

High Plains Shifter



Newsletter of the NCRS Rocky Mountain Chapter

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RMC Schedule of Events

March

17
Judging School
11am

April

21
Annual General
Meeting, Elections
& Tech session
11am



Chairman's Report

By Rick Reiff

January 7th started out fairly nice with a little cloud cover and then about 1:30 p.m. it began to change. Snow-laden clouds moved into the front-range area and hovered there for about five to six hours and dumped large quantities of snow. So much snow fell that I-70, US-40, and other roads that lead to the Mt. Vernon Country Club, the location this year's RMC holiday party, were closed, leaving only one way from the east to get the party, Lookout Mountain Road, a winding, slow going road that starts in Golden and eventually leads to the entrance of the MVCC. There is something to be said about

having a 4X4 mode of transportation available if you live in Colorado. And if your regular old 4X4 won't do, there are Hummer limos available, one of which saw duty that night and delivered four of our members to the warm confines of the MVCC. Of the 50 plus guests that had signed up, we managed to have 28 participants, which given the challenges of getting there, is a testament of the spirit RMC members have when it comes to socializing with fellow Corvette folks. So, given the turn out, we had a good time (thanks again to Lisa for directing the gift exchange) and given the circumstances the MVCC cut us some slack on the overall bill which enabled us to refund the admission cost to those that had paid in advance and couldn't get to the party.

The February meeting took place at the Forney Museum, which is always interesting and is currently the temporary home for several RMC members' cars for a few months. During this get together Dennis Kazmierzak and Ralph Ridge provided an overview of their respective National Road Tours to San Diego, details of which are included herein. Weldon Montgomery requested information about the early days of the RMC. So if you were an RMC member back then Weldon is interested in talking to you about the history of the Chapter.

On April 21st we have our annual meeting and election of RMC Board members. This year the following Board positions are to be voted on: Chairman, Secretary, Membership, and Newsletter. As I advocated at the Forney Museum get together, I think it would be great to have some new faces on the Board and tap into the experience and ideas a new member



Vice Chairman's Report

by Fred Koenig

I'm back on the board and first want to thank John Marisco for his excellent time and enthusiasm over these last two years to the club. As VP one of my duties is to work with the people at channel 9 for their 9 Health Fair which is in April 2012. Once again we need 6 people to man the phone lines at the Channel 9 building in Denver. I have asked for April 26 it's on a Thursday from Channel 9 and we have heard back from 9 News confirming that date. The time needed for the phone volunteers is from 2:00PM – 4:30 PM. Last year we manned the phones on Thursday and it went well. I helped man the phones last year and will be there this year. Please help me in fulfilling our commitment to this great cause. My contact information is frkoenigjr@live.com, home phone (970) 669 - 8616, and cell is (720) 244 - 4177. Another bit of news is that

to the Board could bring. So, if you are interested in having your name added to the ballot, which will be sent out in the next couple of weeks, please feel free to contact me, Jim Lennartz, or Jack Humphrey.

Spring is knocking at the door so hang in there!

Rick Reiff
Chairman



RMC Judging Chairman Report

by Jack Humphrey

and on the NCRS National web site for on-line registration. This event is reasonably close to home for us and RMC has TWO separate road tour legs scheduled. Ralph Ridge leads one tour from Castle Rock/Monument, south across New Mexico and Arizona. Dennis Kazmierzak leads the second tour from Cody Wyoming westward to Utah, then south to California. This is the first time we've had TWO road tour legs to the National!

Don't Believe Everything You Read!

I cracked open my last copy of Restorer magazine (Volume 38, Number 3 Winter 2012) and nestled in for a leisurely winter read in front of the fireplace. I question two articles on their technical merit.

One of the two articles ("Corvette Headlights" by Joe Tripoli) was nicely prefaced with an Editor's Note: "The information contained in this article are the observations and research of the author and are not to be used on the judging field. More research is needed before any information contained in this article will/could be incorporated into the Technical Information Manual and Judging Guidelines of the respective years." Yes, that does the trick in terms of providing a disclaimer! But, in my mind, some of the information went beyond being right or wrong from a judging view point.

The first part of this article dealt with the rubber ink-stamp marks that appear on the back side of Guide headlights. Since these can't be seen when the lamps are installed, this information is effectively 'unjudgeable'.

The Outlook

Our look ahead for this issue is two-fold.

First, we're hosting a judging school at our March 17th meeting at Corvette City. Happy St. Patrick's day! The school will focus on judging paint & body work. Martin Egan has volunteered to bring his Mark of Excellence/Bowtie 1977 so we can observe a sample of bona fide factory original workmanship. Second, there are quite a few RMC folks headed down to the Regional in Tucson, March 8-10. Hopefully the weather will cooperate and we'll have some fun in the sun.

Last, the first ads for this year's National Convention in San Diego came out. Both in Driveline magazine



the RMC has two road tours going to the National Convention in San Diego June 30 - July 4, 2012. Dennis Kazmierzak is taking a North by South West run and Ralph Ridge is going South by Southwest. All tours meet in Temecula, CA. on June 29 and get registered there. If your thinking of attending the 50 th anniversary for the 62 check out both tours from the guys who set them up. As Zora said keep driving them.
Thanks, Fred

But, the author concludes that since GM's Guide Division was closed in 2006, the meaning of these marks is impossible to verify. On the contrary, my experience with other GM Licensee's is they DO have access to the GM drawing system and much if not all of the original data is still intact. So, this information is not impossible to verify, you just need the right approach/path to get there.

Next, the author publishes a sequence of sketches showing the front glass of headlamps from 1953-1982. I saw several errors here and despite the editor's note, I wished NCRS hadn't gone down this road (publishing judgeable attributes without confirming the data first). Figure 1 is an excerpt from the article showing the THREE styles of Guide T3 quad beams supposedly used on 1958-1967 Corvette. I believe there were only two versions of lamp in this era and NONE of the sketches shown is correct. The author shows a pebble grained background inside the T3 triangle for 1958-59 with the 'GUIDE' emboss appearing atop the triangle. My gut tells me we've known this information (which appears in our 1958-60 JG book) is wrong and we've known it for a long time. The only T3 lamps with a pebble grain background inside the T3 triangle are 1956-57 dual beam lamps. Yes, it's pretty much accepted fact that the 'GUIDE' emboss moved from atop the T3 triangle in the 1960 model year to the lower bottom of the front glass. But, what's depicted as being correct for '61-62 differs from what's described in the applicable judging guide. That book makes NO statement about pebble grain.

Fig. 1

YEAR	LOW BEAM	HIGH BEAM	NOTES
1958-1959			GM No. Not Available Pebble Grain; 5 3/4" diameter
1960-1962			GM No. 5956001 (high beam) 5956002 (low beam) (from GM parts book) Pebble Grain; 5 3/4" diameter GM No.



Membership/Top Flight Chapter Award Report

By Bob Montgomery

Off we go into 2012!

We are winding down the 2012 membership drive. I am still getting a trickle of renewals. If you had intended on renewing and have not, it is as easy as sending a \$20 check to our PO box at:

NCRS RMC
PO Box 204
Morrison, CO 80465

If you would like to pay using PayPal send me an email and I'll send you the PayPal payment method.

As of February 24th membership stands at 113, down slightly from our 2011 high of 122. The newest member to join the chapter is: Walter Seeds of Lawrenceburg, IN. He owns a 1960 roadster. Walter is the brother of another RMC member, David Seeds. Welcome to the chapter!

As you know we have started accepting PayPal as a method of payment for membership renewals. An interesting statistic

Last, 1960L-67 should resemble what the author basically shows for 1963-67. The T3 triangle is clear and the 'GUIDE' emboss is at the lower bottom of the front glass. However, he drops the 'GUIDE' emboss from his sketches for '63-67.

Why our 1958-60 JG book has not been corrected to remove the pebble grain description for so long is another mystery. Most of us just accept this as an error in the publication that will be corrected 'soon'. But, when is soon?

The British Are Coming!

Back in the 1998 timeframe, the United Kingdom was making application for NCRS chapter status. One of their founding fathers stopped in Denver to visit and I took him on a side trip to a local scrap yard. I armed him with hand tools and explained the yard's policy on pulling parts and turned him loose to explore! One of the items he wanted to get was a set of T3 lamps for his 1960 Corvette. After three hours, I returned with my 'booty' in hand and checked his progress. I noticed he had not gathered a single part. I asked him why he hadn't picked up the T3 lamps he wanted and asked him to show me how he'd been looking. He walked directly over to the nearest car, an older Ford, bent over and said, "No, no, no, no" as he visually inspected the four headlight. Oops!

Yes, you and I know what the older American cars look like, but our outside North America club mates aren't necessarily so well versed. What's a Ford versus a Chrysler versus a GM vehicle isn't clear to most. Heck, we'd be equally 'lost' in one of their scrap yards... OK, I fixed that by taking him by the hand over to a 1961 Buick that I'd seen and knew to have four good used headlights in it. I pointed the car out and turned my friend loose. Again he bent over and muttered, "No, no, no, no." WAIT a minute! Those are all real-deal Guide T3 lamps there.... I said so. But, he disagreed with me and cited the 1958-60 Judging Guide book flawlessly regarding the pebble grain background that's supposed to appear inside the T3 triangle. Daaahhh!!!

I had to clue him in. That's an error in the book that's LONG been known. Someday it'll be fixed in a subsequent revision release. But, take my word here, NO T3 quad beams ever had a pebble grained triangle. But, here we go again perpetuating the myth in another NCRS publication...

Repealing the Laws Of Physics

OK, so I caught a couple of points that maybe shouldn't have gotten into print. This article is SO broad (1953-82), that it probably didn't warrant passing it around to the various National Team Leaders for their review. But, other aspects I saw have nothing to do with NCRS judging.

Toward the end of the article, the author says: "It is known that the initial tungsten filament sealed-beam headlights were manufactured using a vacuum or inert gas atmosphere inside the sealed beam. During normal

to me is how many members chose PayPal over sending a check to our PO box. As of February 24th, 51 members paid by cash/check, 60 members by PayPal. Two of the current members had prepaid for 2012 in 2011.

On the Top Flight Chapter Award front, a reminder that every time you attend a chapter event, drive your Corvette to an event, participate in a judging school or meet, write a technical article for this newsletter we can apply your activity to the award. Thanks for your outstanding support of the chapter! I am pleased to announce that RMC qualified for the 2011 Top Flight Chapter award!

And finally, I am announcing that I will be letting my Membership Chairman position expire December 31st, 2012. I honestly don't remember how long I have been in this position, 2 or 3 two year terms I believe. It has been fun but it is time to get some new blood in this position. Elections for board positions will be in April. If you are interested in becoming the next membership chairman I would encourage you to contact Rick Reiff or myself. I will mentor whoever takes the position the rest of this year so they can hit the ground running in January 2013. I will continue managing the Top Flight Chapter award for at least another year.

Thanks!
Bob Montgomery

operation, the tungsten boils off the surface of the filament, condenses on the bulb glass, and blackens it." Yes, these lamps are known to have the front glass darken at the upper center. But, it's NOT the result of raw tungsten boiling off the filament and being deposited on the inside of the glass! The scientific term for the phenomenon is the Edison Effect. This was studied and patented by Thomas Edison back in 1883. It isn't something new! The generic term placed on this aspect of Edison's work is Thermionic Emissions. A heated filament gives off free electrons. The electron cloud CAN travel across a vacuum (no need for an internal gas cloud to transport them)! Free electrons bombarding the glass is what causes the glass to darken. It's not a build-up of physical tungsten on the inside of the glass.

So what? Well, Edison never understood the phenomenon very well, but he did document and patent it once he proved it was free electron flow. But, had he gone further he could have laid claim to basic electron tube technology: diodes, triodes, pentodes – ALL electronic vacuum tubes!

Urban Legend?

The second article to peak my attention was "What I Learned About Knock-Off Wheels" by Kelly Waite. This article has no disclaimer (editor's note) and says the following about the KO wheel spinners' ('nut' in GM parlance) and center caps ('emblem' in GM terminology): "By the way, the center chrome caps came with three colors. Fig. 2 They were red, white and blue....and would be in different order for each side of the car so that when the wheels were turning forward, the colors should rotate red, then white, and then blue."

The author then goes on to show two center caps (emblems) with their GM service packaging. One has a red stripe followed by a white stripe and then a blue stripe. The second has a different order: red, then blue, and white.

Fig. 2





Activities

By Eckhard Pobuda

Regrettably the weather spoiled our Holiday Party for many of you. Mt. Vernon Country Club, in their usual magnanimity, charged us only for the number of meals we consumed; thereby, making it possible for the chapter to fully refund your dinner costs if you were unable to come. Those of us of us who found creative ways to Lookout Mountain had a wonderful time. Thank you Rick for a great presentation of “ RMC’s Past Year in Pictures”.

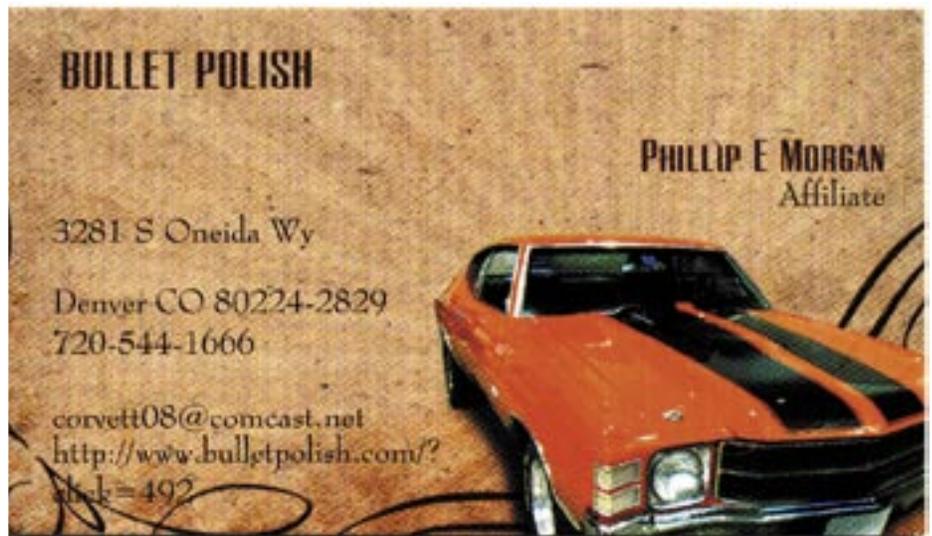
In February, in conjunction with Looking Glass, the chapter gathered Corvettes for a three month display at the Forney Museum; showcasing cars from 1953 to the present. This endeavor was made possible with the help of Rick Nelson, John Marsico, and all of you who volunteered your cars and persuaded others to join in. Many thanks. The placement of the cars on the exhibit

Now, I’ve heard judges talking about this around the bar at various NCRS meets and when I questioned them more closely, they simply asserted this was true: there was a correct original RH and correct original LH center cap (emblem). Interesting assertion...please prove it! There’s nothing written on this in the current ’63-64 or ’65 JG book. The 1966 JG Book appears to contradict this variation as it says: “The cap has a painted (not tape) accent bar at the outer circumference of the cap in clockwise order; red, white and a blue.”

Are we judging cars based on this? If so, I think we need more proof/ evidence than what’s offered in this Corvette Restorer article. Here’s why I say this.

- (1) The two different GM service emblems shown in the article both have the SAME GM part number, 3853825.
- (2) With three discrete colors, there are only TWO order patterns (red, white and blue; red, blue and white) think about it...
- (3) If there WAS an order to the pattern that GM wanted to control, there’d have been two separate PN’s, one for each pattern.
- (4) It sure looks to me like the evidence tells us there was NO attempt by GM to control the order of color despite what the ’66 JG book cites or what’s published here...

By the way the center cap/emblem was NOT a discrete part at the factory. The spinners (nuts) arrived as complete assemblies (nut with emblem installed). There WAS a RH vs. LH part because the nuts were threaded differently considering the difference in relative wheel rotation from side to side. PN 3853796 was the RH spinner/nut and 3853795 was the LH part. As far as, the composite color that results from the three colors spinning and blurring in your eyes; there’s no difference. That’s like asserting the color picture on a TV will change if you flip it upside down to re-order the relative layout of the RGB pixel matrix!



floor was a well orchestrated event. Those of us who were there were impressed. The chapter met at the museum on Feb 18th to visit and share our cars. Some of us had another fine meal at Jake's afterwards.

We will have a Judging School at our March 17th meeting at Corvette City. April will be our Annual General Meeting and election of board members for the coming year. The election will be followed by a tech session. I am also looking for new ideas for a road trip in May. Please give me your suggestions for either a day trip or an overnight. Looking forward to Spring and tops down!

Eckhard

NCRS Road Tour Cody, WY.

by Dennis Kasmierzak
NCRS #6885

I'm leading the RT from Cody to San Diego. This RT is targeted for National Parks and back roads with some additional interests on the way. The first being the Cody Museum where I plan to have a day devoted to the tour of the three parts of this experience. The Western Pioneers and Plainsmen, the Plains Indians and the Colt & Winchester Firearms Museums are

all a part of this setting. If you're interested in the Western US you'll love this starting point for the RT. From there we'll drive through Yellowstone NP either the direct route through or the northern route entering from Montana. We'll end up the next evening in Jackson, WY for dinner and stay in Driggs, ID. From Driggs we'll set a path for US 89 through Utah ending the day in Panguitch, UT. The day will be up to the individual driver to follow a route to Bryce Canyon NP or Zion NP or both. The evening will be at the Tropicana in Las Vegas, NV. The next morning we'll travel to the Ron Fellow's Driving School in Pahrump, NV where we'll have a presentation from the folks there and possibly a trip around the track. Unfortunately no time for a driving lesson but you'll be sure to here what will be offered if you choose to come back? We'll leave Pahrump and head directly to Temecula, CA for the LNO before heading into San Diego for the convention.

If you're interested in the RT please make your reservation for the convention and select the Road Tour you wish to travel with. You'll get the info you'll need for the times, hotels and route.

Dennis
NCRS #6885
DJKasmierzak@NCRSRMC.org
303-748-8235

ROCKY MOUNTAIN ROAD TOUR by Ralph Ridge

SUNDAY (6/24/12). We will plan on leaving the host hotel in Colorado Springs around 4 PM to travel a few miles to the

Flying W Ranch (www.flyingw.com) for an evening of fun/dinner/entertainment. You'll enjoy a chuck wagon style dinner and excellent entertainment by the Flying W Wranglers. I can't think of a better way to "kick-off" our road tour through the South Western USA.

MONDAY (6/25/12). After leaving Colorado Springs in the morning, we'll travel to Alamosa for lunch with a short stop at the Great Sand Dunes National Park (www.nDs.gov!grsan) on the way. After lunch we'll be treated to some spectacular scenery during our drive to Durango. Total miles 325

TUESDAY (6/26/12). Today you'll have the choice of taking the train to Silverton (www.durangotrain.com), which leaves from a station that is walking distance from our hotel, or driving a few miles to tour the Mesa Verde National Park (www.nps.gov/meve/), where you can spend the day visiting one of the most preserved displays of Anasazi Indian puebloan villages. Then in the evening we can walk over to the Strater Hotel for dinner and an old time Western melodrama in the Diamond Belle Saloon.

WEDNESDAY (6/27/12). Today we'll be driving through the desolate desert South West, passing through parts of the Hopi Indian Reservation with a lunch stop TBD. We will end up in Winslow, AZ for dinner and an overnight stay in the historic la Posada Hotel (www.laDOSada.org). Winslow was one of the mainstay cities on old Rt. 66, and one block

from the hotel is a re-creation of the “corner” mentioned in the Eagles song, complete with a flat bed Ford. Total miles 200

THURSDAY (6/28/12).

Today will again be a day of spectacular scenery. Leaving Winslow, we’ll drive West to Flagstaff, then South West through Sedona to the town of Jerome (an old mining town on the side of a mountain) for lunch. We’ll leave Jerome heading West through Prescott to the town of Wickenburg for our overnight stay. Total miles 285

FRIDAY (6/29/12). Our last day of driving will take us to Temecula, CA, where we’ll meet up with the rest of the road tours and enjoy the “last Night Out” party hosted by our National Road Tour leaders, Scott and Kay Sinclair .

SATURDAY (6/30/12). Today Scott and Kay will guide us into the San Diego National NCRS Convention site, where the Road Tour arrival signals the start of Convention activities.



CHRISTMAS PARTY



Forney Museum





Chairman Rick Reif 12/31/2012	Rreiff@RWBeck.com (303) 766-2654
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Merchandise Wayne Pendley 12/31/2013	Sunvette62@cs.com (303) 981-8140
Technical Advisor Gary Steffens Appointed Position	Corvette Masters@cs.com (303) 762-8388

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

Membership in the NCRS is open to persons interested in the restoration, preservation and history of the Corvette produced by the Chevrolet Motor Division of General Motors Corporation from 1953 through 1996. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Rocky Mountain Chapter of the NCRS is open to all members of the NCRS National organization. Dues are \$30.00 for the first year, and are \$20.00 per year for renewal. First year dues entitle the new member to a Chapter ball cap and membership nametag.

Advertising in the Rocky Mountain Chapter Newsletter is free to all active members, for all Corvette related items or Corvettes for sale. Commercial advertising rates for the Newsletter are \$15.00 for a business card, \$25.00 for a ¼ page, \$40.00 for a ½ page and \$60.00 for a full page. All rates are quoted for 6 issues or one-year printing. Contact the editor for further information. All editorial material can be sent to the editor.

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Membership Items for Sale

Sept 2011

For Sale-- 1963 SWC.

Silverblue.327/300. Power Steering and Brakes.Chapter Top Flight and national Founders Award last 3 years. Everything works and it drives! Fairly priced at \$58,500K. Ted Smathers

Email smathers@mines.edu or 303-216-0306



