

High Plains Shifter



Newsletter of the NCRS Rocky Mountain Chapter

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

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RMC Schedule of Events

November

19
Tech Session at
Corvette City 11am

December

10
Georgetown
Christmas Market



Chairman's Report

By Rick Reiff

Well we are down to the last two months of 2011, we've had our first official snowfall, and Thanksgiving is knocking on the door. It's been a busy year since the Chapter holiday party back in January. Hopefully you have had a chance to participate in one of the Chapter's events. If not, I encourage you to join us as there is something new to gain or experience. As I've previously mentioned, I'm in the process of putting together a slide show to present at the holiday party in January and I am again making a plea for you to send me any pictures you have that could be used to help capture the events that took place in 2011. So please e-mail me any pictures you think the holiday party attendees would enjoy. I can be reached at: reiff@saic.com.

In September we had our annual Chapter Judging Meet and had a big turnout. Check out Jack Humphrey's article on the meet for details. Thanks Jack for coordinating another successful event.



In October Jack Humphrey and John Marsico led the judging school which focused on the fourth generation Corvette. Jack and John provided an overview of some of the differences and changes that took place during the C4

production run. Here are a few of the things I noted:

- There are two national C4 team leaders and 5 sub-groups for judging.
- In 1984 GM started using the “Intelligent VIN” tag and a lot more information was coded into the VIN than what was previously recorded.
- The body for the ZR1 ('90-'95) is wider in the rear than the standard C4 and the rear wheels have a deeper offset to accommodate the wider tires issued on the ZR1s.
- 1991 is the year that the front parking lights changed from a single lens to a wrap-around lens.
- 1994 is when the airbag became standard in Corvettes.



John had his '92 on hand for demonstration purposes and showed the group how to find the hard to see engine stamp and other hard to find items typically judged. We are going to see a lot more of these cars at judging events in the future so the timing was good to have a judging school that focused on the C4. It's interesting to see how the Corvette has evolved through the years and there were several gains made in performance, build quality, and efficiency during the C4 production run that are inherent in the C5s and C6s. Dave McLellan's book, "Corvette, From the Inside" is a good read about the development of the C4 and provides a good historical look from the early days of the Corvette up to the development of the C5. I think you would find it interesting and as we see more C4s on the judging floor, something that would give you some additional insight to the development of these cars. Thanks Jack and John for an interesting judging school.

Have a great Fall season!

Rick Reiff



Vice Chair Report

By John Marsico

By the time you get this issue of The High Plains Shifter we will be into the holiday season.

I know the definition of holiday season is different based on one's point of view. I think the retail people view the season as beginning just after Labor Day. I was surprised to find Christmas decorations in September at Hobby Lobby. For others, the season begins in October with Halloween decorations.

It seems to me Halloween decorating before the actual day began sometime in the late 1980's. I remember in those days seeing the spider webs in trees and the witch on her broom hitting a wall or tree. Now, I see lights in trees with many different types of yard decorations. In fact, my neighbor has a large blow up (inflated by an electric continuous running pump) orange pirate ship complete with an orange pirate in a black hat with the skull and cross bones. Somehow, I think an orange pirate is a bit of a stretch. I know I will soon see a blow up turkey for Thanksgiving followed by a blow up Santa Claus in a helicopter far in advance of Christmas Day. For me



a Santa Claus in a helicopter is an even bigger stretch than an orange pirate. I guess I can't get out of my mind's eye the sad face and eventual jubilant gleam in Rudolph's eyes combined with Gene Autry's melodic description. I am just a traditionalist.

I know this has been a round about way of my getting to the point. Happy Holidays to all of you however you choose to recognize and celebrate them.

Save the Wave,
John Marsico



**RMC Judging
Chairman Report**

By Jack Humphrey

It's officially Fall now and summer is in our rear view mirror. It's been a busy period from the judging perspective recently. We held our annual chapter judging meet and hosted our second chapter judging school of the year. Plus, RMC members have been active in getting out to nearby Regional meets (California and Texas) both with their cars and to work the as judges!

September Chapter Judging Meet

Our meet was held at Bozarth Chevrolet on Sunday, September 18th. The weatherman cooperated and gave us a lovely day!

We again used the on-line registration system from the NCRS web site and this time around just over 50% of those attending the meet registered electronically versus via snail mail and paper/pen. The computerized system saves me time and REALLY helps meet planning!

We had 16 cars register for Flight Judging, 5 cars sign up for the Sportsman Award, and one Mark of Excellence/Crossed Flag Award display car weigh in. In addition to the spotlight cars, another two registered as general display.

As usual there was some level of attrition. Everything in life doesn't go according to plan! We lost three Flight cars and one Sportsman entry before the day of the meet. But, this meet was above average in car turn out with a total field of 20 Corvettes, an EXCELLENT showing!

The registration count was 62 folks (excluding guests of members) and we were a busy group at Bozarth. We had 40 members work and earn judging credit at the meet and another four members run tabulations for a meet participation total of 44.

We also garnered out-of-area participation with an attendee from Clay Center, Kansas. Larry Byrnes brought his 1973 for Flight Judging and both Larry and his wife, Robin, helped out with the judging job!





Here are the meet award results:

NCRS Member	Year of Car	Award Earned
Ridge/Haliday	1958	Top Flight
Jim Arnold	1959	Top Flight
George Michel	1962	Top Flight
Al Lechman	1962	2 nd Flight
Mike Clabaugh	1963	Top Flight
Gary Oertli	1963	Top Flight
Arnold Yuen	1963	2 nd Flight
Michael Gebhardt	1967	Top Flight
Steve Mascarenas	1967	Top Flight
Robert Dugan	1973	Top Flight
Lawrence Byrnes	1973	2 nd Flight
Bill Barcus	1993	Top Flight
Rick Adams	1995	Top Flight
Mark Lehrner	1967	Sportsman
Peter Gregory	1973	Sportsman
Martin Egan	2005	Sportsman
Dan Termeer	2006	Sportsman



October Chapter Judging School

On Saturday, October 15th I conducted a judging school at Corvette City with the assistance of John Marsico. The school was in PowerPoint format and coordinated to a show and tell with John’s 1992 Crossed Flag winning Corvette.

The school was an introduction to judging C4 Corvettes (1984-96). Our focus was on the aspects of these cars that differentiate them from earlier C1-C3 Corvettes from a judging perspective. All Corvettes have wheels, but not all Corvettes have a trunk. There are certain aspects of a C4 car that make it just a bit different than those built before it...



Between changing PowerPoint screens and having a bona fide car to sample view, we covered the unique C4 issues as well as having the opportunity to actually tire kick! Hopefully, those who attended without prior familiarity learned a few things to justify their class day.

For the nineteen who attended school as well as those who worked at the chapter meet, you’ve been turned in and accepted for judging credit via the new on-line reporting system. You should be able to log-in at the NCRS National web site and see your new points credited.

Looking Ahead

There are no more judging items on tap for the balance of this calendar year. In March of 2012, I’m scheduled to conduct a new Judging School, so there’s more ‘fun’ in the pipeline. So, for now, happy holidays folks!





Membership/Top Flight Chapter Award Report

By Bob Montgomery

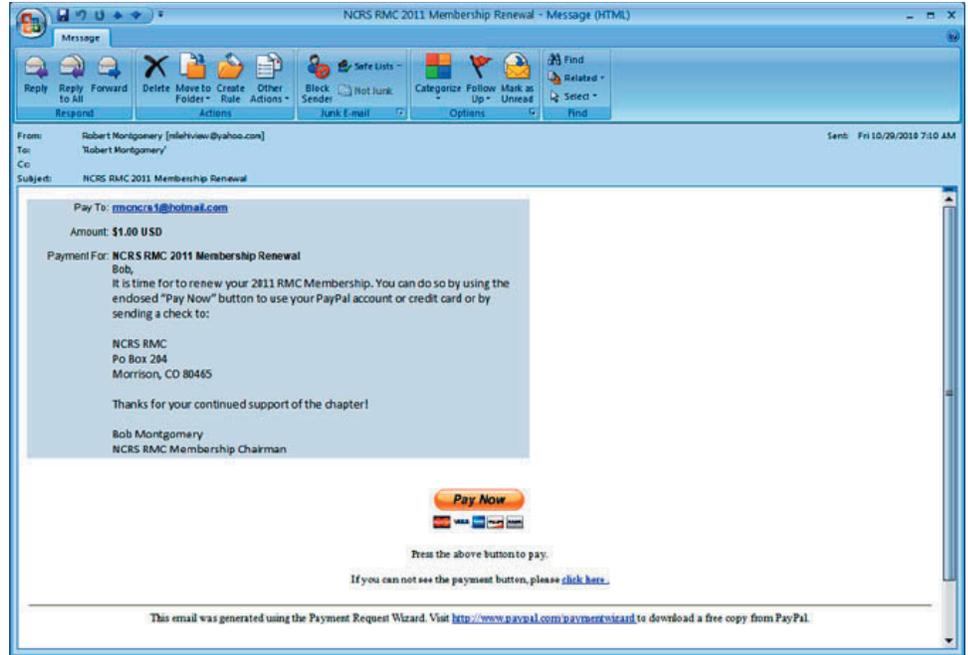
Wow, November has arrived much sooner than I expected this year! Chapter membership stands at 123 as of 10/31/2011. The newest members to join the chapter are:

- Mark Lehrner, Centennial, CO, 1967 Coupe
 - Rick & Beth Adams, Colorado Springs, CO
 - Donna Bauer, Westminster, CO
 - Ken Hill, Thornton, CO, 1970 Coupe
 - Jack Jansen, The Netherlands!
 - Steve Mascarenas, Eastlake, CO, 1967 Coupe
 - Jeff and Diane Roth, Parker, CO
- Welcome to the chapter!

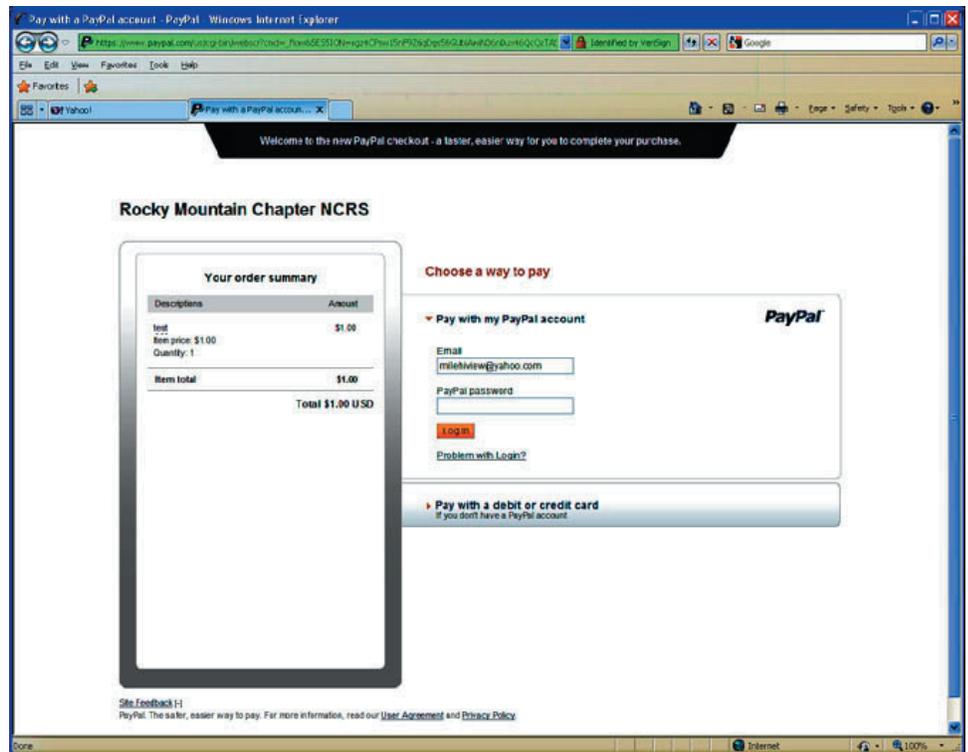
Membership Renewal News November/December is our normal time to renew your RMC membership. Again this year we have the ability to renew on-line using your PayPal account or a credit card via the secure PayPal site. You can still send a check to our PO Box as well. If I don't have a valid email address for you I will mail the invoice via snail mail.

Here is some specific information about the on line method. I will send out an email to everyone I have a valid email address for.

It will look like this:



All you need to do is select the "Pay Now" button and you will be directed to the PayPal secure site. At this point you will have the opportunity to login to your PayPal account or select the Credit card payment here:



The screens presented either way are self explanatory. Your payment will be deposited directly into the NCRS RMC PayPal account and our treasurer will credit your RMC account. Simple as that! If you would like a PDF file with all of the screens and instructions email me and I will send it to you.

An as always, you can send a check to our PO Box
NCRS RMC
PO Box 204
Morrison, CO 80465

On the Top Flight Chapter Award front, a reminder that every time you attend a chapter event, drive your Corvette to an event, participate in a judging school or meet, write a technical article for this newsletter we can apply your activity to the award. Thanks for your outstanding support of the chapter!

Thanks!
Bob Montgomery
milehiview@yahoo.com



Activities

By Eckhard Pobuda

Our next event is a tech session on Saturday November 19th at 11:00 AM, Corvette City. The topic will be "horn rebuilding and tuning." Jim Lennartz will be presenting with me as his assistant (blowing the horn!). Should be fun.

On Saturday, December 10, which is a change of date on the calendar, we will try a new social event and head up to Georgetown on for the last weekend of the Historic Georgetown Christmas Market. See www.historicgeorgetown.org. So get out your sleigh (SUV) and your fur coats and bring your significant others, along with their pocket books. Terri and I bought an old car up there one year long ago.

We will meet at El Rancho parking lot at 10:00 AM, if the weather permits, and caravan up together. I am trying to arrange lunch at the Happy Cooker preceded or followed by a guided group tour of the Hamill House, The Hotel de Paris, and the Energy Museum, leaving time to shop at the Christmas Market. Please RSVP to me.

Happy Holidays,
Eck

An advertisement for Bullet Polish. The background is a textured, brownish surface. In the bottom right corner, there is a photograph of a red Corvette. The text is as follows:

BULLET POLISH

PHILLIP E MORGAN
Affiliate

3281 S Oneida Wy
Denver CO 80224-2829
720-544-1666

corvett08@comcast.net
<http://www.bulletpolish.com/?click=492>



Sportsman is OK With Me

Twenty eight years with my 62 Corvette has been a great journey for me and my car. This article is about the change in my mindset that those 28 years have made. From Top Flight to Sportsman thinking

We purchased 2086711494 on October 2, 1983 in El Monte, California with 44,459 miles on her speedometer. She was an ugly color of purple (not the 62 Shriners purple) with blue flames coming out of the coves, outside exhaust pipes running below the doors, 14" mag wheels with white letter tires and a 14" wooden steering wheel. I never could find those options in any 62 option sheets I had seen. You can't hardly park a C1 with the 16" plastic steering wheel let alone a 14" one, I guess they only went forward in El Monte in the 80's. She did have the correct original engine protected by a 1/2" of old grease that I scraped away. The only gauge that worked was the oil pressure, which I feel if only one works that is the best one to have. She did hold oil pressure so we bought her.

In June of 1984 I joined the N.C.R.S. and read everything that was available on how to bring back this hot rod Corvette to showroom condition. I call this phase of our journey "Chasing the Numbers".

In May 1987 I entered my first N.C.R.S. judging in Palm springs, CA. and received a Sportsman Red award. The really cool thing about this judging was Zora Arkus Duntov was there and he signed my program, which I still have framed. After the judging it was back to correct what was wrong more "Chasing the Numbers". In April 1991 we went to San Marcos, CA. to get judged again. This time we received a Second Flight award. Again back to correcting the wrongs on the judging sheets that "numbers thing" again. Now it was March 1992 and back to San Marcos, CA.. This time we received a Top Flight. What a great feeling that was after all the time and money and knuckles to get a Top Flight, as anyone who has received one can tell you.

We moved to Colorado in 1995 and I joined the Rocky Mountain Chapter of the N.C.R.S.. In August 1997 we had the 62 judged again at the Regional in Steamboat Springs, CO. and received a second Top Flight (even with radial tires on her).

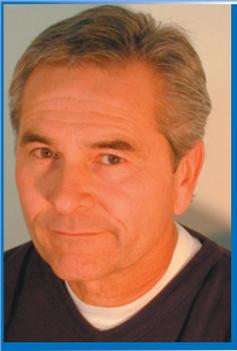
Since the 1997 judging I have made some changes to my little Red Corvette and that's because I'm driving her more and enjoying her more. The Sportsman class is a good class for me. The modifications I've done can all be reversed with the original parts that I have kept. It's just a lot more safe and comfortable with these changes and since I'm retired I do drive her more. The summer of 2010 I drove the 62 back to Bowling Green, Kentucky to see the N.C.R.S. museum and production plant. Presently we have 80,107 miles on the 62 and plan on more this coming year. For 2012 I plan on attending the N.C.R.S. National Convention in San Diego, CA. as they are honoring the 62 on it's 50th anniversary.

These are the changes I've made to the 62 technology and I probably will make some more as time goes by.

P215 R70 15 tires with 15" x 6" Torque Thrust wheels. Thermal insulation under the carpet. Gas filled shocks with roller front wheel bearings. Halogen headlights. AM/ FM radio. A 7 blade fan and heavy duty fan clutch. Transistorized point less ignition.

I have a bunch of Sportsman certificates from attending judging events and Sportsman certificate are just OK with me. I love driving my 62. As Mr. Duntov said "Drive Them" and that's what I intend to do. Time and age changes your thinking and priorities.

Thanks, Fred Koenig N.C.R.S. #7492



Editor's Corner

By Dennis Dalton

Thanks to Dan Tremeer and Rick Reif for many of the pictures in this issue .

The newsletter posting on our website is done by our webmaster Bob Davis. I usually send him the PDF in advance of you being notified by email that the newsletter was available for downloading or viewing. The email notifications were done by Bob Montgomery , who had access to the most current email list. Starting with the next issue, I will be sending out the PDF to each of you through the Chapter Mass Email function which was developed by the national web team. To receive that service you need to be registered in the NCRS database as chapter members using the Membership Status Form. This form is also used to keep your email address current.

You can still view the newsletter by going to the RMC website, or as you renew your chapter membership, you can opt for a printed version mailed to you for an additional fee assessed at the time you renew your membership. As we go to press, that cost is in approval stage. Contact Bob Montgomery for info. All of our email addresses are at the back of this issue.

Chapter Meet





Chairman Rick Reif 12/31/2012	Rreiff@RWBeck.com (303) 766-2654
Vice Chairman John Marsico 12/31/2011	jmarsico@frii.com (303) 421-6973
Judging Chairman Jack Humphrey 12/31/2011	JackHumphreyH@comcast.net (303) 526-9410
Editor Dennis Dalton 12/31/2012	newslettermc.dalton@gmail.com (719) 583-2565
Chapter Liaison/Membership Bob Montgomery 12/31/2012	milehiview@yahoo.com (303) 324-8082
Secretary Jim Hilton 12/31/2012	jhilton@adsdb.com (303) 795-0494
Treasurer Steve Beatty 12/31/2011	stingraycpa@hotmail.com (970) 641-0499
Activities Eckhard Pabuda 12/31/2011	epobuda@aol.com (719) 488-1767
Merchandise Wayne Pendley 12/31/2011	Sunvette62@cs.com (303) 981-8140
Technical Advisor Gary Steffens Appointed Position	Corvette Masters@cs.com (303) 762-8388

CHAPTER

Grey T Shirt Short Sleeve \$15.00
 Grey T Shirt Long Sleeve \$18.00
 Denim Shirt Short Sleeve \$31.00
 Denim Shirt Long Sleeve \$35.00
 T Shirt with Pocket - Black \$15.00
 Polo Shirt Short Sleeve White & Blue \$30.00
 Polo Shirt Long Sleeve \$35.00
 Grey Sweat Shirt \$20.00
 Chambrey Shirt \$30.00XL \$32.00
 Shopcoat \$35.00
 Black Apron \$16.00
 Hat Black / Stone \$15.00
 Hat Charcoal / Blue \$15.00
 Hat Blue / White \$15.00
 Hat 2-tone brushed twill \$13.00
 Challenger Jacket \$50.00
 Hat Pin Chapter \$3.00
 Knife \$3.00
 Window Sticker \$3.00

These items make great gifts! I can send this merchandise UPS. Call Wayne at 303-981-8140 or email sunvett62@cs.com



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 6 issues or one-year printing. Contact the editor for further information. All editorial material can be sent to the editor.

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Membership Items for Sale

May 2011

Midyear suspension: Restored
9 leaf standard rear spring, includes
new correct shallow retainer cups.
1-8 leafs reached and shotpeened by
Eaton Spring in Detroit. Main leaf is
new. Never used. \$350
Dennis 719-251-2033
newslettermmc.dalton@gmail.com

May 2011

1991 ZR-1, Black/Black, 25xxx mi.,
all ZR-1 options plus 2nd top. Top
Flight judged Regional and Chapter,
owners kit, etc.
\$27,799 Bill 303 361-0083
bwlueL79@yahoo.com

Sept 2011

For Sale-- 1963 SWC. Silver blue.
327/300. Power Steering and
Brakes. Chapter Top Flight and
national Founders Award last 3
years. Everything works and it
drives! Fairly priced at \$65K.
Email smathers@mines.edu or
303-216-0306

