

High Plains Shifter



Newsletter of the NCRS Rocky Mountain Chapter
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Chairman's Report
By Rick Reiff

Happy New Year Rocky Mountain Chapter

A new year is upon us and I hope everyone is having a great holiday season. We start off the year with our annual holiday party, which this year is again at the Mount Vernon Country Club. Check out Eckhard's article in this newsletter for more details.

As we enter into 2012 we have new two-year RMC Board terms starting as follows:

Vice Chairman Fred Koenig

Judging Chairman Jack Humphrey

Merchandise Chairman Wayne Pendley

Treasurer Steve Beatty

Jack, Wayne, and Steve are returning Board members and on behalf of the RMC we extend our thanks and appreciate their willingness to continue on.

Fred Koenig is returning to the RMC Board after his stint as Merchandise Chairman ended several years ago. We look forward to Fred's contribution to the Board and Chapter. Fred replaces John Marsico who has been a positive influence on the Board during his term. John's past experience as the Chairman of Looking Glass and his Corvette experience will be missed, but John will still be actively involved with the Chapter as he and Ralph Ridge are co-chairing our effort to sponsor a Regional in 2014. Thanks John for your time and input to the Board.

John and Ralph, along with some research by Jack Humphrey, have identified a venue that they think will make for a great

RMC Schedule of Events

January

7

Holiday Party

February

**TBA by Eblast
Tech Session at
Corvette City 11am**

Regional. They investigated and traveled to several potential host sites on the Front Range and have identified the Embassy Suites in Loveland as the best option. As mentioned previously John and Ralph are co-chairing the effort and will be submitting a proposal on behalf of the RMC in the near future. Stay tuned for more details as we learn more about the Chapter's effort to host a Regional in 2012.

That's it for now, have a great 2012 and I hope to see you at the holiday party on January 7th!

Rick Reiff

Chairman



**RMC Judging
Chairman Report**
By Jack Humphrey

Happy New Year everyone! It's January and the high holidays are in our rear view mirror. In years past I'd be busy preparing a first quarter judging school and getting out our annual chapter meet ad. But, with our transition from winter/spring to summer/fall, I'm kicked back enjoying the holiday season.

Unhappy Campers

In this position, I primarily spend my time executing management chores at our judging meets rather than doing hands-on judging labor. I typically get that 'exercise' when I go out to a Regional or National meet. But, I do hear things second hand; score sheets are turned in, the award was issued and someone is uncomfortable with how this/that item was judged.

First, let me say, there are human factors in Flight Judging. Judges are asked to work on UP TO EIGHT cars in a single day at any given meet. In most cases, that boils down to a judging rate of one car per hour.

The pace can be even faster at a chapter meet like ours because we precede the actual judging with registration and car placement then execute a brief awards ceremony after judging concludes. At most Regional and National events, registration/car placement and the awards ceremony are done before/after the actual judging work...



Essex horn relay (see page 5)



Littlefuse horn relay (see pg. 5)

Second, those who express unhappiness are typically new NCRS members. One characteristic that's often common is they were reasonably familiar with the NCRS Technical Information Manual and Judging Guide, but not well versed with the NCRS Corvette Judging Reference Manual.

The first book details what judges should be looking for car by car and year by year. These books used to be called judging 'Manuals'. But, we intentionally changed the title to 'Guide' years ago.

Why? Well, that's because the Guide only supplements the judges' actual knowledge. It is NOT a full/complete compendium of what makes this/that car factory concours correct. And, since the book is a product of human labor, one should expect errors of omission/errors of commission in the text.

The second book, covers all Corvettes being Flight Judged and it details the rights, duties, and obligations of both judges and owners. This includes the owner's right to appeal.

Bottom line, the time to express concern or question this/that judgment call, is DURING the owner debrief session. Once the score sheets have been turned in to tabulations, the only valid reason for questioning and perhaps changing the car's score/award is limited to mathematical error(s) in tabulations.

If you let the score sheet(s) get turned in (i.e. you signed off as the owner), it's TOO LATE to file an appeal! It's not too late to learn from the situation, question the call (judges are only human and they DO make mistakes), and be better prepared for your next judging meet. But, it's rather futile to complain about this/that line item call that you didn't question at the time of judging...

Urban Legends

Now, on the opposite side of the ledger, I see the 'urban legend' effect at work more often than I'd like to. What's that you ask?

Well, while we conduct judging schools, seminars, and training sessions, the majority of each judge's education comes from on-the-job-training (OJT). That's where a more junior judge is paired with a more senior judge at a meet and they work cars side by side. During this pairing, the more senior judge often imparts his personal knowledge to the more junior judge.

Too, our National Team Leaders who create and maintain our Judging Guide books are only human. They get inputs from the membership at large as well as from their volunteers who work to create and revise the book. So, it's possible for an 'urban legend' to gain the credibility of an NCRS printed page.

An 'urban legend' is piece of information that's held rather widely which has no basis in fact. It's often created in error by one or more senior judges, then passed down to junior judges by word of mouth.

Example: all of the fasteners used to affix part A to part B on a 19XX Corvette bore the YZ head mark. What's wrong here?



Multiple Sources Of Supply

Well, way back in the mid 1970's, I was the district sales manager for Texas Instruments in Detroit. Purchasing at most of the autos distinguished between 'production' and 'non-production' items. Further, if the item was deemed to be a production component, it had to be sampled and pass acceptance qualification based on the auto manufacturers' specification for it.

GM treated production parts in two ways: (1) all parts meeting specification XYZ bore a common GM part number and were binned together, or (2) each manufacturer's

part meeting specification XYZ was issued a discrete part number and was binned by itself.

Common fasteners are an example of the first treatment. Turn signal flashers and fan clutches are examples of the second method.

But, at GM then, it was VIRTUALLY IMPOSSIBLE to get an outside supplied production part sole-source qualified! The sign-off route took you to the top of the mountain requiring DARN solid justification and internal support...

So, when you're told something to the effect that all of these parts that were made by and outside supplier and used on the assembly line bore this/that mark indicating they were made by this particular supplier,



Membership/Top Flight Chapter Award Report

By Bob Montgomery

Off we go into 2012!

As we continue on through our 2012 membership drive 87 of the 123 members from 2011 have renewed and Chapter as well as one new member that has joined within the last month. The newest member to join the chapter is:

Mike and Judy Obermeyer of Westminster, CO. They own a 1955 roadster that Mike drove to our November tech session. Welcome to the chapter!

As you know we have started accepting PayPal as a method of payment for membership renewals. An interesting statistic to me is how many members chose PayPal over sending a check to our PO box.

As of December 30th 42 members paid by cash/check, 45 members by PayPal.

BEWARE! You should probably question the sanity, source and veracity of that statement...

Sure, sometimes this/that production site preferred to buy from a given supplier. Often, that resulted from a lower freight-in cost dictated by the relative location of the supplier and that particular assembly plant. But, don't fool yourself, if that part was sold to GM versus made by GM, there ALMOST ALWAYS was at least one qualified alternate source!

The corollary here is that once you've embraced a multi-source purchasing policy, it makes no sense to have more than one source if you fail to actively buy from ALL of your qualified sources! The only way you can depend on the backup source(s) being there when you need them is to give them 'some' continuous ordering volume.

Case In Point

There are numerous examples of places where we currently appear to embrace 'urban legends'. Consider our JG books early C2 interior rear view mirrors were dated but citing ONLY the Donnelly Mirror (X-DMI-Y) sequence. Or when we tell judges to look for the 'A' stamped into the jack saddle because that flags the correct/original factory supplier (Ausco). Also, consider we infer that Kelsey Hayes was the only supplier of steel wheels for Corvette based on our translation of identifying marks.

For C1 cars, we pretty well document who the different supplier sources were for gas caps each year. But the concept of alternate supplier sources for gas caps 'stalls' when we get to C2/C3 cars. We admit to one source we recognize (Stant), but we don't cite any other suppliers.

That leads you to believe Stant was a legitimate sole source for this purchased part. But, I can think of a way this could happen!

The C2/C3 gas cap was VERY different from what was used on Chevy's passenger cars and trucks. It was much larger emulating a race oriented, 'quick fill' cap. Then, in addition to the standard production cap, there was a dealer option for a 'locking gas' cap too.

It might have been argued that qualifying Stant as the sole source for the standard production gas cap was an acceptable risk because the optional, locking gas cap could serve as a substitute in the event of a supplier outage. I know I don't know what the story here is.

For 1972-73, Corvette dropped Delco Remy as the exclusive supplier of horn relays. The horn relay became a GM external purchased part. We

If you have not renewed for 2012, check your email inbox for a PayPal notice from me or you can always send a check to:

NCRS RMC

PO Box204

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! Our final report has been submitted to National for the award. We should hear soon if we qualified for the 2011 award.

Thanks!

Bob Montgomery

milehiview@yahoo.com

currently recognize one supplier, Littelfuse, with that parts' black plastic contact insulator. But, we don't really recognize another supplier, Essex, whose relay sported a white plastic contact insulator.

[pictures of each version on page 3]

As I walk the scrap yards, I've seen BOTH versions of this part rusting in peace on Chevy passenger cars of the era INCLUDING those cars and trucks originally built in the Saint Louis final assembly plant. So, I conclude there WERE at least two qualified suppliers for this part...

What's The Point?

The point here is two-fold. First, as you learn the ropes while becoming a judge, be wary of an 'urban legend' being passed to you as 'truth'. If you know a given part was purchased from an outside the supplier, the probability is almost 100% that there WAS at least one alternate supplier!

If you're a senior judge or National Team Leader, look carefully at what's put in print. Again, if a given component was sourced from an outside supplier, the odds are VERY high that there was more than one qualified source. Does our printed descriptive text appear to perpetuate an 'urban legend'?

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 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.



Activities

By Eckhard Pobuda

Jim Lennartz gave a very informative tech session at our November meeting regarding rebuilding and trouble shooting alternators and horns. In December, 12 hardy members toured historic Georgetown and enjoyed the Christmas Market and lunch at the Euro Cafe. We had a sunny day and enjoyed our time together.

Our Holiday Party and Gift Exchange will be at the Mount Vernon Country Club on Lookout Mountain from 6:00 PM on January 7. The club serves an outstanding buffet and provides a cash bar for us, which is adjacent to our private room. Dinner cost is \$25 per person. Rick will highlight our 2011 events. Lisa leads our voluntary gift exchange (\$15-20) and promises to make it memorable, as is her tradition. You won't want to miss it. Send your checks right away to Bob Montgomery. NCRS RMC, PO Box 204, Morrison, Co. 80465, as this is our means of determining head count.

A reminder that the Forney Museum is looking for a

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/Holiday	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...



comprehensive Corvette display from February 1 to April 30, 2012. Call me ([719 488-1767](tel:7194881767)) if you are interested in displaying your car. Many of you have signed up. I will send out a member blast in early January indicating which slots are still open and with instructions for delivering your car. Visitor passes will be granted to those displaying cars. Cars will be monitored by staff members and volunteers.

February will be a tech session at Corvette City at 11:00 AM. I will send you a blast in Feb. Call me if you want to present.

If you have changed your email address you need to be sure to notify National, because all of our communication now is generated from their data base.

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!



Member trip to Georgetown

Tech Session

with Jim Lennarty and Jack Humphrey





WEeldon Montgomery and his brand new Corvette in 1960



Editor's Corner

By Dennis Dalton

NEWSLETTER IN REVIEW

Dan Tremeer, Rick Reif and myself have tag teamed the duties of taking the pictures this past year which have been used in the newsletter. The new layout kicked off in the March/April issue with lots of color and pictures of your fellow members participating in road trips, tech sessions and judging meets. I have received lots of positive feedback on these changes. Our intent is to feature YOU. This is YOUR club and YOUR newsletter. Feel free to email me with any suggestions or help with an article.

NEW VC

Fred Koenig (#7492) is our new Vice Chair as of Jan. 1 so we are without a vice-chair report due to last minute changes. Fred has been contributing on a regular basis with his tech articles and personal insights over the past year. His latest article in the last issue "Sportsman Is OK with Me" is a good example. We are happy to have him volunteering for this position and look forward to his contributions in 2012. Thanks to John Marsico for a great job as VC the past 2 years!

ANOTHER CORVETTE IN THE GARAGE

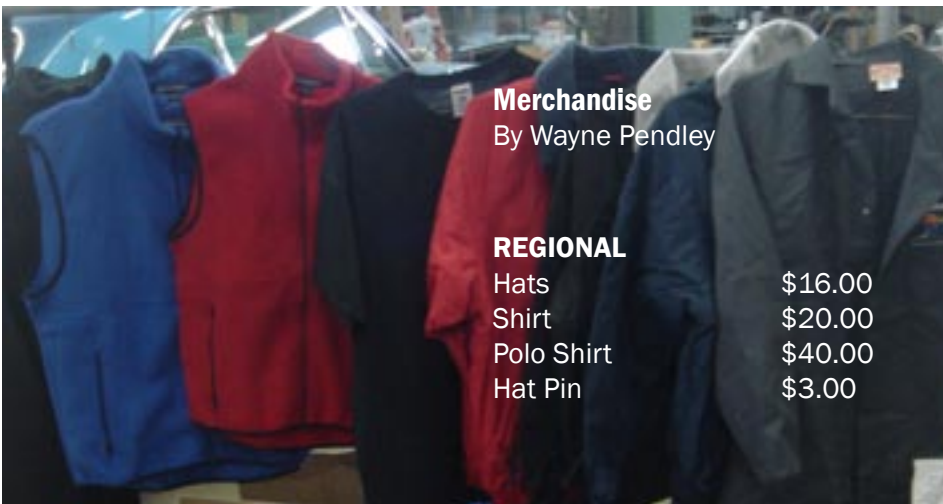
Two months ago I bought Wayne Pendly's 1994 C4 LT1 for a driver. There will probably be a few articles on this one as I get my feet wet preparing this car for the next chapter judging meet. This car is a lot of fun to drive around corners.

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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
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 T Shirt with Pocket - Black \$15.00
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 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

Sept 2011

For Sale-- 1963 SWC.

Silverblue.327/300. Power Steering and Brakes.Chapter Top Flight and national Founders Award last 3 years. Everything works and it drives! Fairly priced at \$58,500K. Ted Smathers

Email smathers@mines.edu or 303-216-0306

Jan 2012

C2 rebuilt/restored 9 leaf standard rear spring, includes new correct shallow retainer cups installed. 1-8 leafs rearched, heat tempered and shotpeened by Eaton Spring in Detroit. Main leaf is new with correct end cuts and thickness .214. Coated with urethane aircraft grey primer. Never used. \$350. Dennis 719-251-2033 newslettermc.dalton@gmail.com

