

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter www.ncsrsmc.org
 Published Bi monthly by the Rocky Mountain Chapter NCRS, Inc. Dennis Dalton, Editor

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Chairman's Report

By Rick Reiff

We had our annual meeting in April which is when we have the election of RMC board members whose respective two-year terms will start in January 2011. The following are the results of the elections:

Chairman – Rick Reiff

Secretary – Jim Hilton

Membership – Bob Montgomery

Newsletter Editor – Dennis Dalton

Congratulations to the returning board members and thanks for your contributions to the Chapter.

Following the annual meeting, we had a Technical Session led by Gary and John at Corvette City that discussed detail work on trim pieces and included techniques used to polish stainless steel and Plexiglas. Our thanks go out to Gary and John for putting together an informative session on short notice.

With some of our members being involved in the Australia and Dutch Chapters and having recently attended their respective Chapter meets, we decided during the Board meeting to have a slide presentation of the Chapter meets as well as pictures of the scenic beauty in the counties they took place in, more of a human interest get together with more than Corvettes being discussed. So, instead of the planned road trip on May 15, we will be meeting at 11:00 a.m. for brunch and a slide presentation at the Ridge Golf Course in Castle Pines. The Ridge has asked us to give them a head count so they can plan accordingly. In that regard, please let Eck and Terri Paboda know whether or not you are planning to attend. You can RSVP via e-mail at: epobuda@aol.com. More details regarding this event can be found in the Activities section of the newsletter.

That's it for now. Spring is here and the next couple of Chapter events (as well as others planned in the region) should give you an opportunity to get your Corvette out of the garage and on the road.

Best Regards,

Rick Reiff
 Chairman

Vice Chairman's Report

By John Marsico

I promise, this will be a short article. I am looking out the window at a beautiful blue sky with nothing more than those puffy non-threatening clouds. I won't be able to sit in doors at this computer long with that kind of weather.

I sometimes think my 62 Corvette feels like I do. "Dago Red" just needs to get out of the garage, have some oil, water, anti-freeze, and gas pumping through her old veins. Actually, I think that is true of all Corvettes, new or old. I think they should be driven. I understand the worry regarding rain and rocks. I have solved these concerns (retirement helps) by picking out only good days during the non-driving season to get the cars out. It also helps that I have good non-busy roads in my area so I am able to stretch the cars a little and I take advantage of these opportunities all winter long.

Now, however, the real driving season is upon us offering the opportunity to enjoy an outing in a Vette and find what I call "low impact" car shows. For me, a low impact show is one that is not an all day affair, does not cost an arm and a leg, and has a variety of vintage cars. I also look for events where trophies and winning are not a major emphasis but instead are an opportunity for Corvettes to be seen. For me, a Corvette, and many other vintage automobiles, are great examples of rolling sculpture. It is my opinion that our younger population should have the opportunity to see these examples of automotive art. For example, my '62 is 48 years old. Just think of the number of teens, 20, 30, and 40 somethings who have no relationship with a vehicle that old. I think we grey haired guys have an obligation to bring these younger people into the fold. So, get those cars out and into the public's eye.

Finally, I would like to thank the 6 people who volunteered to staff the 9 Health Fair Telephone Hot Line representing our club. A big thank you is in order to the following members :

Bill Bruhn, Darwin Kuhlmann, John Marsico, Rick Nelson, Chris O'Brien, Gerry Phillips.

Until the next issue,
John Marsico
jmarsico@frii.com

Editor's Corner

By Dennis Dalton

For New Members

I got to thinking that it might be beneficial to review some basic things that most of us that have been involved in this club for 10 or even 20 years take for granted. As Bob reports the new members list every issue, they may not be aware of some of the benefits that the chapter can offer. For instance, our chapter has always had quite a number of members focused on gathering knowledge and restoring these cars. We have a large number of master judges, some 200 level and 300 level members, and at least 3 professional restorers in the club. Our technical advisor Gary Steffens is always available to answer technical questions by any member.

The national club web site is also available by simply creating a log in and asking any technical question on the Technical Discussion Board. For the self starters, independent or curious also works, you can purchase the CD of past articles published in the Restorer. As you collect your own backlog of Restorer Magazines like I have, (mine go back to 1991), you can search those issues for articles pertaining to your project by going to the home page of NCRS.org, click on *publications*, then search *restorer index*; scroll down and highlight your *subject category and year of car*. This simple search will give you the titles and publication dates . If you keep your magazines chronologically, the articles are easy to find. I don't know how often the CD's are updated so this system seems to be a good back up for a current search. I have the old zerox copies of past articles in binders (two 3" thick ones) up to the mid 90's before they went to CD. They have their own index but the publication issue date is not always mentioned.



Unceremoniously Deposited

I finally purchased my restoration tires for my 66. I chose the BF Goodrich blackwalls because you didn't have whitewalls on a race car – that is what I thought when I bought it 35 years ago anyway. I was expecting them to be wrapped. Hello!! I waited for them all week with great anticipation. What you see in the picture is what I found when I came home from work. I am glad I didn't buy whitewalls, maybe they wrap those! These look like they were tied to a tug boat and used for warping ships into the harbor or maybe somebody did the River Dance on them.

Membership Report

By Bob Montgomery

As spring starts to make its way into Colorado I'm starting to see more classic Corvettes on the road, even a couple of C2's driving through my neighborhood that I haven't seen before. They must have been lost or something!

Chapter membership stands at 122 as of 4/25/2010. The newest members to join the chapter are:

David Van Houweling, Parker CO, 1969 Roadster

Gary & Sandy Oertli, Highlands Ranch CO, with a pair of 1967 roadsters

Todd & Rachel Lloyd, Parker CO, 1974 Coupe

Gary and Donna Hebenstreit, Lakewood CO, 1965 Roadster, 1965 Coupe and 1967 Coupe
Note that Gary is Jake's father!

Welcome to the chapter!

The NCRS technology team is doing some great things these days. In the past year they have setup several tools available by the internet that help judging and membership chairmen from the chapters. On the membership side, I now have reports available showing our current chapter membership and NCRS national members in the Colorado/Wyoming areas that are not RMC members. I am amazed that there are 181 national members in Colorado and another 15 Wyoming members that are not RMC members. Time for all of us to do some recruiting!

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, 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!

Thanks!

Bob Montgomery
milehiview@yahoo.com

Activities

By Eckhard Pobuda

We are planning a special meeting for May 15 which will be a social event and a chance to entertain and include our significant others. Some of us have been across the pond, (actually some of us could not get back across the pond) during the past few months and would like a chance to share our experiences at our international chapter meets both in the Netherlands, Brussels and in Perth, maybe even in New Zealand (Ralph?). Our presentation will feature not only car stuff, (HONEST), but also cultural aspects and highlights of our trips. Our international members always introduce us to special places which are unique to their part of the world. Please join us for a late brunch/early lunch, 11 AM on May 15.

The Ridge Golf Club,

1414 Castle Pines Parkway

Castle Rock, CO 80108

approximately 1 1/2 mile West of I-25 on Castle Pines North Parkway. It is on your left as you drive west.

The Ridge has chosen a special menu for us, which should please most palates. The club has spectacular views, good food, and great ambience. Lunch tab will be paid by individual members. Hope you will enjoy this gathering. We're banking on a beautiful Spring day. We will send out a special email late next week.

RSVP to Eckhard by Wed May 12.

epobuda@aol.com

(719) 488-1767

June meeting is still in the planning stage. Look for a special email about this event.

Our 4th of July Picnic will be held at Rick and Daphne Reiff's new home. Watch for a special email regarding this much awaited event and a chance to celebrate their new abode. No fireworks!

See you soon, Start polishing,

Eck

RMC Judging Chairman Report

By Jack Humphrey

2010 Spring Judging Meet

The event was conducted at Bozarth Chevrolet in Aurora on Sunday, March 21st. Unlike past year meets, the folks of the Rocky Mountain Chapter did a BANG-UP job of pre-registering for the meet! Thanks folks.

We judged ten Flight cars and had four Sportsman registrations. A total of fifty four chapter members registered for the meet and this was a BIG help in planning the allocation of judging/tabulation resources.

Here's a summary of the Flight Judging results:

Loren Helfenbein	1957	Top Flight
Jim Novak	1957	Top Flight
Bob O'Brien	1958	Top Flight
Gerry Phillips	1957	2nd Flight
Vernon Randel	1963	Top Flight
David Myford	1965	2nd Flight
Tom Cleek	1965	2nd Flight
Ron Clark	1966	2nd Flight
Stephen Benson	1976	Top Flight
Tom DiRito	1995	Top Flight
David Talley	1960	Sportsman
Wayne Pendley	1962	Sportsman
Steve Beatty	1991	Sportsman
Michael Bird	1993	Sportsman

The weather preceding the meet was 'dicey' with considerable snow in the mountains and foothills falling Thursday/Friday prior to the meet. But, the NOAA forecast called for the snow to stop, the sun to shine and for it to be reasonably warm and pleasant that Sunday.

So, I made a command decision to NOT cancel/postpone the meet and the weatherman was good to his word! I did get a number of calls from owners and attendees alike in the days prior to the meet who asked for a 'status' update.

Our advertized terms allowed for a one-week postponement WITH 72-hours advance notice. This means the go/no-go decision had to be made on Thursday the 18th. The best info available then was the weather would be OK...

Plus, the long range forecast wasn't that 'hot' for the weekend to follow. Then, you have to consider how many owners and judges will have schedule conflicts

when you postpone a meet. So, it's NOT a move you make lightly!

By sticking to our original schedule, we lost one Flight car, One Sportsman car, and one Mark of Excellence/Bowtie display car. As it turned out the weather DID cooperate plus it was rather 'ratty' on the weekend that followed. So, in retrospect, I feel I made the right decision.

On-Line System

The new NCRS on-line reporting system is up and running! Those who judged (41 members) and those who tabulated (5 members) were turned in for credit and approved within 48-hours! That's FAST turnaround compared to the old NCRA system of manual submission via US mail.

To see your judging/tabulation credit history, you need to navigate to the NCRS National web site, invoke the Technical Discussion Board, and create an account for yourself if you don't already have an account. Once your account is created, wait 24-hours for the system to update, then log back in and click on your Profile.

You'll see your total credited points in both the judging and tabulation programs along with a narrative history of your activities over the last year of participation. The history narrative gives you a capsule snapshot of event worked, duties performed and points earned. So, you don't have to be in the 'dark' as to where you currently stand in our recognition programs.

Looking Ahead

We've conducted our annual judging meet in March for MANY years. We've only had to cancel/reschedule once. But, each year we have to hold our breath on the weather.

Plus, this year we lost some good judging resources to our sister chapters in New Zealand and Australia, ski resort/student Spring break activities, as well as our Regional Director's participation at the NCRS annual Board of Directors meeting. I don't see any future relief in sight by continuing to hold our annual meet in the late winter/early spring.

Plus, despite the fact these cars WERE designed and built to navigate winter roads, there are those who simply refuse to either drive or trailer their cars under inclement weather. About the only time we can count on the weather with high confidence is in the July-August period. But, that's also the height of traditional summer vacation and competing vintage car club activities.

Our current club calendar has a judging school set for August and a second chapter meet planned for November. I proposed to the RMC Board that we move the November judging meet (limited, 5-car, event) to October and make it a full blown, officially advertized, Chapter Meet to rotate us out of the late winter/early spring and into the early autumn period. My proposal was accepted.

An aspect of our chapter meet that's often over-looked, is the sheer amount of work product we pack into a single day. The typical NCRS Regional/National Meet has a day set aside for cars to arrive, attendees to register, and cars to be placed on the Judging Field.

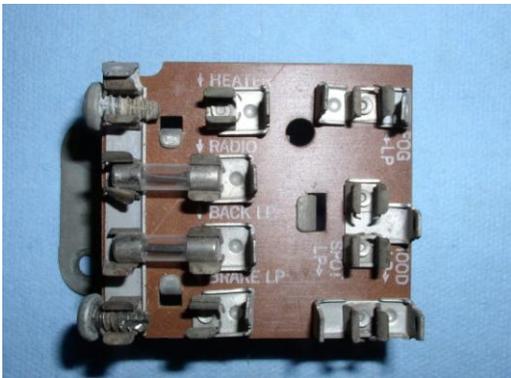
We do that in the opening hours of our 1-day event. Then, we proceed to judge the cars (however many there may be) AND conduct our awards ceremony the SAME day, before the sun goes down!

We've handled as few as five Corvettes and as many as THIRTY. While we're busy as a mountain beaver, we HAVE gotten the job done. But, it's no fun executing this work load when you're fighting the weather as well as member schedule conflicts... So, I think the change in schedule will help us.

Corvette Fuse Box (56-57

By Dennis Kasmierzak

The project I am working on had many electrical issues in the past. The wiring system in the car was cut, spliced, fused and in general a mess. The fusebox, actually a fuse board, was burnt with part of it unrecognizable. I was able to purchase a new wire harness for the car with the accessories needed for the application as delivered from the factory. When I started to look for the fuse box...nothing was available for the Corvette. Most suppliers are offering the 1956-57 full size Chevrolet fuse box.

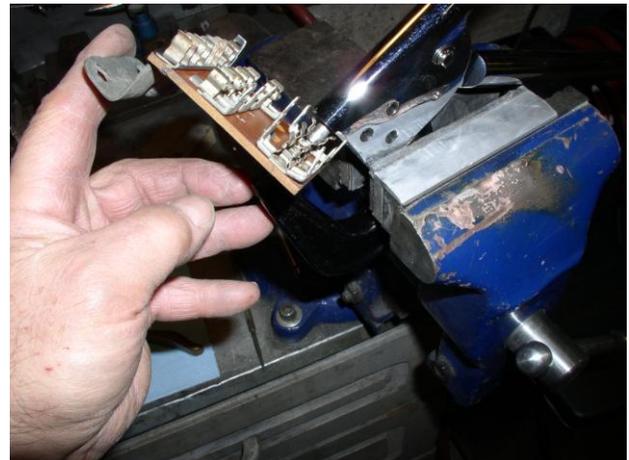


Original Corvette fuse box

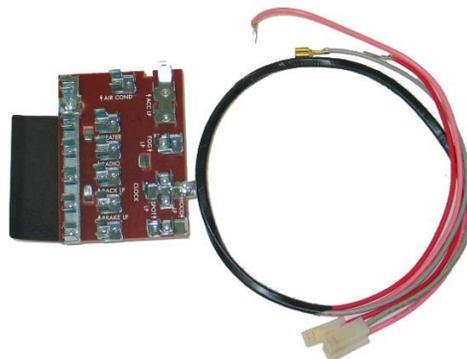
I happen to have a 1957 Chevrolet which I am reviving. My intension with this project is to replace the wiring and fuse box with more modern products and additional circuits. Upon inspecting the condition of the Chevrolet wiring and fuse box, I determined that it was very close in design to the Corvette design. In many cases, the early Corvette borrowed items from the full size car to be employed into its assembly. This was the case for the fuse box with some modification.

The support frame is the same stamping with the identical marking (Delco Remy) stamp. The board material is the same type of material only a different size with additional circuits. The input bus bar is longer and the marking of the additional circuits is noted on the board. Noting these differences, I determined I could cut the board to the proper Corvette size and replace the bus bar and circuits with the Corvette circuits. I also had the correct rivits for these changes to be made with little problem.

The following pictures show a replacement fuse box, the rivet installation and the remade fuse box from the full size Chevrolet fuse box.



Installing rivets



Replacement fuse box from Corvette Central



Fabricated fuse box

National Corvette Museum Ambassador News

By Ron Berggren

On August 21, 2010, Wil Cooksey will be receiving the Iacocca Award at the Gunnison Car Show. The Gunnison Car Club would like to have as many Corvettes as possible to enter and be present at their show. The cost to enter your car in the event is \$25.00. The event also includes crafts, tree stump carvings, rock bands, star gazing, cruising, shopping and more. To get the full details about this show and to register your car go to www.gunnisoncarclub.com.

I have talked to Eckhard Paboda, our activities chairman, and would like to have a caravan to Gunnison on Friday August 20th. I have reserved a block of rooms at both the Waterwheel Inn (970-641-1650 @ \$87.00 per night) and the Holiday Inn Express (970-641-1288 @ \$130.00 per night). When you call to reserve a room ask, for the NCRSRMC rate. There will be a car cruise on Friday night, the car show on Saturday, and then on to Crested Butte on Sunday morning for breakfast. After breakfast, we will head home thru Glenwood Springs. This should be a wonderful scenic tour.

Please call me at 303-979-3475 or email me a RLBergg@aol.com if you are interested in going by June 15, 2010. I will then let you know the meeting place and time for the caravan. . . .

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

These items make great gifts! I can send this merchandise UPS. Call Wayne at 303-981-8140 or email sunvett62@cs.com or:

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e-mail: Dennis_JK@wispertel.net
e-mail: DJKazmierzak@NCRSRMC.org

Membership Items for Sale

Jan2010

For Sale: 1970 Corvette parts. Rochester carb 7040204, engine block 3963512 (casting date J289, heads 3964290 casting date K269 & L49, intake manifold 3955287 casting date B970, seat frames, front suspension & rear suspension and differential, frame, rear body panels. R & L fenders, deck, T tops, R & L doors, R & L side glass, rear glass & frame, wheels (5)

date, brake calipers, rotors, power steering valve, cylinder, relay rod & pitman arm.

1961 rear springs rebuilt w/new liners and straps. p/n 3751438 date 285E0 \$475.00. Call Dennis NCRS 6885 PH:(303) 748-8235, e-mail

Call Dennis NCRS 6885 PH: (303) 748-8235, e-mail:

Dennis@rockymountaincorvette.com

Jan2010

Wanted to buy, sell, swap: Corvette memorabilia – books, magazines; GM dealer albums, promotional models, postcards, mailers, posters, ads, etc. Need Automobile Quarterly publications including 30 Years of Great Advertising.

Weldon Montgomery #3295 303- 530-1372

Jan2010

C4 Cover including storage bag, used very little.
Jerry Bayer 303-324-0503

March2010

Danmar 7000# 4 post lift, 3 years old, assembled and ready to use. Includes drip pans, jack plate and caster kit. Excellent condition. New cost \$2175. Asking \$1,475 or best offer. Full details as:

http://www.asedeals.com/garage_lift_d-7.html Call Bob Montgomery, 303-324-8082

May 2010

1970 Corvette parts...engine block 3963512 (casting date J289, heads 3964290 casting date K269 & L49, intake manifold 3955287 casting date B970, seat frames, front suspension & rear suspension and differential, frame, rear body panels...R & L fenders, deck, T tops, R & L doors, R & L side glass, rear glass & frame, wheels (4), brake calipers, rotors, power steering valve, cylinder, relay rod & pitman arm. Call or e-mail Dennis (303) 748-8235, Dennis@rockymountaincorvette.com

Chevy 454 engine...complete rebuilt with CompCams p/n 11-208-3 grind no. 280H-10 cam (.520 lift 280 duration) w/new lifters. Isky valve springs and heavy duty pushrods. Block is Gen IV 14015445 dated I-1-4. Heads are close chamber 1969 Corvette 3964290 dated J-9-9. New 6 quart Corvette oil pan w/windage tray & trap door. Engine rated comparable to GM LS5 at 400HP plus w/500ft.lbs torque. Engine has not been run-in. Intake is Corvette 3866948 dated K 20-5 (1966 Corvette 390 HP). GM oval port aluminum manifold available. Built to fit into a C2 or C3 Corvette. Standard 454 flywheel or flex plate available. Call or e-mail Dennis (303) 748-8235, Dennis@rockymountaincorvette.com



May 2010

For Sale : 4, 15" x 6" wheels with a 5" bolt pattern. Powder coated RED. 4 for \$60.00

Fred Koenig home phone : (970) 669 - 8616
cell phone : (720) 244 - 4177

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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