

High Plains Shooter



Newsletter of the NCRS Rocky Mountain Chapter

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**Steve Bennett's
1963**

Chapter Meet at Stevenson Chevrolet. 1965 judging. See pages 4 -5 for more information.

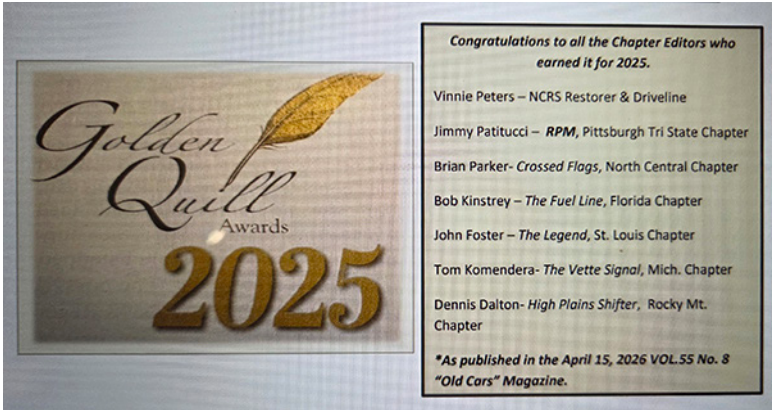


Cover: Steve Bennett's 1963 with F16. Background shot is Blue Lake in Huerfano County in the fall. ED

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October
Board meeting, tech session, shop tour
November 21
Judging School
December 19
No Activity
January 16
Holiday Luncheon

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Chairman's Report
By Rick Reiff

the 16th. We figured the later date would fit with members' holiday schedules better than if we had the party on the 2nd. Stay tuned for email details prior to these events that will have more specific information.



In August I again went to the IMSA races at Road America in Elkhart Lake, Wisconsin. If you ever want to see a large collection of Corvettes, this is the place and race to go to as Corvette Corral was packed with approximately 200 cars. Also, GM puts the newest Corvettes on display and has various guest speakers to provide updates on things such as tire development, Corvette Racing information, and Q&A sessions. This year the Grand Sport was highlighted given its mid-summer release. Later in October I plan on driving to the Texas Regional for a Founders operations check on my '03 Z06. For those of you who may not know, the Founders award is to recognize the "driven" Corvette. To get the award one has to (1) have their car get a 3rd Flight or higher at a Chapter Judging Meet, (2) drive to/from a Regional and achieve 96% operations check, (3) have previously judged an NCRS judging meet, (4) submit an article for publication in the Restorer, and (5) participate in a National



Grand Sport X and Grand Sport below. Photos by Rick Reiff

road tour with a minimum of 500 miles and again achieve a score of 96% or more on an operations check while at the National Convention. Based on the NCRS website, only 293 individuals have received the Founders award (a handful of which are RMC members). Let me know if you are headed to the Regional as it would be great to connect with an RMC member while there.

Hope you all had a wonderful summer and are having a great fall!

Rick Reiff
Chairman





*Judging Chair's Message
by Martin Egan*

Greeting RMC Members

Back in April 15-18 I attended the Show me NCRS Regional in Springfield, MO. When I arrived, I had three tornado alerts on my cell phone and a hailstorm alert as well. One tornado hit out in the open and there was no damage and no hail. I did not drive my 2005 Corvette because of the weather which only rained a couple times during the meet. A great meet with lots of Corvettes and a lot of big block cars, the most 1966 & 1967 cars I have ever seen at a Regional. I registered late therefore I was not doing any Judging, but I took a couple of Tech session with Brad Hillhouse for two days. They also had a few vendors with parts for sale.

On August 16, 2026 we had our annual 2026 Summer Chapter Meet at Stevinson Chevrolet in Lakewood, CO. Of the 30 members who signed up only 5 members did not attend. This year we had 8 cars dropout that I carried over from last year's list of cars on the waiting list I had. So, we had 7 cars registered and we lost 2 cars this year, one car was in the open class and the other one was in the sportsman. We had 3 cars for Flight Judging; one was Andrew Dempsey's 1965 Corvette which earned Topflight with a score of 98.9, next is Mark Mohny's 1958 Corvette which earned Top Flight with a score of 98.4 and last, we had Rick Reiff's 2003 Corvette which earned Top Flight with a score of 98.9. Next, we have Bill Barcus's 2004 Corvette and Steve Bennett's 1963 Corvette that earned the Sportsman Ribbon. Next group of Display cars: Tim Ehlers' 1966 Corvette Duntov Display, Jerry Fern's 2004 Corvette with a Dave Hill Display and lastly, Tom Thompson's 2002 Corvette Special Interest Display.

I want to thank Dirk Gaddis for an excellent job on the food and drinks for breakfast and lunch. I want to thank Tim Ehlers for being the Team Leader for this year's Judging Meet. Great job Tim. I also want to thank Randy Hamlett for running the merchandise sale and helping with Judging the 1958 Corvette. Remember guys we could not have done the 2026 RMC Judging Meet without your help so thanks to you all for coming out and helping.

Next up I went to the Intermountain Regional in Spokane, WA and this time I took a plane with long layover in Portland, OR and San Jose, CA. The Regional was at the Northern Quest Resort and Casino on September 17-19. Lots of Corvettes but no 1965 Corvettes this time, strange. On Sept. 18 I was on the Open Class for Judging Exterior on two 1964 Corvettes and three 1969 Corvettes. My Judging partner was from Canada by the name of Chuck, both he and I have never done Open Class. But Roy Sinor was the Team Leader for the Open Class which is 1953 to present or in our case 1964-1969. Took us a while to finish the exterior of all five cars. On Sat. Sept. 19, I was on the exterior team with Brad Hillhouse who also does the Advance Judging Seminar. We only had one car a 1978 Pace Car with 8000 miles on it. So, Judging was pretty easy on this one. I talked to the owners about the car and how they found it. Great regional and I am glad I went. That's all for now.

Save the Wave.
Martin Egan Judging Chairman



Chapter Meet at Stevinson Chevrolet



Pictures left to right: 1958 judging, Rick Reiff Top Flight, Bill Barcus Sportsman, judging field, Steve Bennett Sportsman, Andrew Dempsey Top Flight, and Mark Mohny Top Flight. Photos by Rick Reiff ED.



Chapter 3 - Reassembling the Chassis and Firing the Engine

This is the third chapter of the story of the restoration of a 1966 Corvette rescued from the original owner's field in central Indiana. It had been sitting outdoors for about 10 years at the time of the rescue. For a copy of *Chapter 1 - A Corvette in Need of Rescue!* or *Chapter 2 - Body Lift and Disassembling the Chassis* contact Tim and Carla Ehlers at tim.ehlers@att.net.



All photos by author.

By February of 2004, the frame repair was finished and all the other chassis and suspension components were restored. It was finally time to begin the reassembly. Carla and Tim made a pretty good team restoring the dozens of bolts, nuts, washers, and other fasteners. Our process of wire wheeling, sandblasting, and plating each one took many hours of patient work. Tim was active on the Corvette restoration discussion boards and read many reference manuals to determine the correct finish of each fastener.

There was a seemingly endless list of parts that needed restoration and reassembly. Another addition to the shop saw plenty of use, a 20 ton hydraulic press. Tim would hold the parts in position and Carla would operate the press. Sometimes the parts would snap into position which would create a loud pop and cause both of us to jump! The right tool can make all the difference and a press simplified the installation of bushings and u-joints.

The rolling chassis was complete in April. The gloss level of the paint and the finish on bolts and brackets was correct. We reproduced the shim and paint markings just as they were applied on the assembly line and we had a stencil made which shows the date the frame was built with the correct part numbers.

In May, we shifted gears to concentrate on the engine and drive train. It was a nasty job to disassemble the engine. A fellow club member recommended Competition Automotive Machine for engine machine work. We enjoyed working with the machine shop and the family of former



drag racers that ran it. Since this was the original engine and the preservation of the engine stamping was vitally important, we made it very clear that they could not damage the stamp pad in any way! Fortunately, the deck surfaces of the block were still true so no machining was required.

The Holley carburetor was a source of aggravation to the original owner and regularly gave them trouble. One story they passed on was from a vacation to Yellowstone Park. The carburetor was flooding the engine causing it to stall while they were surrounded by park wildlife! They were able to get to a campground where they were able to make a temporary repair and continue on their vacation.

Since the original Holley had been replaced, we bid on a correctly numbered junker on eBay. Between the two carburetors we had enough parts to build one good one. Holley offers a yellow dichromate replating service which we took advantage of to restore the olive green exterior surface.

We reassembled the engine in June and installed it in the chassis in July. All went smoothly and by July the clutch and transmission were bolted to the engine and the whole assembly installed in the chassis.

Tim really wanted to start and test run the engine before dropping the body back on the frame. If problems developed they'd be easier to address. Ideally, he would also figure out a way to drive the bare chassis like he did with his '59 but we weren't able to do that without a lot of extra work!

Tim drew up plans for a wiring harness and set of gauges that would be sufficient to start, run, and break in the engine. Carla built our electrical box and we were ready to fire up the engine for the first time in at least 12 years. After charging a spare battery, the engine started on the first try in September



of 2004. We ran it for 10 minutes at 2500 RPM before backing it down to an idle. It was smooth and strong and a reason to celebrate!



After 2 years, the restored chassis was ready to return to Waco in November of 2004. We registered the car for chassis and mechanical judging and pushed it onto the show floor figuring it would be easier to correct any deductions without a body in the way. The bare chassis was a big hit. It's not often people get to view the many moving parts of a Corvette chassis up close.

It was also neat to be able to tell the story to friends and Club Members. Many people remembered the seriously deteriorated car they saw a couple years earlier and were now able to monitor its restoration. The chassis and mechanical sections of the Corvette scored well with only a few items that needed to be fixed.

We returned home happy with our success and ready to tackle the body, paint, interior, chrome, and convertible top.

Best thing of all...we did it ourselves (with a little help from our friends)!

Next time: Body restoration and paint!



NCRS Events

2026

October 22-24
*Texas Regional,
Frisco, TX*

November 21-22
*MCACN
Rosemont, IL*

2027

January 13-16
*Florida Winter
Regional, Melbourne,
FL*

April 8-10
*Carolinas Regional
Clemson, SC*

May 13-15
*Adirondack Regional
Albany, NY*

June 3-5
*North Central
Regional
Rochester, MN*

August 1-5
*NCRS National
Convention
French Lick, IN*

October 21-23
*Texas Regional
Frisco, TX*

Please Extend a Welcome



*Membership Manager's Report
by Steve Beatty*

Our current membership is at 89 members. We have added the following new (or returning) members in the last 12 months:

Q4 2025/Q1 2026

Kenneth Karp
Andrew Dempsey
Barry Grossnickle - returned

Q3 2026

Lori Lennartz - returned

Q2 2026

Phillip Keeter

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

It's almost that time of the year to think about renewing your RMC membership. Watch for the 2027 RMC membership dues notices to be e-mailed on November 1st to those members whose memberships are expiring at the end of this year. Renewal online via the National NCRS website is encouraged using this link: <https://www.ncrs.org/forums/register/chapter-membership.php>

Add Member 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 them access to the NCRS Members Only web areas including the Technical Discussion Board, where they can track their Judging Points. <https://www.forums.ncrs.org/register/add-relatives.php>

I'm looking forward to seeing everyone at the remaining scheduled events this year.

Steve Beatty
NCRS-RMC Membership Manager
stingraycpa@hotmail.com



**Merchandise Message
by Randy Hamlett**

Greetings fellow RMC members
It appears that we are done with
the 90's plus temperatures for
the year. For that reason I want
to remind you that we have a
good selection of long sleeve
T-shirts, sweatshirts and vests.
If you need something to keep
you warm if you need a gift
idea for the holidays, give me a
call or send me an email. I live
in southwest Aurora.

Randy Hamlett
719-238-0628
rkhamlett5@myctl.net



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



Sweatshirt



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 - Embroidered w/Pocket (SM - XL)	\$30.00	Black
T-Shirts - Embroidered w/Pocket (XXL - XXXL)	\$35.00	Black
T-Shirts - Short Sleeve -Stenciled	\$10.00	Gray
T-Shirts -Stenciled (SM - XL)	\$10.00	Heather Charcoal
T-Shirts - Stenciled (XXL - XXXL)	\$15.00	Heather Charcoal
T-Shirts - Silk Touch Stenciled (SM - XL)	\$15.00	Black Heather
T-Shirts - Silk Touch Stenciled (XXL - XXXL)	\$18.00	Black Heather

Polo Shirt



Long Sleeve T-Shirt





Editor's Corner
By Dennis Dalton

Homemade

A former club member Bill Lucia, frequently handed down homemade tech tips he called Rattle Can Tips that were published in this newsletter. I had resurected some of those in the recent past and republished them. Sometimes small shortcuts and ideas make their way from one garage to another. Sometimes these shortcuts and ideas involve making homemade tools and other things. Tim Ehler's 1954 heater box inspection stamp published in the last newsletter is an example of that. So first of all, I have included some tech tips that Tim has shared with me and generously offered to have me reprint them as necessary. I have included two of them on the facing page.



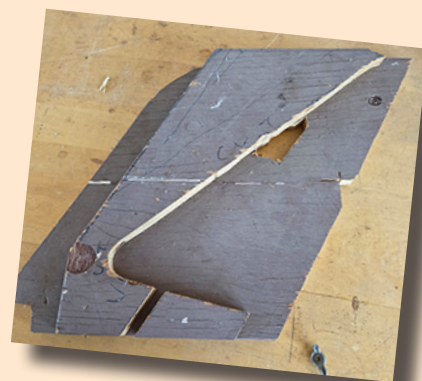
Secondly, I have a couple homemade tools and stamps that I am offering to share with the club. Possibly other members would have some things they wouldn't mind sharing with members. Could be just a page in the newsletter with a list of items. Well here goes some of mine:

For replacing ujoints in half shafts. 1963 -76. Maybe up to 82. The flanges are not very stout. They bend when you install the ujoint and ujoints wear prematurely. See RMC newsletter article 2005.



Replace a vent glass. 1963-1967. I made it for a coupe. Convertible vent glass is different. Not sure how different the frame is. This supports it so it won't bend. I requires substantial force to shove that glass in there .

Silkscreen type on 66 BB air-cleaner lid. May be correct for other applications.



Tech Tip Archive - Tidbits from Years Past By Tim Ehlers

These useful tips have been selected from articles published in previous editions of The Talepipe and are oldies but goodies.....for your reading enjoyment!

From an article originally published in the Summer Edition from 1996:

TECH TIP: Save those Candles!

Bits and pieces of birthday or decorative candles are extremely useful for taking apart rusty nuts and bolts; even those stubborn exhaust manifold nuts, bolts, and studs can be separated. Anyone having any savvy with the skillful use of heat for loosening rusted and "frozen" parts knows it is a slow, careful process. Heating the bolt or nut to a dull-to-medium red, then slowly and carefully turning with a wrench, socket, or whatever, may have to be repeated a dozen times or more. This repetitive step can almost always be eliminated when, after the first application of heat has cooled (just enough not to cause fire), apply a candle to the heated pieces. The wax gets drawn in and cleans and lubricates the threads. Most often, after a turn or two with a wrench, the bolts or nuts will

come apart from shafts. Many times, broken studs can be removed by MIG welding a slightly oversize nut onto the broken stud even if its broken into the recess, and then applying the melted wax process.

From a Buddy Williams article originally published in March, 1992:

FOILED AGAIN

When doing touch-up painting on the chassis, engine compartment, etc. use aluminum foil as a masking media. Aluminum foil conforms nicely to add shapes and does an excellent job on such things as wiring harnesses, brake lines, and linkages. It can also be reused.

WHEELCOVERS

Large trash bags make excellent wheel and tire covers when sanding or painting in the vicinity of your wheel wells. They don't hold dust like professional cloth covers do.

EASY VALVE ADJUST

You can adjust hydraulic lifters statically when rebuilding an engine by merely rotating the engine until the valve you want to adjust is on the base circle of the cam. Then merely tighten the adjusting nut until you can no longer rotate the pushrod with your fingers. Then tighten the nut about 1/8th turn beyond that point, and then repeat the process for the next valve in sequence, etc...

COOL IT MAN

When filling your cooling system with coolant, elevate the front of your car slightly to bring the radiator above the block to ensure that the coolant fills the block and thermostat housing.



4th of July picnic held at Rick Reiff's house



All pictures by Rick Reiff



Fall Road Tour

September 19th

Tim Ehlers, Dirk Gaddis and his friend Holly, Steve Beatty, Jack Humphrey, Steve Jacque (not pictured)

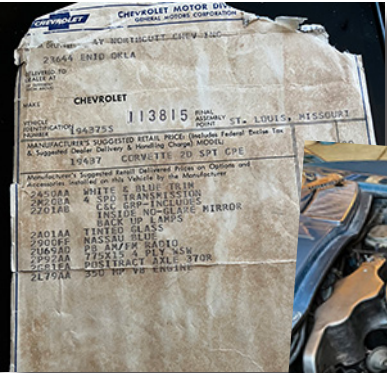


For Sale

1994 LT1 Red Metallic with grey leather interior. 123,000 miles. Top Flight Chapter Car. Founder's Award Car 2017. GM window sticker and build sheet, service manuals, car cover, 2 smart keys. Rebuilt Automatic transmission with less than 10,000 on it. Original windshield and exhaust system. New Glass top.New battery. Dennis Dalton 18790 cell/text 719-251-2033.
ddalton48@gmail.com



Up for sale 65 Corvette Sting Ray Coupe vin 194375S 113815. I bought it in 1975, owned for 51 years. original engine L79 327ci/350hp, casting correct #3782870. Factory stamp pad clear and untouched 5113815 F0 321 HT, intake manifold # 3844461 with snowflake stamp, diifferent carburetor, but i have the original # 3849804 List-2818 -1. It came with headers and Micky Thompson valve covers and a diamond tuck and roll interior, a blast from the past. The engine runs fine last started about 10 yr ago so it needs a mechanical awaking and complete overhaul on the brakes before hitting the road. It has always been in a garage when not driving. I am ready to pass it on to a real corvette enthusiast to take over stewardship of this car. I am asking for a fair market value. Thank you. Robert Duran e-mail robertdduran@comcast.net





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 1/4 page, \$40.00 for a 1/2 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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ECKLER'S

AMERICAN MUSCLE

Club Discounts Info from Phillip Morgan

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

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

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



Steve Beatty sold his car. Being loaded for the new owner in Texas. ED.

