

High Plains Shifter



Newsletter of the NCRS Rocky Mountain Chapter
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Sept/Oct 2012

Chair Report	1-2
Vice-Chair Report	3
95 ZR1	4-5
National Road Trip	6-7
Eck's 92 Roadster	8
Activities	9
Judging Chair Report	9-11
Items for Sale	12
RMC Logo contest	13w

Sept 9th
Chapter Judging
Meet at Bosarth
Chevrolet 8:00am

October 6th
Fall Road Tour
TBA 11:00am



Chairman's Report
By Rick Reiff

These are my notes from the road while I drive my daughter back to college in Pennsylvania, a 2,100+ mile trip through the middle part of the country. Our route went through Bowling Green, Kentucky and the timing was right for us to tour the National Corvette Museum. If you have been there you know what I mean when I say this is truly a great museum with all the staging and the layout featuring a wide range of Corvettes. For

those of you who haven't yet had a chance to go through the museum, it is well worth the effort. While there we looked up the RMC paving brick which we funded several years ago. We were surprised and happy to see a couple of Colorado connected Vettes on loan and display. One was a '57 that had a Boulder home, donated to the museum by Al Clough in 1997. The other is a '58 that our Ralph Ridge helped restore a couple of years ago down in New Zealand that belongs to Diane and Greg Haliday. Both cars were staged in a 1950s period gas station setting complete with old style pumps. The museum does a good job of taking you on the evolutionary journey the Corvette has taken from its beginning in '53.

After winding our way through the different Corvette display areas we were led to a special display that we were not expecting that has just been added. This is the traveling 9/11/01 memorial which featured remnants from that horrific day. There was a seatbelt from one of the crashed planes, a fireman's boot, part of the landing gear from



Corvette Museum photos
by Rick Reif

one of the planes recovered from a building nearby, a MileagePlus membership card from a lady on one of the doomed United flights, and other items recovered from the crash sites. It was quite a somber experience on the tail of a more upbeat trip through Corvette memory lane. I think it is great that we “never forget” however, we didn’t know the display had been added and were not prepared for the effect it had on us, which was one of sorrow and emptiness. We left the museum with a dull numb feeling. If you are going to the museum between now and October 28th you may want to keep this in mind and know it is there. Ironically, I received a notice about two hours after our visit advising us of the new display at the museum. Would I go to the museum again? Absolutely, and next time I’d make sure I had enough time to tour the Corvette Assembly Plant across the street.

On August 18th we had the RMC Board and 2013 planning meetings. The updates and reports from the respective RMC Board members can be found in other parts of this newsletter.

It’s that time of year again when we start putting the calendar together. Last year I used several photos from the National Road Tour, which I wasn’t able to participate in this year. As such, I don’t have many photos that can be used for next year’s calendar. If you have any pictures from this year’s National or other photo that you think would make a good calendar page, please send it my way – thanks.

On the 2014 Regional front, check out the logo contest information included in this issue of the High Plains Shifter.

In closing I would like to thank Jack Humphrey and Jim Lennartz for putting together a fun and educational Judging School also on the 18th of August (and thanks Garry Steffens for letting us steal your Saturday and opening up Corvette City for our use. Hope to see you at the judging meet,

Rick Reiff
Chairman



Vice Chairman's Report

by Fred Koenig

When I last wrote it was just before leaving for the 2012 N.C.R.S. National in San Diego, CA.. This was my first road tour and third National since becoming a member in 1985. I can say if you are thinking about attending an N.C.R.S. National really sign up for the Road Tour. We had four cars in our group of 27 cars from CO. which included our Brothers and Sisters from Austraila and New Zealand. Our four car group consisted of Leader John & Dale Hilborn (C2), Jeff & Diane Roth (C1) myself (C1), and Steve Jaques (C6) riding sweep and picking up C1 & C2 parts. Each morning at 7:30 AM there was a group meeting and then we broke into groups of 4 - 6 cars. The reason of the groups is a safety issue. Can you imagine 27 Vettes passing a Winnebago on a two lane



Top to bottom:
Board Meeting
Tech session
Fred Koenig receiving year of 1962 award from wMark Lincoln

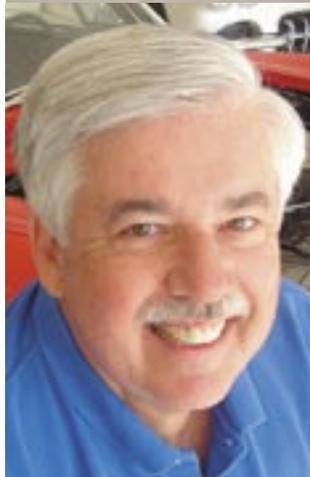
black top highway. Yikes!. The camaraderie is great and even better with your own group. We had no major breakdowns and only minor ones (the C1 cars) which make a rode trip way more enjoyable. Because it was the year of the 62 Jeff, Diane and I received a glass plaque from the N.C.R.S. with the N.C.R.S. logo, crossed flags, our names, vin numbers, and National Convention etched into the glass. A really classy item to remember the convention by. Seeing America along the tour to the convention is a wonderful memory.

As I said the Road Tour is a super trip really give it high thought if you're doing a National.

Total mileage going and coming for me was 2875, and I can say *Air Conditioning* would have been really, really, really nice crossing those deserts.

As Zora said Keep Driving Them.

Thanks, Fred



1995 ZR-1

by: Tom Di Rito,
NCRS Member #51349

In owning three Corvettes, I believe that each one is special. For me, my love for these cars began when I was in high school however it was not until 2007 after all of our kids' college had been paid for that I felt it was time to give himself a treat.

My ZR-1, which I purchased in February 2009, was the third Corvette I've owned. It was owned by a collector in Ft Morgan, Colorado, who was the third owner of the car. It had only 9,900 miles on it and was in very good condition, save for some maintenance work and some general clean up needed.

After speaking to the owner of the car by phone and obtaining the car's VIN, I performed some research on the car before even going to look at it. I contacted the Chevrolet dealership who sold me my

2008 Corvette who were kind enough to run a Carfax report to see where it was delivered, what the mileages had been, and to confirm the number of prior owners. I also performed some additional research through the ZR-1 Net Registry and through reading a book called The Heart of the Beast; History of the LT5 V-8 and ZR-1 Corvette. As you'll see later in this article, these two sources told me how rare this car really is.

A short primer on the ZR-1 would be in order here. The ZR-1s were built from 1990 through 1995. The engines were designed by both General Motors and Lotus (England). The LT5 engine has an all aluminum block and heads. Because of the special assembly process required for this aluminum engine and due to the fact that these cars were somewhat limited in production, GM had the engines built by Mercury Marine in Stillwater, Oklahoma then shipped to Bowling Green for installation into the cars. The LT5 engine is a DOHC V-8 with 16 (not the more typical 8) fuel injectors. According to The Heart of the Beast many of the earlier cars had heads that were built by the Brimal Foundry in England. In 1992, Brimal notified Mercury Marine that they were going out of business and would no longer be making castings for the heads. A.L. Dunn, another English foundry, took Brimal's tooling, made changes to resolve quality problems and began making cylinder heads for Mercury Marine. My further research has found that most 1995 ZR-1's have a Dunn head on the left side, a few rare cars have Dunn heads on both sides. My car is one of those rare cars.

Since owning the car, I've entered it into numerous auto shows, taking a number of first places. The car was also judged through NCRS in March of 2010 taking home a "Top Flight" award after scoring 99.3%. I did however notice that at many car shows, the general public did not understand how rare the car really is. In order to help educate the people looking at the car, I prepared an illustration board which included photos along with some statistics relevant to the car. Those statistics are:

- 20,742 Corvettes were built in 1995
- 15,771 were Coupes
- 448 were ZR-1s
- 44 were known to be produced with a set of A. L. Dunn heads
- 13 were painted in Bright Aqua Metallic
- 6 were built with a black leather interior
- 2 with this interior and exterior color combination were known to have been produced with a set of A. L. Dunn heads.

My car, or "Aeriel" as my kids have named her, is one of these two cars.

Since preparing this illustration board which I display at car shows, I have been advised by many people (typically outside of NCRS) that the information provided on the board is of great help to casual auto enthusiasts who otherwise would just walk by the car and say "Very nice car" and not give another thought to how rare the car is.

NATIONAL ROAD TOUR





NATIONAL ROAD TOUR CONT.

ECK'S '92 ROADSTER



In August 2010, out of the blue, my wife Terri suggested we look for another “driver.” As some of you know she fondly refers to my 73 Big Block as “The Black Beast”—hot, loud, often overheats on road trips, if it runs at all. I love it—she does not!

Without my knowledge she had been researching Corvettes for sale on Craigslist, a trick she learned from Dirk. She had already found a car she liked which was located in Woodland Park. The car was a 92 convertible, dark green with tan top and interior, base engine, with a 6 speed with 63,000 miles, allegedly driven only in dry weather by the 2nd owner. We arranged to test drive it, narrowly escaping a nasty hail storm in the process. We made an offer which was accepted, and a few days later after gaining title we brought it home, just in time for a fine road trip to Gunnison with RMC.

In 2011 we drove to Novi, Michigan where it scored a first flight and a Sam Folz award. This year it was exhibited in the Forney Museum for 3 months and also made the first leg of the RMC National Road Tour before turning back at Durango due to the Waldo Canyon fire. Thus far it has carried us 6000 miles without incident and best of all has taught both of us the fine art of traveling light.



Activities

By Eckhard Pobuda

In July RMC Chapter visited the Tebo Car Collection in Longmont. The event was well attended. It is an ever changing collection and well worth visiting. In August we had a Judging School, conducted by Jack Humphrey and Jim Lennartz. We all learned a lot about using available reference resources in determining the correctness of parts for specific year applications. Thanks Jack and Jim.

Sunday September 9th is our annual Chapter Judging Event at Ed Bozarth. Be there at 8:00 AM if you are planning to participate.

Saturday October 6th will be our Fall Road Tour. Details will be announced by member blast as the time draws near.



RMC Judging Chairman Report

by Jack Humphrey

Why???? The restaurant was on FIRE and the property was unreachable as that fire was on a collision path marching out of the mountains east toward Colorado Springs. Hey, there's a new NCRS road tour first!

So, between Ralph Ridge and Eckhard Pobuda, a contingency plan was hatched to hold a back yard barbeque at Pobuda's house in Monument. Heck, it was pretty darn close by, so those lodging at the kick off hotel wouldn't have very much in the way of an expanded drive. What's that got to do with Durango?

Well, the kick off dinner was a great success and the Ridge leg of the National Road tour set off bright and early the next morning sans Ralph Ridge. What? Ralph's wife Sharon had suffered a recent fall that injured her wrists and ankles. Surgery was scheduled for one wrist and Ralph had to beg off his road tour duties. Jerry Mulick was asked to pinch hit for Ralph. Jerry picked up the ball and ran well getting us safely across Colorado to Durango.

Durango had been set aside as a two night stop. The following day provided a tourists' choice of activities. Ride the steam train to Silverton or visit Mesa Verde. After Eck and I drove over to Mesa Verde and took a self-directed tour, a surprise was waiting for us back in Durango. An evening telephone call from Eck's wife, Terri, followed this course, "Dear, the sheriff was just at the door. Apparently the fire has changed course and we have to evacuate the house. In addition to our horses, are there any items in the house I should be concerned about?" Needless to say, Eckhard quit the road tour and drove back to Denver. That left me in the hotel parking lot the next morning with one duffle bag, my thumb out and a professional hitch hiker's cordial smile on my face.

Well, boys and girls, the summer is almost at an end... The National Convention was held in San Diego and RMC ran TWO legs of the National Road Tour. Thanks go to Dennis Kazmierzak and Ralph Ridge!

I began as the official navigator for Eckhard Pobuda and got as far west as Durango. The night before our road tour's departure, we were scheduled to have a kick off dinner on the north side of Colorado Springs. But, hours before dinner, the restaurant called to inform us our reservation had been cancelled. What????



NCRS folks are real sports. It didn't take long for me to find an empty seat in a 2006 Z06. That got me both to and from San Diego!

2012 National

This was the year of the '62 and RMC produced several to grace the backdrop. Fred Koenig and Jeff Roth drove their classics while Ted Smathers brought his retro-rod. Last, Glenn Reiff trailered his classic vintage racer out for display. If you were a '62 aficionado, the RMC contingency whet your appetite!

Now, I intentionally went to the awards banquet so I could take notes and report the RMC honors captured. Yes friends, I had a nice concise list of the Flight awards won, the Mark of Excellence awards captured, the judging recognition awards received. But, 'had' is the key phrase. You see there was this nasty desert wind that blew by during a refuel stop in Arizona...

Well, I'm not going to chance reporting some correctly and forgetting others. So, we'll simply have to wait for the Corvette Restorer magazine to give us the story.

2015 National Meet

Eckhard Pobuda and I put together an RMC proposal and submitted it to National for consideration at their Board of Directors meeting. I can report that our bid was accepted and the dates selected for the Denver convention are July 19-23 or 2015. Since, the San Diego convention, we've signed a contract with the host hotel, Crowne Plaza Airport and we're now putting the finishing touches on overflow hotel bookings.

Summer Judging School

On August 18th, we held our second and last chapter judging school of the year. We met at Corvette City and the format was a faux judging competition based on recognizing and scoring parts.

There were five parts categories (ignition keys, FI S-Tube screws, valve stem cap, wheel weights and motor mounts). Students were paired in 2-man groups putting lesser experienced people with more experienced judges. Questions were asked about the different groups of parts on display and participants were under a 2-hour time limit to provide answers.

This was an 'open book' test with the chapter's Judging Guides, Performance Verification Manuals, and Judging Reference Guide available for use from a 'librarian'. Another of us role played a Team Leader and the stage was set!

We intended to teach a number of things:

- (1) Not all the answers are in the book.
- (2) Answers that are in the book, aren't always where you'd expect them.
- (3) Some technical details are left to Performance Verification scrutiny.
- (4) In addition to the Judging Guide, you need the Judging Reference Manual.

After, the question sheets were turned in, we took time to give the 'correct answers' and foster interactive discussion(s). I think the school was a success because I managed to get home without finding a knife in my back!

Now, drum roll please! The winners of the judging school contest are: Peter Gregory and Rick Nelson

They will receive special recognition prizes at our annual chapter judging meet. That introduces the next section nicely. In all seventeen students and teachers attended school and all have been submitted for credit in the judging recognition program.

Annual Chapter Meet

We're on for our meet at Bozarth Chevrolet on September 9th. We have nine cars registered for Flight judging and seven entered as Sportsman. Our registered body count for judging and tabulating is thirty-nine.

This is a pretty typical size meet and the chapter's response to registering (either on-line or via US mail) is to be commended! I think we're set for a day of fun once more. So, I'll see you soon on the judging field!



I am Phil Morgan NCRS #1340 and can offer great pricing on BULLET POLISH products and I am a dealer for CORVETTE AMERICA. I will offer 1/2 of whatever discount I get to NCRS members on the VINTAGE CATALOG and the 1953-1982 and 1984-2012 catalog.
Please advise if I can send you a catalog.
corvett08@comcast.net

For Sale

July 2012

1964 340 Horse engine from car #3208 with FI 015RE, J-5-3 casting date as removed from a Roadster in running condition. Std. bore, including -461 heads both dated J-4-3, windage tray with studs, finned balancer (H-63), and idler pulley. No crank, rods, pistons, bolts, or pan. No Damage. \$2,000. Front Range delivery is possible.
Glenn Reiff, Steamboat,
(970) 846-6801.
reiffs@springsips.com

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

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 1/4 page, \$40.00 for a 1/2 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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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





Rocky Mountain Regional June 5-7, 2014 Loveland, CO

Dear Rocky Mountain NCRS Chapter member. In preparation for our Regional Meet in 2014, your Regional committee has decided to have a contest to select a LOGO for this event. The logo will be used on communications, t-shirts and other places deemed necessary. The winner will receive one FREE HOTEL NIGHT at the Embassy Suites hotel during the meet.

Rules and suggestions are as follows:

- 1) Entrant must be a member in good standing with the RMC.
- 2) Entries should include the information in bold print at the top of this letter.
- 3) Entries must be submitted to Ralph Ridge or John Marsico (the judges) by 12/1/12.
- 4) A Corvette may or may not be in the logo, but we certainly hope the entry would remind the viewer of our location.
- 5) If a Corvette is in the logo, remember that 2014 is the year of the '64.

The winner will be announced no later than the RMC Holiday Party in January 2013.

Thanks, and good luck,
Ralph Ridge and John Marsico
Co Chairpersons, 2014 RM Regional

