

High Plains Shooter



Newsletter of the NCRS Rocky Mountain Chapter

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the UK**

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- April 19**
Swap meet and annual meeting
- May 17**
Museum Tour
- June 21**
Road Tour

Cover Photo

An RMC Chapter member based in the UK, Chris Sale sent in a picture of his 1964 Coupe out for a spin for this quarter's cover. Chris also sent a tech article which is published in this edition. ED

Tech session on C1 judging. Power-Point presentation by Tim Ehlers



Hello Rocky Mountain Chapter !



Chairman's Report
By Rick Reiff



Rick Reiff, John Hilborn and Russ Steinhouse at a past chapter event. ED

The first quarter of 2025 is behind us and the weather is warming up, which means it is time to dust off your Corvette(s) and get out and about. Stay tuned for road trip details that are to take place later this year (June and September).

In February we had a Board of Director (BoD) meeting and under new business we discussed the upcoming BoD elections that will take place during our annual meeting that takes place at Corvette City on April 19th. The board positions and the associated nominee are as follows: Vice Chairman, Steve Bennett; Judging Chairman, Martin Egan; Activities Chairman, Dirk Gaddis; and Merchandise Chairman, Randy Hamlett. The term for these positions starts in January 2026 and is for a two-year term. By now you should have received the associated ballot via a broadcast email I sent on March 25th. As stated in that email, you can bring the ballot to our annual meeting, send me your ballot via email, or mail it to me. Thanks in advance for taking the time to vote. Also, please say thanks to Steve, Martin, Dirk, and Randy for stepping up to be BoD members and helping our Chapter run smoothly.

As some of you may have read in the Winter 2025 Restorer, NCRS membership has been declining at a rate of 4.5 percent per year for several years now. Our Chapter membership has also experienced a decline, but not at the National rate. To keep both the National and Chapter organizations viable we need to recruit new members. As such, if any of your Corvette friends are not National/Chapter members, I employ you to reach out to them and promote the benefits of membership in NCRS. With the recent expansion of the generation of cars that are judged (1953-2007) as well as implementation of the Concours judging category, the organization is no longer just for owners of C1-C3 cars that are judged on how the car left the assembly plant. With the various technical sessions we have and road trips we go on, I think members, regardless of what year their Corvette was built, will benefit from being active members in NCRS. So please give this some thought and promote membership when you can.

In closing, I hope to see you at one of our events during Q2 of 2025,

Rick Reiff
Chairman

NCRS Calendar of Events

Northern California Chapter	April 11	Los Gatos, California
Hartland Chapter	April 25	Urbandale, Iowa
Heart of Ohio Chapter	April 26	Marysville, Ohio
Delaware Valley Chapter	April 27	West Chester, Pennsylvania
Arizona Regional	May 1-3	Glendale, Arizona
Northeast Chapter	May 16	Brookfield, Connecticut
Central California Chapter	May 16	Bulleton California
Metro Long Island Chapter	May 18	TBA
Adirondack Chapter	May 30	Wappingers Falls, New York

The above calendar of events are listed as a reminder of what is happening during this publication cycle; April 1 through June 30th



Membership and Top Flight Chair Report by Steve Beatty

Steve Beatty
Membership Manager
stingraycpa@hotmail.com



We have started the year with the following new members:
Tom Pora (returned)
William Colvin - 2021

Please extend a welcome to these new members at a future meeting. With these new members, our current membership is at 90 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 2027.

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>

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>

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.

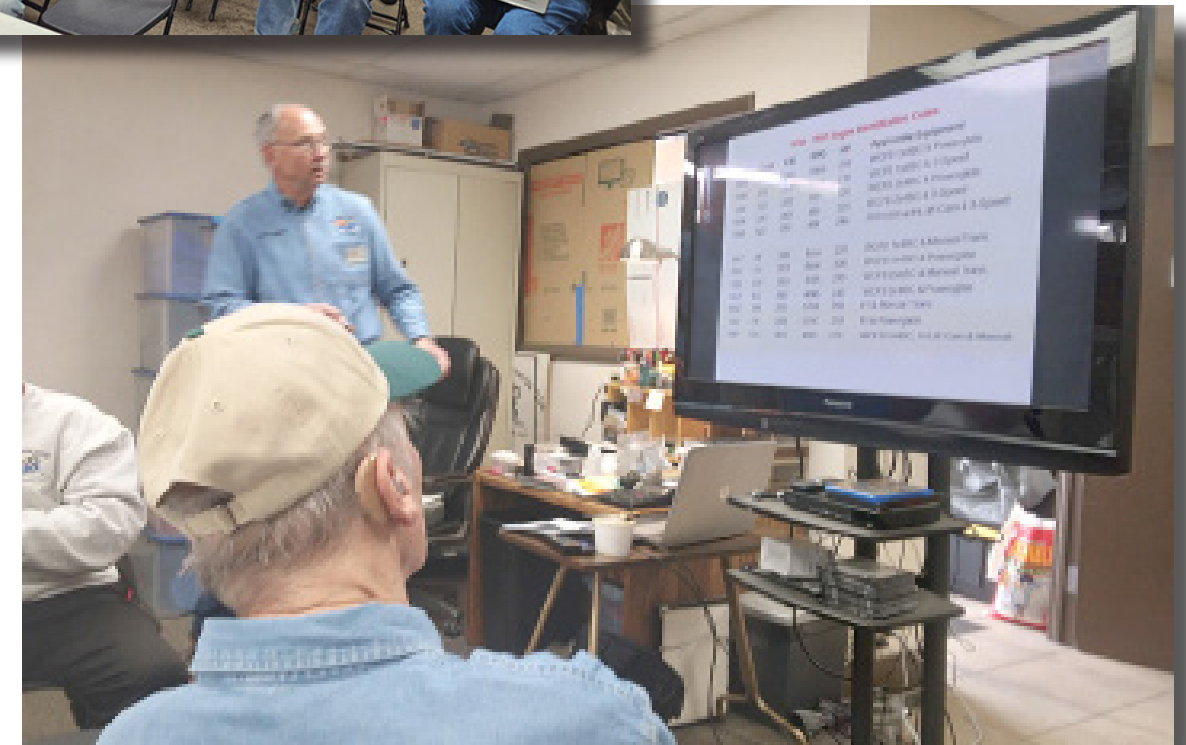
Steve Beatty
Membership Manager
stingraycpa@hotmail.com



Editor's Corner
By Dennis Dalton

February 15 we had a tech session hosted by Dirk Gaddis on brake systems. We had a good turnout even though there was a mild blizzard that started during the presentation. March 15 we had better weather. Tim Elhers put together a judging school on C1 Statistics and Judging for 1953-1962 cars. It was a very informative power point. Tim can send you a copy of the power point if you have not already received one. You can mention it to him on Saturday April 19, when we have our annual swap meet and general meeting and elections. Hope to see you there.

Right and below, two pictures by Jack Humphrey taken at the tech session on brake systems.



Tim Elhers presenting the power point

Greetings from a UK - based RMC member. I was a founder member of the UK Chapter which unfortunately is now no more.

I recently put together an article describing the problems I had been having over the last few years with the turn signal switch on my '64 coupe.

I thought this might be of interest to RMC members.

Best
Chris Sale
NCRS 11971

C2 1964-1966 TURN SIGNAL SWITCH PROBLEM

I live in the UK and have a 1964 L75 Coupe that I have owned since 1986. At the time of purchase the odometer was showing a little over 14,000 miles, seems low after over 20 years but the car had spent much of its life in the Bahamas. I have now added a further 135,000 miles. (see cover photo. ED)

Back in 2018, while returning to the UK from Le Mans, my LH turn signals decided that they would only flash if I kept a firm downwards pressure on the indicator stalk. This was the first problem I had ever had with the electrical side of my turn signal switch, and was the start of a long and frustrating learning experience.



Photo 2 – Cancelling Pawl

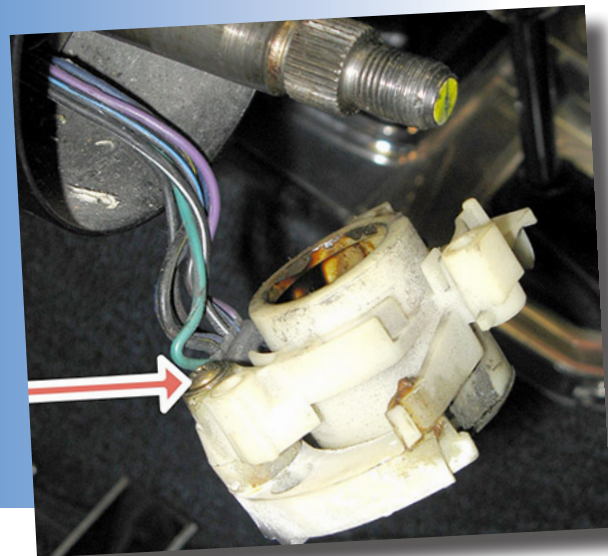


Photo 3 – Cancelling Pawl Retaining Screw

Once back home I pulled the steering wheel to have a look at the turn signal switch. Unfortunately, the switch contacts are neatly covered by the lower half of the cancelling pawl (Photo 2) and the screw that retains the cancelling pawl is on the other side of the switch. The screw that you can see above the turn signal stalk is one of the three screws that attach the switch assembly

to the column. There is thus no option but to remove the switch from the column in order to remove the cancelling pawl retaining screw (Photo 3).



Photo 4 - Wiring

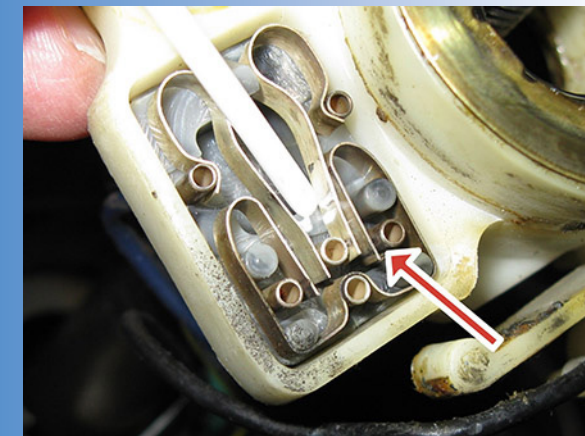
Removing the switch from the column is easier said than done. The bundle of wires from the switch to the connector lower down on the steering column must be pulled and pushed through a tight space between the column and the bracket below the instrument panel (Photo 4).



Photo 5 – Cancelling Cam

With the switch off the column, you can now remove the cancelling pawl and see the contacts. With the cancelling pawl partially lifted out of the switch, you can see the cam that moves the spring contacts as the indicator stalk is moved up or down (Photo 5).

Photo 6 – Spring Contacts



The LH indicators were not flashing because the long spring contact on the right had become out of shape. Unless firm downwards pressure was maintained on the indicator stalk, the long spring was no longer able to press the lower contact spring against the lower right post that connects to the flasher (Photo 6).

Club Discounts Info

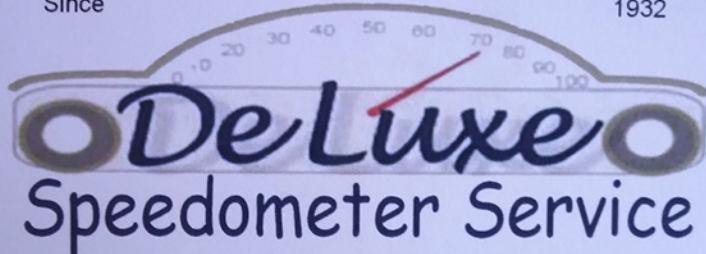
from Phillip Morgan

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

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

If you have any questions, you can contact:

Phillip Morgan #1340
3281 S Oneida Wy
Denver, CO 80224w
720-544-1666



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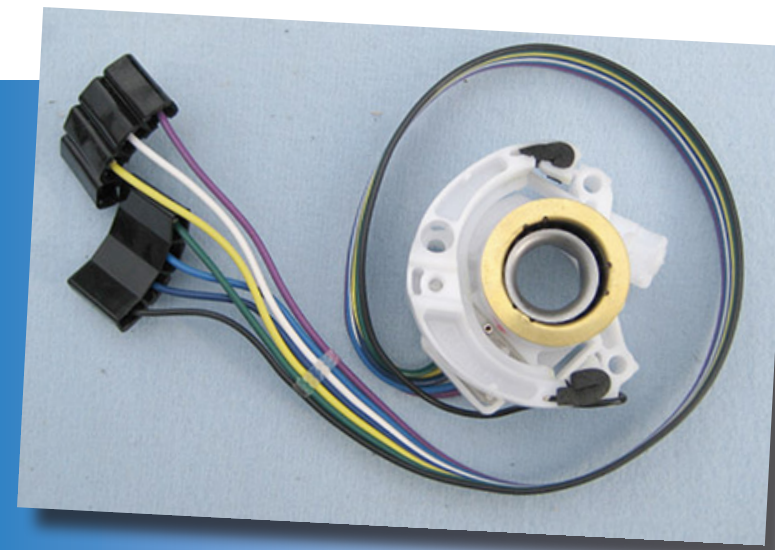


Photo 7 –
New Switch

I removed the long RH spring, bent it back into shape, and reinstalled the switch. The LH indicators now worked again, but only until 2020 when again they would only work with firm pressure on the stalk. This time I ordered a new Corvette Central switch from Corvette Kingdom, the leading UK Corvette Workshop. However, this comes with the large contacts to connect with the loom below the steering column already attached (Photo 7).

Photo 8 –
Incorrect Spring Material



I would have to disconnect the wires from the large connectors and feed them individually through the steering column, no chance! However, I soon realised that since there was nothing wrong with the switch itself, all I needed to do was remove the spring contacts from the new switch and install them in my switch. Job done, or so I thought!

Fast forward now to April 2024, when during an event with Corvette Club France my RH flasher would only work with firm upwards pressure on the stalk. Here we go again. On looking at the spring contacts after returning to the UK I found that the spacing between the two long spring contacts was much wider than when I had installed them (Photo 8). In other words, the new contacts had worn out after less than four years (about 12,000 miles). It was clear that these had not been made from the correct grade of spring steel.

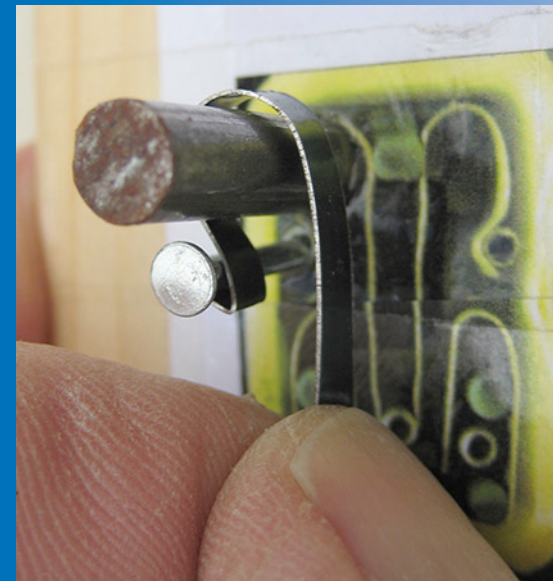


Photo 9 –
Jig for Springs

After several more attempts to get the original contacts to work, and trying new contacts made out of steel strip that only worked for a short time, I finally found some proper 0.3 mm spring steel sheet on eBay. Trying to bend thin strips of this into the correct shape was an exercise in frustration until I made up a jig by installing nails of the correct diameter on to a full-size photo of the terminals in the switch. I was then able to bend the spring steel strips around the nails sufficiently to be able to install them (Photo 9).

That was in June 2024, about 2000 miles ago. Early days yet, but so far the switch has been working as it should. Life would be much easier if a supplier like Letric Limited would offer a set of replacement contacts made from the correct material!

Finally, I have not included any references to '63 and '67 Turn Signal Switches as these are different one-year-only switch assemblies. I do not know if these switches have the same spring contacts as the '64-'66 switch.

For Sale



Photos by Guy McMann



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 gcmann@jeffco.us for an appointment.

For Sale

.1961/1962 hardtop project. Top needs total restoration. All stainless and plexiglass. \$2500.00
Restored set of 1956-1959 seat frames and tracks (4 pieces) \$1600.00.

1958-1960 Rear tail light assemblies \$350.00

Randy Hamlett #3006 719-238-0628



From the Merchandise Deck

Saw my first dandelion yesterday, so Spring is just around the corner. That said gang, please look in your t-shirt drawers and see if it's time for a new RMC t-shirt. I will be at our next event April 19th. (unless it snows again) the annual club swap meet at Corvette City. Let me know if you need a new shirt or maybe a new hat. Also, if any of you have some thing to donate for our next raffle, please see me or leave with Gary at Corvette City.

Thanks Randy Hamlett

[rkhamlett5@q.com](mailto:rksamlett5@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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