

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter
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Sept./Oct. This Issue:

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Chairman's Report

By Rick Reiff

July was a busy month and started with RMC's annual 4th of July picnic. Daphyne and I hosted the event again this year and we had a great turnout with 22 Corvettes on display. Our event coincided with my neighborhood's annual fire truck/walking parade which actually took a detour from the planned route to bring the parade by the display of cars out in front of our house.

Next up was the National Road Tour Kick-off Party which Mike and Jan Bogan hosted (Thanks Bogans!) at their home/hanger. We had a great

turnout for this event as well, which was followed by the road tour to the National in Novi, Michigan. I've put together a separate article from my notes taken during the 3,246 mile trip that took us through eight states and across Lake Michigan. Jack Humphrey has also put together notes so between our two articles you should have a good idea what took place during the trip and at the National. I'll be putting together a slide show from this and other RMC events that we'll show at the annual holiday party in January, so please share you pictures with me and I'll work them into the presentation.



In addition to the road trip to Gunnison we had a board/planning meeting in August. Stay tuned for more details regarding what is in store for 2012. Our Activities Chairman, Eckhard Pobuda, has done a great job of putting together a wide range of events so please join me in thanking him for all he does. Even better than personally thanking him is asking him if he needs any help on any of the events he is working on. A little help here or there goes a long way, so keep this in mind.

A couple of things are taking place prior to 2012 that you may be interested in. One is the preparation of the 2012 RMC calendar. I'm

RMC Schedule of Events

September

18

Chapter Judging Meet
at Bosarth Chevrolet

October

15

Chapter Judging School
at Corvette City

November

5

Century Chevrolet Gala



in the process of collecting pictures from different 2011 RMC events that will be used for the calendar. As such, if you have a picture that you think might make a good picture for the calendar, send it to me at rreiff@rwbeck.com. Please keep in mind that we need high resolution pictures so that when it is enlarged to fit the calendar it won't be too grainy.

We also discussed submitting a bid to host a Regional in 2014 and have a committee that is investigating potential host venues. So, stay tuned for further developments on this front.

In September we have the RMC Judging Meet. Our Judging Chairman Jack Humphrey is coordinating that so refer to his article in this newsletter for specifics. If you haven't already, please register to judge if you plan to be there as we have a large number of cars to judge and can use your help.

It's been a fun, eventful "Corvette Summer" for me and hopefully you have enjoyed your NCRS membership and RMC friends as well.

Hope to see you at one of our upcoming events.

Rick Reiff
Chairman



Vice Chair Report

By John Marsico

If you look in your rear view mirror you will see fall and winter catching up. I hope all of you have had the opportunity to get in those Corvettes while the summer weather smiled on us. The chapter has had many activities and I had the opportunity to see a lot of our members and their cars.

I know you will read in this newsletter other articles about the various events, but I wanted to mention the successful Road Tour to Novi and the success of the chapter. Once again the Rocky Mountain Chapter was awarded the Chapter Top Flight banner at the Town Meeting during the National Convention. In addition

to that honor, several of our members earned Top Flight, Sam Folz, Hill Mark of Excellence, and NCRS Crossed Flags awards; good job guys. John Hilborn was given special recognition not only for his Sportsman Ribbon but his ability to trouble shoot brakes while on the run. Spend some time visiting with John for the "rest of the story."

The Fourth of July Party at the Reiff's was certainly a great way to officially celebrate summer. That party was followed immediately by the Road Tour kick off party. Ralph led another successful road tour to Novi. All of these festivities really began with the dealer appreciation car show at Bozarth Chevrolet. As you can see by my brief descriptions these were great social events with very little time spent analyzing bolt markings. Thanks to all who participated in these events.

Two more events are scheduled for September and October. September is our annual Judging Meet and in October Jack has another judging school planned.

See you w soon and "Save the Wave."





RMC Judging Chairman Report

NCRS National Convention

We had a GREAT road tour to Novi. Ralph Ridge did a suburb job of planning and coordinating the trip.

After a chapter sponsored catered kickoff dinner at Jan and Mike Bogan's house, we set out the next morning for the Black Hills of North Dakota. Our travel took us to Deadwood where we visited the Mount Rushmore and Crazy Horse monuments. The last time I was there was 1964 and Crazy Horse was simply an idea in the architect's mind. Now, it's real and growing.

It's WELL, worth the time to stop and visit...

It was in the Black Hills that we met up with the Northern California leg of the road tour under the leadership of Art and Glorie McNay. So, our body count increased. We cruised across the Badlands heading east. Our international friends from Australia and Holland had been asking why we called this area the Badlands. Then, they saw the high desert for themselves and the questions stopped!

Ziping across Minnesota and Wisconsin, we spent two nights in Oshkosh. Why? Well, Oshkosh is pretty close to Elkhart Lake and it was vintage race week at Road America. So, visited the track during the day of qualifications and joined the evening kickoff party festivities in Elkhart Lake.

Next we drove to the coast of Lake Michigan and waited to load the cars onto the trans-lake ferry. Typically,

you drop your keys and let the ferry boat workers load your car, but they knew well the quirks of older classic cars and let us drive the cars on and off the ship ourselves.

So, we were staged in a set-aside area at the loading dock to discover we weren't alone! By coincidence, the Classic Chevy Club of America was having their National Convention in Flint, Michigan at the same time NCRS was getting together in Novi. There were some WONDERFUL metal bodied Chevrolets here and their owners were as curious and respectful of our Corvettes as we were of their Impalas, Camaros, Novas, Etc.



Given car loading and unloading, the trip across Lake Michigan is roughly a half-day exercise. The weather was clear and the lake was flat, so the crossing was uneventful.

The next day we went on to Okemos, a suburb of Lansing, Michigan where we met the other legs of the road tour for the last night out party. Here, we met another foreigner, Tom Falconer; the UK Chapter's judging chairman. Tom was driving his 'EX' car that he'd brought stateside for a run at the American Heritage award. The car has an 'EX' (experimental) VIN sequence. It was a hand built 1986 car used as a design 'mule' to verify a number of 1988 and later Corvette features. It had gotten to England in service of supporting the design of the ZR1 option for Corvette. The car was shipped to Lotus Engineering to their use in appraising the ZR1's camshaft and then went to Hawtal-Whiting, Ltd for use in their design of the ZR1's body modifications.

Somehow, the car dodged being scrapped after its useful life as an R&D platform and managed to get into the public domain as an English road car. Tom discovered the significance of the car rather by accident when it showed up for sale at his shop/dealership and decided to campaign the car as an American Heritage vehicle. To Tom's thinking,



Corvettes

were meant to be driven, so after shipping the car stateside, he actively drove it to the National Convention on the National Road Tour!

At Novi, there was a new 'first'. This was the first time more cars were entered for Star/Bowtie judging than for Flight! RMC had a great showing capturing the following awards/recognitions:

Ralph Ridge: Year of Manufacture Display, 1961

Eckhard Pobuda/Steve Benson: Top Flight + Sam Folz Award

John Marsico: Crossed Flag Award + John received his Master Judge's black hat

Ron Berggren: Ladies Choice Award & Dave Hill Mark of Excellence Award

John Hilborn: Sportsman Award

Steve Jacques: Founders Award

Special thanks go to Karen Benson, who played secretary for me as I was not at the awards banquet. If my

notes are short and I missed someone, please accept my apology...

Chapter Meet

Next month (Sunday, September 18th), we host our annual chapter judging meet at Bozarth Chevrolet. As of this date we

have eleven cars registered for Flight judging, five cars participating as Sportsman entries, and one special display entry. We should have a full day of it as that's about an average RMC judging turnout!

One note of mention, this meet was advertized in print via Driveline magazine AND it was listed on the NCRS National web site as an electronic event featuring on-line registration. Roughly 25% of those who've registered to date have done so via the on-line system versus paper, pencil, postage stamp & snail mail! That makes my job easier, THANKS!

And, the second NCRS members who discovered the meet on-line and registered to join us are Pat and Jack Jansen from the Netherlands! So, look for the 'strange' couple walking around in wooden shoes at this meet and thank them for their long distance support of us!!!

Chapter Judging School

Our second judging school for 2011 is scheduled for October. I've had several ask why this disagrees with the chapter calendar and why the

school follows versus precedes the chapter judging meet. I've covered before at Chapter Meetings, but I'll explain once more.

We get together once a year to plan the schedule of events for next year. We try to do this in the summer so we have time to fine tune and publish our plans. Last year we planned to hold the second judging school in September with the judging meet following it in October. And that's what went to press on the calendar.

But, subsequent to our planning session, I noticed there were two Regional judging meets (one in Texas, the other in Northern California) that presented a potential conflict with our chapter meet. So, with the Board's approval, we interchanged our judging meet and judging school dates to escape potential conflict with those who might attend these Regional Meets.

We'll use the facilities of sponsor Corvette City, in October to host this judging school. The subject is a hands-on introduction to judging C4 cars. The lion's share of us feel somewhat comfortable with C1 and C2 cars, but the newer C3 and C4 cars aren't our cup of tea. Here's your chance to come down and get familiar with what judges look for and how they look for it on the later era C4 cars. Expect a modestly paced school of roughly two hours that features a Mark of Excellence/ Crossed Flags award winning car as the centerpiece.



Membership/Top Flight Chapter Award Report

By Bob Montgomery

Chapter membership stands at 113 for 2011. Our newest member is David Lunka in Parker Colorado. Welcome to the chapter David!

If you would like a copy of the chapter 2011 membership roster, just drop me an email and I can send you an Acrobat PDF file to you or we will have hard copies at future chapter events.

On the Top Flight Chapter Award front we have met 11 of 15 the requirements for the award for 2011. Three of the requirements will be met at our September 18th Chapter Judging Meet.

- **Host at least one Chapter Judging Meet during the program year.**



- **Chapter or hosted Regional Judging Meet(s) must include cars registered for Flight Judging from at least 5% (6 Corvettes) of the Chapter's members.**

- **At least 15% (17) of Chapter members and/or family members must judge or tabulate at the Chapter or hosted Regional Judging Meet(s)**

The other requirement needing to be met is:

- **Required number of technical articles: 6 for a medium chapter (75-150 members)**

Prior to this newsletter we have 4 technical articles that have been published. Your attendance at chapter functions, driving your Corvette to them and writing of technical articles to be published in this newsletter is what it takes to continue the long running record of awards.

Have a great fall!
Bob Montgomery
milehiview@yahoo.com



In July Rick and Daphne Reiff hosted a well-attended 4th of July party. Then Mike and Jan Bogan held the kickoff party for the National Road Tour group. Several vintage race cars were there, engines revving, adding to the excitement of the evening. Ralph led our 8 day road tour taking us through beautiful country, across wide raging rivers and lakes to many worthwhile tourist attractions...some well known (Mt Rushmore,Wall Drug and the Corn Palace) and some little known and off the beaten path. Ask any of us...we'll bend your ear. This month we traveled to the Gunnison Car Show. Four cars were exhibited by Peter Gregory, Steve Beatty (2) and me. Steve's 66 Corvette (driven to the event by Russ Steinhaus) won "best restored" continuing the trend of awards won last year by Russ and Jim Hilton. Thanks to all of you for your efforts and your attendance.

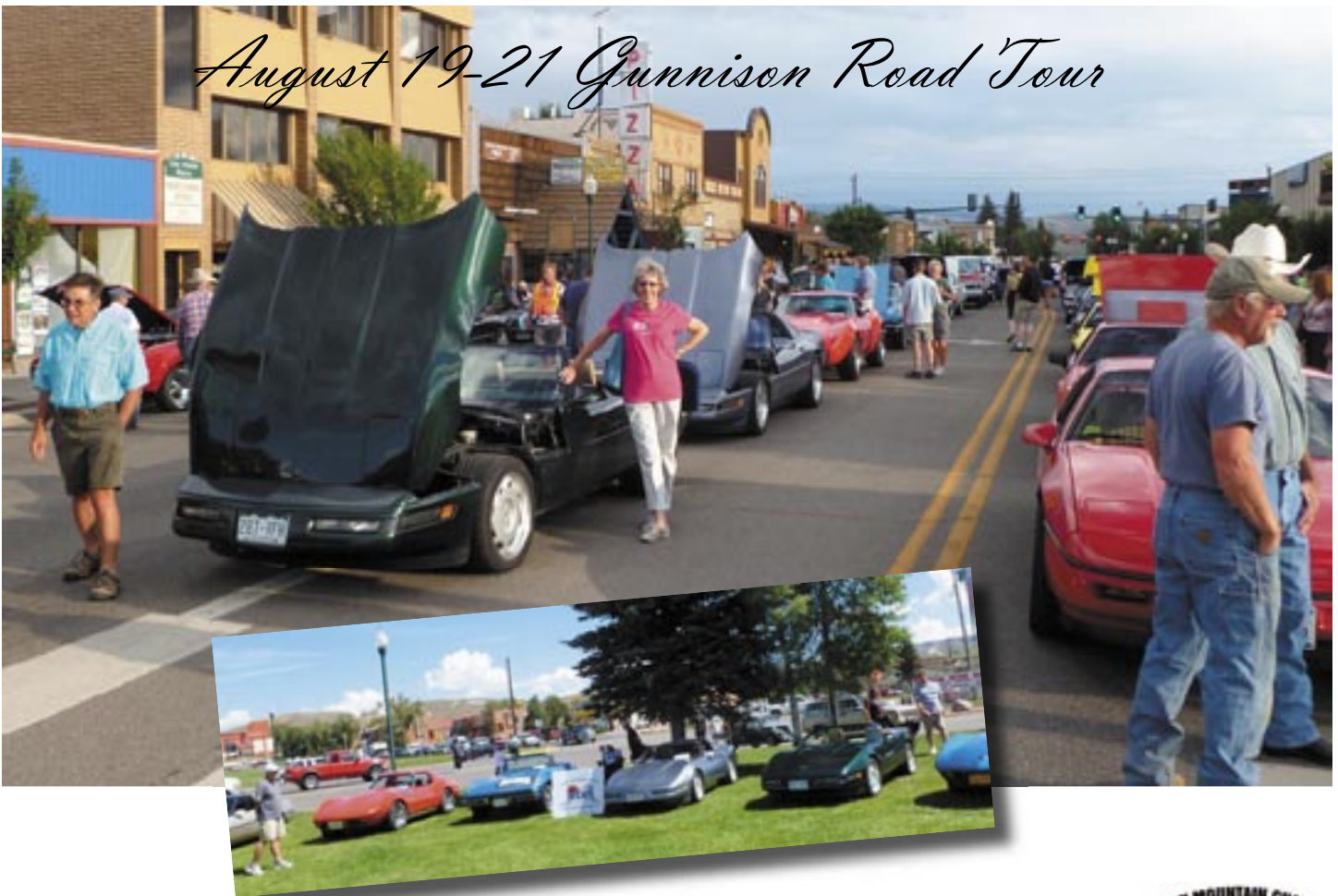
Activities

By Eckhard Pobuda

September 18th will be a Chapter Judging event at Ed Bozarth. To date Jack has registered 11 cars and needs judges. Please pre-register.

Century Chevrolet is planning a gala Corvette promotional event to coincide with Chevrolet's 100th birthday on Nov. 5 and has approached the chapter to bring some cars from 9-3. Please contact me if you are interested. October 15 at 11 AM will be Judging School at Corvette City. C4's will be involved.

Hope to see you before the snow flies
Eck



Road Trip To National

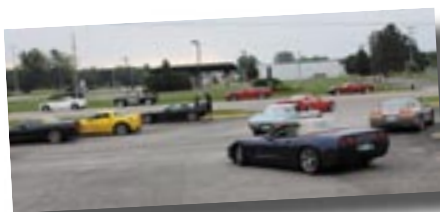
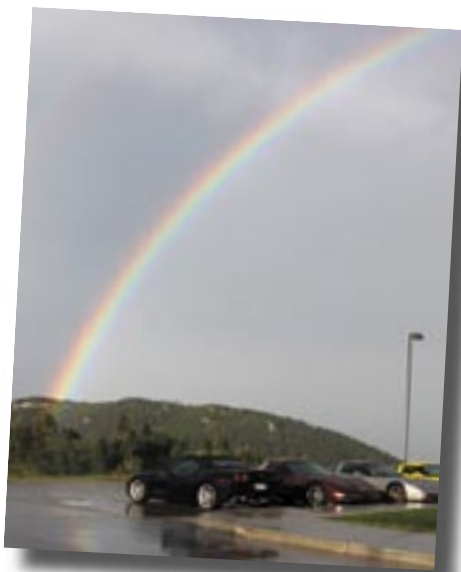
By Rick Reiff

The road trip actually got kicked off at a get together at the Bogan's the night before the driving started. I estimated approximately 80 members in attendance. There was a display of racing Corvettes and a '68 cross-ram Z/28 welcoming us to the catered meal in the Bogan's hangar. Some of our friends from down under and the western slope were there along with several members from the Front Range. While there Ralph Ridge, the road tour leader, got us all the maps, information, and details that we would use over the next week as we made our way across mid-America toward Novi, Michigan, the host location for the 2011 NCRS National.

The next day, Monday, July 11th, we all met at a hotel north of Denver for instructions from Ralph. Ralph had broken the group of 20 cars down into four groups of 5 cars so that rest stops, restaurant stops, and gas stops could be better managed. I got to travel with the Bogans, Steve Jacques, the Bensons, and the Walkers – a diverse group of cars that consisted of a C2, C3, C4, and 2 C5s. I was the “front door” and the Bogans were the “back door” – to make sure we kept our pack in order. All four groups arrived safely and without incident in Deadwood and we rendezvoused with a group from California, so our tour group now had a total of 25 cars. While everyone was enjoying their favorite brand of “assembly lube” at the hotel I ventured out into the hotel parking lot and saw a wonderful rainbow that seemed to end right where a group of our Corvettes were parked.

On Tuesday our group went to Sturgis, SD, home of the big Harley get together and we toured an interesting motorcycle museum there and then headed to Mt. Rushmore. Unfortunately, fog had settled in by the time we got there and we couldn't see any of the four presidents so we headed toward the Badlands National Park. We drove the Loop Road which went by several overlooks and provided opportunities to stretch our legs and enjoy the beautiful scenery. We left the Badlands and stopped over in Chamberlain, SD. Chamberlain is located on the Missouri River and with all the rain the Midwest has had this summer the river was quite high and there was evidence of some flooding in low-lying areas. However, everything was still so green from all the moisture. I noticed while filling up that the price for premium fuel was 10 cents a gallon cheaper than regular. I asked the attendant if this was correct and she said that South Dakota is a corn state and that to promote the use of ethanol, which is blended in the premium gas, they offer it at a discount when compared with regular gas, which up there doesn't have any ethanol. Not sure I've seen that before.

Speaking of corn, the next day we drove to Mitchell and visited the Corn Palace, which is a museum/arena that pays tribute to corn. There are murals made from corn and all types of corn (corny) gifts, etc. You have to see this place to believe it. From there we went to Sioux Falls, which should have been named Haulin' Butt Falls because that is what they





were doing. From there we continued east and got to Albert Lea, Minnesota around 8 PM. We were in and out of rain all day, however it was relatively cool so the cars were behaving well, except for one certain '63 SWC that wanted to keep going when the brake pedal was applied. A large group of us got together for dinner, however for some reason I didn't notice much corn on the cob being ordered!

On the 14th we passed through Preston, MN on our way to La Crosse, Wisconsin where we met for lunch. While driving through Preston we came upon a chamber of commerce piece of work in the form of an old Oldsmobile, which happen to have two front ends on it. Not quite as captivating as Carhenge, Nebraska, but worth a look-see. Ralph arranged for all of us to meet for lunch at a restaurant on the Mississippi River in La Crosse which was a nice stop before stopping in Oshkosh.



Friday the 15th was our scheduled stop at Road America. For my son Jared and me this was a special stop because we really enjoy the racing and had been there before. In addition to watching the race cars take practice laps we signed up for the lunch-time tour of the track. There were about 100 cars out on the track and we were told not to pass on the curves or drive over 60 mph. Well, we managed not to pass on the curves..... (we were following Ron Walker in his '04 Z06 who apparently had a broken speedometer and we didn't want him to get lost out there). After the lapping session we went into the pits and ran into a couple of folks from Colorado (Ken Petri and J.P. Griffith) who were racing there that weekend. That was followed by heading into Elkhart Lake to watch the customary parade of race cars into town. As I had mentioned before, this is quite a spectacle and it was great to have VIP parking that Dave Modra arranged for us at a hotel in Elkhart Lake.



On Saturday Jared and I got up and washed the Z06 off after the day at the track and then met everyone at the staging point to board the S.S. Badger, the coal-fired steamer ship that we took across Lake Michigan. This was about a 4 and a half hour trip and everyone just relaxed and enjoyed the smooth sailing conditions to Ludington, Michigan where we spent the night.

The next day we made a stop at the Gilmore Car Museum in Hickory Corners, MI. If you haven't been to this museum, put it on your list as it has a great display (over 200 cars) of vintage automobiles and even has an old gas station and working diner on display. After our visit at Gilmore we headed to Okemos, MI which is where the "Last Night Out" get together was and the location where the other road trips met for the welcome reception.



On Monday, the 18th, we staged for the caravan to the National Convention in Novi. This was the year of the 1961 and was led by a race car driven by Dr. Dick Thompson at Sebring. I'll save details regarding the National and extracurricular activities during that week for the presentation at the holiday party in January. Check out Jack's article which covers the National award winners from RMC.



Ralph Ridge did a great job of getting us to Okemos and figuring out the logistics of where to stay and points of interest along the way. I'm sure he will put together a similar type trip to San Diego for next year's National and you should try to work it into your schedule.

In closing, by the time we arrived home Jared and I had logged 3,246 comfortable miles over the two week trip and averaged well over 20 mpg in our 400+ hp air-conditioned C5 Corvette without even a hint of any problems or squeaks. Quite a testimony to the evolution of this car over the past 58 years and the reason I think you see so many C5s and C6s on these trips. My hat goes off to those of you who drive your C1, C2, or C3 on trips like this because I now know the difference. However, if you are touring in a group and get the opportunity to stop every now and then and maybe look at an old car with two front ends, or a palace that pays tribute to a vegetable, or to gaze up into the sky in hopes of seeing four of the country's great presidents when the fog clears, and do this with your friends/family, then maybe I'd give it a go in my C3. The point is, regardless of which vintage your Corvette is, there is fun to be had on a road trip and that driving these cars should be one of the primary reasons of owning one.



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 1982. 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. (see spring 2005 Driveline article on this spring restoration). Never used since restoration \$350
Dennis Dalton 719-583-2565 home, 719-251-2033 cell

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

July 2011

2009 Haulmark Thrifty Hauler 20' Enclosed Trailer used 1 1/2 years. Approx. 5,000 miles. Like new!
Options: Upgraded aluminum wheels, spare tire and mounted carrier, rear mounted dual flood lamps for loading, mounted fire extinguisher, mounted new 2000 lb winch (never used) with new battery, 10,000 lb auto straps, oil absorbent strip installed, new 4000 lb power tongue jack, side door and other accessories. \$ 4,500.00
Peter Gregory 720-841-3266-Cell or 303-805-2936-Home

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

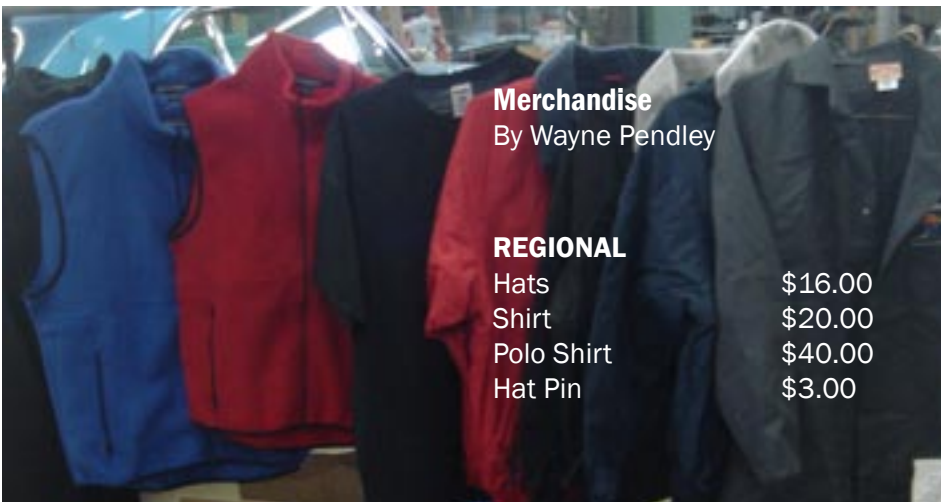


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CHAPTER

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



Merchandise
By Wayne Pendley

REGIONAL

Hats	\$16.00
Shirt	\$20.00
Polo Shirt	\$40.00
Hat Pin	\$3.00