



**The Mason Dixon Blue and Gray
Spring-Summer 2025**

Member in good standing, National Corvette Restorers Society (NCRS) since 1991

NCRS Chapter Top Flight Award: Winner for 20 Consecutive Years

Activities: Judging Events, Social Events, Education and Learning Experiences, Philanthropy

Principal Charity: Mt. Washington Pediatric Hospital, Baltimore, MD

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Members,

I want to take a moment to introduce myself.

My name is Charles Elek. I am the new Chairmen of the Mason Dixon Corvette club, and I am looking forward to getting to know all of you.

I would also like to take this opportunity to ask Chapter members to e-mail or call me should you have any concerns or ideas you might have for making this club a continuing success going forward. In my mind, there are no bad suggestions or ideas, so please don't hold back and let your thoughts be known.

Summer is quickly coming to an end, so, let's get the cars out and enjoy.

Charlie

Vice Chairman's Report: Rick Aleshire

As many of you already know, I have been experiencing some pretty serious health issues which have made it impossible for me to perform the Vice Chairman's functions. However, in the last couple of weeks, I have been noticing some encouraging improvements and I am beginning to think that I can see a glimmering of light at the end of my personal tunnel. So, with that thought in mind, I thank you all for your concerns and kind words, and I hope to be back with you soon at full capacity.

Rick

Treasurer's Report: Rosemary Ranier for Edward Ranier

As of June 30, the Chapter had \$12,234.18 in its checking account and \$10,000.00 in the form of a bank CD. Thus, the state of the Chapter's finances is excellent.

Membership Chairman's Report: Glenn Gitschier

As of 4 August, we have 100 Chapter members in good standing. Our newest members are John Essepien, effective date, 1/12/25; Jennifer Stefanik and Travis Foreman, effective date, 3/3/25; and Moe and Barbara Johnson, effective date, 4/12/25. Welcome to all.

It is very important that you notify the National and our Chapter if you change your email address. The National NCRS sends out reminder emails several months before your member expiration date, so please don't ignore these reminders. You can update all of your NCRS contact information online at: <https://www.ncrs.org/forums/register/change-address.php>

I have also been sending emails and calling members if I see your National NCRS membership is going to expire within one month. Please contact me 410-688-7329 if you need to know when your National membership expires. You must be current member of National NCRS to remain a member of the Mason Dixon Chapter. Also, if anyone is interested in knowing how many Judging Points you have earned, I can now check that for you—just ask.

Last, this is an early reminder that Chapter dues will be solicited on or about 15 September with the drop-dead date for payment being 15 November—coincident with our Fall Membership Dinner. Dues for 2025-2026 remain at \$45.00.

Glenn

Judging Chairman's Report: Gus Tsamouras

Hello Chapter Members,

First and foremost, I hope everyone is enjoying their cars.

It has been a great year on the judging front for our Chapter, for me, personally, and for many of our members. Our Spring judging event at Adams Chevrolet was once again a huge success. We flight judged eight cars, had two presentation cars, and had participants from eight different states. We had a wide variety of fantastic cars and a diverse set of judges. I want to personally thank everyone who participated and especially those who volunteered their time to display their cars and also participate in the flight judging.

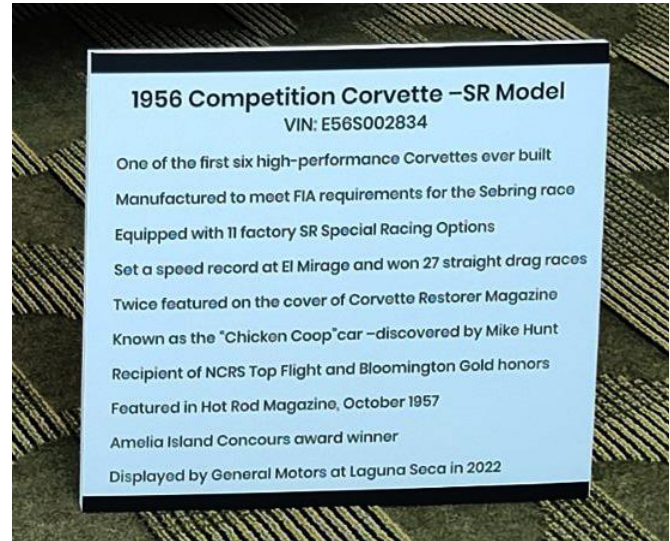
For those of you who might not know, I have been on the road participating in many Chapter, Regional, and National events. In the last eight months, I have been to about eighteen different events in ten different states and have judged a wide variety of cars. I can't begin to tell you how much fun I have had. The people, the venues, the social activities and, of course, the cars have all been great. And, I have been delighted to see many of our Chapter members at these events and I encourage all of you to try to make one or two.

At the Springfield Missouri Regional in July, I was privileged to have the opportunity to examine and document this fabulous and unique car.



It is a 1972 LT1 with AC and is the only 5-star bowtie specimen that is known to exist. It is totally unrestored and has received numerous awards and accolades. The owner was gracious enough to let me spend quality time with this gem after the festivities.

Also at Springfield, I was honored to be appointed as the body guard and babysitter of this fabulous car.



This is one of only six such cars ever built, is probably worth \$2-3 million, and I pledged to guard it with my life just for the privilege of being allowed to be around it. Worth every minute.

Our next judging event will be on October 11th at TPC Racing, Jessup, MD—the premier Porsche racing facility on the East coast. We will be judging five cars, and our Chapter member, Mike Levitas, has been gracious enough to let us use his facility. We are in need of judges and are actively looking for volunteers. If you haven't already, please contact me and become part of the judging cadre.

In closing, I encourage all Chapter members to try to participate in all our events including social and judging, and I would like to thank everyone for making ours the best Chapter around.

Gus

Social Activities Committee Report: Steve Lesser

Hi All,

I have been re-appointed Social Chairman for the Mason Dixon NCRS Chapter. As such, I hope to bring forward several interesting activities for the Chapter. However, I should note that for us to continue asking vendors and suppliers to host activities, we need participation from our members which has not always been forthcoming. For example, this month we had to cancel the Car Detailing Seminar at the Collector Car Corral in Owings Mills for lack of participation.

We did have a very successful event this month with the Mt. Washington Pediatric Hospital. We had nine cars in the caravan. We arrived at the hospital at 10:30 AM and the staff and the kids were outside waiting for us. The roar of the Corvettes excited the kids. (See pictures later in the newsletter.) We then went to the new Costa Inn for lunch, and each car driver received a \$10 bill for being part of this annual charity event. We donated \$750 to the hospital and the national NCRS will match that.

We have some interesting activities coming up:

Our next event will be at "Corvettes at Carlisle" from Thursday-Saturday, August 21-23, where we will hoist and host a Chapter tent. Please stop by and rest your feet, have a cool drink, and get out of the hot sun. We will be at Locations I 29, I 30, and H 29.

September (DTBD), in the planning phase is a Garage Crawl. We will visit some of our members' beautiful garages where they keep their precious Vettes. More details to follow.

October (DTBD), in the planning phase is a trip to a Corvette restoration shop in Allentown, Pennsylvania. This will be a bus trip. More details to follow.

October (DTBD), the annual paid up Chapter Member's luncheon. More details to follow.

Saturday, 15 November, is the date for our annual Fall Dinner Meeting. It will be held at Liberatore's in Timonium. More details to follow.

Look for emails with all of the particulars for these upcoming events. If you have any ideas for events or activities you would like to see the Chapter participate in, please let me know.

Steve Lesser

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Historian's Report: R. Bruce McCommons subbing for Jerry Blumenthal

Happy Birthday, 72 and Counting...



On June 30, 1953, the first Corvette rolled off the assembly line in Flint, Michigan, marking the birth of an American icon. Known as the original “Classic Corvette,” it debuted at the 1953 GM Motorama at the Waldorf Astoria Hotel in New York City. It was outfitted with a 6-cylinder, “Blue Flame” engine that produced 150 horsepower and was mated to a two-speed Powerglide automatic transmission. The first 300 Corvettes were made at the facility in Flint, MI, and were all Polo White convertibles with a red interior, black canvas tops, white wall tires, and two-spinner hubcaps. They did not have outside door handles; to get in the car you had to reach inside to open the door. The first 300 were built in a temporary facility in the rear of Chevrolet’s customer delivery garage on Van Slyke Avenue. After the first 300 were assembled, production moved to the new Saint Louis factory. Zora Arkus-Duntov joined Chevrolet that year and eventually became the first Chief Engineer for Corvette. And, the rest is history....

A little-known fact is that Zora actually owned only one Corvette in his lifetime, a 1974 Stingray featuring a 454 big block engine, automatic transmission, air conditioning, power steering, power brakes, and aluminum wheels. The car was given to him by Chevrolet as a retirement gift in 1975. Originally silver, then later painted green, the car eventually received a custom two-tone blue scheme when Zora asked a friend for a new paint job.

The car has been preserved and meticulously restored by the National Corvette Museum’s Collections and Preservation team. It will be the centerpiece of a reimagined Corvette Hall of Fame exhibition which will be launching during the Museum’s 31st Anniversary Celebration on August 28–30, 2025.

Webmaster Report: Rocky Baldino

Hello to all members and friends of the Mason-Dixon NCRS Corvette Chapter. I wanted to provide some of what it takes to manage our chapter's website and the Facebook group/page.

First, the website. Our Chapter website is hosted by the National NCRS Organization. This is why you will see www.ncrs.org/masondixon as the website address. They utilize Wordpress as their website hosting company. NCRS provides us a login and password to allow myself and the chapter chairperson to edit the information and layout as we see fit. I believe part of the dues paid to National, help cover the website hosting. In the future, our chapter could possibly have our own hosting of a website with more capabilities, but that comes with a big expense.

I took this over approximately three years ago. It took some written down directions and procedures from the previous website coordinator, but I was able to figure it out. Wordpress has plenty of tools for an average person to be able to do website work. There are plenty of very technical items that a true computer/tech person can get into as well if they know how to use coding.

My usual process is to receive event or meeting information and enter it to the calendar page based on a chronological order. I will add as much info as possible and have to be careful of not always adding personal information on who or how to contact the person to RSVP. I will generally use "see email for more info" to cover everyone.

From there, after an event, if pictures or videos are taken, I upload them to the site media page which allows me to post them to a separate page which is under the Photographs page. I then can create a hyperlink directly takes a person to that page. That link I add to the different places on the website under the events tab or photos tab. I even will have the pictures page for an event link emailed out to the chapter chairperson to be shared via the group. This all takes some time, but I can do this either on a cellphone or on a computer, both are user friendly.

Now, the Facebook part. I was able to create a Facebook Page and a Facebook Group. The FB page, is a Public page which allows anyone to "LIKE" and follow our Chapter. The FB Group is a Private section and you have to be approved by an administrator after answering questions. This allows us to promote the chapter via the public page and NCRS while allowing privacy to post private members info to the group page. I will post the same "Event" info as the website. Again, the usual "see email" part comes in to make sure member info stays off the net!

Pictures are instantly posted to the group and page. Again, the same pictures go to the website and the Facebook parts. We do this to get the word out about OUR NCRS chapter.

I have tried to do additional social media sites, but have yet to have enough time to be able to take on sites like Instagram, YouTube, TikTok etc. These can all be done, but I think we cover the Web well with the website and Facebook.

If you ever have an event you would like to see added, please seek prior approval from the Chapter Chairman or other appropriate Chapter Officer and then contact me by e-mail at rbaldinojr@gmail.com , or call or text me at 240-223-7057.

Facebook Page: <https://www.facebook.com/share/1NKfNPau2x/>

Facebook Group:

<https://www.facebook.com/groups/122601703266102/?ref=share&mibextid=NSMWBT>

Website: www.ncrs.org/masondixon

Thank you,

Rocky Baldino

Technical Report: Horn Button and Lock Ring Configurations, by Marvin Burock

Corvettes are widely known for their interim or “running” changes throughout a given model year and the 1977 vintage is certainly no exception. Consider the driver’s side front fender. On early cars, the alarm cylinder is located on the fender. However, no crossed flag emblem is present. Later in the model year, both the alarm cylinder and the crossed flag emblem can be found on the fender. Finally, in still later production, the alarm cylinder was removed from the fender since the alarm switch was now integrated into the driver’s side door lock. Hence, only the crossed flag emblem appeared on the fender.

Even more confusing is the variety of horn button and lock ring configurations that were used on the 1977 model. This tech article will examine each one in the order of their appearance in production. The first photo was taken from the 1977 Corvette sales brochure. The horn button shown is a pre-production version that never made it into production.



The second photo (red interior) shows an example of a 1977 Corvette with the 4-spoke “Vega” steering wheel. A common misconception is that this steering wheel appeared only on the 1976 model. While it is true that the 1976 Corvette was equipped with this steering wheel across all production, if you had not selected the N37 Tilt-Telescopic Steering Column option while ordering a 1977, 1978, or 1979 model, you received the 4-spoke steering wheel rather than the 3-spoke leather-wrapped unit. Production of Corvettes with the standard steering column in 1977, 1978, and 1979 was 2726, 2416, and 6344 units, respectively. The tilt-telescopic steering column became standard in 1980 and, as such, no Corvettes were equipped with the 4-spoke wheel that year and throughout the remainder of the C3 production run.



The third photo (smoked grey interior) is an early 1977 that shows the first configuration of the horn button and telescopic lock ring. Note that the horn button is brushed aluminum while the lock ring is the same color as the steering column.



The photo of the Corvette with a black interior shows the next horn button and lock ring configuration that was offered. Note that both the horn button and lock ring are brushed aluminum.



The final horn button and lock ring configuration is shown in the photo of the Corvette with a brown interior. Note that both the horn button and lock ring are the same color as the steering column.



This change was more than likely precipitated by a pending NHTSA Recall Campaign. NHTSA Recall 77V115000 was dated July 28, 1977 and affected 15,484 potential units. Without documentation from General Motors, it would be difficult to determine an exact production cut-off date for the brushed aluminum horn button and lock ring. However, a production date range can be derived using the NCRS Corvette Birthday Book. Since 15,484 units were believed to have been impacted, we might assume that the production cut-off date is Thursday, December 9th, 1976 since the end of day production serial number is 15,589. However, we need to consider the 2726 units that were built with a standard steering column since they were not part of the recall campaign. If we add the 2726 standard column units to the 15,484 potential units recalled, we arrive at 18,210 units which corresponds to a production date of Thursday, January 6, 1977 since the end of day serial number is 18,264. Since the standard column units were likely built throughout the entire model year rather than in a batch, the production cut-off date for the brushed aluminum horn button and lock ring should fall somewhere between 9 December 1976 and 6 January 1977.

Here is a summary of the recall. “The involved vehicles have steering wheel center hubs which fail to conform to Federal Motor Vehicle Safety Standard No. 107, ‘Reflecting Surfaces.’ The horn button cap and the lock lever have a brushed chrome finish. The surface reflectivity of this finish on some of these horn button caps and lock levers is approximately twice the maximum reflectivity allowed by the standard.”

July 28, 1977 NHTSA CAMPAIGN NUMBER: 77V115000		
COMMUNICATIONS:HORN ASSEMBLY:BUTTON:RING		
NHTSA Campaign Number: 77V115000		
Manufacturer GENERAL MOTORS CORP		
Components COMMUNICATIONS		
Potential Number of Units Affected 15,484		
Summary		
THE INVOLVED VEHICLES HAVE STEERING WHEEL CENTER HUBS WHICH FAIL TO CONFORM TO FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 107, 'REFLECTING SURFACES'. THE HORN BUTTON CAP AND THE LOCK LEVER HAVE A BRUSHED CHROME FINISH. THE SURFACE REFLECTIVITY OF THIS FINISH ON SOME OF THESE HORN BUTTON CAPS AND LOCK LEVERS IS APPROXIMATELY TWICE THE MAXIMUM REFLECTIVITY ALLOWED BY THE STANDARD.		
Remedy		
DEALER WILL REPLACE THE CAP AND LEVER WITH PARTS PAINTED TO MATCH THE INTERIOR TRIM COLOR AT NO COST TO OWNER.		
Notes		
VEHICLE DESCRIPTION: PASSENGER VEHICLES EQUIPPED WITH TILT TELESCOPING STEERING ASSEMBLY SYSTEM: STEERING: STEERING WHEEL CENTER HUB. CONSEQUENCES OF DEFECT: IF THE DRIVER DOES NOT TAKE STEPS TO ALLEVIATE THE DISTRACTION OF LIGHT REFLECTING OFF THE STEERING WHEEL HUB, THIS COULD LEAD TO AN ACCIDENT.		
1 Affected Product -		
Vehicle		
MAKE	MODEL	YEAR
CHEVROLET	CORVETTE	1977

Chevrolet dealers replaced the horn button and lock ring, if applicable, with a unit that matched the color of the steering column. Not all owners chose to have their horn button and lock ring replaced. In the case of my early production 1977 project car, the original horn button (shown by itself in the photo, below) is still present.



CHAPTER HIGHLIGHTS:

In the category of better late than never, Part 1...

Gus Tsmouras, our current Judging Chairman, proudly accepted the NCRS Chapter Top Flight award at the 2024 National Convention in Hampton Virginia. This was the 20th consecutive year that our Chapter has achieved this distinction.



And, Part 2...

Glenn Gitschier, our current Membership Chairman, was recognized as having achieved the status of a “100 Level Master Judge” and received the coveted Black Hat in the process. This award is presented at NCRS Regional award banquets and at National Conventions to

individuals who have been recognized by the organization and membership for having accumulated a minimum of 100 points in the NCRS Judging Recognition Program. To date, there have been 425 members accorded this honor. Glenn currently has 180 points and is working on scaling the next plateau—the 200 Level Master Judge.



And, Part 3...

New Chapter member, John Essepian, receiving his 100 Level Master Judge Award and Black Hat.



April 5, MCD Chapter Spring Dinner:

Approximately 50 Chapter members, their wives, and significant others enjoyed a delicious dinner, camaraderie, and entertainment at the Casa Mia restaurant in Parkton, MD. The highlight of the gathering was a magic show presented by Ira Katz' brother, Howard. Unfortunately, I have not been able to find any pictures of the event, but all attendee reports were pretty much the same: this was a first-class event and maybe the best ever.

May 17, Smyth Jewelers Car Show:

Several Chapter members attended the second annual show and displayed their spit-shined babies to the delighted crowd. Several also took home "Top Twenty" awards.



July 26, Mount Washington Pediatric Hospital visit:

Nine corvettes, their drivers, friends of the Chapter, and significant others caravanned from Steve Lesser's home to the Mount Washington Pediatric Hospital in Baltimore. While there, multiple pint-sized, wannabe race drivers ogled the cars, climbed inside, and proceeded to test the horns—repeatedly and with great gusto. Later, the Chapter presented the hospital with a check for \$750 and was thanked for its continuing tradition of support spanning over 21 years. Afterwards, Chapter members caravanned to the new Costa Inn at Timonium Fairgrounds for lunch. All reports are that great fun was had by all.





August 2, Cars and Coffee with Mike Levitas, TPC Racing, Jessup, MD:

Several Chapter members visited Mike's place, were treated to a tour of the facility, and got to see some really impressive cars.



COMING EVENTS:

Weekly: Cars and Coffee in the Aldi Shopping Center, Routes 1 and 24, Bel Air, MD, 0700-0900. Lots of neat cars to ogle and nice people to share car stories with.

August 21-23: Corvettes at Carlisle, we will have a tent, so stop by.

September (DTBD): Garage Crawl. Details to follow.

September (DTBD): Paid up members luncheon. Details to follow.

September 27 (Rain Date, August 4): Smyth Jeweler's Fall Car Show

October (DTBD): Day trip to a Corvette restorer shop in Allentown, PA. Details to follow.

October 11: Judging Event at Mike Levitas' TPC Racing, Jessup, MD. Approximately five cars will be judged. More details to follow. We need judges, so please contact Gus to sign up.

November 15: Fall Dinner Meeting. More details to follow.

POT POURRI:

In the category of, "Read it and weep because it might pertain to you..."

As reported by WMAR TV on 17 July 2025, thousands of Maryland drivers will soon need to replace their historic vehicle tags following a significant policy change. Previously, vehicles had to be at least 20 years old to qualify for historic car tags. However, as of 1 July, vehicles must be model year 1999 or older to qualify, a change that will affect approximately 72,000 vehicles, or one-third of all current historic tag holders in the state.

Drivers with historic tags which are no longer eligible because they are model year 2000 or later can keep their current tags until they expire. At that point, they'll need to get a standard registration and a safety inspection if there is not one already on file.

Maryland's stated justification for the change revolved around safety concerns—wink, wink. If you think you might be affected and would like to read the whole article, click on the link that follows.

<https://www.wmar2news.com/matterformallory/marylands-historic-vehicle-crackdown-impacts-72-000-registrations>

In the category of, “You’ve got a ton of money, have a burning desire to spend a big chunk of it, and feel the need for speed....”

Chevrolet has announced official pricing information for the 2025 Corvette ZR1. The new C8 Corvette ZR1 will be available with a starting MSRP of \$174,995, including \$1,695 for destination freight charge (DFC). With a top speed of 233 mph on the track, 0-60 in 2.3 seconds, and 1,064 horsepower, Chevy is saying that the new ZR1 is unrivaled by any current production car priced under \$1 million. Depending on model and trim level, MSRPs currently range from about \$175 to \$196k. And, should you choose to grab one, take some pictures, send them to me, and we’ll feature your new ride in the next newsletter.

In the category of, “How pretty IS your baby...?”

Corvette Central just began soliciting entries for its 2026 calendar. There will be twelve lucky winners with the primo specimen to be featured on the calendar cover. You have until 8/31/2025 to enter.



Corvette Central - America's Leader in Corvette Parts & Accessories



For complete details, check out the following link.

https://corvette-central.com/cr/AQj80REQr6VJGLCx6roB4ZGIPBgnq1Jq33-NTT2qGtfi-JB_0mudr3IgzpKxkiA

Fearless leader meanderings:

As mentioned in his Judging Chairman’s Report, Gus has been travelling the country meeting lots of really cool people, ogling lots of really cool cars, and garnering tons of judging points. What he didn’t tell you is that he now has 220 points and will be receiving the 200 Level Master Judge Award at the Las Vegas National Convention in September. Will get the black shirt to match the black hat. Go, Gus.

Closing notes:

I volunteered for this job on an interim basis because the guy—Rick Aleshire—who normally publishes our Newsletter is having some health issues that all of us are hoping are temporary and will resolve soon. If you liked the product, please let me know. If you didn't like it, please let me know. If you perceive any areas for potential improvement, please let me know and be as specific as possible with your comments.

As always, technical and other articles are wanted for the Blue and Gray and don't have to be elaborate or lengthy—just informative. So, if you are working on a project of any kind, have figured out a way to do something more efficiently or cost effectively, or you just have had an “aha” moment that you think might be worth sharing, please write it up and send it to me so other club members can benefit from your knowledge and experience. Also, if appropriate, please take and send pictures while remembering that they are always worth lots and lots of words—maybe even a thousand.

Last, thanks to all who contributed content to the newsletter. I couldn't have pulled this off without you.

Bruce