancing, many of our meetings and activities may be postponed and/or cancelled. For this reason, the NCRS has cancelled the Chapter Top Flight Program for 2020. RMC Chapter membership directories are now available 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.

Steve Beatty
Membership Manager
stingraycpa@hotmail.com

Our current membership is at 129

We have started the year with the following new members:

7064	Kermit Bohrer
40085	Erik Falk – 1954
28749	Bruce Fosdike – 1965
21057	Dave Heitzman
52170	Charlie Johnson – 1959
45384	Ralph Ponfick – 2020
63141	Mike Santarelli - 1978
66874	Gary Thomas – 1966
38355	Rob Vanderhoven – 2009



Ralph Ridge
Judging Chair

I want to take this opportunity to welcome John Marsico as your new Judging Chairman.

As I write this, I am the midst of completing the cancellation process for all of our registrants for the Regional we had just spent two years planning....who'd think it? I have to commend Rick and Tom for taking the lead in this extraordinary time in history. I think cancellation was the smart course of action (although I was one of the sceptics at first), and could possibly be life saving. We have secured a reschedule time for a 2022 Regional if the membership wants to proceed with that. That is something the membership and the BoD will have to decide. Personally, I hope it happens.

I want to take this opportunity to welcome John Marsico as your new Judging Chairman. John is a 400 level judge who will do a great job in this position. I look forward to assisting John in any way possible. I also want to thank everyone in the RM Chapter for your participation in judging meets and judging schools we've held during my tenure. Without your help, my job would have been for naught.

Save the Wave



Activities
by Jeff Roth

All activities are pending due to the virus. I will keep members posted.

The Holiday party was again a great success. I believe we had 56 attended (two canceled) Maggiano's did a good job except for the timing between appetizers and salads. Other than that, the food was delicious. Daphne Reiff kept us laughing and did a great job with the gift auction, thanks! Next year the party will be on January 9, 2021.

Some members have expressed an interest in having it in the afternoon. If you have a preference one way or another please send me your feedback. I will tally the responses and discuss the outcome with the Board.

February tech session was presented by Jack and Jim. It was on voltage regulators, but also addressed aspects of generators and alternators. They gave us insights on the differences in fans and how to make generators and alternators look new.

Great tips on how to check a voltage regulator to see if it's working properly.

Our April annual membership meeting scheduled for the 18th has been postponed due to the Covid-19 virus. When a future date has been determined you will be notified so we can hold our membership meeting and at that time elect officers whose terms will expire in December 2020. Any member or member's spouse (yes that's right) who is interested in serving on the Board can let me know by email. I will send out ballots prior to when we can schedule the membership meeting. Offices that are up for election are; Chairman, Secretary, Membership and Newsletter.

June is the spring road tour up Mt. Evans, but it all depends on the virus and the weather. I will keep members posted with the usual monthly email on activities.

Jeff Roth
Activities





This photo was taken on last years Road Tour. The photo was taken at the National Corvette Museum and is a photo of all of the cars on my road tour. It was taken by Karl Woelzlager, nephew of Glenn Reiff.

The 2020 Road Tour to our National Convention in French Lick, Indiana has been cancelled.

By now I'm sure that you all know that the 2020 Road Tour to our National Convention in French Lick, Indiana has been cancelled. Rumor has it that there may be another National Convention in French Lick, in a few years.

So what does your Road Tour Leader do when he's retired, can't go to the gym, can't volunteer in the schools and can't travel? Well if he wants to preserve his marriage, he finds something to do and that something is to plan the 2021 Rocky Mountain Road Tour to our Convention in Palm Springs, California!

The Convention in 2021 is scheduled for July 18-23, 2021. Tentatively, our Rocky Mountain Road Tour will be departing Denver, CO on Saturday July 10, 2021. Currently I am planning stops in the following places:

- | | |
|--------------------------|--------------------------------|
| Durango, Colorado | Visiting a Navajo Trading Post |
| Four Corners Monument | Grand Canyon |
| Mesa Verde National Park | Visiting a Western Museum |

If this sounds like something that you think that you might like to do, please let me know. You might ask: "Why are you asking me to advise you of my interest at this early date?"

Well as you might imagine, it won't be long before I will need to contact various hotels along our route in order to secure the necessary room blocks. I anticipate a pent up demand for rooms as everyone has been confined to our homes for so long. By compiling a list of interested potential attendees of the Road Tour I will have a better idea regarding the number of rooms that I'll need to request for our room blocks.

If you've never been on a Road Tour this is a great way to take your car out on a trip with the comfort in knowing that you are with your fellow club members should a problem arise on your trip.

If you have any questions please feel free to contact me. Similarly if you think you are interested in going on this Road Tour, please let me know.

Thanks much!
Tom Di Rito

Email Address: Totirid@aol.com

Home Phone: 303-791-0351



John Marsico
Judging Chair

First, on behalf of the entire chapter, let me thank Ralph for his excellent work as chair.

I am writing this message on a Sunday afternoon after a very busy weekend. Actually, the hectic buzz began the weekend prior with a telephone conference Board of Directors' meeting. The board was discussing a very difficult situation regarding our planned Regional in May at Loveland, Colorado. As you know from reading Ralph Ridge's message in this newsletter, the decision was made to cancel the event. The cancellation of the event resulted in me beginning the duties of Chapter Judging Chair as of April 1, 2020 vs after the Regional. I was elected to this position at our April 2019 chapter

election meeting. My term was originally scheduled to begin January 1, 2020. However, because our chapter started accepting registrations for the Regional in the fall of 2019, the decision was made to allow Ralph, for continuity reasons, to remain chapter judging chair until the conclusion of the Regional. With no Regional happening, my term has begun earlier than originally planned.

First, on behalf of the entire chapter, let me thank Ralph for his excellent work serving as our chapter judging chairman. Ralph is not stepping away from a leadership position. He has been elected to serve as our Regional Director (Region VI) which means he now sits on the National Board of Directors for NCRS. Please don't hesitate to contact Ralph with anything you would like the National Board of Directors to consider.

I was a very green Corvette owner when I joined the NCRS in May, 1990. Over the past thirty years I have learned a great deal about the NCRS, our hobby and our favorite fiberglass car. I have also learned that this is a group of individuals who bring valuable and diverse experiences to this organization. Given that, let me share a bit about myself and what background I bring to this hobby.

Unlike many of the NCRS members I have met, I am not an engineer, mechanic, or someone steeped in the mathematical sciences. For example, I was the kid in math class who really didn't care how fast the train was going on its one-hour trip from New York City to Philadelphia. I was always more interested in knowing how the train engineer felt about getting the train safely and in one piece into Philadelphia. I am the guy who has always been interested in Psychology and Human Behavior. Consequently, I hold an undergraduate degree and two advanced graduate degrees in Psychology and Human Behavior. I share this with you because I'm sure you will see me push for more discussion oriented technical seminars and judging schools rather than lecture oriented presentations. Finally, my NCRS background includes extensive time spent as a chapter, regional and national judge. Not only have I been on the judging side of the clipboard, I have also taken my 1962 327/340 Corvette to a Regional Top Flight. In addition, I campaigned my 1992 LT1 Coupe through the NCRS system earning a National Top Flight, a PV award, the McLellan Mark of Excellence Award as well as the NCRS 5 Star Crossed Flags Award. I have also earned a Founder's Award with the 1992. I have a solid understanding of what it feels like to have a car judged and to be a judge.

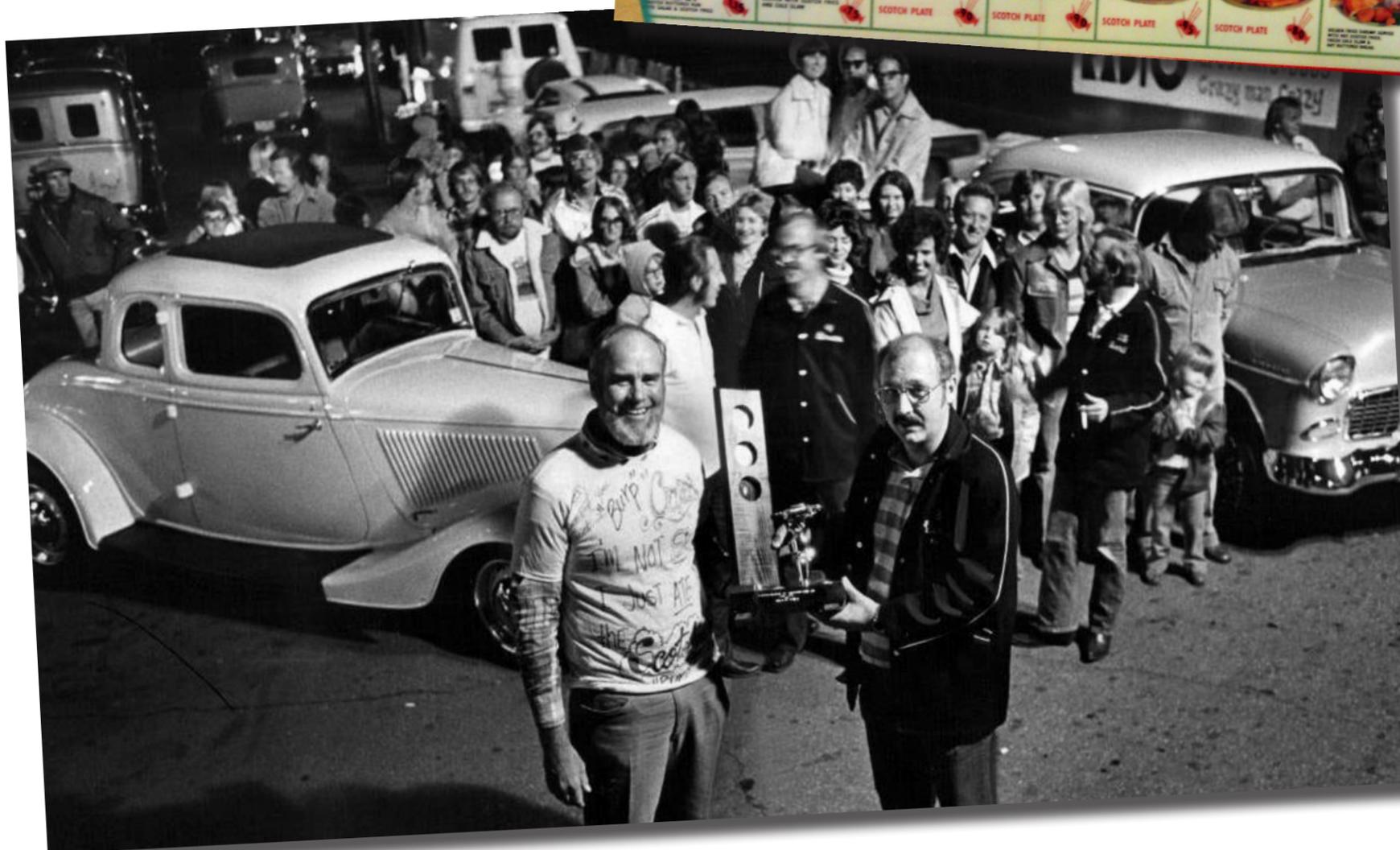
That's enough about me. I look forward to seeing everyone at our next chapter meeting whenever that becomes possible. Eventually, all will again be fine!





The Scotchman Motor Restaurant was the place to see and be seen from the mid 50's to 1975.

“Once again Looking Glass Corvette Association is hosting the annual Scotchman Tribute all Corvette Show this June. Last year the RMC had over 20 gorgeous Corvettes with Looking Glass Corvette Association later mentioning to John Marsico and at their monthly meeting that the RMC cars were the hit of the show. The event is open to all Corvette owners and is a mere \$15.00 registration fee. For those people who are not from the Denver area, The Scotchman Motor Restaurant was the place to see and be seen from the mid-1950s until the Scotchman’s closure in 1975. This really was the teenage hangout back in the day. To help with a mental image, think Mel’s Diner in California, or the hangout in American Graffiti. The restaurant was located on North Federal Blvd between 47th and 48th Avenues on the east side of the street. Today, a Wendy’s burger restaurant occupies the space. The Scotchman building was torn down after it closed to make way for the Wendy’s. The show will be held on Sunday, June 28, 2020 beginning at 10:00 am and ending at 2:00 pm. The location is in Wheat Ridge at Anderson Park, just a half block South of 44th Ave. on Field Street. The show is basically a an event with the goal of encouraging Corvette owners to gather, admire the cars and get to know each other. Each participant will receive a dash plaque and goody bag. In addition, trophies will be awarded based on street appeal, quality of workmanship and attention to detail. Our own John Marsico will be the D.J. playing top forty oldies rock n’ roll. A food vendor for those desiring a breakfast snack or lunch for those not interested in bringing a picnic lunch will be available. Registration is easy, just complete the bottom portion of the registration flyer found in this newsletter and mail to the address listed. If additional flyers are needed, send John Marsico an email at jmarsico@centurylink.net. If you have additional questions, please do not hesitate to contact, John Marsico, 303-421-6973, or send him an email.”





“The Scotchman Tribute” Corvettes Only Car Show



PRODUCED BY: **Looking Glass Corvette Association**
A CAR SHOW PLUS A GATHERING OF OLD AND NEW FRIENDS
----- REMINISCE YOUR CRUISING DAYS -----

DATE: **SUNDAY, JUNE 28, 2020**
GREAT LOCATION: Anderson Park in WHEAT RIDGE
4355 Field Street, Wheat Ridge, CO
TIME: 10:00 AM - 2:00 PM
ENTRY FEE: \$15 SPACE IS LIMITED TO FIRST 100 REGISTERED VEHICLES
Registration Deadline: June 19, 2020 - No On-Site Registration Available!

---- EVENT ACTIVITIES INCLUDE ----

Oldies Rock n’ Roll with Gianni Be Good
Trivia-Prizes
Door Prize-Drawings
Entry fee covers door prizes and awards

Awards and Dash Plaques
On-Site Food Vendor
Or Bring Your Own Picnic Lunch

FOR INFORMATION CONTACT: jmarsico@centurylink.net

REGISTRATION INFORMATION:

NAME: _____
ADDRESS: _____
CITY: _____ STATE _____ ZIP _____
PHONE: _____ EMAIL _____

VEHICLE INFORMATION:

YEAR: _____ MAKE _____ MODEL _____ Original/Restored _____ Modified _____

RELEASE: I hereby understand and agree that I am responsible for my vehicle and its contents and agree to release and forever discharge from all liability, The City of Wheat Ridge, CO, Wheat Ridge Parks and Recreation, Looking Glass Corvette Association, Gianni Be Good Productions, The Scotchman, LLC and their officers and employees assigns with regard to any and all damage, injury, loss, cost or expense whether to person or property, arising out of or relating to in any way, the car show to which this application relates. All Applicants must be at least 18 years of age or have a legal guardian’s signature.

SIGNATURE _____ CLUB _____
AFFILIATION _____

MAKE CHECK PAYABLE TO **LOOKING GLASS CORVETTE ASSOCIATION**. TEAR AND MAIL COMPLETED FORM TO:

Looking Glass Corvette Association, 12477 W. 83rd. Drive, Arvada, CO 80005

Please Note: Staked tents and canopies prohibited! Bring weights if you plan to use a tent or canopy.

Glass beverage bottles are not allowed! Thank you for your cooperation.

Looking Glass Corvette Association is sponsored by Purifoy Chevrolet, 610 Denver St. Fort Lupton, CO, 80621, 303-659-8311



For Sale 10/19

1967 Corvette Coup FOR SALE Marina Blue, Bright Blue Interior 427/400HP Has following options AC,PW,PB,PS Radio,Telescopic Column, Leather, Side exhaust, All restored Top Flight Car at Spring NCRS RMC

Contact Jerry Mulick 847-274-8351
jemulick@aol.com NCRS 15566

For Sale 1/20

PARTS: 1967 coupe driver side NOS LOF vent glass. Soft Ray JZ date (May 1967), Original OEM power brake check valve 73-76 Corvette. 67 Chevelle owners manual, one original book left. Contact Dennis Dalton 719-251-2033 RMC Newsletter Editor

FOR SALE: 4/20

New 1963-1967 Hardtop Rear Window (made by Glassworks) clear, no date, never used or installed \$325.00
New Five (5) 15x5 1/2 1963/1964 steel wheels (made by Corvette Specialties) never used or installed \$900.00

Please contact Randy 719-238-0628 email rkhamlett5@q.com
Randy Hamlett
NCRS member #3006



BUILDING A RESTO-MOD

by Ralph Ridge



It all started several years ago when a semi-truck lost control on a rain slicked Interstate highway in Tennessee and slammed into the back of my Top Flight and Founders Award 1961 Corvette. Fortunately, human injuries were not life threatening, but it appeared the car was mortally wounded.

However, even with the rear body crushed up to the back seats and the frame looking more like a pretzel, the car wasn't about to succumb to her injuries and even drove into the trailer to transport it back home (although it tracked like a dog's hind leg). Having driven this car over 60,000 miles and having been selected as a participant in many memorable events (NCRS 50th Anniversary display in Nashville, NCM Motorama II Road Tour and at least six NCRS National Road Tours), I wasn't about to bury her. After a successful, year-long battle with an insurance company, I decided that I would use the "remains" and build a resto mod.

Since I had already removed the original FI engine (I felt it was too valuable of an asset to be driving all over the country) and had installed a GM Ramjet 350 with a Tremec five-speed transmission, that was one decision of the build that was already made. One nice thing about the Ramjet engine is that the computer is about the size of a cigarette pack (remember those?) and is mounted on the engine, thusly saving a lot of space and eliminating a bulky wiring harness. Next, since the frame was a twisted mess, I decided to use a tube chassis that uses C4 running gear components. This allowed me to use coil over shocks, IRS and a Dana 44 differential. The Dana 44 is the beefier differential used on six speed C4s and

can handle a lot more horsepower than the Dana 38 used on the automatic C4. Next came a rack and pinon power steering setup, also scavenged from a C4 (rebuilt of course). To utilize this, I had to shorten the steering column and add a u-joint to accommodate the alignment of the steering shaft. I cut the column just below the VIN tag (the VIN tag on the '61 is factory spot welded on the steering column housing) in order to maintain factory identification. Along this vein of thought, I cut out the VIN from the original frame and welded it to the tube chassis. To operate an EFI engine in the older Corvettes, you need an electric fuel pump that will keep a higher, constant fuel pressure to the engine, as well as a return line that carries unneeded fuel back to the tank. Since I added a single wire alternator, I needed to get my amp meter gauge converted to a volt meter. This can be done while still maintaining the original gauge face. I also needed to change the tach from cable drive to electronic input; I was able to source a tach that fit into the instrument housing. There are also aftermarket electronic gauge packages available. This engine has always run cool with the factory style aluminum radiator, so an electric fan was not a necessary addition. I did, however, have to add an extension to the fan and fan clutch to clear the rack and pinon. Using the C4 running gear gives you the addition of four-wheel disc brakes, and a power booster with a dual master cylinder is available that fits in the C1 engine bay. Custom brake lines were fabricated to accommodate this. Different wheels than the stock C1 steel wheels are necessary as the stock wheels won't clear the brake calipers.

When I redid the interior, I wanted to maintain the original look, but upgrade things a bit. I decided to go with the Al Knoch AOK leather seats, which gives you several inches more leg room. This was important for my 6' 4" frame. I also added the stitched leather dash pad and the smaller diameter leather wrapped steering wheel that looks like the original style wheel. This also added to extra legroom. I also updated several systems inside the car, namely the windshield wiper and washer system. I now have a system that uses metal rods instead of the old drum and cable installation that was prone to problems. The switch supplied with the new system also has an intermittent feature and the washer utilizes an electric pump instead of the old vacuum system.

So far, everything I've done allows the car to be judged in the NCRS Concours "Stock" judging class. But now, I'm going to describe the body modifications I did, and any modification of the body requires the car to be entered in the "Modified" Concours judging class.

Since the rear end of this car was crushed, I went on the hunt for a rear clip and was fortunate to have an NCRS friend who knew of one setting in a field in Rockford, IL. Even though it had sat in this field for years, the glass was still in good shape and soon I had it in a body shop in Colorado. The clip had a crude spoiler on the rear lip of the

deck that had to go. However, I did like the idea of a much smaller, subtle spoiler and decided to add it. This gave me room to add a '67 style backup lamp to the rear end. Since when you do a resto mod the only limitation is your imagination (and budget), so I decided to add the popular 1960's California modification, (i.e., six tail lights). I did modernize it, however, by adding LED sequential turn signals.

I was never a fan of the way GM exited the exhaust on the '61 and '62 Corvette, so I decided to change that. The limiting feature here is the spare tire tub on these cars that restricts the amount of underbody space available for exhaust. Enter modern technology, in this case, the run flat tire. By utilizing these, I was able to eliminate the spare tire tub and free up

a lot of space for exhaust. To exit the exhaust, I decided to use '73 Corvette exhaust bezels and tips, molded into the bottoms of the rear valence. This also gave me room for a set of Magna Flow mufflers. After all a Corvette should sound healthy, as well as allowing the engine to breathe better.

The front of the body was left entirely stock, except I added HID headlights with "halo" surrounds that fit right into the existing headlight buckets with no modifications.

The color scheme is entirely stock '61; a black body, silver coves and a red interior. The wheels are American Racing Torque Thrust M, 17". These only come with grey spokes, so for better contrast, I powder coated the spokes gloss black, but kept the polished aluminum outer rims. I did decide to accentuate the red interior by powder coating the brake calipers red. I also wanted to add a little more contrast, so all of the bolts and nuts in the engine bay are gold cad plated and I had the grill gold anodized. I went with a black



convertible top, but I changed to the "stay fast" material which is a cloth type material, similar to what is used on the newer Corvettes.



The car is a blast to drive and handles like a go kart on steroids. About the only thing I didn't add to it was air conditioning, but from previous experience, a C1 top leaks so much air, it's not worth it. Besides, don't you have to put the top up for that? I entered the car in Concours judging at the Frisco Regional and was honored to be awarded the "427" Award, which I think is the most beautiful ribbon of all the NCRS award ribbons. Kudos to Dave Brigham for the design. I have also used this car as an example for Rocky Mountain Chapter judging schools about the Concours judging division.

Building a "resto mod" is not only fun, but challenging. Putting everything together so it fits and works makes you appreciate what automotive engineers have been doing for years. But the Concours division is not limited to a radical rebuild of your Corvette. It is open to any Corvette this has been changed in any way that would cause it to take a large hit, points wise, in Flight judging, such as a different color or engine. The only prerequisite is the car must fall into one of the years that we currently judge (1953-2002), and must have started life as a Corvette (no kit cars). This has opened up a category that accommodates all of those beautiful, shiny Corvettes that you see at the local car shows. Hopefully, these people will get word of this new division, and join one of the best car organizations there is, NCRS.



THE C3 - HOW IT FARED FOR 15 YEARS

Barrett Benson
bsqaured@q.com

corvettemuseum.org
1-800-538-3883

Our Rocky Mountain Chapter is blessed with representation of all 7 generations of Corvette and soon will include the C8. While some of our members own several generations of the Chevy's flagship car, a number of us do not know the history of the generations. The C3 was probably the most significant generation in Corvette lore due to the prohibitions it endured over its 15 years (1968-1982) of production, the longest in Corvette history.

From its inception, the C3 introduced many new features including a new body style for both the convertible and coupe. The coupe was the first production car in US history to offer removable T-tops and a removable rear window. The C3 offered 6 engines ranging in horsepower of 300 to 435 and transmissions including a standard 3-speed manual, an optional 4-speed manual and an optional 3 speed automatic.

While the C3 hit the ground running in 1968, it faced the biggest hardship in automotive history, the 1973 and 1979 oil crisis, subsequent government restrictive regulations, and the economy. The C3 was re-shaped, re-engineered and molded to face these hardships. While the C3 boasted so many options in its early years, by the end of its production in 1982 in Bowling Green, it was the only Corvette since the 1950s to offer only an auto transmission, a 4-speed that focused on low RPMs matched to one 350 cubic inch engine with "cross-fire" injection to yield better fuel economy. Fuel economy increased from an average 8-10 mpg reported by most owners in 1968 to 19 mpg in 1982.

Though the convertible model was not offered after 1975, Corvette engineers continued to make changes to match the times. Through all of these changes, the Corvette maintained its identity, kept its V8 engine, its style, its forward thinking and adapted the innovative changes to subsequent generations. While the 1980-1982 Corvettes are criticized for the significant drop in horsepower from 1968, they are Corvettes through and through. Many of the 1960s muscle/sport cars did not make it through the 1970s, but Corvette did and this toughness makes the Corvette the icon that it is!

You can see the fine example of the last year of the C3s in its original color as well as other C3 years on display at the NCM.

MICHELIN BASH On March 16, the NCM announced that the Michelin Bash, scheduled for April 23 - 25, has been rescheduled to May 28 - 30, 2020 to comply with the Center Of Disease Control's recommendation to postpone events that consist of 50 or more people. If you have already registered, and will attend the May 28 - 30 event, your do not have to do anything as registration and other fees will be transferred to the rescheduled event. If you cannot attend, you have until May 7 to cancel and get a full refund. The NCM recommends that you log into your account (you should have one if you registered) and cancel. You can also call or e-mail the NCM to cancel.

CORONA VIRUS The NCM has taken steps to safeguard their staff and visitors; please read the statement I copied from the Museum's web site. I will continue update you on any changes to events or the NCM's status on visitors.

ON COVID-19
March 12, 2020

A top priority at the National Corvette Museum is the safety and security of our staff and visitors. We want to reassure everyone that we continue to monitor suggested practices for a healthy atmosphere as recommended by the Centers for Disease Control and Prevention, the World Health Organization and our statewide and local medical resources. While the chances of contracting COVID-19 are still low we wanted to share details on our enhanced efforts regarding cleanliness.

- We have increased the cleaning and disinfecting of high touch surface areas in the Museum.
- Hand sanitizer is available at the admissions, store and café areas of the Museum, and bathrooms for

handwashing are available throughout the facility.

- We have placed signage at our admissions area reminding staff and visitors of suggested sanitary habits like frequency handwashing, coughing/sneezing etiquette and social distancing.
- We are asking that any staff or guest with flu-like symptoms to remain at home and avoid public spaces.



1982 Collector's Edition C3 Corvette



The 1980-82 Corvette body (left) was more aerodynamic than the earlier C3 Corvettes, like this 1969 Corvette (right)





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. Merchandise may be purchased at NCRS RMC events.

Eck

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 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 nametag.

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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Chairman Rick Reiff 12/31/2020	rickreiff@comcast.net (303) 956-2302
Vice Chairman Jim Lennartz 12/31/2022	
Judging Chairman John Marsico 12/31/2022	
Editor Dennis Dalton 12/31/2020	newslettermc.dalton@gmail.com (719) 251-2033
Chapter Liaison/Membership Steve Beatty 12/31/2020	stingraycpa@hotmail.com (720) 501-8668
Secretary Tom Di Rito 12/31/2020	Totirid@aol.com (720) 937-6716
Treasurer Jack Humphrey 12/31/2022	jackHumphreyH@gmail.com (303) 526-9410
Activities Jeff Roth 12/31/2022	jeffroth@myawai.com (303) 517-7095
Merchandise Eckhard Pobuda 12/31/2022	epobuda@aol.com (719) 314-5786
Technical Advisor Gary Steffens Appointed Position	CorvetteMasters@cs.com (303) 762-8388

