

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

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July/August 2013

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Chairman's Report

By Eckhard Pobuda

It is difficult to convey any local news because I was out of the country. Terri and I with several other of our RMC members (Gary, Jack, Jack's friend Jamie, and Lothar) joined the Dutch and UK chapters on their road tour to 2013 Le Mans Races.

On Tuesday June 18th Jane and Wayne Pendley, Terri and I followed Ruud Zeller and Rob Musquetier from a Limmen near Amsterdam to Breda where met Jack and Patricia Jansen, and visited their family, their service garage and unique collection of mack trucks from the 50's and 60's which have been beautifully restored.

After enjoying brunch in their garden patio. From there our caravan drove through Belgium to Forges-les-Eaux in France where we joined the UK chapter and other RMC members.

The UK group included Trevor Rogers, Tom and Polly Falconer, Tom Moss, Nick Child with his wife, Jack and Kathy Cooper, and Richard Harris, and our RMC contingent, all of whom traveled through the Tunnel with their cars. Wed the 19th our combined group of 7 Corvettes and 2 "metal cars" left for Le Corroix Joreau at Parcey-le-Pins, which is located in rural France about 45 minutes from Le Mans and our home for the next 4 days. That evening in spite of our late arrival Jack held a judging school. Thursday sunshine blessed us and a chapter judging event took place while the ladies took a side trip to Samur, an impressive town along the Loire River visiting it's Chateau and a stroll through the common area lined with lovely shops. Alas, not enough time for this diversion. Along the lovely wooded roads we saw beautiful farms and even a new-born fawn safely crossing the road with its mother doe. Each evening we were treated to a sumptuous buffet dinner by our hosts Helen and John.

Friday we headed into Le Mans, teaming with tents, campers and race fans. After retrieving tickets, we found our spot in the Corvette corral

August 17th
Judging School at
Corvette City

Sept. 14th
Fall Road Tour





It's been pretty quiet for me since the last newsletter. I missed the Bozarth Dealer Appreciation meet because of a medical bump in the road. Things are better now.

Vice Chairman's Report

by Fred Koenig

That was my first miss since I joined in 1995 and Bozarth took us under their wing. Bill Barcus had 17 cars for display so our club did come through for Bozarth.

I went to the Good Guys show in June just to see how they did their show and the Embassy Suites handles their people and cars at the show. They seem to have it down pretty well since they have been doing it awhile. Also kicked some tires and dug through some parts at the swap meet. If you've never attended Good Guys, the cars run from just got it and have big plans, to what did you say this was before you modified it? The body work and paint jobs are really something to see.

Looking forward to seeing the old gang for the 4th of July picnic at Lisa & Dirks. It's always good to see what's up with the members and swap some lies. I would like to see some 80 degree weather for the 62 to travel in on the 4th. Kathy keeps on asking what the weather is going to be and I haven't put air in the C1, so have my fingers crossed for 70-80. Please.

Well I guess that's it from me, see you on the 4th or in August.

Thanks, Fred Koenig

and visited the expansive pit areas and shops. The Corvette entries 2 French and 2 US received a lot of attention. Unfortunately their engines had restrictors installed which kept their output to about 400 HP and their qualifying times put them in 8th and 9th positions in the GP class



Eck's view of LeMans

A group of us toured the Loire Chateau country on Sunday followed by a gourmet dinner near Villandry. On Monday the Pendleys and Pobudas returned to Versaille and the Paris area for more days of amazing French food and sightseeing. Expect to find more impressions of France from Jack and the Pendleys.

On Saturday we watched the Vintage Racers which featured the 1960 Briggs Cunningham Corvette. The main race started around 3 PM and was marred by a fatal accident after only 3 laps. After 24 hours the Corvettes had managed to work themselves into 6th and 7th positions.

See you on the 4th...
Eck



Dealer Day at Bosarth Chevrolet





Activities

by Bill Barcus

May

Road Tour to Woodland Park via Deckers was attended by 25 members/guests in 15 Corvettes. Weather cooperated for a very nice, relaxing drive in the mountains! Jack Humphrey won the Poker Run with 2 pairs. Lunch was at Ute Pass Brewing Co. - again we had a room to ourselves and filled it up! Good meals!

June

Bozarth Dealer Appreciation Show attracted 18 cars, weather again was great! We received a tour of Bozarth's remodeled facilities. The showroom, parts, and service area have been updated very nicely. Bozarth is very excited to be supporting our chapter and again noted that NCRS members will receive a discount on Corvette parts there. If you are interested in purchasing a Chevrolet from Bozarth, contact Jeremy Armstrong, General Manager, and he'll connect you to the appropriate sales people to work with you! The new C7's are expected soon!!

UPCOMING EVENTS

July 4 - Picnic at the Lisa Racz and Dirk Gaddis abode in Evergreen.

August 17 - Judging School at Corvette City

September 14 - Fall Road Tour

OCTOBER 13 - PLEASE NOTE THIS CHANGE FROM CALENDAR!

Chapter Meet at Bozarth on Havana. Date has changed from October 20 to minimize conflicts with NCRS Regionals. Please feel free to call/email me if there are any questions about this date change!

Additional Non-NCRS activities of potential interest:

Golden Super Cruise - 1st Saturday of each month, on Old Golden Road

Littleton Cruise- Various dates Check out at <http://www.littletoncruise.com/>

Vettes on the Rockies - Winter Park July 31 thru August 3

Bill Barcus blueL79@yahoo.com 303 361-0083



Beginning directions on the road tour.



Poker run collection at one of the checkpoints.





Road
via 2
Woodla





Tour 85 to and Park





**RMC Judging
Chairman Report**
by Jack Humphrey

Back From Europe

I know Eckhard is writing a piece for this newsletter on the trip several of us made to LeMans for the 24 Hour race. I don't want to duplicate Mr. Pobuda's column, so I'll stick to judging items.

There were three of us from RMC who flew to England and made the cross-France road trip with the UK Chapter (myself, Gary Steffens and Lothar Kremer). Eck and Terry Pobuda joined Wayne and Jane Pendley in taking the Dutch side of the road trip. The two legs of the road tour met up in Forges-les-Eaux, a small town roughly 65 miles northwest of Paris. We motored as a group the next day to our hang out, La Croix Joreau in the small town of Parsay-les-Pins. This is a cluster of 18th century French farm houses tastefully converted into small condo units. It's roughly a 30 mile drive south from the race track at LeMans.

The French School

After checking in and sharing a joint British-Dutch-American dinner at La Croix Joreau, I conducted an evening Judging School. This was an exercise in using NCRS judging literature to answer questions about a five piece series of small parts that I'd carried over.

Student names were pulled at random from a hat to formed 2-man and 3-man judging teams to mirror the work load of a typical Flight Judging event. Students were allowed one hour to study the parts, consult the NCRS judging literature, caucus and write their answers. No team failed to finish, but there were some guesstimated answers. Like actual NCRS judging, this was an open book test. The students retained their question sheets for subsequent scoring. Later, I passed out "answer" sheets and lectured on the why and how aspects of each question.

The school taught there are a number of sources for judges to acquire their car knowledge from. These include:

- (1) NCRS Technical Information And Judging Guide books
- (2) The NCRS Corvette Judging Reference Manual
- (3) NCRS Performance Verification Manuals
- (4) GM Assembly Instruction Manuals
- (5) GM Service Manuals
- (6) NCRS Restorer Magazine Articles
- (7) Third party Corvette books

While we have standards for judging, often the trick lies in knowing what you know, knowing what you don't know, and giving the benefit of the doubt to the owner when you're unsure. Beware of hand-down knowledge for which there is no centralized reference! Some knowledge IS based on pure legend...



Editor's Corner

By Dennis Dalton

This summer sure has been busy. Although, I was able to participate in the road tour, dealer day at Bosarth Chevrolet. and the Western Regional in Lake Tahoe. I took a lot of pictures from those events and they are included in this newsletter. Rick Reif also sent in some from the road trip which I have included. Please send any pictures you have from these events and I will always try to include them especially since I never get a picture of myself or my car, which Rick did for me!

We still desperately need tech articles. We have two more issues to publish for this year and only have two tech articles in the can. We need six. This issue, by the way, also includes a article by Wayne Pendley on the trip to Le-Mans. He is now living in Florida full time but is still a chapter member.



L to R: Chuck Banks and Dave Talley



L to R: John Hilborn, Ralph Ridge and Martin Egan



Judging Field with John Hilborn's car in the foreground and host hotel in the background.

2013 NCRS Le Mans event

by Wayne pendley

The NCRS event in France included NCRS UK and NCRS NL, flight judging, a road trip and attending the 2013 Le Mwwans race, plus every tourist thing we could fit in.

Included were myself & my wife [C.Wayne and Jane Pendley], Terrie and Eckhard Pobuda, Jack Humphrey, his guest Jamie, Gary Stephans and Loefer Kremer from Denver Chapter. Also from States was Jack Panzica aka Corvette Vagabond. From Netherlands were Jack and Patricia Jansen with a 66 coupe, Rob Musquetier, who rode with Ruud Zeller in Ruuds 63 convertible, Nick and his wife Liz in a 61, Tom & Polly Falconer with an 88 convertible, plus three newer vettes and two rental cars with the yanks. Jane and I arrived on Friday June 18th in Amsterdam. We toured during the day and took the train out to Shepherds House a nice little bed and breakfast in the country to meet up with Terrie and Eckhard, who arrived later that afternoon from Germany where they had been visiting family. The four of us toured around the Netherlands Saturday, Sunday and Monday. Sunday evening we had dinner with Rob Musquetier and family, his wife Simone and daughter Rosalie, 2 dogs and a cat. We enjoyed a good dinner and visit. Rob showed us his 2009 Corvette that he drives daily and his 59 in the garage at home. Then we went a few miles to his hobby garage where he has 63 fuelie in restoration process frame off, looks pretty much ready for the body, very nice! Parked in front of that on his two post lift is an original 69 big block convertible. Over on the four post lift is unrestored 54 barn find, waiting for him to start its restoration. He has bragging rights. Tuesday the road tour starts.

Rob meets us at the bed and breakfast with his 09 Vette, Terrie is driving the Toyota diesel with the four of us following Rob through the beautiful country side to Breda in the south of the Netherlands, about a two hour drive. We arrive at Jack Jansens auto repair business. We admire Jacks 66 coupe and Ruud Zellers red 63 convertible. Jack and Patricia gave tour of shop. Jack has 59 vette and he does some vintage racing. The shop works on general repair but has



Wayne somewhere in Europe

expertise with Citroens new and old. Jack's father restores old Mac trucks, he had a few completed to show off plus a TRAIN engine set up as a unique motor home pulled on a semi trailer buy an antique Mac truck. It was different and very crafty and cool. They made a nice lunch for us. We are off again we add Ruud Zeller with 63 conv. with Rob as copilot and Jack and Patricia Jansen in their 66 coupe. Terrie is driving the Toyota. With the four of us on our way we

travel along the county onto some big highways. We lose Jack Jansen when they contact us by cell phone. He lost the belt, but he has a spare. We wait for him, we bought fuel and here he comes. He sure put it on quick considering that he had to remove the power steering belt. It was only a few minutes. We are on the way again, we cross through Belgium then into France, arrive at the hotel in La Paix where we meet up with the rest of the group that traveled from England, including Jack Humphrey, Gary Stephans, Jacks guest Jamie, and Loefer Kremer, all from Denver Chapter. Also from UK, Tom and Polly Falconer, Nick and Liz, Trevor Rogers, Tom, Jack, Kathy, and Jack Panzica, also from the US. We sat in the courtyard visiting and telling lies. We had a very nice dinner.

Wednesday on the road again now we have 61,66,63,88, three newer styles vettes and two rental cars with us yanks. We have rain on and off. Some duct tape was required across the 63 windshield header. We are traveling through small towns and the temp is nice at 60 to 70. Terrie is still driving our Toyota with a six speed trans and I think she was out shifting the vettes. At 1:30 we stop for lunch in the small town of Senonches and have a 3 course lunch. I think we were there two hours, 15 euros each and we were back on the road again. We drove on through many small villages where some roads required one car to stop to let the oncoming car pass. At 6:30 we arrived at the Lecroix Joreau Old farm complex with a courtyard, at the edge of the small town Parçay-Les-Pins. We had the whole place to ourselves. Jack Humphery put on Judging school:

Thursday

We select teams and get the cars placed for judging. We judged: Nicks 61, Ruuds 63 and Toms 88. The

Judging went well and we finished early afternoon.

We had some idle time. Jack Jansen and Tom Falconer wanted to take their cars to a shop and raise them on a lift. They took me Wayne with them. When we got there the mechanics were excited to work on a Corvette. They raised the 66 and Jack helped find the problem. There was a noise when accelerated, not enough clearance between differential yoke and floor pan. Jack and the Tech put a shim-washer between the mount and corrected it. Then they raised the 88 and found the x braces on frame for the convertible got bent up against the exhaust pipe. They put a strap around the brace to the four post lift ramp then jacked the chassis up which pulled the brace and provided the clearance. Well done! When they were all finished it was no charge, free, WOW. They tip the mechanics and away we go back to the farm.

While tabulation and awards were being prepared we hung out and the ladies go shopping. We were waiting for the awards banquet when Jamie, Jack's guest summed up the event best "YOU WOULD HAVE TO BE EXTRA SPECIAL INCREDIBLY STUPID TO NOT ENJOY THIS".

Awards banquet results: the 61 Top Flight, the 63 Third Flight, the 88 International Award of Excellence.

Friday

After breakfast we had an hour drive and we parked in the special Corvette area. The race starts Saturday at 3:00, we walked to pit areas and saw the Corvettes, Porsche, Audi, Aston Martin and many more. The 2014 Corvette was on display and there were a lot of vendors. We had a plan for Saturday, we left and Jack suggested a close by town where the cars cruise and parade. We sat at a table right by the curb and watched the people cruise

and had fun, then back to the barn.

Saturday

Up and ready early, off to the race. We got there early and watched the vintage race cars, most were very valuable including the Cunningham 1960 corvette which held a Lemans title for many years. They were impressive but you know they were not taking any serious chances. We walked around the pits and waited for the race to begin. 3:00 it starts and wow, very exciting! The class one cars looked like jet planes without wings. We were on a short straight and to our right came a sharp turn to the left. It was amazing to watch. They said the speed at our short straight was 133 mph. After only three laps the caution flag came out the race was delayed. We found out one Aston Martin crashed into barrier and the driver died from the injuries. The race was delayed for a few hours while the barrier was repaired. We stayed till about 7:00.

Sunday

We are a little slower this morning Nick and Liz and Tom and left for home. The rest of us went on tours of Chateaus. Terrie is still doing all the driving for our four. On a narrow road a car approached us too close and broke the mirror on the rental car, now we worry how we are going to handle this. As we traveled we stopped at Toyota dealers and they didn't have the parts. Touring the chateaus was interesting and fun. This evening Jack Humphrey organized a unique dinner at an old farm converted to a five star restaurant. Jack had been there before and the charming 83 year old owner manager was hitting on Jack. This place was out away from the town with hardly any signs, but it must be quite famous as a tour bus group was there. The place was fabulous and

the food also. As you went to the toilet you could visit the goats in part of the building.

Monday

The Dutch group took off for home. That left the two American groups: Gary, Jack, Jamie, and Loefer started touring back toward London. They still had many sights to see as they were flying out Thursday.

Myself, Jane, Terrie and Eck with Terrie still driving head toward Paris. We fly home from Paris

We toured many old cathedrals, palaces, chateaus, and stop in Versaille and stay overnight.

Tuesday

We go to the Versailles castle and couldn't believe the line. We toured the Gardens then came back to get in line with Terrie and Eck. The line was about two hours. When we got inside it was unbelievable. Eck is very knowledgeable about the art and architecture. He explained a lot and that made it more interesting.

We head for Paris and drop the car. They made no big deal about the mirror and said they would deal later with their insurance. We all were relieved, especially Terrie. Taxi to Tim hotel. The four of us shopped and toured around. Lots of traffic and motor cycles and scooters and cars. The traffic is entertaining in itself. We head home on Friday



**Bosarth Chevrolet
Dealer Day**

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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For Sale

Reminder:

For sale items are dated as initial insertion date. They are run for three issues or six months if seller does not contact the editor to extend it or cancel the listing. Listings are free for members. Display ads are charged..see info in the disclaimer on this page. ED

July 2013

Danmar 4 post lift, excellent condition. 110V motor, ramps, 4 castors and 2 drip pans, extra hydraulic fluid. Paid about \$2100 new with shipping. Will consider offers.

Bob Montgomery

rmontgomery@rmliving.onmicrosoft.

Sept. 2012

Set of (4) Kelsey Hayes Original Knock Off Wheels complete with hubs and spinners in very good condition.

Wheels K-H D-49985 with dates, A61565, B71465, B81665, G72065. Spinners marked with 229RH, 229RH, 230LH, 230LH. Price \$6,000

Call [303-549-7754](tel:303-549-7754), Lothar Kremer, NCRS Member # 34014

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