

# High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter [www.ncrsmc.org](http://www.ncrsmc.org)  
 Published Bi monthly by the Rocky Mountain Chapter NCRS, Inc. Dennis Dalton, Editor

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<b>CHAIRMAN</b>	Rick Reiff
Rreiff@RWBeck.com	(303) 766-2654
Term expires: 12/31/2012	
<b>VICE CHAIRMAN</b>	John Marsico
<a href="mailto:jmarsico@frii.com">jmarsico@frii.com</a>	(303) 421-6973
Term expires: 12/31/2011	
<b>EDITOR</b>	Dennis Dalton
<a href="mailto:Newsletttermc.dalton@gmail.com">Newsletttermc.dalton@gmail.com</a>	(719) 583-2565
Term expires: 12/31/2012	
<b>JUDGING CHAIRMAN</b>	Jack Humphrey
<a href="mailto:JackHumphreyH@comcast.net">JackHumphreyH@comcast.net</a>	(303) 526-9410
Term expires: 12/31/2011	
<b>CHAPTER LIAISON</b>	Bob Montgomery
<a href="mailto:milehiview@yahoo.com">milehiview@yahoo.com</a>	(303) 734-4649
Appointed position	
<b>SECRETARY</b>	Jim Hilton
<a href="mailto:jhilton@adsdb.com">jhilton@adsdb.com</a>	(303) 795-0494
Term expires: 12/31/2012	
<b>TREASURER</b>	Steve Beatty
<a href="mailto:stingraycpa@hotmail.com">stingraycpa@hotmail.com</a>	(720) 685-0415
Term expires: 12/31/2011	
<b>ACTIVITIES</b>	Eckhard Pabuda
<a href="mailto:epobuda@aol.com">epobuda@aol.com</a>	
Term expires: 12/31/2011	
<b>MERCHANDISE</b>	Wayne Pendley
<a href="mailto:Sunvette62@cs.com">Sunvette62@cs.com</a>	(303) 981-8140
Term expires: 12/31/2011	
<b>MEMBERSHIP</b>	Bob Montgomery
<a href="mailto:milehiview@yahoo.com">milehiview@yahoo.com</a>	(303) 324-8082
Term expires: 12/31/2012	
<b>TECHNICAL ADVISOR</b>	Gary Steffens
<a href="mailto:CorvetteMasters@cs.com">CorvetteMasters@cs.com</a>	(303) 762-8388
Appointed Position	
<b>COMMUNICATIONS</b>	Bob Davis
<a href="mailto:rdav@ncrsmc.org">rdav@ncrsmc.org</a>	(303) 838-9529
Appointed position	

## Chairman's Report

By Rick Reiff

The year is rapidly winding down and 2011 is knocking on the door. Speaking of which, the 2011 RMC calendar is now on sale and highlights events and Corvettes from 2010 and the schedule of events for the coming year. Kudos goes out to Bob Montgomery for doing a great job of coordinating the effort and to Jim Hilton for contributing to the cause. Going forward if you happen to take any pictures at an RMC or NCRS event that you think would be suitable for next year's calendar, keep it in mind and send it my way or to Bob for future reference. We could also combine them all into a presentation that we could put together and run at the 2012 holiday party – just a thought here, but if we get enough participants we could have a fun time with it. Kind of a warm up to the White Elephant gift exchange we typically have. Also keep in mind that we need high resolution pictures that are suitable for enlarging to calendar size, so use the high quality setting on your camera if you think of it.

Speaking of the Holiday Party, that's what is next on the calendar of events. Be sure to see more information on this in this newsletter and RSVP when you get a chance.

During our December meeting Ralph Ridge provided an overview of the current plans for the road trip to the National in Novi, Michigan in July. In case you missed it here are the highlights:

- Sun 7/10/11 Kick-off dinner somewhere in the Denver area. Ralph is in the process of locating a sponsor and location.
- Mon 7/11/11: Travel to the Black Hills of South Dakota. Probably spend the night in Deadwood, South Dakota.
- Tues 7/12/11: View Mt Rushmore and other area attractions in the morning. Leave area after lunch heading east. Drive approx 200 miles to Chamberlain, South Dakota for the night.
- Weds 7/13/11: Drive to Albert Lea, Minnesota for next night's stay, approx 300 miles (possible stops along the way).
- Thurs 7/14/11: Drive 265 miles to Oshkosh, Wisconsin. Possible lunch stop in La Crosse

(Mississippi River). Spend the night in Oshkosh.

- Fri 7/15/11: Drive to Elkhart Lake, WI to Road America race course ([www.roadamerica.com](http://www.roadamerica.com)) to watch vintage car races. Ralph is working on several special “perks” during the day at the track. For those not interested in this venue, there is a maritime museum in Manitowoc ([www.wisconsinmaritime.org](http://www.wisconsinmaritime.org)) that, among other things, has a WW II submarine on display. You may decide to split your day between these two venues. Return to Oshkosh to spend the night (same hotel as the night of 7/14).
- Sat 7/16/11: Visit Experimental Aircraft Association Museum in the morning ([www.airventuremuseum.org](http://www.airventuremuseum.org)). Leave Oshkosh sometime before noon to arrive at dock in Manitowoc in time to board auto ferry ([www.ssbadger.com](http://www.ssbadger.com)) ([www.howderfamily.com](http://www.howderfamily.com)) for trip across Lake Michigan to Ludington, Michigan. Crossing time is approx 4 hours. Spend the night in Ludington.
- Sun 7/17: Drive to Hickory Corners, Michigan (approx 160 miles) to visit Gilmore Auto Museum ([gilmorecarmuseum.org](http://gilmorecarmuseum.org)) with rest of NCRS road tour legs. Leave Gilmore Museum to drive to Okemos, Michigan (approx 70 miles, suburb of Lansing) for Last Night Out party. Registration for National NCRS Convention will be accomplished during this stop.
- Mon 7/18: Drive to Novi, Michigan for road tour caravan into convention site in Novi.
- Mon 7/18/11-Fri 7/22/11: NCRS National Convention, Novi, Michigan.

If you have any suggestions for additional stops along the way, please contact Ralph. Remember, this is YOUR road tour, Ralph is just “putting together the framework” (his words not mine as I know Ralph will do a great job coordinating this and making this a great tour, so stay tuned for further information).

Speaking of the upcoming National (or any other NCRS judging event), Dennis Kazmierzak, our Regional Director, wanted me to remind everyone that the NCRS is very serious with regard to counterfeiting and that if caught could result in permanent expulsion from the NCRS (both the owner and restorer) so keep that in mind. For those of you who may have missed previous discussion on this during Jack Humphrey’s recent judging class please refer to the new Judging Reference Manual (8<sup>th</sup> edition).

In closing, for those of you who may not know, our long time Treasure, Steve Beatty, has moved to Gunnison. Steve is going to stay involved with the Chapter, but unfortunately we won’t see him as much in the future due to the mountain range that lies between us and him. I’d like to take the opportunity to thank Steve for his contribution to the Chapter over the years and all his behind the scene work, which has kept the Chapter’s finances stay in good shape and within the guidelines established by the NCRS. Thanks again Steve and the best of luck to you and Debbie going forward.

That’s it for now. Hope to see you at the Holiday Party on the 8<sup>th</sup>! Merry Christmas and Happy New Year!

Rick Reiff  
Chairman

### **Vice Chair Report**

By John Marsico

December 4<sup>th</sup>. Dennis Dalton sent an email newsletter reminder to all board members. When I read the message I thought “no problem.” I have plenty of time and this being December, I’ll wait for one of those lousy snow days for this task. I find it hard to sit at a computer when the sun is shining outside. If I wait any longer, I’ll never meet the deadline and today we did get about an inch of snow. I must admit, I have not felt guilty about all the warm and dry days we have had this Fall. Three days ago it was a record 70 degrees and I was out driving one of the Corvettes. That is what I call a Christmas present.

In my last message I detailed my continuing search for the original owner of the ‘62. I indicated I would share more information regarding my new found contacts based on my shipping report. I must sadly report I still have not reached pay dirt. I know more about the original Dallas dealer than I will ever need, but I still am in the process of searching out that first title. Oh well!

In this edition you will read information about many of the up coming events Eckhard has arranged for us. Eckhard will detail the January Holiday Party so be sure to read his information and mark your calendars.

Because I won’t see many of you between the publication of this newsletter and the holiday party, I do want to wish you all a very Merry and Happy Holiday Season and a very prosperous 2011.

Until the next issue,  
John Marsico

## Editor's Corner

By Dennis Dalton

Please consider contributing an article to the newsletter to share your projects or just your thoughts. Remember, this is your newsletter. If you are considering a Founder's Award and need to write a special interest article I or anyone on the board can help!

## Membership/Top Flight Chapter Award Report

By Bob Montgomery

Our annual membership renewal drive is well underway. This year we are offering payment by check or PayPal/Credit card through PayPal. You don't have to have a PayPal account to pay by credit card; you simply select the credit card option rather than logging into PayPal. Either way your transaction is secure. Renewal costs remain at \$20 per year. My target to complete the 2011 renewals is January 15<sup>th</sup> so if you haven't renewed already I encourage you to do it soon. If there are circumstances that are influencing your decision to renew or not please feel free to contact any of the board members. We are here for the membership.

Chapter membership stands at 128 for 2010. 2011 membership renewals stand at 87 as of 12/22/2010. An interesting statistic to me is the breakdown of how many members renewed by sending a check to our PO Box vs. using the PayPal/Credit card option. So far 46 have paid by check/cash at chapter meetings or by sending a check to the PO Box. 41 members have renewed electronically. I'll be sending out another email "invoice" to those that have not renewed about the first week of January. You can use the electronic payment method or as always, you can send a check to our PO Box

NCRS RMC  
PO Box 204  
Morrison, CO 80465

If you would like a copy of the chapter 2010 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 successfully met all the requirements for the award for 2010. I have been managing the process for the chapter since sometime in 2006 and with your commitment to the chapter we have earned the award every year since then. I don't have the data for years previous to 2006 but I recall receiving it before then as

well. Thanks for your outstanding support of the chapter! As we roll into the New Year we start all over. 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 winter working on your Corvette projects!

## 2011 NCRS RMC Calendar

By Bob Montgomery

The 2011 calendars are in, sorry they didn't arrive a bit sooner. They will be available at chapter events, the next two opportunities are Saturday January 8<sup>th</sup> at the holiday party and Saturday January 15<sup>th</sup>, Corvette City Judging school. Comments have been very positive from members that picked one up at the December chapter event, Get your copy(s) soon! Prices are \$13 each, 2 for \$25. All profit will be donated to the 9Health Fair, our chapter charity.

I am starting to collect pictures for the 2012 calendar now. If you have a good shot of a Corvette that you think is a good candidate please forward it to me by email or CD to our PO Box.

Bob Montgomery  
[milehiview@yahoo.com](mailto:milehiview@yahoo.com)

## RMC Judging Chairman Report

By Jack Humphrey

It's year end now. The ski resorts are open and the air has that winter chill. This report will be brief as there's not much judging action taking place.

### January School

In January I'll finish the 2-part judging school I kicked off last September. The focus was on the new 8<sup>th</sup> Edition of the NCRS Corvette Judging Reference Manual. We covered the first half of the book.

The second half focus' is on the various award recognition programs NCRS offers. A few are new and merit discussion. Also, if you're a new member, seeing the other awards (beyond Flight Judging) might help focus your objective for your car.

### 2011 National Road Tour

Ralph Ridge took a few minutes at our last chapter meeting to brief us on his plans for the Rocky Mountain Chapter's leg of the 2010 National Road Tour. The

National Convention this year is in Novi, Michigan—a western suburb of Detroit.

Instead of traveling the 'direct' route (mostly flat land), Ralph sketched a tour of approximately one week in duration. The gist was to drive north from Denver and target Mount Rushmore as an intermediate destination.

From Mt. Rushmore, the tour would head due east crossing the Badlands and staying north to the Wisconsin shores of Lake Michigan. Instead of ducking south to Chicago and northern Indiana, the tour would load onto the Lake Michigan ferry and get a close look-see at one of the largest bodies of fresh water in the world.

I've received confirmation from the Dutch Chapter President, Rob Musquetier, that he's 'up' to fly over and join me on the tour. The chatter from down 'south' is that Australian chapter chairman Murray Forman and his wife Wendy are planning to join us on the road tour.

So, once again, it appears Ralph has crafted a crowd pleaser affair with an international flavor. If you've not experienced a cross country cruise in your Corvette, why not make plans to join us?

#### Florida Regional

January also kicks off the NCRS judging season with the Winter Regional meet scheduled for the 26th through the 29<sup>th</sup> outside Orlando in Kissimmee, Florida. This meet always sports an excellent swap meet

#### NCRS Technical Discussion Board

The club's on-line system has been VERY active with posts from those who've purchased their car's delivery report and became active tracking the original owner. Unfortunately, knowing today who the original ordering dealer was 30-50 years ago isn't all that helpful. MANY of these dealerships no longer exist. And, those who are still in business probably don't have records going back that far...

But, fellow members persist in their hunt by posting questions to those on the DB who might have additional information. Most come up dry, but a few break through results have been reported. A few clever angles mentioned include:

- (1) Consider hiring a private investigator to help the search
- (2) If the car came from a smaller town, consider placing a local newspaper ad

Also, a few who purchased a report for their car were disappointed to find the source data didn't scan/convert properly and what information was there is illegible. Yes, there's no guarantee a given car is one of the approximately 10% that was 'bitten' by archive aging error(s).

But, the service only costs \$40. And, NCRS will refund your money if they can't supply 'good' information...

#### Activities

By Eckhard Pabuda

I wish everyone a happy holiday season and a fabulous new year in which all your automotive dreams come true. I also hope that all of you had as much fun as Terri and I did at the club events, even though our schedule was a bit confusing at times. Thanks for the initiative and participation that all of you gave to make 2010 successful.

Our Holiday Party is on January 8th at 6:00 PM at the Mount Vernon Country Club located on Lookout Mountain. (See their web site for directions. [www.mountvernoncc.com](http://www.mountvernoncc.com)) Dinner is buffet style with 3 main course dishes to choose from: beef, chicken and fish along with salad and dessert. A cash bar will be available. We will have our infamous gift exchange, always lively. Each person may bring a gift (optional). Gift cost recommended to be under \$20. Numbers will be drawn by all who participate, and the fun begins. The meal cost is \$25/person this year. I will need a head count approximately 5 days before the event which I will get from the checks received. Please mail checks ASAP to:  
NCRS RMC  
PO Box 204  
Morrison, Colorado 80465

Saturday, February 19th we will visit the Forney Museum. My first choice was the Clive Cussler Collection, but it will not be open until March. The Forney is a unique transportation museum which houses "anything on wheels," now numbering over 500 items in the collection. Check out their web site at [www.forneymuseum.org](http://www.forneymuseum.org). This museum is now located at 4303 Brighton Blvd. We will meet there at 11:00 AM. Group rate admission is \$7.00 per person. We plan to go to lunch afterwards. Bring a friend.

Best regards,  
Eckhard Pabuda  
Activities Chairman  
719 488-1767  
epobuda@aol.com

## 1963-74 Reproduction Heavy-duty Rear Leaf Spring

By Dennis Dalton

If you are contemplating a purchase of an optional heavy duty rear leaf spring for your 1963-74 Corvette I offer this evaluation of one that I recently purchased.

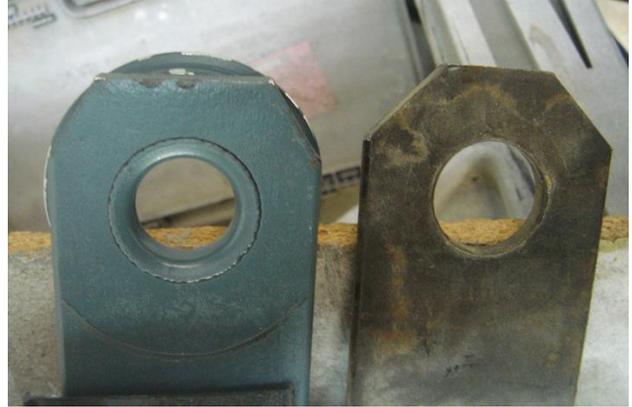
I saw an advertisement in the driveline from America's Finest Corvettes (AFC) where the ad stated that a heavy-duty 7 leaf rear spring is now available and is correct in performance (spring rate) and visual appearance as the original. I decided to give them a call and order one.

The visual inspection is the only extent I can relate at this time. [For verification of specifications referred to in this article, see Volume 30, Number 4 Spring 2004 Restorer article "An Examination of the 1963-1982 Heavy-Duty Rear Spring" by Gary Beaupre and Joe Lucia] Visually, this spring has very nice original appearing scallops and trimmed edges in leafs 2-7.



The spring dimensional thickness is .276. This dimension is somewhat thicker than the original specs for 63-74 but identical to spring thickness for leaves 3-6 in the 78-79 spring. The spring comes with retainer cups which is a bonus as these are difficult to install without the proper tools (more on that later). I have purchased springs from other manufacturers and the cups were not included. These cups are the current service replacement style, which means they are visually thicker or deeper, depending on how you describe it, but if that doesn't bother you, you are good to go. [You can review the aforementioned article in the Restorer to examine this aspect in detail]

The trimmed ends of the main leaf were not cut as in a typical production 45 degree angle. They are much shallower and need to be reworked. Chopping these ends seems to be the bane of the spring



AFC spring on the left, original GM spring on the right.

industry. I had the same trim issue with the Eaton spring that I purchased in 2005 (Eaton Spring in Detroit was the original supplier and still makes a spring for this application). Apparently making this angle cut following the original engineering drawings of the 60s and 70s is not closely scrutinized.

To rework the ends of the main leaf to my idea of the correct angle, I had to remove the retainer cups (which were visually the wrong configuration anyway, as previously mentioned). Referring to the article from 2004, Gary listed a solution for the retainer cups. I emailed him and found out that he has created a set of tools that he loans out at a modest price to



install the modified retainer cups that he makes from the GM service replacements. I ordered the cups and the tool from Gary. The process was very easy and the results were very satisfactory. (pic.4)

You may notice the color of the spring in the first picture. The color picture is very accurate in terms of the actual color of the AFC spring. It is a medium shade of blue. It is advertised as the correct color. I understand that the 1963 spring only is black. In discussing this with Gary via email he indicated that his research revealed there was an Ikonoclas preservative



Finished Result

type coating originally specified in the engineering drawings and that it was more gray than blue and very thick like "oatmeal". Apparently Quanta Products used to sell this mixture but has not been able to obtain a suitable supply and no longer sells it. In reviewing the judging manuals a light gray primer is "expected" to be seen. The discussion board has many posts on the subject all around the 2005-6 period with many members weighing in on a light gray type solution being the overall end result. I stripped the spring and repainted it with a light gray urethane aircraft primer.

You be the judge (no pun intended).

**Merchandise**

By Wayne Pendley

**REGIONAL**

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

**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	\$30.00 XL \$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

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**e-mail: [Dennis\\_JK@wispartel.net](mailto:Dennis_JK@wispartel.net)**  
**e-mail: [DKazmierzak@NCRSRMC.org](mailto:DKazmierzak@NCRSRMC.org)**

**Membership Items for Sale**

**January 2011**

Midyear suspension parts. Restored 9/16 OEM rear sway bar \$80. Restored( see spring 2005 Driveline article on this spring restoration) 9 leaf standard rear spring \$300. One reproduction 7 leaf Heavy-Duty spring from America's Finest Corvettes used for product information article with correct retainer cups installed \$300 (see this issue).

Dennis Dalton 719-583-2565 home, 719-251-2033 cell

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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