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Welcome to the Intermountain Chapter Newsletter!

Welcome to the inaugural edition of the “NEW” NCRS Intermountain Chapter Newsletter!

We are absolutely delighted to have you as a part of the Intermountain NCRS community, and we couldn't be more thrilled to introduce this brand new platform to you. This newsletter aims to be your ultimate resource for all things related to the world of Corvette restoration and preservation with an emphasis on our Idaho/Montana region.

In this newsletter, we will be bringing you a wealth of content that we hope will inform, inspire, and enhance your passion for Corvettes. From expert restoration tips and techniques to feature stories on exceptional Corvette restorations, our goal is to create a space where you can immerse yourself in the captivating world of these iconic automobiles. Our team of dedicated enthusiasts and experts has worked diligently to curate content that we believe will pique your interest. We understand that your time is valuable, so we promise to provide concise yet valuable information. Whether you're looking for advice on maintaining your Corvette's originality, updates on restoration events and workshops, or stories of remarkable Corvette restorations from fellow enthusiasts, our newsletter will be your go-to resource.

But we also want to hear from you! This newsletter is not just about us sharing information with you; it's about building a vibrant community of Corvette enthusiasts. We encourage you to reach out to us with your own restoration stories, photos, and tips that you'd like to share. Together, we can create a rich tapestry of knowledge and camaraderie. So, what can you expect in the upcoming editions of the NCRS Newsletter? We'll also be highlighting upcoming events, such as car shows, auctions, and gatherings, where you can connect with fellow Corvette enthusiasts. Additionally, we'll provide exclusive sneak peeks into restoration projects. This issue serves as a “catch up” and to introduce you to leadership.

We understand that life can get busy, and it's easy to miss important updates. That's why we've made it convenient for you to stay connected. Our newsletter will be delivered directly to your inbox every quarter, ensuring that you never miss out on the latest news and stories. Furthermore, we invite you to follow us on social media, where we'll share additional content, behind-the-scenes glimpses, and opportunities to engage with the our Intermountain family. Thank you for being a part of the Intermountain NCRS community. We firmly believe that your love for Corvettes and dedication to their restoration make you an invaluable member of our society. Together, let's celebrate the beauty, history, and craftsmanship of these incredible automobiles through the NCRS Newsletter.

Warmest regards,

Danette Sawin, Gary Main
NCRS Intermountain Newsletter Team

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Inside this issue

Ned's Message.....	2
Membership Chair Report	4
Chapter Anniversary Dinner.....	4
Classifieds	5
T-Topless Vette	5
Judges Chair Report	6
The Legendary Muncie.....	7
Membership Info	8
Sign Up/Renewal Form	9

From the desk of the Chapter Chair Ned Smull

Greetings to all Intermountain Chapter members! Your Chapter has been in full swing for the 2023 calendar year which began with our first Board meeting of the year on February 1st with a full agenda of topics for the year including determining the dates and venues for our “flight judging” events for the year as well as reviewing the Chapter accomplishments for 2022. These will be discussed in further detail below after a quick Chapter history recap of 2019 -2021 for the benefit of new members that joined the Chapter during 2022 and early 2023.

The formation of the Intermountain Chapter primarily took place in 2018 with Chapter approval received in October 2019 by the National NCRS Board. Initial approvals are granted to chapters on a “probationary” basis for a period of one year. In this regard, our Chapter was approved just in time for the big COVID year of 2020 during which most NCRS activities were literally cancelled or postponed for the year. This resulted in the extension of the probationary period for up to an additional year. The 2021 calendar year was a very active year for the Chapter including Mike Doty (Judging Chair) leading two (2) “flight judging” events, a training session on “Standard Deductions” and “CDCIF” . Additionally, Chris Kline (Treasurer) made substantial progress in transferring our corporate status from the State of Washington to the State of Idaho and establishing our Chapter as a 501(c)7 non-profit. One of our founding members Bob Heffley published two (2) high quality newsletters and membership continued to grow faster than anticipated under the direction of Tammy Doty (Membership Chair) as well as the efforts of Bob and Gene Spranget. Finally, the Chapter enjoyed addition of Gene (Bozeman, MT) to the Board as Vice Chair. These activities resulted in the change in Chapter status from “probationary” to “full chapter” in October 2021. A chapter “Flight judging” meetup was held in April 2021 was held in the showroom of LUPO Motors in Boise and the second “flight judging” event was hosted in August 2021 in Post Falls, ID at the residence of Board member Gary Main and Kayla Main. Both events were very successful and well attended with a total of five (5) cars judged in 2021.

2022 also started the year with a February 1st Board meeting to set dates and venues for “flight judging” events. The “flight judging” in April 2022 was hosted by Board member Bill and Nancy Hirning at their residence in Caldwell, ID. The Chapter judged two (2) cars at this event. The second “flight judging” was planned to be held in Montana to serve the Northern Idaho and Montana members. Unfortunately, it became necessary to cancel the event due to the lack of participation and underscored one of our Chapter’s somewhat unique and ongoing challenges...a very large geographic area and large distances between potential event venues as well as large distances between Board member residences. This challenge also manifested itself in the Board of Director’s inability to facilitate needed Board meetings which required excessive communication by telephone and email. In this regard, Tammy Doty took on the challenge of researching, training and implementing ZOOM as an effective tool to improve the quality of Board meetings. Further, Bob took on the challenge of developing the Intermountain Chapter website which is compatible with the NCRS National website. Additionally, a Board committee explored the feasibility of the Intermountain Chapter sponsoring a Regional Meet in the Eastern Washington/Northern Idaho area. Although the Board ultimately decided not to sponsor/pursue a Regional Meet at this time due to the required commitment for substantial financial and personnel resources, the Chapter continues to grow its membership and financial independence which may allow a sponsorship sometime in the future. As an aside, the membership has grown from less than the minimum required membership of 25 to an official membership of 70 at the end of 2022. Finally, Chris Kline was able to deal with the various extensive delays posed by the IRS and finalized the non-profit status of the Chapter and attain compliance with the requirements of NCRS National.

As noted in the opening paragraph, 2023 will have continued to be an active year for our Chapter. We now have a member (Danette Sawin) with the expertise and technical ability to again produce a quality “newsletter” product for

From the desk of the Chapter Chair Ned Smull cont...

the Chapter. This “newsletter” is following the completion of our two “flight judging” events for the year which were held at the personal residence of the President of Valley Corvettes, Inc. Larry Brown in Meridian, ID. And at the personal residence of Chris and Jim Kline in Spokane Valley, WA. I will limit my comments here by stating the event was a great success and I suspect that our Judging Chair Mike Doty will comment on the event in more detail later in his report. Both events were well attended and resulted in 3 additional member cars being “flight judged” and an additional 2 cars judged under the new “concours” judging guidelines. Your Chapter members continue to participate in various “outside” events that has resulted in increased public exposure of the Chapter and has helped support various charities throughout the Idaho/Montana geographic region.

As an aside, the continued strong membership of the Chapter and action taken by your Board of Directors, the Intermountain Chapter was able to provide a small amount of financial support toward food for the volunteers at the NCRS National Convention held July 23rd through the 28th in French Lick, IN. This financial support was provided by various chapters around the country due to the loss of one of the largest corporate sponsors for the event. In this regard, I have received reports that the convention was a total success and the Intermountain Chapter was recognized for the financial support during the convention.

In conclusion, I will pass along a couple of thoughts at this time:

- One of the nice benefits the Chapter is now enjoying has been the addition of a Social Activities Coordinator. This function is being performed by a relatively new member Elizabeth Feffer who has demonstrated her energy and enthusiasm for the activities/events within the Chapter as well as events that are outside the Chapter in which our Chapter members may wish to participate. Please contact Elizabeth with any event or activity that you would like her to include in her schedule activities which is updated on a regular basis.
- Any members that have either not participated or have not been able to participate in Chapter activities thus far, please consider participation as you are able. Also, we are actively seeking a Chapter Webmaster to administer/update/amend the website as necessary to the benefit of the general membership. Bob has been serving as the “temporary webmaster” and we need to provide him some relief by appointing a more permanent Webmaster. Additionally, it has been nearly five (5) years since the Chapter formation process began. The Board members/officers have remained unchanged during this period to provide continuity during the initial years. The Chapter now has Board members that feel it is time to turn over their leadership rolls to other willing Chapter members. I am encouraging membership to review the various position descriptions/responsibilities of the various officer positions contained in the Chapter Bylaws. I am asking that you notify an existing Board member of interest you may have in one of the officer positions “now” or in “the future”.
- Initially the Chapter was providing a copy of the Bylaws to all new members; however, it is my understanding that not all members had received a copy of the Bylaws. Although I am pending changes in the Bylaw guidelines (chapters were required to submit a copy of their current Bylaws as part of the 2022 Annual Report to NCRS National) we will either forward the current iteration of the Intermountain Chapter Bylaws to the entire membership via PDF format or it may simply be included as part of the Chapter website.

Thank you all for your continued support of our NCRS Intermountain Chapter and wishing you all well as we fast approach the holiday season for 2023!!

Regards,



Membership Chair Report Tammy Doty

We are happy to announce that the Intermountain Chapter is up to 74 members as of September 2023.

We gained 10 new members so far for 2023. Please welcome the following new members.

Regina Collins
Todd Anselmi
Eric Eisenberg
Stuart Hammer-Huber
Cheri Cummins
Jeff Howard
Duane Markuson
Randy Nilsson
Michael Vargason

Looking forward to seeing everyone that can attend the Anniversary Dinner October 28th at the Club House of Jerry and Dee-Ann Siebum.

One last note from membership, it's a good time to check your personal profile information in the National Data Base, if you have changed your address, phone number or email. Please go to www.ncrs.org.

The Intermountain Chapter will be set up to take chapter membership dues on-line for 2024-chapter dues. More information will be sent out later this year.

Chapter Anniversary Dinner

This is also to invite each of you, and prospective members, alumni, and guests to our dinner on Saturday, October 28, 2023, starting at 6 p.m. It will be held at the clubhouse of members Jerry and Dee-Ann Siebum, at 9800 Gloxinia Street, in Star, Idaho 83769. The cost is \$25 per person.

This is an formal, casual event, and not an official chapter event. The Intermountain Chapter's genesis was five years ago this fall, after several members met at the 2018 NCRS National Convention in Las Vegas and decided to launch a local chapter which would include Idaho and Montana. This year is also the 70th anniversary of the Corvette, so that too, is worthy of celebrating. Our goal is to have a great time with as many attending as possible. We have therefore decided to keep the cost relatively low for a Saturday night dinner (i.e. \$25 per person).



The Siebum's have reserved the entire clubhouse for us. The clubhouse has on-site parking and is conveniently located in Star. For reference, it is within a 10 minutes' drive west of where many of us met this summer for the Cruz-In Car Show at the Eagle Christian Church (i.e. following State Highway 44 westbound, west of Highway 16). Dee-Ann and I will be purchasing the food and beverages for this dinner the week of the event. Our budget will be based upon the number of responses with advance payment. Therefore, to help us plan and purchase enough food and drinks for everyone, it is requested that members RSVP and pay by October 23, 2023. As this is an informal event, cash is the preferred method of payment (although we will also accept checks). To make payment easy, you may drop cash or check made out to NCRS Intermountain Chapter off or mail it to me at the address below.

Please note that my address on the NCRS Roster is a UPS Store located at 372 South Eagle Road #390, Eagle, Idaho 83616. This UPS Store is located in the same shopping center as the Eagle Albertson's supermarket located on the east side of Eagle Road (north of 44), around the corner to the southeast of the market (close to Kosta's Taverna Greek restaurant). In order to make payment convenient, the UPS Store staff will accept cash or checks for me; please place payment in an envelope addressed to Elizabeth Feffer, Box number 390 (with your name on the envelope). If you do submit payment to me at the UPS store, please also email me that you have done so, so your RSVP can be promptly counted.

Happy Motoring and take care,
Elizabeth and Dee-Ann

Classifieds

FOR SALE:

1968-72 Front Bumper—Made in the USA OER

Engineered to Meet or Exceed OEM Specifications, OEM Part Number: 2075 ; Mods #6147, Associated Years: 1968-1972, Shipping Dimensions: 7" x 65" x 20" , Weight: 10.6 pounds, Never installed—purchased and did not need Danettesawin@hotmail.com



Stock Exhaust Manifolds for 69-70 Vette

P/N 3932465 & 3932486, these have been sitting in my garage for 30 years. In pretty good shape less some surface corrosion that can be easily removed. Located near Billings MT—can pick up locally or ship. danettesawin@hotmail.com

To advertise in the Classified section, please email description of item and pictures plus contact info to Intermountain.Newsletter@gmail.com

1969 “T-Topless” Vette!

I hope you all had a great Labor Day weekend! I enjoyed spending my first Labor Day as a classic Corvette owner driving my 1969 coupe, “T-top-less”! While driving “America's sports car” around the Treasure Valley, I could not help but be grateful for all the American workers who made my car with such pride and quality that, more than a half century later, their work product was still being enjoyed. I know many of you have Corvettes made well before mine, and even today your cars get countless “smiles per gallon.”

My Corvette was one of the first 1969 Corvettes to roll off the St. Louis, Missouri assembly line in October 1968. There, the Chevrolet assembly line workers combined my car's essential components made throughout the United States: engine, Flint, Michigan; 4-speed manual transmission, Muncie, Indiana; frame, Milwaukee, Wisconsin; and car-

buretor, Rochester, New York. My car was made with such pride and quality that its original paint still reflects the sky. Even its power windows work! Many of you have Corvettes with engines made at the Tonawanda Engine Plant in Buffalo, New York; or transmissions made in Saginaw, Michigan. Of course, America's sports car is still assembled in the USA, with over 1 million Corvettes rolling off the Bowling Green, Kentucky assembly line over the last 40 years.

So, thank you to the American workers who have built, and continue to build, a car worthy of this great country!

Elizabeth & Dee-Ann





Judge's Chair Report Mike Doty

The Intermountain Chapter had another successful judging event on Saturday, 4/29/2023. We judged 2 Modified corvettes and a 1966 coupe for flight judging. Tim Ketlinski received a 2nd flight award for his 1966 convertible, while Jerry Siebum received a 427 award for his 1966 coupe and Carl Engle received a Top Flight Award for his 1967 coupe. We also initiated the Sportsman class with 5 of our new members entering their cars for display out of the 8 sportsman cars. All of the new members were between 30 and 60 years old. That definitely was something I was not used to but happy to witness. For all my judging friends around the country that have asked where the NCRS will be in 10 years, I may have an answer. The bonus was viewing the paperwork for a 1967 that came from the original owner and off the road since 1973. I am looking forward to seeing that car back on the road in the future. He is one of the new guys and we will be happy to help him with the restoration.

The weekend of 8/25/2023, members traveled great distances to participate in our Intermountain Chapter Judging event. We had members from Canada plus Washington, Oregon, Montana & Idaho attend the event. Friday night we were at Barlows and we had 20 +members and guests enjoy a nice dinner and conversations with our group. After dinner we returned to the motel for our chapter judging school where we discussed CDCIF and standard deductions as well as the paint flow chart we use for judging. Saturday morning, we traveled to Jim and Chris Kline's home and judged 2 very nice cars. Ed Fisher had trailered his 1962 all the way from Emigrant MT and Ray D'Ardenne trailered his 1967 BB coupe from Bozeman MT. It was a long 3 days for both of them. Thanks to Ed and Ray for sharing their great cars with us and provide us with a great day for learning. A special thank you to Jim and Chris for cleaning out the garage and hosting the event at their home in Millwood, WA. Ed received a Top Flight for his 1962, Red/Black Corvette with Ray receiving a 2nd flight for his Silver/Black 435HP coupe. We couldn't have pulled this off without the dedication of judges traveling 100s of miles to judge these cars. Thank you judges and sorry for all the road construction in Montana. We have Corvettes to judge next year from Spokane to Billings and we can't possibly judge all of them in 1 day so we will be planning how to handle the demand in the coming months. Stay tuned as we finish up the 2023 year. Thanks
Mike

The Legendary Duo: Exploring the History of Muncie Transmissions and the Corvette

Danette Sawin

In the late 1930s, General Motors recognized the need for a more robust and durable manual transmission to meet the increasing power demands of their vehicles. In response, Muncie Gear Works, a company located in Muncie, Indiana, was enlisted to develop a transmission that could handle the power and torque of high-performance engines. Muncie Gear Works, with its expertise and commitment to quality, introduced the first Muncie transmission in 1940. This early transmission, known as the Muncie Powerglide, was a groundbreaking design that set the stage for future developments.

Fast forward to the early 1950s, Chevrolet unveiled the first-ever Corvette at the 1953 Motorama auto show. Equipped with a six-cylinder engine and a two-speed Powerglide automatic transmission, the initial Corvette model lacked the performance expected from a true sports car. However, everything changed in 1955 when Chevrolet introduced the V8 engine to the Corvette lineup. Alongside this upgrade, the Corvette received a significant enhancement in the form of the Muncie three-speed manual transmission. This transmission, known as the Muncie M20, offered improved gear ratios and durability, providing drivers with enhanced performance and control.

The 1960s marked a turning point for both Muncie transmissions and the Corvette. In 1963, the Corvette Stingray was introduced, boasting a sleek and aggressive design. Alongside this iconic model, Muncie unveiled a new transmission, the Muncie M22, commonly referred to as the "Rock Crusher." The Muncie M22 was a close-ratio four-speed manual transmission that catered to the growing demand for high-performance vehicles. Its unique gear ratios and robust construction made it the perfect match for the Corvette Stingray's powerful engines. The Muncie M22 became synonymous with the Corvette's performance-oriented driving experience, and its reputation as a reliable and durable transmission only grew stronger.

As the automotive industry embraced advancements in technology, the demand for manual transmissions began to decline. In 1974, production of the Muncie transmissions ceased due to changing market preferences and the introduction of automatic and overdrive transmissions. However, the legacy of Muncie transmissions lives on. Corvette enthusiasts and collectors still seek out classic models equipped with original Muncie transmissions as a testament to their rich history and the thrilling driving experience they provide. The history of Muncie transmissions and their close relationship with the Chevrolet Corvette is one of innovation, performance, and legendary status. From the early days of the Powerglide to the iconic M22 Rock Crusher, Muncie transmissions played a pivotal role in shaping the Corvette's reputation as an American automotive icon. While time and technology have evolved, the spirit of the Muncie transmissions and the Corvette continues to captivate automotive enthusiasts worldwide. As we look ahead, we remain grateful for the engineering marvels and the memorable moments they have provided throughout history.





September 2023

TO: Potential new NCRS Intermountain Chapter members

We are accepting applications for membership in the new **INTERMOUNTAIN CHAPTER of NCRS**. You must be an **active member of NCRS National** to join the chapter. This Chapter includes Idaho and Montana residents.

NOW - 16 MONTHS OF CHAPTER MEMBERSHIP DUES FOR \$20

Please complete the enclosed membership app and return to Tammy Doty. Please make checks for \$20 annual 2023 dues (**during Sept-Dec 2023, all of 2024 is included**) to Intermountain Chapter NCRS (see application).

If you are or were a previous NCRS member and can't recall your member number, please call NCRS National at 513.760.6277 and select Membership, or call Marilyn Heitzman at 513.760.6277. Please leave a message if she doesn't answer. Marilyn can also take National dues fees and address changes by phone.

If you need to join NCRS now as a new member, please go to **NCRS.org** and register so you can get an NCRS number to include in this app. You can also register or renew by phone with Marilyn (above) if you don't have a computer.

Please contact me with any questions

Thanks,

Tammy Doty
Membership Chairman
NCRS – Intermountain Chapter
509.560.0250
T.DOTY@CHARTER.NET

Bob Heffley
Membership committee (Boise ID)
NCRS – Intermountain Chapter
818.219.9286
HEFFLEYS@YAHOO.COM



2023-2024 NCRS - INTERMOUNTAIN CHAPTER

MEMBERSHIP APPLICATION or MEMBERSHIP RENEWAL

Membership application OR RENEWAL fee is \$20 for each calendar year

Please make checks for \$20 to Intermountain Chapter NCRS, and send this form with payment by US mail to:

Tammy Doty 11810 Marble Road, Yakima WA 98908
(509) 560-0250 or t.doty@charter.net

***** OR ***** On-Line @ www.im.ncrs.org – check out our new website!!!

NEW MEMBER APPLICATION: (INCLUDES 2023 CURRENT YEAR DUES PLUS ALL OF 2024 CHAPTER DUES)

Name _____ Spouse / other _____

Address _____

City _____ State _____ ZIP _____

Phone mobile _____ Other phone _____

NCRS Member number (required) _____ (must be current NCRS member)

Years and models of Corvettes now owned _____

E-mail _____

The member by this application, does hereby undertake and agree to indemnify and hold harmless NCRS and the Intermountain Chapter, its officers, directors, or assigns for any acts or omissions to act which may result in vehicle theft or damage during the course of any meet, program or event of any nature whatsoever in connection therewith and wherever located, which NCRS or the Intermountain Chapter may sponsor. The member does so voluntarily and the member agrees to assume the risk of any and all damages to their vehicles without recourse to NCRS or the Intermountain Chapter.

Signature _____ Date _____

Intermountain NCRS

Membership in the Intermountain NCRS Chapter has many benefits such as restoration techniques from professionals, technical information, and publications that can assist you in finding rare parts to restore or maintain your Corvette, in addition to social and family events that



We Want You!

Calling all NCRS Members! We need your help to make our newsletter even better. We invite you to submit content and contribute to our vibrant and engaging publication. Your knowledge and experiences are what make our chapter special. Whether you have a technical tip, a memorable road trip story, a product review, classified item or an interesting historical tidbit, we want to hear from you!

By submitting content, you can share your passion with fellow members and establish yourself as a knowledgeable Corvette enthusiast. Your contributions will be credited, and your name will be recognized among your peers. Don't worry if you're not a professional writer - we welcome submissions from all members. Our editorial team will work closely with you to polish and refine your submissions.

Send your contributions to Intermountain.Newsletter@gmail.com by December 10, 2023. We can't wait to see what you have to offer!

Intermountain NCRS

Intermountain.Newsletter@gmail.com

PLEASE
PLACE
STAMP
HERE

