

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

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July 4

Picnic

August 20

Chapter judging meet

Sept. 17

Fall Road Trip



Chairman's Report

By Rick Reiff

Greeting Fellow RMC Members:

It's July now and the warm summer weather is here. We had a wonderful 4th of July weekend again this year at Glenn and Lynn Reiff's. What great hosts they are and on behalf of the Chapter I want to extend our thanks for hosting the event again this year. Thanks also to Ralph Ridge for hauling all the chars up to Fort Collins and to everyone else that behind the scenes helped pull everything together.

At the April annual meeting I made reference to a suggestion Barrett Benson, our Ambassador to the National Corvette Museum, has made regarding becoming an NCM member. For our membership we would get

1. Listing on the NCM website
2. Plaque stating membership for display (likely to be displayed at one of our Chapter sponsors)
3. Discount pricing for ads in America's Sports Car magazine and subscription of same
4. Six free passes to the museum
5. Discount on facility rental

The first-year dues would be \$250 and \$150 per year thereafter. At the April meeting I said I would send out an email requesting input from the Chapter members regarding RMC becoming an NCM sponsor. Stay tuned for a separate email on this topic. Thanks in advance for your feedback.

As I've done in past newsletters, I thought it would be good to provide a little information regarding the "Year Of" that will be recognized this year at the National in Mobile, Alabama, that being the 1972 model year. The following is from Chevrolet's 1972 Corvette Specifications document.



Chapter tech session from the archives ED



- Appearance changes were again minimal for 1972, but this model's significance is more associated with its "end of an era" status than by new looks or features. The 1972 Corvette was the last to feature front and rear chrome bumpers, a bright egg-crate grill, side-fender grills (later models do have functional vents and some have vent trim). Also, the 1972 model was the last to feature the removable rear window available from 1968-1972.
 - The 1972 did not have the fiber-optics light-monitoring system used in 1968-1971 models, but the previously optional alarm (sounding horn type) was included in its base price.
 - This was the last year for RPO ZR1 and RPO LT1, although the ZR1 code was used again in 1990, and LT1 designated a new base engine in 1992.
 - This was the only year the 1970-1972 LT1 engine could be combined with air conditioning. The number built is believed to be 240. Previous restrictions were based on the possibility of air conditioning belts being spun off by higher engine rpm permitted by solid valve lifters. To discourage higher rpm, LT1s with air had the base engines 5600 rpm tach instead of the 6500 rpm unit used with the non-air LT1s.
 - Production: 20,496 coupes, 6,508 convertibles, 27,004 total.
- Have a great summer and I hope to see you at one of the Chapter events.

Rick Reiff



Membership Report
by Steve Beatty

Please extend a welcome to our new members at a future event/meeting.

We have added the following new member since my last report:

67848 Ed Fisher - Car Year not known

Please extend a welcome to these new members at a future meeting. Our current membership is 131 members. Remember, you must be a current member of National NCRS to be a member of RMC.

A member's NCRS membership expiration date can be found on the mailing label of the Driveline/Restorer. The NCRS has the capability to track RMC current year memberships +2 years, which currently is through the year 2024.

Chapter notices are generally sent out via email using the addresses contained on the National NCRS member email database.

Accordingly, please make sure your National NCRS profile email address is always up to date to avoid missing Chapter news. Here is a link to your member profile:

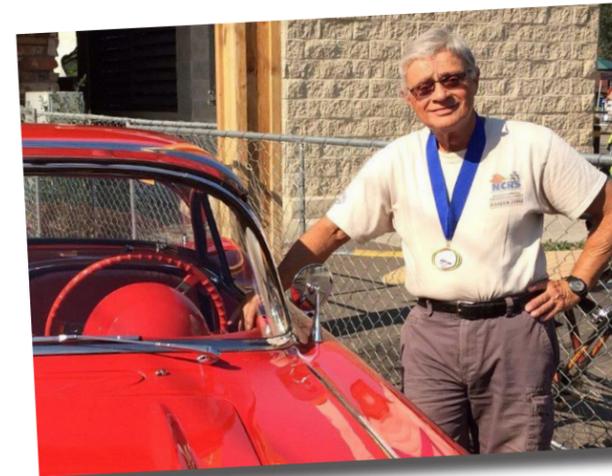
<https://www.ncrs.org/forums/register/change-address.php>

The Top Flight Chapter Program has been reinstated for 2022. I will be submitting the 2nd quarter report by July 10th. A special thanks to all of the members whose participation in club activities has made it possible for the Chapter to continue its tradition of earning this award.

RMC Chapter membership directories are now available upon request by emailing me at stingraycpa@hotmail.com. Please keep in mind that the list is confidential and is not to be shared with non-members.

I look forward to seeing everyone at a future event!

Steve Beatty
Membership Manager
stingraycpa@hotmail.com



Hello, Fellow Region VI NCRS members:

My name is John Marsico. Like you, I am a member of Region VI of NCRS. I am contacting you to let you know our current Region VI director to the NCRS Board of Directors, Ralph Ridge, has decided against seeking another term of office and that I have decided to run for that position - Region VI NCRS Director.

I want to share a little about me and my goals should I be elected to the NCRS Board of Directors.

After a 31-year career in public education, first as a high school sociology and psychology teacher and then as a high school counselor, I am now retired. During that time, I provided emotional, educational, vocational and college counseling services to students and served as department chair of the counseling department.

In 1989 I purchased a 1962 Corvette and shortly after, in 1990, joined NCRS and the Rocky Mountain Chapter. In the Rocky Mountain Chapter I have served as chapter vice chair, judging chair, and co-chair for the 2014 Rocky Mountain Regional. In 2014 I was selected to receive the NCRS Support Team Award. I have experienced both sides of the clipboard. My 1962 has earned a Regional Top Flight Award. Then I campaigned my 1992 LT1 coupe through the NCRS system earning the McLellan Mark of Excellence Award, 5 Star Crossed Flags Award and a Founders' Award. At the national level, being a member of the national C4 and C5 judging teams has given me the chance to interact with and assist those members working to achieve their NCRS goals. Additionally, I was selected to be an instructor at the NCRS National Judging Retreats in 2013, 2017, and 2019 providing me with an invaluable opportunity to enhance my knowledge of the NCRS judging system, help participants, and better understand the intricacies of our organization. Finally, I was a writing team member for the 1990 - 1991, 1997 - 1999, and the 2003 - 2004 Technical Information Manual and Judging Guides. Currently, I am involved in the development of the revised 1994 - 1996 and the new 2005 - 2007 Technical Information Manual and Judging Guides.

If I am elected to serve as your representative on the National NCRS Board of Directors, I will work to achieve the following goals:

1. Develop a process for open sharing of information between Region VI NCRS members and the NCRS board of directors. I strongly believe in transparency.
2. Utilize my professional skill set, listening and communication, to promote a dialogue between me and members in Region VI. Members will have every opportunity to express their thoughts to me and can be assured I will share that information with the Board.
3. Develop strategies to better engage current NCRS Region VI members in the organization.
4. Develop strategies to attract new members to NCRS ensuring its viability for the future.

The 2022 election will take place via a ballot which will appear in the September - October issue of the NCRS Driveline. I am asking for your support and vote for the position of director of Region VI.

If you have any questions or wish to talk with me further you can reach me via my email address, jmarsico@centurylink.net or my landline, 303-421-6973.

Best Regards,
John Marsico





Editor's Corner
By Dennis Dalton

A Non Starter

A Broken Nose

My starter squeaked every time I started the 66 L72. Had about 28 starts on it then it refused to turn over. I keep a log, just like in the aircraft, very helpful sometimes. I should have taken it out sooner and put in some starter shims. The nose broke off and jamed between what was left of the starter and the bell housing. No harm to other parts except the Bendix drive did not turn smoothly. I put in another cast iron nose I had laying around and another bendix.

The Internet Search

Now the problem is how to shim it. Unless you have the transmission out and the bell housing off the engine, it is not possible to accurately shim the gap between the starter teeth and flywheel. The unsubstantiated internet wisdom is .020, measured at the tip of the bendix tooth and the valley between 2 flywheel teeth using wire gauges. Others suggestions were to just put it in with the thinnest shim (1/64") and "see how she starts".

My Solution

I took the selenoid off and put in the starter with no shims. I grabbed the plunger and moved it in and out with whatever part of my hand I could fit up there. Wouldn't engage. I eventually put in a 1/32" which would allow me to slide the Bendix teeth to engage the flywheel. Ok it works but a little stiff and could probably use a 1/16" shim, maybe.

But Wait

I wanted to try something, so I reassembled the starter using another armature with another Bendix and another slightly heavier casting nose piece. So now I could move the selenoid fork with my hand easily with no shims. I liked that better. Works great. The original armature shaft was probably bent or something. Maybe the heavier casting nose is slightly different also.

I basically replaced everything on the starter with other (old OEM) parts. These starters have all interchangeable parts except for the case, which has the stamped numbers and date. And the nose, of course, which an aluminum nose would fit but is not correct for mid year Corvette big blocks. This is not a research article on aluminum noses. Common knowledge is they made their appearance in the late 60's. That is not verified. I just have mid year judging guides and they all say the same thing. A C3 judging guide may shed some light on aluminum starter parts.



Author's 1107365 starter

Judging

Well I thought I would briefly mention the judging guidelines for the mid year starter and selenoid with a couple pictures since there is no way you can see the selenoid with any clear view even with a mirror. I can see why they put the starter in with the chassis judges instead of the mechanical judges. You are already under there, you do it.

Compare the 2 starters in the picture. The left one is a 44 year old rebuild from a parts house. The right one is my 1107365 starter. The big screw heads on the main case are correct as being slotted as on the right, not phillips as on the left. We don't address the brush arm attachments which on the left rebuild are pop rivets. Fortunately the starter number and date is on the outside of the starter and somewhat visible in the field. These are noticable in the picture. The starter on the left is a 1109489 dated 8D12. The internet search showed the application for Mercruiser boats using a GM 350 engine. That is probably a 1978 date. The founding fathers probably felt that case configuration would not be an issue since PN would dictate the proper shape of the case. I can put either armature in either starter and it will bench test ok.

You be the Judge

The selenoid attachment screws are hard to see in the picture but should be philister head (as they are on the 365 starter) not hex head. The pictures of the bakelite ends of the selenoid are displayed as the one on the right goes with the 365 starter, the left one is a Delco service replacement. That being said, the judging guide states: "The selenoid is either cad or zinc plated, except for the forward end which is dark brown or black "Bakelite TM" material. ...the logo is cast on the forward face between the terminals." They are technically both correct. As with a lot of other items in judging, experience garners a frown or a smiley face in the margin depending on which one you are looking at.



CORVETTE MUSEUM NOTES

Barrett Benson
bsqaured@q.com

corvettemuseum.org
1-800-538-3883

Motorsports Park Update

The December 11, 2021 tornados devastated Motorsports Park (MSP) offices, garages, and karting facilities, but the track was not damaged! The road to recovery began immediately after assessment of damages. On December 28th the track reopened with modified track offerings and a temporary office. In January 2022, MSP offered the *Corvette Bundle*, giving drivers the opportunity to drive C7 and C8 Corvettes on the track. In February, the track hosted its first weekend events. In March and April, MSP's new season started with *corporate events, Corvette Experience, Andy Pilgrim Driving School Experience, and Karting*. MSP is now offering its entire menu of events, adding new summer events, and discounting all offerings throughout the summer months.



Holley Tower re-construction as of June, 2022

Construction is well under way restoring the tornado-ravaged Holley Tower that housed offices, training facilities, and gift shop. Anticipating another 12-15 months before the building is completed, to date it's been stripped down to the metal frame with plywood and stucco being re-applied to the exterior. Of the 18 garages, 9 are operational, as renters move back into long-term units.

New Director of Collections & Education

Brian Baker has replaced Derek Moore who resigned earlier in 2022 to take a similar position in Nashville. Brian joins the NCM from the Automotive Hall of Fame where he was vice president of Education and Principal Historian; his career with General Motors included Senior Creative Design Manager. Brian said "after 4 decades of working around the Corvette culture through my museum experiences along with my tenure with GM, I'm thrilled to be returning to Kentucky to work with the talented team at the National Corvette Museum.... Now as an automotive historian, I want to elevate the world's awareness of this important icon of American culture."

Artifacts of the Month For the 2nd item in the Artifact of the Month series (see the 2nd Quarter 2022 issue's column for 1st Artifact – 1983 Analog Dash), the Museum chose the Croton watch given to Don Yenko in 1963 by Grady Davis, VP of Gulf Oil. Established in 1878 in the Italian City of Croton, the watches represent the distinctive craftsmanship of Swiss watchmakers.



2nd Artifact of the Month: Engraved Croton watch given to Don Yenko by Grady Davis

During GM's voluntary ban on racing in the late 1950's, it was up to *privateers* to defend the honor of Corvette, with enthusiasts ordering Corvettes from dealerships and prepping them for racing. Grady Davis, one such *privateer*, created the Gulf Oil Racing Team with Vettes purchased from Yenko's Chevrolet dealership. Using Gulf Oil resources and 'backdoor' help from Chevy engineers, he gave his drivers Corvettes that could win!

Don Yenko initially drove the #11 '61 Corvette, but was suspended from racing in 1961 for six months

by the Sports Car Club of America (SCCA) for running an aluminum flywheel instead of the required steel flywheel. Grady replaced him with the "Flying Dentist" Dick Thompson, and the '61 was replaced with a '62 Corvette for the 1962 racing season. Together, Yenko and Thompson won the 1961 SCCA B-Production National Championship and the 1962 Daytona World Sports Car championship series. In 1963 GM closed 'backdoor' access to factory racing parts, but Thompson continued winning races for Gulf Oil in a new '63 Sting Ray coupe. The Museum now displays the Croton watch, engraved *To Don from Grady '63*.

Betty Skelton, the "First Lady of Firsts" and the "Fastest Woman on Earth," took interest in airplanes early in her childhood, and on her 16th birthday made her first legal solo flight. She became one of the most successful female pilots in setting both aerobic flight and speed records. She was GM's first female technical narrator at auto shows and appeared in TV and print ads. After her aviation career, she drove at Daytona where in 1954-55 she set numerous records. In 1956 she returned to Daytona in a '56 Corvette, specially prepared by Zora Arkus Duntov, and ran the Flying Mile at 137 mph. The 1956 Daytona Trophy presented to Betty Skelton is NCM's *Artifact of the Month*.

2022 Hall of Fame Inductee Announcement:

Sharon Brawner, NCM President, announced the 2022 members-elect: Ed Welburn, retired GM VP GM Global Design; Gary Pratt and Jim Miller, founders of Pratt & Miller Engineering; and Elfi Arkus-Duntov, the First Lady of Corvette.

2024 Caravan:

It's not too soon to plan for the world's largest moving event, the *National Corvette Caravan*. Slated for Labor Day weekend August 29-31, 2024, the caravan is hosted by NCM once every five years. Culminating in Bowling Green, Ky, this event will mark the Museum's 30th Anniversary.

Formed by regions, caravans from Colorado and Nebraska will join, as they did in 2019. I'll keep you updated as new information becomes available.

NCM 28th Anniversary:

The next major event for the National Corvette Museum will be the 28th Anniversary Celebration, September 1st through 3rd. Many seminars and tours as well as track experiences are available. On line registration is now open. Link: <https://www.corvettemuseum.org/explore/events/museum-events>.

Ambassador Meeting:

I achieved the Master Ambassador level for the 12th consecutive year. Each ambassador must earn minimum points through various categories to maintain ambassador status; those earning additional points earn Master level, awarded to 25% of the Ambassadors for 2021. Thanks to all RMC members for telling me when you *purchased raffle tickets, insured your Corvettes through NCM, joined or renewed your NCM membership, and participated in the Museum Delivery program*. I couldn't have earned the Master Ambassador level without your support!



3rd Artifact of the Month: 1956
Daytona Trophy presented to
Betty Skelton



NCRS Nebraska Chapter

"LAST BLAST 2022"

Two Day Super Chapter

Flight & Concours Judging Meet

Commonwealth Flight Hangar - Lincoln Nebraska



SAVE THE DATE!

Friday & Saturday, September 22 & 23, 2022

Registration Opens August 1, 2022

- Concours, Sportsman & MOE Corvettes welcome!
- Corvettes from all 5 Generations for judging
- NCRS members from 8+ states at this meet
- Three Judging & Tech Schools on Friday & Saturday
- 1953 Corvette under restoration on display
- **NEW FOR 2022:** Thursday night Welcome Barbecue & Social
- Friday Private tour "Speedway" Museum of American Speed
- Friday night banquet & charity auction
- All meals included with your registration
- More information: **www.NCRSNeb.com**

For all NCRS members attending Judging Schools & Judging both days, this will be a 5-point weekend

Event Contact:

Brad Hillhouse: Judging Chairman

BradHillhouse@yahoo.com 402-730-6898

*4th of July weekend
Chapter Picnic at Glenn and
Lynn Reiff's home*



*Pictures by Chapter chair,
Rick Reiff*





Merchandise
By Eckhard Pobuda

We now have most sizes of the heather gray ring spun t-shirts, blue silk touch polo shirts, royal blue sweatshirts, gray sweatshirts with embroidered logos. This includes: Heather Charcoal Ring Spun Short Sleeve T-Shirts (Pic 1); Black Heather Silk Touch Long Sleeve T-Shirts (Pic 2); Blue Silk Touch Short Sleeve Polo Shirts (Pic 3); Royal Blue Long Sleeve Sweatshirts (Pic 4). All of this merchandise is available in all sizes. Also, we have replenished the inventory of several of our popular items such as the Chambray Shirts with embroidered pockets and Black Short Sleeve T-Shirts with embroidered pockets. Prices are shown in the attached Merchandise Inventory.

Contact Eckhard @ epobuda@aol.com.

Item	Value	Color
2015 National Cooler	\$10.00	Blue
Aprons	\$15.00	
Challenger Jacket (SM - XL)	\$82.50	Red/Navy
Challenger Jacket (SM - XL)	\$82.50	Black/Black
Challenger Jacket (SM - XL)	\$82.50	Blue/Navy
Challenger Jacket (XXL - XXXL)	\$85.00	Red/Navy
Challenger Jacket (XXL - XXXL)	\$85.00	Black/Black
Challenger Jacket (XXL - XXXL)	\$85.00	Blue/Navy
Fleece Vests	\$35.00	Red
Fleece Vests	\$35.00	Blue
Fleece Vests	\$35.00	Black
Hats	\$15.00	Black
Hats	\$15.00	Black/Red
Hats	\$15.00	Brown
Hats	\$15.00	Beige
Hats	\$15.00	Beige/Green
Hats	\$15.00	Beige/Black
Hat Pins	\$3.00	
Pocket Knife	\$5.00	
Polo Shirt - Short Sleeve	\$30.00	Red
Polo Shirt - Short Sleeve	\$30.00	Blue
Polo Shirt - Short Sleeve	\$30.00	White
Polo Shirt - Short Sleeve - Silk Touch (SM - XL)	\$25.00	Blue
Polo Shirt - Short Sleeve - Silk touch (XXL - XXXL)	\$30.00	Blue
Subtotal Polo Shirts		
RMC Window Sticker	\$2.00	

Chambray Shirt (SM - XL)	\$35.00	Denim
Chambray Shirt (XXL - XXXL)	\$40.00	Denim
Chambray Shirt -Short Sleeve	\$30.00	Denim
Shopcoats - 38R	\$35.00	
Shopcoats - 40R	\$35.00	
Shopcoats - 42R	\$35.00	
Shopcoats - 52R	\$35.00	
Shopcoats - 54R	\$35.00	
Shopcoats - 56R	\$35.00	
Shopcoats - 58R	\$35.00	
Sweatshirt (SM - XL)	\$25.00	Gray
Sweatshirt (XXL - XXXL)	\$25.00	Gray
Sweatshirt (SM - XL)	\$25.00	Royal Blue
Sweatshirt (XXL - XXXL)	\$25.00	Royal Blue
T-Shirts - SS - Embroidered w/Pocket (SM - XL)	\$15.00	Black
T-Shirts - SS - Embroidered w/Pocket (XXL - XXXL)	\$20.00	Black
T-Shirts - Short Sleeve -Stenciled	\$10.00	Gray
T-Shirts -Ring Spun SS -Stenciled (SM - XL)	\$10.00	Heather Charcoal
T-Shirts - Ring Spun SS -Stenciled (XXL - XXXL)	\$15.00	Heather Charcoal
T-Shirts - Silk Touch LS -Stenciled (SM - XL)	\$15.00	Black Heather
T-Shirts - Silk Touch LS -Stenciled (XXL - XXXL)	\$18.00	Black Heather



Pic. 3



Pic. 1



Pic. 4



Pic. 2



Judging Chairs Message
by Martin Egan

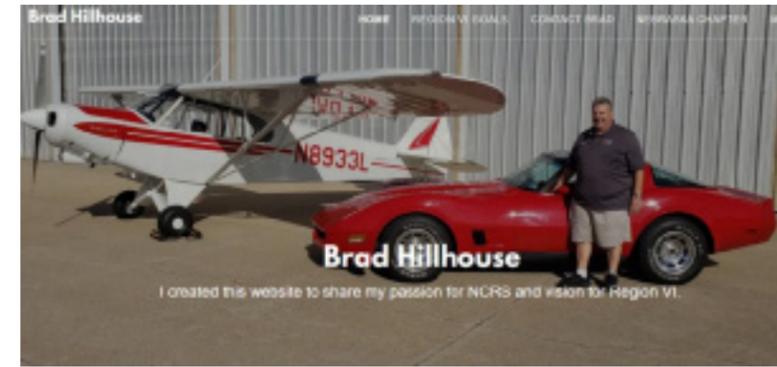
Martin's 77

The deadline is fast approaching

Hello RMC members

Just to remind you of the RMC 2022 Summer Chapter Meet on Aug 20, 2022 at Foundation Chevrolet in Wheat Ridge, CO. We need 5 cars for Judging and members to help with Judging. Right now, we have only 3 cars for Judging. No registration after Aug. 13, 2022 deadline. This year the fee for having your car judged is up to \$60.00. This is still a good deal to receive valuable input and expertise from knowledgeable fellow chapter members. Sportsman is also up to \$30.00 for this group. Also there is a late fee for those who drag their feet on this \$20.00 in addition to the regular fees. Lunch will be provided to all who signed up for the Judging Meet. The Meet starts at 7 AM sharp, hope to see you all there.

Martin Egan 4320
RMC Judging Chairman



Brad Hillhouse

Nebraska Chapter Regional VI candidate

NCRS Rocky Mountain Members:

My name is Brad Hillhouse, and I am running to be your Region VI NCRS representative. My wife Alice & I live in Lincoln, Nebraska and have two adult children Ashley 22 & Carson 19. Having been a NCRS member for 20 years and currently the Nebraska Judging Chairman, Membership Administrator and Chapter Development coordinator, I believe my qualifications and background provide a solid skill set to be your next Region VI Director.

Ralph Ridge has been a great mentor & friend to me, and with his announced retirement along with his personal encouragement, it's my desire to succeed Ralph as your Region VI representative. With Ralph's guidance, I have worked the past three years to build the Nebraska Chapter from 22 members to over 60. My youth and exuberance allow me to bring the same energy I have used to reenergize my local chapter to the Region VI Directors position.

Friends of mine understand it is not in my nature to "brag" about personal accomplishments, however for you to get to know me better, having a background of my NCRS activities and accomplishments is important. Some of you have followed my travels over the past 5 years on Facebook driving over 80,000 "NCRS miles" going to tech sessions, judging meets and regional/national events. This wasn't just to wear out a good truck, but to learn how to be a better leader for my chapter and gain knowledge to help teach other NCRS members. Here's just some of those accomplishments that have helped prepare me to be a great representative for NCRS Region VI:

- 2020 NCRS National Member of the Year
- Nebraska Judging Chair & Membership Admin
- National Judge: 68-9, 70-72 & 78-82 teams
- 68-9 & 70-2 TIMUG Editor & Contributor
- Nebraska Technical & Mechanical Advisor
- NCRS Facebook video creator & developer
- Created the NCRS Facebook Parts Swap page
- Member & Judge with 6 adjacent chapters
- 15 Top Flights, 2 PV's & 1 Bowtie & McLellan
- 1 Third Flight (the best one of all!)

At the 2022 National Convention my 1979 L82 will be presented for Bowtie & McLellan judging. Receiving my 300 level Master Judge and Red Hat Master Judge awards this year in Mobile Alabama will be another personal goal achieved. As a teacher, I will also be co-presenting a NCRS Technical Seminar: Troubleshooting & Repairing C3 Vacuum Systems.

Chapter member involvement is very important for NCRS and particularly the National Convention to be successful. Through chapter team building & recruiting, this year the Nebraska chapter "delegation" goes from one car in prior years to seven Nebraska chapter members taking cars for Bowtie, Duntov, McLellan, Flight & Sportsman Awards.

I will be sending out more information describing the strategic goals I see as important for the Region VI Director position and for the future of NCRS. Creating a world class organization is a team effort and I will ask for your input and ideas that are important to you and the RMC chapter. My job as Regional Director will be to work for you as your liaison to the NCRS National Board of Directors, not only to carry your message but to make sure it's heard.

So you can get to know me better than just thru this letter, I have created a website to share my passion and vision for NCRS. Please go to www.Bradhillhouse.com and take a few minutes and see some of the goals and ideas I have for NCRS Region VI. You will also find a list of Chapter accomplishments as well as personal testimonials from other NCRS Members that support me for Region VI Director. I will be at the NCRS RMC Judging Meet on August 20 and look forward to seeing many of you then. If you have questions, concerns, or just want to introduce yourself, please don't hesitate to reach out so we can get to know each other better.

I appreciate your vote for Brad Hillhouse to be your next NCRS Region VI Director.



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 each year. First year dues entitle the new member to purchase a Chapter ball cap at a discount.

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

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