

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter
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May/June 2013

Chair Report	1
Vice-Chair Report	2
Activities	3
Regional Update	4-5
Judging Chair Report	6-7
Membership	7
Merchandise	8
For Sale	9

May 18

Road Tour 9:30am

June 15

Dealer
Appreciation Day
at Bosarth
9-3

July 4

Picnic with Lisa
and Dirk Gaddis



Chairman's Report

By Eckhard Pobuda

At the April 20 Chapter Meeting the following Board Members were elected for the term of 2014 and 2015:

Vice Chairman	Jack Humphrey
Treasurer	Steve Beatty
Judging Chairman	Chuck Banks
Merchandise Chairman	Dan Termeer

The Chapter is looking for an Activities Chairperson for the years 2013 and 2014. We also discussed publication of

the Membership List. In past years we had made it available to members at the April elections meeting. We have not done this for a few years. Members in attendance at this year's meeting expressed a desire to have access to the list. Those present at April's meeting made the following decisions:

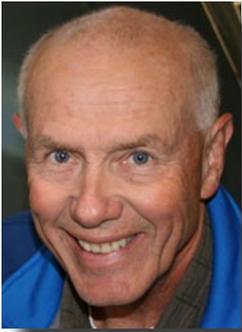
1. The current Membership List will be available at our October judging event to members only, and in printed form only.
2. Those who do not want to be on the list, or do not want to have any portion of their information (i.e. address, etc.) published, should notify me by e-mail: epobuda@aol.com ,or in writing to P.O. Box 1348, Monument, CO 80132 , by July 15. 2013

Bob Davis is looking for RMC photos to put on our web page. He is also willing to list cars and parts you may have for sale there. Contact him at rdav@ncrsmc.org .

We had a great chapter swap meet at Corvette City for our chapter activity on April 20, thanks to Bill Barcus.

Looking forward to some good weather going forward for our outdoor events.

Eckhart



**Membership
Chairman Report**

by Gerry Phillips

Our membership currently stands at 114. Thanks to all who responded to my recent request to get your 2013 dues paid. There were six individuals who were members in 2012 who did not renew for 2013. So far in 2013 we have three new members with Michael Granberg being our newest member joining in April.

Gerry



**Vice Chairman's
Report**

by Fred Koenig

Well I'm fresh back from the 4/20/13 meeting where we spoke about different things and showed off our over priced rusty swap meet things. Ate a little pizza and put our rusty crap back in our cars and went home. Can there be anything more masculine than that. Maybe some BEER.

If you're sitting at home and thinking I sure need to get involved with my NCRS RMC club we still could use some volunteers for the June 5 -7, 2014 Regional. No experience necessary, no minimum wage offered so you know the person alongside you breaking rocks in the hot sun is getting exactly what you are getting. We're trying to build camaraderie with this Regional. Honestly if you can spare some time we could use that time on one of the many committees. Find a topic and I bet we have a committee for it.

The club is checking on some dates for this year on Dealer appreciation day and maybe a new chaity to help out on. You'll get info on them from Bill Barcus as things get worked out. The meeting also featured filling Board seats for 2014. If your name got on the ballot no sweat you won by a landslide. However we still need a Activities Board member, If you need a Denim shirt with your name and club LOGO on it you can be the recipient. Honest no charge for a free shirt. Just sign up for "two years before the mast" and before you know it you get a shirt. Got to go now but if I as Co Chair or Vice Chair can help you in any way get a hold of EckHard Pobuda (he's the real thing).

Thanks, Fred Koenig
E mail : frkoenigjr@live.com
Home : 970 669 -8616
Cell : 720 244 - 4177





Activities

by Bill Barcus

In March, the club meet at the Shelby American Museum. There was a good turnout for the museum and lunch, and the weather even cooperated so that 3 Corvettes were driven. Even though the museum is for those “Ford” cars, it is very interesting and contains numerous significant Mustang, Cobra, and GT40 race cars. Lunch at the Quaker Steak and Lube was very good – they even put us in a separate room (is there a message there?).

In April we had our annual meeting/swap meet. Elections were conducted/finalized (results elsewhere in the newsletter), followed by a swap meet for members. Again, the weather cooperated nicely (no snow for a change). I have heard from several people they enjoyed the meet and sold a significant number of parts. Any additional feedback is encouraged!

UPCOMING EVENTS

MAY 18

PLEASE NOTE THIS CHANGE FROM CALENDAR!

Bozarth is doing major renovation of their facility and it will not be available for Dealer Appreciation show as noted on the calendar. We are switching the May and June activities accordingly.

Road Tour to Deckers, Woodland Park, Lunch, Garden of the Gods. Meet at 9:30 AM at The Fort Restaurant, CO 8 exit from US 285 South, (1 mile south of C470/285 exit). Details to follow!

JUNE 15

PLEASE NOTE THIS CHANGE FROM CALENDAR!

Bozarth Chevrolet on Havana for our Dealer Appreciation Day 9 to 3. This coincides with Cruisin’Havana and Bozarth will be advertising for the event, so let’s have a great turnout for them!

JULY 4 Picnic at the Lisa Racz and Dirk Gaddis abode in Evergreen. Specifics to follow, watch the web-site also!

AUGUST 17 – Judging School at Corvette City

SEPTEMBER 14 – Fall Road Tour

OCTOBER 13 **PLEASE NOTE THIS CHANGE FROM CALENDAR!**

Chapter Meet at Bozarth on Havana. Date changed from October 20 to minimize conflicts with NCRS Regionals. Please feel free to call/email me if there are any questions about these date changes!

Additional Non-NCRS activities of potential interest:

GOLDEN SUPER CRUISE 1st Saturday of each month, starting in May

COLORADO CONCOURSE June 9, 9 – 3 PM at Arapahoe Community College, benefit for CP of Colorado

LITTLETON CRUISE Various dates Check out at <http://www.littletoncruise.com/>

VETTES ON THE ROCKIES – Winter Park July 31 thru August 3

Bill Barcus blueL79@yahoo.com 303 361-0083





Door Jam Switches

One aspect of our classic Corvettes that not all are familiar with is the 'intelligent' nature of door jamb switches used on later cars. Beginning with C2 Corvettes, the door jamb switch design was improved making it 'smart'.

RMC Judging Chairman Report

by Jack Humphrey

What makes it smart is it 'learns' the specifics of the gap of the door jamb it's installed in and optimizes itself for the specifics of that particular car and that actual side of the car. After a given Corvette has undergone restoration or has experienced body work, these switches may not function properly as a result. This article teaches the how/why aspects of the switches' intelligence and how they can be restored to tip top condition!

The SX Switch

One aspect of the door jamb switch is its head mark. Some are embossed with 'MB' marks and 'B' headed switches are also recognized. But, if you have a 1968-77E Corvette, our Judging Guide books teach us to look for door jamb switches embossed with the 'SX' mark. I don't know of any catalog source for these and locating decent originals can be challenging.

Figure 1 shows three different generations of SX switch design. The uppermost switch represents the earliest design. It has a plastic barrel with slots that accept individual contact leaves. This switch can have 1-3 discrete contacts depending on how many leaves are installed.

The middle switch is a later 'improved' design. The contact tips are bigger/stronger, but it still uses a plastic barrel to house the contact leaves.

The bottom switch represents an even later era design. Here, the plastic contact barrel has been eliminated providing a more robust metal housing. But, all three versions share the same concept of a long plunger shaft that rides inside a hexagonal threaded nut using an interference fit.

Figure 2 shows the part of the door jamb switch that's visible to us for judging when the switch is installed. The difference in age/design specifics evaporates as we only see the 'SX' embossed plunger heads.

What Makes It Smart?

Look closely at the plunger shaft of the middle switch in Figure 2. It isn't a perfect circle. It's slightly 'squashed' to create minor ribs. These ribs are the mechanism that provides the interference fit between the hexagonal mounting nut portion of the switch and the plunger/contact section of the switch.

Figure 3 gives a comparison shot of two of the later style switches. Notice that the mounting nut on the upper switch has ridden outward along the plunger shaft. That's the 'intelligence' aspect of the switch.

At the factory, all of these switches were in their full length or 'reset' condition like the lower switch in Figure 3. The mounting nut is all the way in creating the maximum length of the plunger shaft. Assembly workers installed the switches



Fig. 1



Fig. 2



Fig. 3





into a given cars' door jambs and simply SLAMMED the doors shut. The closing door, pushed the switch plunger back into the mounting nut and the switch shortened itself to the optimum length. It tailored itself to that specific door jamb air gap dimension.

What Goes Wrong With These Smart Switches?

First, if a given door was removed and replaced (doors were individually shimmed) without the door jamb switch being removed and mechanically 'reset' to its factory original full length, it can wind up being mis-adjusted for the new door jamb air gap. You can wind up having interior lights that don't turn off or work sporadically.

Second, if the door jamb switches were left in when the car was restored, the contacts may have collected paint overspray and be making sporadic contact. You can wind up with interior lights that don't turn on when the door opens or do so sporadically. Then, there's the case where the switches WERE removed before restoration and only re-installed after the car was painted. But, they weren't marked 'left' and 'right', weren't 'reset' and were re-installed on the wrong side of the car.

Last, a switch can be aged with its contacts oxidized and need cleaning. It might be aged and broken as well. So, the correct way to deal with these switches is to mechanically 'reset' them AND to clean and visually inspect them before reusing them.



How To Reset A Switch

Resetting a smart door jamb switch is easy! Here we go.

Figure 4 shows an early generation SX switch that's been pulled, cleaned, and freshly replated. Note this one has later style plastic contact barrel where the contact leaves snap into slots around the plastic barrel rather than slide into slits in the plastic barrel.



I've pressed the switch plunger by hand to open the contact air gap. This is how you'd gain access to clean the contact surfaces with a wire brush. Plus you want to visually inspect the two mating contact surfaces to insure they're clean and they'll make proper contact when the switch closes.

With the switch as fully open as you can get it, insert a pair of needle nosed pliers to hold the air gap open AND to back stop the upper contact and switch plunger away from the plastic lower contact barrel (Figure 5). (see fig. 5 on pg. 6. ED)

Fig. 4

Now, place the switch held open by the pliers as a backstop inside a bench vice (fig. 6). The pliers act to supply a firm metal-to-metal working plane against the jaws of the vice. Slide an appropriately sized deep dish socket over the switch plunger and make contact against the outside/upper side of the switches' hex nut. Gently tap the hex nut down along the switch plunger until it bottoms out in its original factory reset position.



The watch word here is to be careful and gentle. The early switches with plastic contact barrels are notorious for the plastic aging, becoming brittle, and splitting/shattering if overstressed! You don't want to ruin a perfectly good, factory original SX switch!

Replacing a Contact Leaf

Sometimes when we visually inspect one of the early generation switches with plastic contact barrel construction, we discover damage. This isn't necessarily the end of the world. Depending on how badly damaged the switch is, it might be possible to 'save' it and add a few more decades to its useful life...

Figure 7 shows a typical failure mode of the first generation plastic contact barrel version of the SX switch. Here, the internal slot that holds the contact leaf captive has cracked. This allows the contact leaf to wiggle and slide back, away from the switch plunger's contact surface. A switch with this problem will work sporadically, at best...

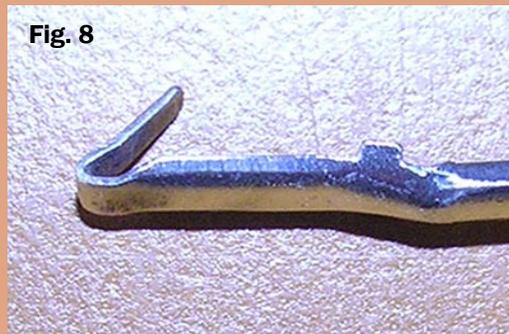
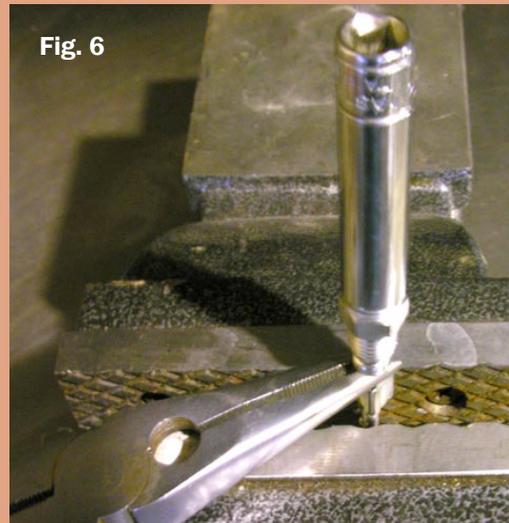
IF, there's an unused contact slot and it's NOT cracked/damaged, you have a few options. One option is to install a fresh/new contact leaf. Some of the Corvette parts catalog houses offered replacement switch contacts. You'll have to shop around here because it's been a while since I bought my last handful and it's against NCRS policy to 'plug' a given vendor. If you want a new contact leaf, you'll have to find your own source. Another alternative is to remove and re-use an existing contact. What? How do you do that?

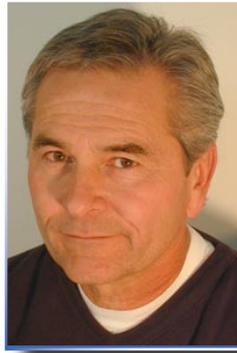
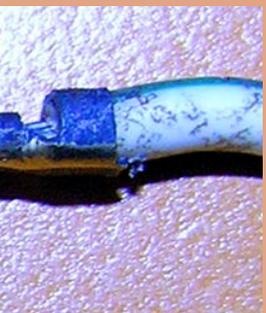
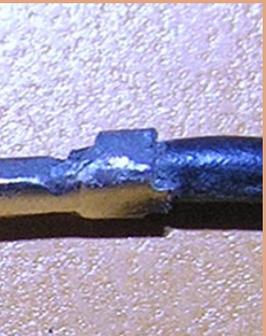
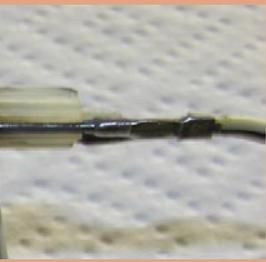
Well, there's no guarantee you can R&R an existing contact without damaging it, but the odds are good you can do it if you go slowly and take your time. Knowing how a switch contact leaf was originally assembled helps a bunch!

Figure 8 shows the geometry of a first generation contact leaf just before installation. The tip was bent back on itself to form a 'J' shape. Then the leaf was inserted in the keyway of the slit in the plastic contact barrel and pushed home. Once it cleared an internal 'ledge' in the contact slit, the barb opened and the contact 'snapped' into its final rest position. If you can't remember which is the inside and which is the outside of the 'J' for insertion, study Figure 7 and you can actually see the shadow of the folded tip through the translucent plastic barrel! Or, just look at the orientation of a properly installed contact leaf on the switch you're working on...

To remove an existing contact leaf, you need to compress the tip of the 'J' to get the lower edge of the barb to clear the ledge it's parked on. Figure 9 shows what I mean. This was done by forcing the contact gap open (Figure 4). The pushing the target contact leaf all the way up/into the slot and squeezing the 'J' tip contour with needle nosed pliers.

Once the barb has clears off the locking ledge in the contact slit, the leaf simply slides down and out of the contact barrel. When it's out, you can clean it up and CAREFULLY bend it back into the installation geometry of Figure 8. I put my cautionary in capitals because the contact leaf is very thin metal that wasn't intended for re-use. They WILL fatigue fracture if you don't take your time and bend the metal slowly. Good luck!





Editor's Corner

By Dennis Dalton

As you know, we publish the newsletter 6 times a year. With this issue, we are half way through the year. Our goal has always been to pursue the chapter award which, as one of the requirements, is to publish six technical articles per year in the newsletter. We have been fortunate in the past to have many interested and prolific chapter members who have been giving us a steady supply of interesting facts and tips about our cars. As a comparison, last year, as of the May /June issue, we had five technical articles published. As of this issue, Jack's technical article on door jam switches is only the second article for this year. Needless to say, we are behind last year's activity. The summer is the time we are working on and driving these cars. As you get your car ready for the summer driving months and out of winter storage, possibly you have tales to tell where you had to overcome some issue that worked when you put your car away for the winter but it refused to come on line this spring. Sometimes those projects evolve into an interesting journey that others could benefit from. Think about contributing an article for the July/August issue. Start on it right now.

One case in point. When I parked my 94 LT1 automatic last fall, the transmission was fine and I did not observe any leaks or spots on the driveway. Last month, I looked under the car and there was a fairly large puddle of transmission fluid that had leaked out over a four month period. Having only owned the car two years and having no maintenance records to speak of from the previous owner, I thought maybe it was probably the rear seal. After jacking the car up far enough so that I could get under there with a creeper, I wiped everything up and then waited a few days to see exactly where it was leaking. It was leaking around the pan! I thought, well I will just change the fluid since I have no record of when it was changed last and put in a new gasket. I got a socket and proceeded to remove the bolts. The first bolt was very loose. By loose, I mean it took one and a half turns to tighten it. Weird. All the bolts were like that. Now I know why it was leaking. I am surprised the bolts didn't fall out and the pan fall off. What was up with that? Needless to say, I tightened all the bolts and fixed that! Easy for once! I will wait and change the fluid next fall. I want to drive it. I need to work on my 66 so it will be ready for the regional next year.



GENERAL MEETING
AT CORVET





AND SWAP MEET
CITY



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Available Items

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!



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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For Sale

Reminder:

For sale items are dated as initial insertion date. They are run for three issues or six months if seller does not contact the editor to extend it or cancel the listing. Listings are free for members. Display ads are charged..see info in the disclaimer on this page. ED

Sept. 2012

Set of (4) Kelsey Hayes Original Knock Off Wheels complete with hubs and spinners in very good condition. Wheels K-H D-49985 with dates,

A61565, B71465, B81665, G72065. Spinners marked with 229RH, 229RH, 230LH, 230LH. Price \$6,000
Call [303-549-7754](tel:303-549-7754), Lothar

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

Please advise if I can send you a catalog.
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