

High Plains Shooter



Newsletter of the NCRS Rocky Mountain Chapter

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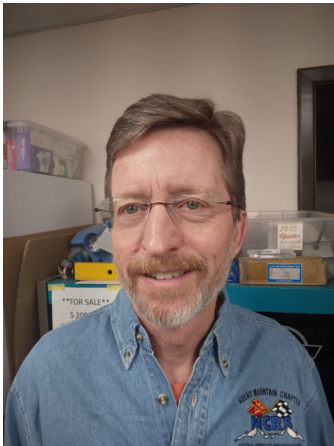
Red, White and Blue Corvettes
Celebrating July 4 !

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July 6
 Summer BBQ
August 25
 Judging Meet
September 21
 Road Tour

The Cover

The cover cars belong to one of our Board Members, Jerry Fern. The Theme of Red, White and Blue to celebrate July 4th is a fitting cover to the new look of the newsletter. ED



Chairman's Report
 By Rick Reiff

RMC Board to help the Chapter remain successful and something members enjoy being a part of.

We recently had our spring/summer road trip. We had eight cars that wound their way through beautiful backcountry roads. While on the trip I kept thinking what a beautiful state we live in and how wonderful it is that we can travel only a little way from our homes and be in such a great environment and share it with our fellow Chapter members. If you haven't been on one of our road trips I encourage you to consider going on the one in the fall. A day like that is why I live here.

Being the Q3 newsletter, as I've done in the past in advance of the National Convention, I provided a little information regarding the "Year Of" that will be recognized at the convention, which for this year is in Virginia. The Year-Of is essentially the model year offered 50 years ago. So, in looking back at the '74 model year I thought I'd see how the new model was described in the Oct/Nov 1973 edition of Corvette News (CN) and share some of the insight from more than 50 years ago.

"The most visible change observers will note in the '74 is that the bobbed rear deck of the '73 with its reflex-curved trailing edge and chromed nerfing bar-styled rear bumpers, is gone – joining in limbo the chromed front bumpers and louvered front fenders of the '72." The CN article goes into detail regarding the way Chevrolet delt with the mandatory energy absorbing bumpers, complete with diagrams showing the bumper substructure prior to and after impact. I think compared with other models, the Corvette design/style incorporated the bumper requirements in a more pleasing way than other sports cars at that time (ex., MGs of that year). Regarding ride quality, the CN article states "Take last year. By now the word has pretty well gotten around that the '73 Vette

In April we had our annual meeting and elections.

Hello Rocky Mountain Chapter!

The results of the election held at our annual meeting with two-year terms that begin on January 1, 2025, are Dennis Dalton (Newsletter Editor), Steve Beatty (Membership), Jerry Fearn (Secretary), and yours truly (Chairman). I look forward to continuing as Chairman and working with the

has got to be the smoothest handling, smoothest feeling ever. Some classic Corvette buffs may disagree, but we're talking consensus." Minor suspension adjustments were made as a result of the increased weight in the rear to keep the suspension "smooth" for '74.

Also, the exhaust system now included resonators to "absorb a substantial portion of the high-frequency exhaust sounds, but absorb little of the more pleasant low-frequency sounds. In hi-fi terms, they act as low-pass filters, and tend to restore an acceptable balance between tire and engine sounds in the passenger compartment. The resonators will also make the '74 a bit less likely to offend whenever law enforcement ears are in the vicinity." I wonder what CN would say about the C8 Z06 at around 8,000 RPM in that regard!

Three engine choices were offered: the base195 hp small block, a 250 hp L-82 small block, and the 270 hp 454 big block (though not discussed in the CN article, this would be the last year the big block would be offered in a Corvette.

On the interior, some small changes were made. A/C cars had an added outlet to the right of the steering wheel, a larger 10—inch rearview mirror is standard, and there were changes to the seatbelt retractor as pointed out by CN. "There is a small, but significant change in the reel lock-up mechanism. Last year's reels could be described as "unreeling speed sensitive" which meant that if the driver or passenger leaned forward abruptly, the reel would lock up, literally a pain in the neck if one were merely leaning forward to tune from Lawrence Welk to another station on the radio." I can honestly say that in the 40 plus years I've owned a Corvette, not one Lawrence Welk song was played on any of the radio stations I listened to! No offense to some of you that may have listened to the "a one ana a two, ana...." maestro.

Now for the stats, there were 32,028 coupes and 5,474 convertibles sold, 3,494 were equipped with an LS4 454 and 6,690 with the L-82 350. Hopefully, they will have a lot of '74s at this year's National, and if you are going, you now have a few tidbits to think of while out on the judging floor.

Hope you have a great summer and get a chance to participate in one of our events.

Best Regards,

Rick Reiff
 Chairman



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



Membership and Top Flight Chair Report
by Steve Beatty

Membership Manager Report

We have added the following new members since my last report:

Rob Danielson - year - 1967 & 2013

Eric Stearns - year ???

Gregory Parrack - year ???

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

Our current membership is 106 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.

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>

Add a family member or relative

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 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>

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 should not be shared with non-members.

I look forward to seeing everyone at a future event!

Steve Beatty
Membership Manager
stingraycpa@hotmail.com



Editor's Corner
By Dennis Dalton

This article appeared in the May/June newsletter of the High Plains Shifter in 2009. Penned by yours truly.

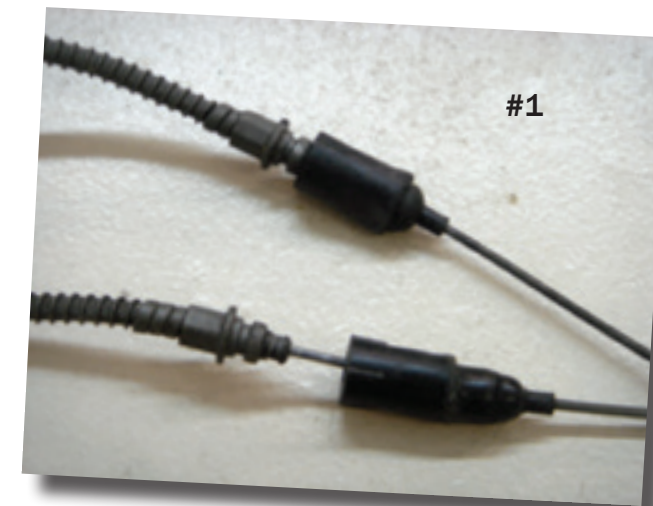
The new cover design is starting in this issue. I hope to contact members to feature their car or cars on the cover in future issues. If you are interested in seeing your car on the cover, please contact me.

ED

Replacing C2 Parking Brake Cable Boots

I recently decided to restore my parking break cable. After stripping off the DuPont DP40 and fleet black I sprayed on in my "80's restoration", I got to work. (Pic1) Not much left to do but replace the rubber boots (the long outer ones not the small inner ones). Some people on the discussion board have referred to the accordion boots as originals... anything 20 years old probably looks original, which those are not. The boots in fig. 1 may or may not be original ones from the factory but they were on the car in 1973 when I bought it. I will refer to them as originals.

The small end of the boot tended to fold in, crease and subsequently crack as it dragged on the cable to the point that some other people on the discussion board felt that it was the original "look". Fig. 2 shows the comparison of an original folded



and cracked piece next to a new one along with the items used to complete this project. I knew that a fellow club member, Chuck Banks, had installed some new rubber boots on his car so I got in touch with him for advice. He directed me to the discussion board for his solution. On Chuck's permission and byline credit, I am quoting a portion of his post here (the rest of the post involves a discussion about the originality of the cable and was omitted):



Chuck wrote:

“Jeff, it is possible to work the new boot over the ball and spring. The boot is very tough and can be stretched enough to fit over the ball. The spring is more difficult to get started through the small end of the boot. I used the tapered cap from a ballpoint pen that was the right diameter in front of the spring to get it started through the boot. I used silicone grease to make things slide more easily. I probably spent over an hour getting the first boot on.”

I am installing repo boots on the original cable. Chuck’s method is the least invasive and the most practical from those found on the discussion board. It involves putting silicone grease on the end of the cable and pulling the boot over it using a sleeve to gently start it over the spring. In a way, it is kind of like trying to put on a pair of pants you wore in high school – a very tight fit! The discussion board has other solutions with such methods as “reswaging” the ball on the cable after cutting it off and comments of utter disbelief by other readers, that you could actually put on something you wore 30 or 40 years ago (i.e.: pull a small thing over a big thing). Other suggestions on the discussion board focused on freezing the metal in the kitchen freezer, heat guns and even steam from a tea kettle to soften something! There is no need to resort to such extravagant measures and using things from the kitchen that you shouldn’t be using in the garage /or putting things from the garage in the kitchen– you know who you are.

The silicone electrical grease used on spark plugs is the main ingredient here and at Chuck’s advise I went to the local auto store and bought a tube(not cheap). Clamping the line in a vise as shown in figure 3 is also necessary. **GENEROUSLY COAT THE BALL, CABLE AND SPRING** with the electrical dialectic grease. I used the small needle nose pliers to coax the rubber over the ball and also the end of the spring (I couldn’t find a ball point pen case big enough so I gave up and just used the pliers). If you clamp it in the vise use one hand to pull on the boot and the other to use the pliers to spread the small end of the boot. Once the boot is started on the spring, reposition in the vise as shown in figure 4 careful not to clamp it too tight in case you may distort the spring. Pushing on the spring to condense the coils actually helps to slide the spring through the small end of the boot very easily. I put both boots on in this manner with absolutely no damage or distortion to the boot. Actually, a little stretching and the silicone grease helps the boot to slide on the cable easier which may help in actual use not to drag and fold in on itself.

These boots are identical to the originals. The lettering on the bottom [ACCO FO] is even duplicated, although the reproduction is somehow hot stamped or cut into the bottom while the originals are cast raised letters Fig. 5. That must be worth 1/1000 of a point deduction!



#3



#4



#5



Judging Chairs Message
by Martin Egan

Hello RMC Members

In April 10-14, 2024, I was in Las Vegas for the Las Vegas Regional. I entered my 2005 Corvette for Flight Judging and got Top Flight with a score of 97.6 and this was without the driving points of 8.3. plus. I got the longest distance driving award. My 2005 Corvette now has 86,000 miles on the car. Also, while I was there, I got to judge 3 1965 Corvette interiors. One of the 1965 cars was owned by Corvette Mike and he was there as well.

There was a great showing of 4 or 5 C6 corvettes. Overall, pretty much all the years were presented. On a note, I did not have any problems going to and from Las Vegas with my 2005 Corvette as I have been watching and checking my harmonic balancer for problems.

Next is the 2024 NCRS National Convention in Hampton, VA. After June 1 there is only onsite registration plus a \$25.00 late fee.

The National is in August 4-8 and should be a hot one.

Last is the RMC 2024 Summer Judging Meet at Stevinson Chevrolet 15000 West Colfax Ave. Lakewood, CO 80401 on August 25 which is a Sunday. If you have not signed up to help with judging please do so. We will pair up experienced Judges with those who have little or no experience in NCRS Judging of Corvettes. As of 6-27-24 we have 4 cars for flight judging, two 2002, one 1971, one 1963 corvette. Also, as of 6-27-24 we have 15 people registered and four of them are car owners. Remember without you we would not have these Judging Meets.



Annual club meeting and elections, April 2024 ED

Any questions or comments please email me at martinegan6@aol.com. One more thing; to register go to our website and click on Events and go to RMC 2024 Summer Judging Meet. Also, Dirk said there would be some breakfast stuff and a free lunch will be provided for all who register.

Thank you and be safe.

EX4607

By Jack Humphrey

Eck Pobuda and I are co-owners of the EX4607 Corvette which we acquired from Tom Falconer, the former UK Chapter Judging Chairman. It's an accredited American Heritage winner and Tom, as a long standing author tells the story of the one of a kind experimental prototype. Tom ran the story in several magazines including Corvette Fever.

This year's National Convention posted a call for American Heritage winners to bring their cars to Hampton, Virginia as special displays and Steve Beatty and I intend to drive the car from Colorado there and back.



One of a Kind

By Tom Falconer

Versions of this story have appeared in American Car World and Corvette Fever.

"My 1988 Corvette is no ordinary C4 coupe, but a GM Engineering test mule with VIN plate EX4607 proudly displayed in the windscreen, built in 1986 to test all the new-for-1988 features. This actual car must have spent weeks pounding round the General Motors Proving Ground at Milford, Michigan with longer runs on the road, testing all the changes for a year which saw the C4 suspension, steering and brakes vastly improved.

That duty done, it was among a batch of Corvettes sent to England to assist in the development and packaging of the King of the Hill double overhead camshaft LT5 engine for the ZR1. This was designed by Lotus Engineering of Hethel, Norfolk starting 1986, and finally saw production for the 1990 model year. While Lotus designed the LT5 engine and subsequently tested the ZR1

package another British design company Hawtal-Whiting Ltd of Leamington Spa, Warwickshire were appointed to develop the body and chassis modifications needed for the new engine. They already had a long-term relationship with GM, and were working on the development of the 1988 Reatta for Buick. GM sent them engineless 1986 Corvettes to design wiring, hydraulics and instrumentation interfaces of the new engine.

It was they who registered EX4607 at their local LVLO as E282 LAC in January 1988. After its UK engineering assignment it should have been returned to the USA or crushed, but it was eventually sold to a farmer in Essex in the early nineties and I bought the car from him in 1995. A previous trade buyer had pulled out when he could not analyse the VIN using the Corvette Black Book, and did not believe it could be a prototype, declaring it 'dodgy as a two-bob note' so the farmer was pleased when I bought it.

The foot-wells were full of winter mud from the farmer's boots and the engine was in serious need of a distributor cap and rotor arm, but in 1995 this was still the current Corvette and very desirable. These were tough times, so when a French dealer offered me a £3,000 profit on EX4607 I accepted immediately, let a piece of Corvette history slip away and spent the next 14 years regretting it.

This year I was lucky to be offered the car back by its third French owner, and I had to have it. It lacked the critical European Certificate of Conformity essential to register it in France and had been driven for 14 years and 47,000 miles on its UK plates. When I previously owned the car I thought it was probably a production 1987 coupe with an EX VIN plate attached, but over the ensuing years I realized this was unlikely. I had since learned that an additional VIN is stamped on this model on the outside of the frame rail in front of the left front wheel, hidden by the front inner fender, and I often wondered what it would reveal.

We unscrewed this and to my delight found EX4607 stamped into the vertical face of the rail. So was this an all matching numbers car too? On C4s the engine stamping is always hard to see, but removing the diverter valve and the compressor bracket revealed one more secret that I had not looked for back in 1995. The first Flint Engine Plant stamping was ZLA (350 TPI with automatic) and the date March 26th, but the important number EX4607 was there too. Amazingly there was also a cancelled earlier stamp of EX46017 where someone had lost concentration, added the extra digit, and then had to start over. It was probably built on the at Bowling Green production line early in 1986 production, but pulled off the line prior to collecting a production VIN, a procedure used for Corvette race cars at that time.

With the car up on the lift we removed the wheels and the inner wings to reveal and record the many CPC Engineering and EX4607 prototype stickers which were still attached to the suspension components, brake discs, bonnet panel, even the right hand door and carefully cleaned everything. The CPC Engineering stickers had survived twenty-one years of European weather, but to keep them safe for another twenty, we wrapped them in clear waterproof tape. They record preliminary

part numbers, issue dates and most importantly the exact weight in grams – essential to achieving a low-mass car and critical to meeting fuel economy targets. The push-drive pellets in the headlight motors had turned to dust, but when we replaced them we found that the motors were non-matching prototypes for the improved 1988-96 design, stamped with EX numbers and driving unique hand-built prototype rotating mechanisms.

The telescopic bonnet stay, also suitably stickered, was provided with upper and lower pivot brackets on the right as well as the left side finally adopted for production. The unused 17” compact spare wheel carries a tyre embossed ‘not for sale’ and like the jack a CPC Engineering sticker. On the underside of the rear transverse spring the word ‘prototype’ is scrawled in yellow paint-pen. Most striking from the outside are the prototype 17” wheels with their unique oversize emblems on the bolt-in centre caps. One of these was missing its chequered flag, but a 1986 nose emblem was perfect match and fit – all credit to GM for producing a better proportioned smaller emblem for the production 1988. When the clamshell bonnet is opened one is immediately struck by the pristine cream-coloured prototype inner wings. Open the doors and the prototype new-for-1988 carpeted door steps obviously don’t match and the sample label on the back from Stevens Auto Products says the colour is Medium Cognac, while the rest of the car is carpeted in samples labelled Light Saddle that made production as Saddle. Medium Cognac is listed in the 1988 Parts Book, but this interior colour never made it to production

The car is rich in interesting detail, and there is much more still to discover, but my favourite so far is the message found above the upper inner wheel arch when it was unscrewed from the hood – “Ron-first shot 88 ‘Y’ W/H upper 1/19/87 – Lowell”. I needed to track down GM Engineers Lowell and Ron who were working at the GM Tech Centre in Warren, Michigan in January 1987, and put the problem to NCRS stalwart Jack Humphrey.

He contacted Art Armstrong who quickly told me that Ron was a Ron Burns, a GM Corvette Body Engineering manager now sadly deceased. When a version of this story was printed in my monthly column in Corvette Fever, it was seen by Lowell Richcreek who contacted me in March 2010 to say that he was the Lowell who wrote the message on the upper inner fender. He was working for General Tire & Rubber Company, which was then the leading body panel for the Corvette. He was with them from 1962 until retirement in 1996, and still drives a 2001 Corvette.

Now I am trying to find someone, anyone, who remembers my EX4607 Engineering Mule in the years 1986-1987 when it would have been around Detroit, Bowling Green and the Milford Engineering Centre. There must be a register of EX numbers issued but who has it? Was my all numbers-matching EX4607 assembled at Bowling Green, or from components sent to CPC Engineering at Warren, Michigan? If you know anyone who might help, please contact me tom@tomfalconer.com. Meanwhile I am enjoying plenty of fast road-driving in my very own C4 Mule with 6-character VIN, and proof of continuous registration in the UK since 1988.”



Dirk Gaddis
Activities

**June Road Tour Pictures by
Rob Danielson**



As you read this you should have responded and RSVP to the Reiff's by now for the 4th of July BBQ that will be held on the 6th of July at the Reiff's home up in Fort Collins. Our next activity will be the Judging meet held at Stevenson Chevrolet. See our Judging chairperson's report for further details.

Past events have included, February's tech session on C-4's parts, and the differences between the years. This event was well attended and was hosted by our new Assistant Judging chairperson. Lot of good questions and answers followed. In March we held a Judging school at Corvette City, on paint, the types used through out the years, colors, deductions, original, vs. repaint. April meet was a flop! Look at a white piece of paper, that's what it looked like outside the day of our swap meet. Fred & a couple of other brave and hearty souls set up in the parking lot and tried to get the rest of us to buy anything. The under stuffed were just not there that day. This is the first time that I can remember this event getting snowed out. The May event was every bit of a flop also. Only one other person showed up for the road tour and Museum visit to the Olympic Museum in Colorado Springs. I was the only one to tour the Museum. I was very disappointed in it. I would only give it a 4 out of 10-star review. The most interesting thing I saw there was the Wheaties cereal boxes I remembered growing up. Our June Road tour was a little better attended. We had eight cars and nine people go. We toured the Lost Creek Wilderness area. A great time was had by all. We had a wonderful lunch at a car themed restaurant. Lots of compliments on the route, scenery, lunch, and the conversation that followed.

I am starting to wonder if it is not time for a new activity's chairperson, or fewer activities that the Rocky Mountain Chapter puts on.

Dirk Gaddis
Activity Chairperson
dirkgaddis@gmail.com



For Sale



Sample file model car..not
Fred's. ED

Fellow Members:
I have 20 1/24th scale Corvette models from the Franklin and Danberry Mint I am selling. All models are mint. All are in original shipping materials with literature, except the 1953 model. Wholesale was \$100. Selling each for \$50.

Fred Koenig
970-669-8616

Corvette Models for Sale

Year	Color	Body type
53	white	conv.
68	blue	T top
54	red	conv.
69	orange	T top
55	blue	conv.
75	yellow	conv.
56	turq/wh	HT
78	grey	H top
57	red	conv.
82	red	H top
58	blk/sil	HT
84	blue	conv.
59	red/wh	conv.
86	yellow	conv.
62	red	HT
88	white	T top
63	red	coupe
93	maroon	T top
67	blk	HT
97	red	T top

For Sale

1957/1958 hardtop project. Top needs total restoration. Have all the stainless and plexi-glass. \$2,000.00.
1961/1962 hardtop project. Top needs total restoration. All stainless and plexiglass. \$2500.00

Randy Hamlett 719-238-0628



For Sale



Photos by Guy McMann



For Sale

BendPak 4 post lift model HD-9xw 9000 lb. capacity. Mobile caster set. Rolling bridge, jack with hydraulic foot pump. \$3500.00

Jeff Roth 303-517-7095

1954 Corvette: Beautiful white on red body off restored car in Aurora, Colorado. Born May 3rd. 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 gmcman@jeffco.us for an appointment.





From the Merchandise Deck

Greetings fellow RMC members. Still wading through the club's inventory of shirts, vests, jackets and hats. We have a great selection of all. This is early summer and I am targeting our members, their spouses, partners, kids and grand kids in the small and medium size. There is a great selection to choose from that can still handle us bigger kids too! I also have a great selection of ball caps to handle the winds of Colorado.

All of these items will be on display at our monthly meetings at Corvette City.

Thanks Randy Hamlett
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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CHEVROLET