

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

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

Vol. 27 No.3

3rd Quarter 2020

Chair Report	1-2
Membership	2
Activities Report	3-4
Judging Chair	5-6
1968-1976 radio repair	7-8
For Sale	9
1968 Fan Shroud Survey	10
Corvette Museum	11-13
Merchandise	14-15

August 15

Tennyson Center Charity
Car Show CANCELLED

Sept. 19

Road Trip TBD

Oct 17

Tech Session TBD



Chairman's Report
By Rick Reiff

...it is not too late to add your name to the ballot!

Hello Rocky Mountain Chapter. With social distancing still being recommended we were able to squeak in our June road tour which took us through some beautiful Colorado Rocky Mountain scenery. Jeff Roth, our activities chair, provides more on that in his report. I was hoping by now we would have a good idea of when we could have our annual meeting, but

with a resurgence in COVID-19 cases we want to adhere to social distancing recommendations and will hold off for now until we feel RMC members feel okay about having a meeting. As such, check your email for any word about a meeting if things improve before the next newsletter (October).

As you know the National in French Lick was cancelled and this was to be the "Year of the 1970" and due to the cancellation is to be combined with the Year of the 1971 at the 2021 National in Palm Springs. As in prior newsletters, I'll provide a little information about the current "Year of" car, a 50-year look back at what was going on with Corvette production at the time. John DeLorean, who had come over from Pontiac was the new GM for Chevrolet and decided to extend the '69 MY production until the end of December 1969. As a result, there were only 17,316 (10,668 coupes and 6,648 convertibles) 1970 Corvettes produced in St. Louis, the lowest production level at that time since 1962. On the exterior, the '70's body had new flared fenders to help mitigate the issue with rock chips experienced with the '68-69 body style and wider tires. Also new to the exterior were the 'eggcrate' grill up front on the grille and on the side fenders, replacing the vertical slots, which are to increase air flow through the engine compartment to help keep under hood air temperatures down and also to relieve buildup of pressure that caused unwelcome lift and



associated aerodynamic issues at increased speeds. At the rear of the car the exhaust tips were changed from circular to rectangular in shape.

In the engine compartment, a new high-performance small block was offered in the form of the LT-1, which was rated at a conservative 370 hp with 11.1:1 compression. The small block Corvettes were essentially at a 50/50 front/rear balance and were some of Zora's favorites because of their responsiveness and handling (also in this category were the '65 FI cars). A limited edition, special ZR-1 package was offered with the LT-1 engine and included special brakes, F41 suspension, and M22 rock-crusher transmission. However, only 25 of these cars were ordered, an extremely rare C3 indeed. It would be a long time (ex. C4 LT5/ZR1 and C5 LS6/Z06) before the Corvette would see such a high-performance small block. Big block power was hard to argue with and for '70 the displacement was increased from 427 cid to 454 cid by increasing the stroke to 4 inches and keeping the 4.25-inch bore. Gone was the 3x2 carburation of the 435 hp and 400 hp 427s, which were replaced by an LS5 option with 390 hp and single 4-barrel carb. A higher output big block (465 hp LS7) was on the books, but never installed due to raising concerns with insurance companies and the looming need to be able to use unleaded gas.

Although not as serious as a change from '67 to '68, the changes are numerous from '69 to '70 and easy to spot. The difficulty comes when trying to determine the difference from a '70 to '71, which I'll discuss in an article in the future.

As I mentioned in the Q1 and Q2 newsletters we will elect the following positions for a two-year term beginning January 1, 2021: chairman, secretary, membership, and newsletter editor. It is good to have some turnover (i.e. new blood) within the BoD, so if you are interested in being on the board, I want to encourage you to consider running for one of the open positions. Please reach out to one of the BoD members with any questions regarding how the board operates and associated responsibilities. It's not too late to add your name to the ballot. If social distancing is in effect the rest of the year we will send out and collect ballots via email.

Stay healthy and enjoy the rest of the summer.
Rick Reiff
Chairman



Membership Report
by Steve Beatty

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

David Domenico - 1963
Kent Gibbs - 1958
George Scott - 1957

With these new members, our current membership is at 132 members.

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>
REMINDER, you must be a current member of National NCRS to be a member of RMC.

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

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

Steve Beatty
Membership Manager
stingraycpa@hotmail.com



Activities
by Jeff Roth

In June I set up a road tour for the club.

Greetings, I hope you all are well and being careful in these crazy times. I know most of us are tired of hearing that and tired of staying home most of the time, but we need to take care of ourselves and others. That being said, we cannot have any formal meetings right now and I miss seeing everyone.

In June I set up a road tour for the club. I tried to make it as safe as possible given the precautions we are advised to take. On the 27th we did the "Three and a Half Passes Repeat". I had 18 RSVP's which is the most since I've been Activities Chairman. I guess lots of you were wanting to drive those beautiful cars as much as me. There were some last-minute cancellations, so we ended up with 14 Vettes on the trip.

At the starting location, Fred had to bow out due to the split in a front tire, so 11 of us headed out. [read Fred's account of the mishap at the end of this article. ED] We broke into three groups and hit the road to Kenosha pass. On the way we picked up two members that met us on the road. We stopped on top to appreciate the view of South Park and then we went through Fairplay and over Hoosier pass into Breckenridge. We stopped for lunch next to the Beaver Run Resort near the ski lift for our picnic. We all had plenty of space to spread out and eat at outdoor tables.

Several members split off to do other things. Ted headed to Vail. Bob and Rene' walked into town. Rick Reiff's brother came to our lunch spot and what popped into my mind was the theme for the old Patty Duke TV show about the identical cousins: "they laugh alike, they walk alike, at times they even talk alike." The rest of us headed to Swan Mountain road and on to Loveland Pass and home.



Kenosha Pass
photo by Rick Reiff

I think everyone had fun, I know I did. We were all in awe of John Amen's beautiful C-8. We also welcomed for their first road trip, Gregg and Barb Brand in their newly restored 1973. What a wonderful Colorado day it turned out to be.

As I told you in a previous email, we have canceled the Vette event at Tennyson House. We still made a \$500.00 donation to them and will treat all the staff and kids to pizza that day anyway.

I am going to set up another road trip in August on the 15th as well as our September 19th fall road tour. Once I get the details together, I will send out a blast email to you all. I will make it as safe as possible!

Take care everyone, I'll be in touch.

Jeff Roth



Stock photo, not Fred's tire. ED



John Amen's beautiful C-8. photo by Rick Reiff

Road Trip on Run Flats

Last Weekend (6/20/20) I was heading for our Spring Road Trip for 2020 meeting at the Home Depot in Littleton, CO. . On I -70 and hit a BIG pothole on the front right side of my C- 6. A short time later I noticed the dash said "Right Front Tire Flat ". I slowed down to 50 mph and limped into our meeting place the Home Depot on Quincy on I-270. There I saw the right front tire outside tire wall blown out.

When my fellow RMC Brothers and Sisters arrived we had a Pow Wow at the bad tire. This was my first encounter with a Run Flat Tire (RFT) going flat. Ralph Ridge called Med Ved Chevrolet to see if they had a new tire but did not. Thank you Ralph. After everyone left for the mountains I left for the next tire dealer one off ramp away. Les Shwab tire center did not carry any RFT'S . Make a note not every tire shop stocks them. They gave me two phone nos. to call for close tire dealers. Called both Firestone and Tires Plus again no RFT'S and decided to try and limp home (Loveland) started up HWY 287 looking out both sides of car for any tire dealer. Noticed a Discount Tire shop and pulled in. They had 2 Goodyear Eagles that was the original tire when the C6 was new. The book says keep the same kind of tires on each axle so 2 it was going to be. The quote was \$756.12 mount balance out the door. Decided that was better than trying to make it home about 70 miles on a flat and damage the wheel. They did give me a Military discount \$50.00 to ease the shock, and I made it home. I hope this article helps any of you if you get a blow out on a RF tire. I question Chevrolet saying you can drive 100 miles on a flat RFT at 55MPH.

Thanks Fred Koenig NCRS 7496



John Marsico
Judging Chair

...my judging chair's message will be the following Corvette quiz.

I trust this message finds all RMC members and families well. I know these past few months have been a trying time. I keep reminding myself of what George Harrison reminded us of in 1970 when he sang "All Things Must Pass." I am certain that will be the case with this current pandemic.

Even though we have not been able to physically meet, I think it is important to keep our Corvette knowledge sharp. Therefore, my Judging Chair's Message will be the following Corvette quiz. Don't cheat and look to page ??? first for the answers. Once you complete this little test you can turn to page ??? to see how well you did. Finally I want to acknowledge Paul Schwack, Florida Judging Chairman, David Houlihan, Vice Chair, Midway Chapter and Tim Gilmore, Judging Chairman, Texas Chapter who supplied several quiz questions.

1. **How Many 'teeth' did the first production Corvette have?**
2. **What year Corvette featured a rubber front bumper and a chrome rear bumper?**
3. **In what year Corvette were glass T-tops first offered as an option?**
4. **What does CDCIF stand for in the NCRS judging system?**
5. **A member just purchased a Bowtie Award car. Can he/she enter it again for Bowtie judging so the award can be in the new owner's name?**
6. **What is the correct spelling for the newest NCRS Judging Division?**
7. **Name the 2 NCRS Preservation Awards.**
8. **Name the 3 NCRS Mark of Excellence Awards.**
9. **Name the 5 sections evaluated during NCRS Flight Judging.**
10. **A car is undergoing Operations Flight Judging. It fails to start. The owner secures a separate self-contained power source and with it the car starts on its own. As a result, the car will not receive an Ease of Start deduction. True or False**
11. **What NCRS award must a car achieve before it is presented for Crossed Flags Judging?**
12. **Name the 1964 Rock & Roll song that described the Stingray's California body modification.**
13. **What was this California body modification?**
14. **What is the minimum percentage a car must achieve to earn a Top Flight? Award?**
15. **What is the name of the NCRS award that is a test of a car's precise functionality?**
16. **The NCRS Bowtie and Crossed Flags awards are identical in prerequisites. True or False.**



17. **The owner of a 1961 ermine white Corvette is repainting it jewel blue with white contrasting coves. This car can be entered in the Stock Concours division.
True or False**
18. **A Corvette undergoing Crossed Flags judging must earn what percentage of points in the 4 sections to earn the Crossed Flags Award?**
19. **To become an NCRS Master Judge how many judging points must an individual earn?**
20. **What year did 7 men talking to each other in a bar in Angola, IN form the NCRS?**

ANSWERS

1. 13 Teeth dropping to 9 in 1958 and none in 1961
2. 1973
3. 1978
4. NO, a car is only original once so it can only be presented for Bowtie/Star judging one time.
5. Configuration – Date – Completeness- Installation and Finish
6. CONCOURS – Definition is an exhibition or contest, especially a parade of vintage or classic motor vehicles in which prizes may be awarded. The incorrect spelling is CONCOURSE which is defined as a large open area inside or in front of a public building, as in an airport or train station.
7. Bowtie/Star and Crossed Flags Award
8. Zora Arkus Duntov – 1953 – 1974, Dave McLellan 1975 – 1992 and Dave Hill 1993 – 1999
9. Operations, Interior, Chassis, Exterior and interior.
10. False – The start assisted car will receive a 50% deduction for Ease of Start.
11. A McLellan or Hill Mark of Excellence Award.
12. Dead Man's Curve
13. 6 Taillights
14. 94 Percent
15. Performance Award or PV Award
16. False - the prerequisite for a Crossed Flags Award is a Mark of Excellence Award
17. True - In the Concours Stock Division a color change is permitted if the color was factory available during the car's model year of production.
18. 90 Percent
19. 100 Judging points
20. 1974

1968-76 Corvette Radio Power Plug Repair

Brad Hillhouse, Author

Many of us have purchased a Corvette that has previously had a non factory stereo installed that would either play cassettes or compact discs. During the restoration process of a 1968 in my shop, we wanted to install the factory Delco AM/FM Radio and replace the cut up center gauge bezel with an original one.

Part of the process of installing the original Delco radio is to get power to it. Usually, the factory wiring harness and plugs have been cut and all you are left to work with is a tangled mess of speaker wires, butt connectors and wire nuts.

On 1968-76 Corvette radios, the factory wiring harness has a 3 wire plug that connects directly to the radio:
#1. Yellow = 12 volt keyed power. #2. Black = Ground. #3. Grey = 12 volt dash light. Originally, there was a black plastic three wire plug that slips into the driver side of the radio that makes the connection of these three wires to the radio. This also made installing the radio at the factory easier using one plug for three wires. During many aftermarket radio replacements, this plug gets cut off and thrown away making reinstallation of the factory radio a much more difficult job. I have seen people try and use individual blue butt connectors and slide them onto the spade terminals in the radio, but this is an easy way for the wire to slip and blow a fuse or worse, cause a dead short.

I have found that a very correct replacement plastic plug and wire harness with 6 inch wire leads is available from Corvette Pacifica. Part Number E14083. This harness allows you to plug directly into the factory Delco radio and have some extra wire length to connect to whatever is left from the prior radio (hack





job) installer. You can see in this particular Corvette, the yellow wire had been cut and spliced to power the aftermarket stereo. I wanted to make all the connections back to factory and eliminate any potential electrical issues. First, I slid a 2 inch piece of ¼ inch shrink wrap over each of the 3 new harness wires. Then I cut and stripped about 1 inch of sheath from each of the 6 wires and one

by one, wound the copper wiring together creating a good tight connection. Then, I used a soldering gun, a few drops of flux and a bit of solder and made the connections to turn my 6 loose ends into 3 solid wires. Let the wires cool down a bit, wash them off and scrub them a bit to remove any flux (this can continue to corrode the wiring if not removed), then cover the connection with just a tiny bit of dielectric grease, and then slide the shrink wrap over the connection. To finish, use your heat gun on the shrink wrap and complete the job of sealing in your work.

When done, you can retest your work with a 12v test light and you should have 12v power on the yellow when you turn your ignition key to on or accessory position. The grey wire is the radio backlighting and is connected to the headlight switch rheostat and will dim with all the other dash lights when you rotate the headlight knob. The black wire you can check with a continuity tester and verify that it goes to ground. Plug your factory Delco radio back in, and assuming you have your speakers and antenna hooked up correctly, you can be listening to your favorite radio station and pass your operations test for radio function!

Any questions or comments can be sent to Brad Hillhouse at BradHillhouse@yahoo.com



For Sale 10/19

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

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

For Sale 1/20

PARTS: 1967 coupe driver side NOS LOF vent glass. Soft Ray JZ date (May 1967), Original OEM power brake check valve 73-76 Corvette. Set of Gas Adjust shocks for C2, never used. Contact Dennis Dalton 719-251-2033 RMC Newsletter Editor

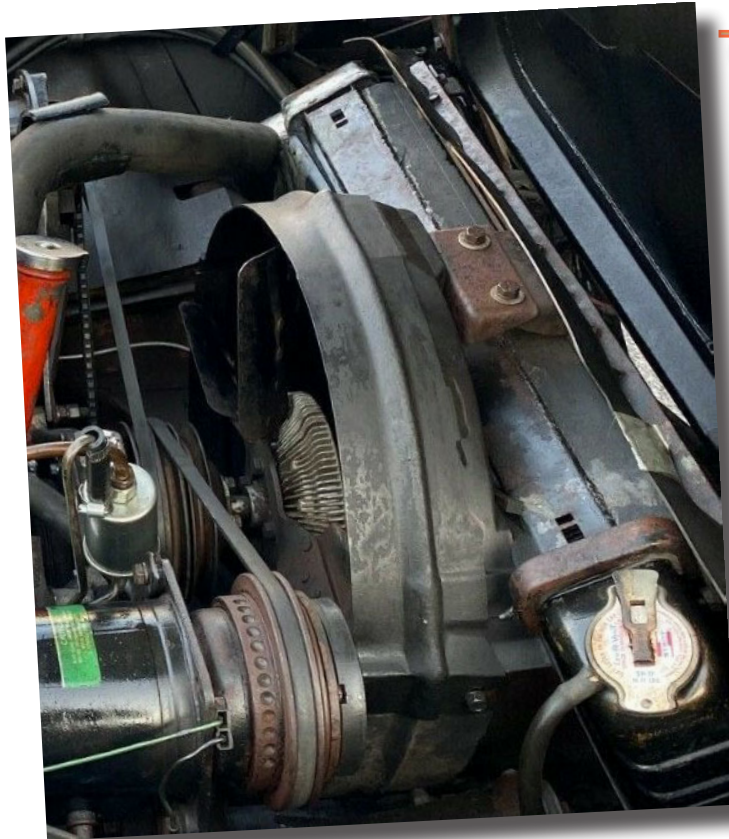
FOR SALE: 4/20

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

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



1968 Corvette Fan Shroud Survey



I have been doing research to update the 1968-9 TIMJG regarding fan shroud usage on 1968 Corvettes with RPO code C60 Air Conditioning. My theory is that there were up to 4 possible different fan shroud variations used during 1968 production, but I need more data of known cars to validate my research. If you own a 1968 Corvette or know someone that does, would you please contact me to help add to my data. Questions I will ask are last 5 of vin, Trim Tag date code, engine size, transmission, radiator type, and steel, fiberglass or fiber reinforced plastic fan shroud and possibly a photo depending on the answers to those questions.

If your 1968 is not a factory AC car, I would still be interested in having that information although it will not be used in the AC fan shroud survey, it will help document when the switch over happened from steel to fiberglass on non AC cars. Any information about any 1968 Corvette is greatly appreciated.

Photos and information to BradHillhouse@yahoo.com

Thank you! Brad Hillhouse



Barrett Benson
bsqaured@q.com

VIRTUAL BASH HI LITES & MUSEUM RE-OPENS

corvettemuseum.org
1-800-538-3883

VIRTUAL MICHELIN BASH HI LITES

On May 22nd, I alerted the Rocky Mountain Chapter members by e-mail of the NCM's conversion of the on-site Michelin Bash to an all virtual bash. While the Virtual Bash, May 28-29, may not have offered the usual "in person" connections, the enthusiasm and excitement were not stifled. Live seminars were conducted remotely by the presenters from their homes or businesses, while other activities were either live or pre-recorded by Museum staff.

Two ribbon cutting ceremonies were conducted by NCM staff, as well as walk-throughs of two galleries, and an introduction of one new exhibit. On Friday the E. Pierce Marshall Memorial Performance Gallery ribbon cutting and walk-thru ceremony was featured. Last December, the Museum announced that thanks



to the generosity of E. Pierce Marshall, Jr. the former Racing and Performance Gallery would be receiving a major face lift. The Gallery now features digital projection, interactive touch screens paired with artifact display cases, 180-degree video footage, and an impressive line-up of cars. Highlighted front and center in the exhibit is Pierce's C7.R.

Remember hearing of a 1954 Corvette that was 'entombed' in a brick room in the basement of a grocery store for nearly 30 years? The Corvette was donated to the Museum last year and a new exhibit replicates the actual tomb for the '54 Corvette.

I particularly enjoyed the following live seminars by notable presenters who answered a variety of questions from eager viewers.

Paul Koerner, World Class Corvette Mechanic, reviewed Corvette by generations, providing facts and information on each generation's successive improvements.



Doug Fehan, Director Corvette Racing, gave an overview of Corvette racing. Of importance to those who have purchased or are about to purchase a C8, Doug noted the engines in the two C8R racers in their first 2020 race at Daytona on January 23rd were used for testing, qualifying and racing without being replaced; therefore don't be afraid of buying a first-year C8! Tho disappointed that Corvette's 20-year consecutive attendance at Le Mans ended due to the pandemic virus, he agreed with GM's decision.

Kai Spande, Assembly Plant Manager, shared the safety measures that were taken to re-open the plant, with production resuming Tuesday, May 26. He said a few weeks are needed to bring assembly line levels to 225 Corvettes at one time. All 2020 orders will be completed before 2021 production begins. Convertibles have not been assembled yet, but will begin soon to fulfill orders. Public plant tours will resume after full production begins, but no date was given. Initially shipping will resume after a two-week holding time before reverting to the 2-day holding time.

Mobil 1 tech-talk presenters recommended oil changes be based on the Corvette’s oil-life indicator. Oil doesn’t have to be changed before storage, but should be changed once/year. Corvettes should be stored with the oil “hot” to prevent damaging moisture collection; also, a 20-minute start-and-run during storage is discouraged as the oil may retain the moisture. The C8 doesn’t need break-in oil nor an initial 500-mile change because Mobil 1’s 0W40 does not contain silicone.

Michelin representatives discussed the progress that has been made on tires, highlighting the many prototypes which lead to the creation of the next generation mid-engine Corvette.

Tadge Juechter, GM Corvette Chief Engineer, and Harlan Charles, Corvette Marketing Manager, presented C8 statistics. About 2700 Corvettes were assembled before the February 3rd shutdown. To date, Torch Red is the most popular color at 25%, followed by Arctic White at 15% and Black at 12%. Sebring Orange and Elkhart Lake Blue are at 7%, Rapid Blue, Ceramic Matrix Gray, Blade Silver and Shadow Gray are at 6%, Long Beach Red at 5%, and Accelerate Yellow and Zeus Bronze at 3%. Two new colors for 2021 models were announced: Silver Flare Metallic replacing Blade Silver Metallic and Red Mist Tint Coat Metallic replacing Long Beach Red Tint Coat Metallic. 2021 Corvette base prices will not change from 2020.



NCM RE-OPENED on June 8th, as announced by Dr. Sean Preston, NCM CEO.

Normal hours of operation are 8am-5pm CT.



Changes have been made to ensure visitor health and safety, as well as that of the staff, including acrylic barriers at interaction points, hand sanitizer provided throughout the Museum, and social distancing reminders both on the floor, via signage, and PA announcements. The Museum has increased the frequency of cleaning, perform daily temperature checks of the staff, and have temporarily limited access to items like touch screens. While face masks are not required, masks have been provided to the staff, and are available should a visitor request one.

NOTES: A new drive-through photo op is now available between Gate C and Gate D on Corvette Drive, with the Museum’s iconic Skydome in the background.



Encrypted Raffle Ticket Request Forms are available on the web-site for a 2020 Build Your Own Corvette (or \$60,000). Tickets are \$250 each, limited to 1500 tickets, and will be drawn Thursday, July 16. On Thursday, July 30, a 2021 Shadow Gray Coupe will be drawn at 2 pm, CDT. Tickets are \$150 each and limited to 1,500. On Saturday, September 5, a Torch Red Coupe is offered at \$20 each with unlimited tickets.

The C8 Chevrolet Corvette Stingray (\$78,820 as tested) was named a 2020 WARDSAUTO 10 Best Interiors winner from a list of 32 eligible new interiors.



Merchandise
By Eckhard Pobuda

We now have most sizes of the heather gray ring spun t-shirts, blue silk touch polo shirts, royal blue sweatshirts, gray sweatshirts with embroidered logos. This includes: Heather Charcoal Ring Spun Short Sleeve T-Shirts (Pic 1); Black Heather Silk Touch Long Sleeve T-Shirts (Pic 2); Blue Silk Touch Short Sleeve Polo Shirts (Pic 3); Royal Blue Long Sleeve Sweatshirts (Pic 4). All of this merchandise is available in all sizes. Also, we have replenished the inventory of several of our popular items such as the Chambray Shirts with embroidered pockets and Black Short Sleeve T-Shirts with embroidered pockets. Prices are shown in the attached Merchandise Inventory. Merchandise may be purchased at NCRS RMC events.

Eck

Item	Value	Color
2015 National Cooler	\$10.00	Blue
Aprons	\$15.00	
Challenger Jacket (SM - XL)	\$82.50	Red/Navy
Challenger Jacket (SM - XL)	\$82.50	Black/Black
Challenger Jacket (SM - XL)	\$82.50	Blue/Navy
Challenger Jacket (XXL - XXXL)	\$85.00	Red/Navy
Challenger Jacket (XXL - XXXL)	\$85.00	Black/Black
Challenger Jacket (XXL - XXXL)	\$85.00	Blue/Navy
Fleece Vests	\$35.00	Red
Fleece Vests	\$35.00	Blue
Fleece Vests	\$35.00	Black
Hats	\$15.00	Black
Hats	\$15.00	Black/Red
Hats	\$15.00	Brown
Hats	\$15.00	Beige
Hats	\$15.00	Beige/Green
Hats	\$15.00	Beige/Black
Hat Pins	\$3.00	
Pocket Knife	\$5.00	
Polo Shirt - Short Sleeve	\$30.00	Red
Polo Shirt - Short Sleeve	\$30.00	Blue
Polo Shirt - Short Sleeve	\$30.00	White
Polo Shirt - Short Sleeve - Silk Touch (SM - XL)	\$25.00	Blue
Polo Shirt - Short Sleeve - Silk touch (XXL - XXXL)	\$30.00	Blue
Subtotal Polo Shirts		
RMC Window Sticker	\$2.00	

Chambray Shirt (SM - XL)	\$35.00	Denim
Chambray Shirt (XXL - XXXL)	\$40.00	Denim
Chambray Shirt -Short Sleeve	\$30.00	Denim
Shopcoats - 38R	\$35.00	
Shopcoats - 40R	\$35.00	
Shopcoats - 42R	\$35.00	
Shopcoats - 52R	\$35.00	
Shopcoats - 54R	\$35.00	
Shopcoats - 56R	\$35.00	
Shopcoats - 58R	\$35.00	
Sweatshirt (SM - XL)	\$25.00	Gray
Sweatshirt (XXL - XXXL)	\$25.00	Gray
Sweatshirt (SM - XL)	\$25.00	Royal Blue
Sweatshirt (XXL - XXXL)	\$25.00	Royal Blue
T-Shirts - SS - Embroidered w/Pocket (SM - XL)	\$15.00	Black
T-Shirts - SS - Embroidered w/Pocket (XXL - XXXL)	\$20.00	Black
T-Shirts - Short Sleeve -Stenciled	\$10.00	Gray
T-Shirts -Ring Spun SS -Stenciled (SM - XL)	\$10.00	Heather Charcoal
T-Shirts - Ring Spun SS -Stenciled (XXL - XXXL)	\$15.00	Heather Charcoal
T-Shirts - Silk Touch LS -Stenciled (SM - XL)	\$15.00	Black Heather
T-Shirts - Silk Touch LS -Stenciled (XXL - XXXL)	\$18.00	Black Heather



Pic. 3



Pic. 1



Pic. 4



Pic. 2

Membership in the NCRS is open to persons interested in the restoration, preservation and history of the Corvette produced by the Chevrolet Motor Division of General Motors Corporation from 1953 through 1996. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Rocky Mountain Chapter of the NCRS is open to all members of the NCRS National organization. Dues are \$30.00 for the first year, and are \$20.00 per year for renewal. First year dues entitle the new member to a Chapter ball cap and membership nametag.

Advertising in the Rocky Mountain Chapter Newsletter is free to all active members, for all Corvette related items or Corvettes for sale. Commercial advertising rates for the Newsletter are \$15.00 for a business card, \$25.00 for a ¼ page, \$40.00 for a ½ page and \$60.00 for a full page. All rates are quoted for 4 issues or one-year printing. Contact the editor for further information. All editorial material can be sent to the editor.

NCRS registered marks used in this publication are: NCRS Founders Award□, NCRS Master Judge Award□, NCRS Performance Verification wAward□, NCRS Flight Award□, The NCRS American Heritage Award and NCRS Sportsman Award□, and are registered with the United States Department of Commerce and Trademark Office.

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

