

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter www.ncrsrmc.org

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Chairman's Message

By Rick Reiff

Summer is now upon us and in full swing with July knocking on the door. In May we had our Spring Tour which you will read about later in this, the first issue of "The High Plains Shifter," the new name of our Chapter newsletter. In case you missed it, this was the winning vote getter in April when we tallied up all the ballots. Dennis Dalton, our newsletter editor, has put together a new masthead and look for the newsletter and we thank him for putting his creative talents to use.

In June Dan Tillapaugh led an informative tech session on C2/C3 steering boxes. There are a lot of parts in there and its good to know what you are getting into if you decide to tear into one.

Once again, our July meeting takes place on the 4th at Eckhard and Terri Pobuda's home near Monument. We appreciate Eck and Terri always being there to host this annual event which brings me to something that has been on my mind regarding how things get done in the Chapter. The '08 Regional is rapidly approaching and the various committees are being formed. This is a major event for the Chapter and takes a lot of coordination and effort for it to come off smoothly. That coordination and effort comes from the members of the Chapter that volunteer their time. In addition to the normal cast of volunteers (the ones like Eck and Terri that are always pitching in) the Chapter needs other members to step up and help make this event a success. The Chapter membership voted to host the '08 Regional now it is time for you, its members, to lend a hand. I bring this to your attention as the next planning meeting for the Regional will take place on the 4th of July at the Pobuda's. The various committees are being formed and more volunteers are needed. If you don't have much time but can help in any manner that is appreciated as it frees up others to tackle other tasks. If you can't make it on the 4th I encourage you to contact the Regional co-chairs, Ralph Ridge and Bill Pearson to see what gaps need to be filled.

Have a great summer and I hope to see you at one of our events.

Rick Reiff
Chairman

Editor's Corner

By Dennis Dalton

New Look

This is the first edition of the chapter newsletter with the new masthead. There have been a few minor design changes as well. One of the most notable was the move of the board member's list to the front of the newsletter. This is common in most newsletters I have seen and I feel that the board members names and contact information are more readily available in this location.

Western Regional 2008

Volunteers were sought after at our last meeting for the many committees needed to make the regional a successful event. Gary Steffans, Jim Hilton, Bob Montgomery and Chuck Banks volunteered to help me with the parking committee. Thanks!

Wildfire?

The following is an excerpt from a photo journal published by the Toledo Blade newspaper:

Alice Palmeter, 17 and friend Bernie Westfall smile in a Woodill Wildfire in front of the Rivoli Theatre in 1954. One of only a handful made, the Wildfire was an All-American-Parts sports car built in 1952 with Toledo-made Willys engine parts and a lightweight Glasspar body by B.R. "Woody" Woodill, a successful Dodge dealer. The Wildfire is considered by car aficionados to be the birth of production of American fiberglass sports cars.

Willys plans to produce the Wildfire fell through when Kaiser Frazer bought Willys. Looking for another automaker, Woodill promoted the Wildfire by featuring it in four films, including Johnny Dark, the film promoted on the car, starring Tony Curtis and Piper Laurie.



Dennis Dalton, Editor

I Need Another Gear

By Jim Hilton

My last Corvette was a 427 Coupe Top-Flight car which, I never drove, I sold that car. I wanted a mid year driver not a garage queen. I bought a '65 numbers matching convertible with a 327/350 Hp Corvette. The car needed some work, but with this body motor combo I thought it should make a great driver. My definition of a "driver" started to expand to not only around town, but around the nation. With the cost of gas going higher every driving season I wanted my driver to be economical (for a Corvette); reliable, fun to drive and keep the car's 2nd flight. The reliability, fun and 2nd Flight parts I can handle, the economical aspect was another matter.

I started looking at various scenarios to make an economical Corvette. So, I started talking to my NCRS buddies; searching the web; reading technical articles and talking to various component manufacturers. What I came up with (me not being a professional mechanic) was essentially three paths to my goal. Oh! Yeah I forgot a key point, the budget; I needed to make this modification affordable too. Option one: replace the current 3:70 gears with 3:08's. This would get the RPMs down and maybe gain 1-2 mpg, but it would be a slug off-the-line and lower the torque at driving speeds. Option two: Replace the current motor with a crate motor like the Chevy RAM Jet 350, which has all the latest fuel injection and computerized motor control modules, but this path would negate my NCR flight status and be too expensive. Option three: Replace the current Muncie 4 speed with a 5 speed. One of my NCRS buddies made the 4 to 5 speed conversion to his '61 Corvette and was very pleased. The conversion was



Place the TK0600 on a transmission jack and do a placement and alignment checkout, since the TK0600 is taller from top to bottom than the Muncie, there will be very little distance between the top of the TK0600 and the bottom of the shifter plate.

pretty easy; the cost was less than \$4000.00; gas mileage at highway speeds was between 21 and 25 mpg (mine tbd); off-the-line was as though you had 4:23 gears and in 5th gear the RPMs dropped from 3500 to around 2200. The name of the transmission is the TKO600 Tremec by ClassicChevy5Speed. This is the option I went with. While I was at it we pulled the drive train, rebuilt it as well as the suspension while following my NCRS '65 judging manual.

So, what do you need to do once you've purchased the TKO600? The first and most obvious step is to pull the motor, transmission and drive shaft.



My drive train with rebuilt 327/350 motor and the TKO600 attached. I used the stock bell housing, but new clutch and bearings package. I installed the drive shaft slip yoke prior to installation. I'm glad I did, since the yoke will not slide into position unless you take out the rubber shipping "donut".

The actual placement of my system was a bit tricky due to the fact that the TKO600 got stuck at the top of the body transmission tunnel (that height thing). I got around this jam by taking my floor jack and a short 2X4 and raised my floor enough (about 1/8") plus I adjusted the hoist drop angle, went in great.

Once you have the transmission and motor in-place go inside the cockpit and see if you have the shifter and ash tray placement correct. If you do have the proper alignment cool, if not tweak the transmission sideways a bit to get the correct position (loosen your motor mounts). Once you have the correct position torque down the motor mount bolts and transmission mounting hardware.

Now go back under the car check to see that the "U" joint will clear the sides of the transmission tunnel and check to see if the emergency brake lever will clear the "U" joint. On my car I had to flip the emergency brake arm from the top of the bracket to the underside.



If the TKO600 gets stuck in the transmission tunnel place a hydraulic jack under the lowest floor panel and raise it enough for the transmission to slip into place. I'm only talking an 1/8".

Given I'm not a professional mechanic; this was my first TKO600 installation and first engine install in a longtime I think it went pretty well. Scott and Jim at ClassicChevy5Speed were very helpful answering my questions during the installation. My wife and I are really looking forward to driving this car and now I can finally drive a Corvette to NCRS events.



With the transmission and motor in the correct location this is how the shifter and the ash tray recess should appear.

Jim Hilton

Spring Road Trip

By Rick Reif

On May 19th we held our annual spring road trip. Mike Bird put the trip together and it was a great trip with some wonderful scenery. Unfortunately, it took place right when gas prices went over \$3/gallon – a sign of the times. The rendezvous took place at a French Café in Castle Pines. After a quick breakfast and cup of coffee we all gathered and headed south on I-25 to Colorado Springs. Although we only had about 9 cars on the trip we did have a model from each generation represented (C1-C6). Once at the Springs we headed west to the Garden of the Gods, which was just spectacular and is just hard to beat when it comes to scenic beauty – not sure what other chapters offer on their road trips, but this has to be at or close to the top of the list).



The roundup at the Café de France in Castle Pines

Once through the Garden of the Gods we took Highway 24 up through the Woodland Park area then on to Fairplay. We ran into a little rain along this leg and those with tops that come down pulled over to “raise the lid” to keep as dry as an old Corvette convertible offers.

Once in Fairplay it was time to fuel up and start our return to Denver, via Highway 285. We passed over Red Hill Pass and through Conifer and into west Denver. Some on the trip peeled off and headed home while others gathered for lunch at Johnny Cariono's off Kipling. The roundtrip was approximately 200 miles. We all made it safely, but did have some challenges with vapor lock/carburetor settings and a dead battery. Overall it was a fun outing and if you have not been on a Corvette tour through the Colorado landscape you should try to participate in one as it is a great way to enjoy the wonderful state we live in.



Time for Gas and a Jump



We even saw a dinosaur on the trip!



C-1 Pit Stop

Merchandise

By Bill Pearson

MERCHANDISE – IN STOCK

ITEM	PRICE
Golf Caps...Red, White, Gray, Maroon, Natural/Green, and Natural/Blue	\$11.00
T- Shirts...Silk screen Front & Back	\$10.00
Sweatshirts...Silk screen Front & Back	\$20.00
Short Sleeved Polo...White, Red, Blue & Gray (RMC Embroidered)	\$30.00
Long Sleeved Polo...Dark Gray & Blue (RMC Embroidered)	\$35.00
Light Weight Polo...Short Sleeved (Teal)	\$20.00
Shop Coats...Gray (RMC Embroidered)	\$35.00
Chambray Shirt (RMC Embroidered)	\$30.00
RMC Embroidered Jacket (special order)	\$50.00
Steamboat Hat Pins	\$1.00
RMC Hat Pins	\$3.00
Name Tags	\$5.00

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For Sale

Ad 07/01/07

1972 Coupe, VIN #Z37W2S507699, 454, A/C, TH400, Elkhart green, saddle leather, 2006 NCRS National Top-Flight, tank sticker, PWR/strng/brks/wndws, tilt-tele, restoration tires, good owner's kit. Car's a driver, A/C works great! Will email pictures, complete spreadsheet summary of stampings, date codes. Reduced to \$29,900 jefuller@msn.com or 800/567-6687 EDT. Member #37361

Additional notes:

Last 11 years under NCRS member ownership. 94,000 miles, A.I.R. system is removed, TCS system has been restored and operates. Car runs cool if outside temperature is not above 100 degrees, luggage rack installed, after market AM/FM/CD changer (changer comes out easily for judging), heater core is currently by-passed due to leak, minor damage bottom of right-rear fender (easy repair), steering wheel anti-theft lock doesn't work, key-buzzer warning doesn't work. All other ops check items operate normally, including theft alarm (Scores about 97% ops check at NCRS). Pipes and mufflers recently replaced. Half shaft U-joints recently replaced. Carburetor, master cylinder, trailing arms, rear spring, parking brakes and all wheel bearings recently rebuilt or replaced. Extra set of Goodyear radials included. Nearly all numbers match: main exceptions are starter motor, coil(but close), fan(1 year off), water pump.

Ad 03/01/07

C-6 2005 Corvette Convertible
 18K miles Victory Red Top is Black/Ebony Interior 6-speed Z-51 performance package Power-top/Nav system/ On-Star/XM-Radio/ Polished wheels, Loaded with all available options. Perfect Condition
 Make offer--Jerry 303-674-3838

Ad 01/01/07

For Sale
 '98 Corvette Conv. VIN 1GYY32G9W5109116 6 Spd, Torch red, Tan top, Z51, CD changer, Magnesium wheels. 46K miles \$28K w/Mag wheels, \$26K w/Aluminum wheels.
 Contact D.J. Kazmierzak (303) 748-8235 for owner info.

Ad 01/01/07

For Sale:
 1967 Corvette convertible, 327/350 original engine matching numbers car. Body on restored. Goodwood green with black interior and tan top. Side pipes. Very clean. Car is in Summit County.
 \$68,000.00.
 Call John at 970-389-0645

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 $\frac{1}{4}$ page, \$40.00 for a $\frac{1}{2}$ 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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