

# High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

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Chair Report	1-2
Membership	2
Tech Session on batteries	3
Editors Corner past article	4-7
Corvette Museum Ambassador	8-12
Merchandise	13-14
Biography of Trevor Rogers	15
Ghost Writer	16-17
For Sale	17
Board Members	18

**May 20**  
**Dragonman's military**  
**museum**  
**June 17**  
**Road Trip**



## Chairman's Report

By Rick Reiff

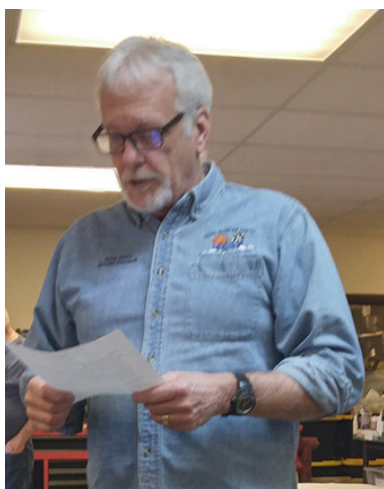
## If you are like me, you are ready to dust off your Corvette.

Hello Rocky Mountain Chapter,

As things begin to thaw out, I'm sure, if you are like me, you are ready to dust off your Corvette and get out and about. Granted there are days here in Colorado during winter that are nice and warm that afford an opportunity to go for a drive, but spring signals the onset of many more consecutive days that are great for liberating your Corvette from the confines of your garage.

The next official gathering is our annual meeting on April 15<sup>th</sup> at Corvette City. As with every annual meeting there is a slate of RMC Board of Director positions to be voted in. This year's positions and respective candidates are Vice Chairman (Jeff Roth), Judging (Martin Egan), Treasurer (Jack Humphrey), and Merchandise (Eckhard Pobuda). Some of you have emailed me your ballots, which is appreciated. If you are a member that have not sent me your ballot, please do so prior to April 15<sup>th</sup>, especially if you do not plan to attend the annual meeting. If you are planning to attend the meeting, please be sure to bring your filled in ballot.

Last newsletter I solicited the membership for help with our website. To date, I have not received any feedback and we really could use the support of someone that has experience with websites and uploading information and pictures. If you have experience in this area please reach out to me and I will get you more information regarding what is needed.



Chair Rick Reiff gives some chapter updates at the February 18th tech session.





I just received my new edition of Corvette Magazine and on the cover is the next iteration of the C8, the E-Ray. As if the C8 needed any more get up the E-Ray is to have the standard 6.2-liter LT2 V8 rated at 495 hp and a 160 hp electric motor that drives the front wheels. An AWD Corvette that goes 0-60 in 2.5 seconds and if you keep your foot in it, a ¼-mile in 10.5 seconds! This added power and traction will make this the fastest production Corvette ever made (barely knocking off the C8 Z06 for that honor). Chevrolet is not referring to the E-Ray as a hybrid, but instead, as an “electrified Corvette.” Call it what you may, I can’t wait to hear more about this car (even though it will be a while before we get to Top-Flight judge one).

I hope you had a great winter and look forward to seeing you at the annual meeting or another one of our events.

Best Regards,

Rick Reiff  
Chairman



**Membership Report**  
by Steve Beatty

## Our current membership is at 116 members.

We have started the year with the following new members:

70093 Greg Miller 1971  
70085 Cassandra Ringle 1958 & 1972

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

With these new members, our current membership is at 116 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 2025.

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 Chapter membership directories are now available 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.

The Top Flight Chapter Program 2023 first quarter report will be submitted by its due date on April 10th. Thanks to everyone who attends meetings and events AND drives your cars. Your participation makes it possible for the RMC to achieve the Top Flight Chapter Award!

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

## February 18th Techsession

*Dirk Gaddis and Jack Humphrey presented a tech session on batteries. They discussed how to care for your battery, how to test your battery and performed different tests during the session using members in attendance.*







**Editor's Corner**  
By Dennis Dalton

**The following article was originally published in April/May/June 2020 newsletter, ED.**

## BUILDING A RESTO-MOD

by Ralph Ridge

**I**t 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.





# ARTIFACTS AND 2022 NUMBERS

In the 3<sup>RD</sup> and 4<sup>TH</sup> Quarter issues of the RMC 2022 newsletters, I reported on the Museum's selections as Artifact of the Month.. I have listed 7 artifacts selected the NCM since I last reported on them, with a brief history of each artifact.

**Wheel:** Important in the overall look of a Corvette, wheels also perform serious functions. Designers need to find the balance between creating something appealing to people aesthetically while also being structurally sound. Sketches are drawn, then images are rendered, printed, sculpted, modified, scanned, evaluated, and refined. Each step, including the numerous wheel designs, becomes a three-dimensional "document" called a *Design Quality Prove Out Model*.



According to retired Design Director for GM Performance Vehicles and NCM Hall of Fame 2019 inductee, Tom Peters, "We might have to be taking wheel surfaces away here and there to reduce the mass, thinking about being able to fit tools, clear the brakes, fit the tires, wheel weights. These are incredibly complex. All that must be evaluated." The process might go back and forth a few times until both engineers and designers are happy. They then create a model on the REN Board, a modeling board of dense material that can be cut accurately, to give a perfect three-dimensional representation of a particular part before making actual tools for production.

Although the wheel appears to be autographed, it is not. The signatures belong to those signing off on the model as "ready to release from design" before it moves on to production. "It's a document now, Tom says, "...an understanding and an agreement between disciplines — engineering, design, and manufacturing."



**Yenko Pedal Car:** Don Yenko (HOF 2005) accomplished many things as a racer and builder of high-performance Chevrolets. When not modifying Camaros, Novas, and Vegas with Corvette engines at his dealership, Don was working on a pedal car for his young daughter Lynn. Special pedal cars were offered as sales incentives at various dealerships to increase sales of the 1956 Chevrolet Bel Air. The Yenko pedal car is a 53-inch long, 24-inch wide kiddie-sized Corvette. Styled after the 1956 model, the car came with a one-piece molded high-impact plastic body, a low- and high-speed shift handle on the steering column, a two-speed transmission featuring nylon beveled gears, and heavy duty all-steel welded frame.

Lynn actively played with her first-generation toy, but didn't know what happened to it. Don had eventually given her special Corvette to a neighbor, who donated the car to NCM in December 2002. Visiting Bowling Green, KY to see her childhood toy brought tears to Lynn's eyes when she saw the pedal car that gave her so many hours of joy. The car is carefully maintained in its "as is" condition as a small part of the Yenko legacy at the National Corvette Museum.

**Greenwood Sweater:** To celebrate the Nation's birthday and the best of being American, the Museum chose a sweater worn by John Greenwood, owner of the engine building business ARE (Auto Research Engineering). Corvette race car owner and driver in the late 60s and 70s, John was a 2018 National Corvette Museum Hall of Fame (HOF) inductee, along with brother Burt.



During the 70s, the US was deeply polarized over a wide array of issues. John wanted to put together a paint scheme for his Corvette racers that might unite people and remind them that we were all in this together. He called his friend, GM Designer, Randy Wittine saying he wanted his Corvettes to be flags! Wittine provided several sketches, including the flag tribute "Stars and Stripes." The first Corvette red-white-blue scheme debuted in August 1970, and was carried on through other Greenwood cars, including the famous wide-body Corvette racers.

The wide-body Corvettes (cars #48, 49 & 50) debuted in the 1974 Detroit Autorama wearing the Stars and Stripes livery. The wide-body design was a result of collaboration between Greenwood and



several GM insiders including Zora Arkus-Duntov (HOF1998), Jerry Palmer (HOF 2000) and Randy Wittine (HOF 2005).

A gift from his wife in 1970, the sweater was worn by John to racing events, where his fashionable take on Greenwood Corvettes' patriotic scheme turned heads. Burt said people began calling John "Captain America," as the stars & stripes theme reflected his undeniable pride in being an American. John passed July 7, 2015, but he and his brother will always be remembered for their Star-Spangled Sports Cars.

John's sweater was donated to the Museum by his friend Rick Mancuso, driver and owner of a wide-body Greenwood Corvette.

**Guldstrand Racing Suit and Helmet:** Dick Guldstrand (1927 - 2015), a legend in Corvette history for his efforts to improve America's sportscar, was known as "Mr. Corvette." He was a tenacious racer, clever engineer, ingenious designer, and innovative builder, with a career spanning more than 6 decades. He was inducted into the NCM Corvette Hall of Fame in 1999. A testament to his rich life among Corvettes and racing, the Museum's Guldstrand collection has hundreds of his memorabilia including helmets, banners, racing suits, trophies, and more. The NCM Artifact for October is one of Guldstrand's many racing suits and helmets.

Guldstrand's suit, made by Hinchman of Indianapolis prior to the fireproof NOMEX suits of today, is a light cotton crème colored jumpsuit that offered no fire protection at all. Embroidered on the suit are Guldstrand's name in blue, and the Goodyear Wingfoot logo with three red, yellow, and blue stripes. On the back of the Bell 500TX helmet is the now barely legible safety approval by the Snell Memorial Foundation.

**Corvette Indy Scale Model Mold:** In 1958, Chuck Jordan, General Motors' Vice President of Design, wanted to make a statement in his area of expertise – vehicle design. He was presented with a Chevrolet Indy Car scale model mid-engine as a vision for the Corvette. Moving along to 1980, Tom Peters (NCM HOF 2019) began working in the Advance Design Studio. Knowing Tom's talent, Jordan sent him along with Jerry Palmer to England to oversee the creation of the Corvette Indy show car. The two men created a visionary mid-engine Corvette show car.

Celebrating the car's debut, Jordan asked the GM sculpture studio to craft a fiberglass scale model. First, an 18 x 7 x 3 inch clay model was made. Next, a mold was made from which fiberglass models were produced, employing the same process used for full-size fiberglass cars. Completed fiberglass models were given to Chuck Jordan, Jerry Palmer, and other GM executives.

The fiberglass and resin proof mold, November's Artifact, was donated by Peters to the Museum, where it takes its place in the collection alongside the 1959 XP-87 Stingray Racer. The surviving artifact represents similar internal design efforts a quarter-century apart that preserved the vision for future Corvettes.

**Biederman Collection:** This collection is made up of many artifacts, including an exhaustive selection of Corvette-related print ads, postcards, magazines, and toys, curated over the span of decades by George Biederman. It all started in 1977 when George bought his first Corvette. As he looked over the sales brochure, he thought it might be nice to collect all the brochures of the Corvettes that came before his. Then he started collecting print ads and newspaper ads, going back to the 1950s. As the fun of collecting picked up momentum, he bought toys, models, and pedal cars, carefully logging each one in binders indicating when, where, and the cost of each toy, seeking out only the best examples, and protecting them and the boxes they were sent in. Original toys that go back to the 1950s look like new, with their boxes being crisp, clean, and apparently untouched by time.

With the collection taking up several rooms in his home, he expects it will take two truckloads to get it transported. As a founding member of the Museum, he considers this to be the perfect home for what amounts to so much of his life's work sharing, "I've seen how the Museum protects and presents Corvette history. They do that so well. I know that as they put parts of this collection on exhibit, people are going to say, 'Hey, I remember when I had that toy.'"







### Best of Class: Whitworth Trophy

This trophy is one example of the love poured into the 1985 Corvette, donated to NCM by Michael and Vickie Whitworth in 2022, that was Bloomington Gold certified in 1997. They also donated several trophies, maintenance records, and photographs that provide a holistic story of their cherished Corvette. Besides the care required to meet the standards of Bloomington Gold certification, this trophy is an example of the pride this owner had in taking their vehicle to local car shows.

### BY THE NUMBERS - 2022

Now that the RMC is an annual NCM supporting member, I thought you might want to know some of the numbers for the Museum in the past 12 months.

The NCM Insurance Agency is one of the fastest growing collector vehicle agencies in the country as shown by the following numbers:

- \$1,250,000,000+ insured assets
- 40% of Quotes resulted in purchased policies
- \$4.1 million paid in claims
- 25.6% growth in new business

The NCM Motorsports Park numbers were:

- 2,676 Guest experiences
- 24,000 Event participants
- 34,253 Corvette track miles
- 28% increase in Driving Club Memberships

The Museum's numbers were:

- 9 awards at the regional ,state, and national levels
- 221,165 total visitors
- 214 groups visited with 7,334 people
- 88 school groups visited with 3,191 students
- 4,287 new members
- 1,632 Corvettes participated in the R8C Delivery Program
- 3 Corvettes added to the NCM collection
- 35 small artifacts added



**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
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
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



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



## Biography Trevor Rogers



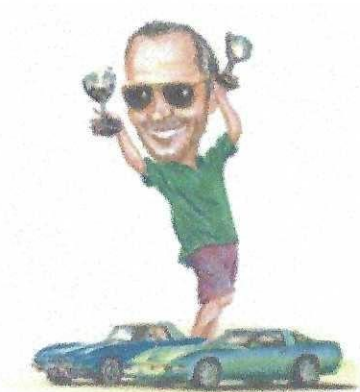
Membership Number: 20402

### Biography

Trevor Rogers was the NCRS United Kingdom Chapter Chairman. To Corvette enthusiasts, he was best known as the founder and chairman of the UK chapter of the National Corvette Restorers Society NCRS . That was in 1998, and sometimes almost single-handed, he kept the NCRS UK show on the road for 25 years of memorable road trips, judging events, annual Flight, events , three of these even in France.

Trevor also edited, illustrated and produced Corvette Torque Magazine, first on paper and later online where it became the best of any NCRS Chapter publication worldwide.

Trevor was also a very successful photographer, producer and film cameraman.



In Loving Memory Of Trevor Rogers

Join Year: 1992

Deceased Date: 03-25-2023





by Jack Humphrey  
RMC Treasurer

# GHOST WRITER

I'm a founding member of the UK Chapter as well as being part of the Rocky Mountain Chapter. Way back in 1997, I talked with several Brits who wanted to establish an NCRS presence in the United Kingdom. Trevor Rogers was one of the key movers and when the new chapter was established, he became the Chairman.

Over the years, I interacted with Trevor frequently and eventually we held a weekly 'chat' using the AV services of Skype. Early this year, Trevor told me a late model Corvette story that I found humorous. I asked Trevor if he'd mind writing the story and submitting it for publication in the RMC newsletter. Trevor agreed and contacted our editor, Dennis Dalton. Trevor was also the UK Chapter newsletter editor and the two agreed to work together.

But, the April deadline came and went without Trevor's article being submitted. BAD NEWS! In late February, Trevor was diagnosed with bladder cancer and by March 25<sup>th</sup>, he'd passed away missing the deadline. That's how I acquired the job of literally being Trevor's ghost writer.

## BACKGROUND

Trevor had owned a number of Corvettes and he'd recently sold off his 2007, C6, convertible as he inherited a 2014, C7, coupe from a UK friend who'd passed on. Once he took possession of the C7, he realized it was in need of routine maintenance. It was due for an oil change. Well, Trevor used to reside in a southern London suburb, Seven Oaks, but had moved further south and west to Devon. That's on the English Channel and roughly 100 miles outside of London. Corvettes are serviced by Vauxhall dealerships in the UK and there just wasn't one local to Trevor. So, he looked for an independent auto repair shop who would agree to work on "exotic" cars. In England, Corvettes are considered an exotic import. The deal that was cut was Trevor would research and provide the necessary oil and oil filter. They'd open the shop for Trevor and the car on a weekend to get the job done.

Trevor's C7 was considerably different from the C6 he'd owned previously. It had the upgrade from basic, Z51 engine option. That sported a dry sump and a significantly larger oil capacity. Chevy specs called for 9.8 quarts of oil and wanted the lubricant to be Dexos 5W-30. Catch 22, here. Oil is sold in liters in the UK, not quarts. The oil filter was obtainable from a local auto parts store, but the oil (9.3 liters) had to be special ordered and two 5-liter containers were needed.

## ON WITH THE SHOW

Trevor also found out that the oil change was a 2-step job. First, get the car off the ground on a lift, drain the sump and replace the filter. Now, lower the car and install the new oil. But, do the oil installation in stages. First, load the crank with 6 of the 6.8 quarts, leaving the balance to be added later. Once the initial oil was installed, fire the engine and let the car fully warm up. Get the engine temp up to 165 degrees. Shut the engine down and carefully add oil until the dipstick shows there's a full crank case aboard. Ok, simple!

On the agreed upon weekend, it was cold. A few random snow flakes were falling when Trevor arrived at the shop. He knocked on the door and the shop owner opened up. Fuel isn't cheap in the UK and he'd let the shop cool down almost to freezing as there were no mechanics to accommodate. Trevor drove in and the car was lifted and drained. The fresh oil filter Trevor brought was installed and the car was lowered. By this time both Trevor and the shop owner were feeling the bite of winter. But they continued to measure out 9 of those pesky US quarts and pour them in.

Now, it was time to fire the engine and let it come up to operating temp. Easy. The car started right up and both car owner and mechanic climbed inside to watch the temp gauge. But... It simply refused to climb above 70 degrees! After almost 35 minutes of sitting in a cold Corvette, in a shop with the garage door open, the shop owner asked if the temp demanded (165) was in Fahrenheit or Centigrade. Trevor had a thought; hey, didn't the car have an option for the instrument cluster to display in different modes?

BINGO-break through, grey room. Yes it did! And, they'd been watching the engine temp display in C versus F. Flip on the heater and wonderfully HOT air filled the cabin!

Yep, 70 C is roughly 165 F. Dah...

## EULOGY

I'll miss my British friend, Trevor. We had a great time bringing up the UK Chapter. We taught the art of NCRS Flight Judging over there and on at least three occasions, embarked on cross-Europe road trips to attend the 24 Hours of LeMans race as well as partner up with the Dutch Chapter to judge Corvettes in the process.

### For Sale:

**2006 Corvette Coupe** Daytona Sunset Orange. LS 2 engine with 6 speed automatic paddle shift. 50190 miles excellent shape. Preferred equipment group interior. Bi Mode exhaust, spider mags, insulated floor. Clear Bra, 2 car covers, build sheet and owners buy book. \$31,000 Fred Koenig member 7496. Email [Frkoenigjr@live.com](mailto:Frkoenigjr@live.com), Cell ( 720 ) 244 - 4177

**1991 ZR-1** Rare Steel Blue Metallic with blue interior. New injectors, coils, plugs and wires. New radiator. 3k miles on tires. Borla Exhaust. K & N Air filter. Custom show sign and Wolf car cover Owners Manual. Nice well maintained driver. NCRS owner for 20 years. 88k miles \$24,500 OBO Steve Beatty, Phone: (720) 501-8668, Email: [stingraycpa@hotmail.com](mailto:stingraycpa@hotmail.com), Member #29095



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