

# High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter [www.ncrsmc.org](http://www.ncrsmc.org)  
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## Chairman's Message

By Rick Reiff

Hello Rocky Mountain Chapter:

Summer is now in full swing and the National Convention is just around the corner. We had a great showing and time with our "show-n-shine" and tech session at Bozarth in June. The Chapter presented the dealership with a sponsor appreciation plaque and Bozarth continued providing goodwill, this time in the form of hotdogs and associated trimmings for lunch. The tech session was "tips for getting your Corvette ready for the road." Jim Lennartz led the discussion on what to bring, what to check, and what to look out for during the open forum session. A handy session, given the upcoming road trip to the National Convention in San Jose, California.

This year the annual 4<sup>th</sup> of July get together returns to the Pobouda's. However, this time it is an evening event and will coincide with one of the National Road Tour legs. So, we'll get a chance to meet some new Corvette people and welcome them to our great state.

On the administrative side of my report, due to his schedule and other commitments Mike Bird has resigned as Activities Chair, but will continue to stay involved in the Chapter. Eckhard Paboda has stepped up and returns to the RMC Board as the new Activities Chair. We are glad to have Eck with us and look forward to his involvement on the Board.

Have a great summer and I hope to see you on the 4<sup>th</sup>!

Rick Reiff  
Chairman

## Vice Chairman's Report

By Bob Montgomery

### Top Flight Chapter Award

We are well on our way to earning the award for 2009 continuing a fairly impressive string of consecutive awards. This is a great reflection on the chapter as a whole. We have a pretty large group of core members that participate in tech sessions, judging schools, judging meets and other chapter activities. If you haven't been to one of the chapter events lately I would

encourage you to stop by! The chapter is yours . . . reap the benefits!

One area of the chapter award we always struggle with is technical articles that we can publish in this newsletter. If you are working a project and would like to write an article please contact one of the board members or any member for that matter. Many of us have written articles and would be happy to help.

Thanks for you support!  
Bob Montgomery

### **Membership Report**

By Bob Montgomery

Membership stands at 110 as of 6/30/09. There are 29 members from 2008 that haven't renewed for 2009, so if you had intended to renew, now is the time! You can send your \$20 renewal fee to:

NCRS RMC  
PO Box 204  
Morrison, CO 80465

I sent out email reminders the 1<sup>st</sup> of June to those of you that had not renewed but only received 3 replies so I am assuming you have moved on to other hobbies or email isn't a good way to reach you!

If you have changes to the information you have provided to the chapter (address, email address, phones, Corvette(s) owned etc.) please drop me an email!

If you would like a copy of the chapter 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.

Thanks!

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

### **Editor's Corner**

By Dennis Dalton

I mentioned I would pass on newsletter addresses from other chapters. I am starting the list in this issue and will continue to add to it as I receive more. These addresses will take you to the chapter web site for a PDF viewing or download. I am sending our newsletter PDF link to all chapter editors as well. Your buy or sell add in our

newsletter will now reach the entire club membership!

[www.ncrs.org/ncc](http://www.ncrs.org/ncc)  
[www.ncrs.org/nmc](http://www.ncrs.org/nmc)  
[www.ncrsmag.org/signalseeker.htm](http://www.ncrsmag.org/signalseeker.htm)  
<http://newenglandchapterncrs.homestead.com/>

We have achieved our goal of six technical articles for the year. I have 3 by Dennis Kasmierzak, 1 Jim Hilton, 1 Dennis Dalton/Chuck Banks and 1 Ted Smathers which I will put in next issue as I have a Road Trip article by Ted this issue. Great Job!!

### **RMC Judging Chairman Report**

By Jack Humphrey

Summer is officially upon us. The 'kickoff' summer event is the 24 Heurs du Mans endurance race in France. It's typically held at/near the longest day to maximize daylight on the track.

Corvette was again entered in the GT1 class and won, beating out its ace nemesis, Aston Martin. This may be the last Corvette competition in Europe for some time. Due to GM's financial condition, rumor has it that Team Corvette will NOT be back in 2010. So, if you haven't been across the pond to witness this 'happening', you may have a long wait to see Corvette on-track again.

You'll note I used the term 'happening' instead of 'race'. That's because the 24 Heurs du Mans really has no comparison on the American circuit(s). Europeans asked me what I thought of the race after my first visit and my reply was, "Race? LeMans isn't a race; it's the Woodstock Festival reincarnated."

The track is just over 8-miles in length winding through blocked off City of LeMans streets. Auto enthusiasts come from all over the world to be there for race week and the traffic is SO congested, it can take you an hour to travel a mile!

LeMans is a rather small town making accommodations a scarce commodity. It's not unlike Indianapolis during the Memorial Day 500 event. But, unlike Indy, the course isn't a contained track—it's a series of rather ordinary city streets.

That means there's private property adjacent to the track around its circumference. For blocks in any direction from the circuit, you'll find race enthusiasts camped out.

Expect to see tents, campers, motor homes and simple sleeping bags just about everywhere! Some, enclaves are populated by this/that car marquee group of enthusiasts and you'll see Ferrari, MG, Triumph, Renault, Etc. club flags waiving over their temporary village sites.

The foot traffic is quite heavy during race week and sidewalk cafes are virtually standing room only. Public rest room facilities are equally 'queued' up. And, various block parties run literally 24/7.

Yep, this is the European rite of Summer racing event. It's certainly something to see once... You'll know very quickly whether you're 'hooked' or walk away with the 'Been There, Done That' impression.

### San Jose

Now that the Lake Tahoe Regional is in our rear view mirror, the NCRS focus is on the National Convention in San Jose, July 12-17. As I write, cars are being judged at Bloomington and Corvette enthusiasts are nearing their summer peak of activity and excitement.

Ralph Ridge hosts a small leg of the NCRS National Road Tour. It departs from Monument on July 5<sup>th</sup> after participants enjoy an evening of Rocky Mountain Chapter July 4<sup>th</sup> entertainment at Eckhard and Terri Pobuda's house.

While the RMC leg of the Route 66 trek to California is short (Monument, Colorado to Tucumcari, NM) We've been dubbed the 'International' leg of the road tour due to our outside North America participation. Rob Musquetier, Dutch Chapter Chairman, will fly to Denver and share my '71 with me on the road tour.

Plus, from Perth, Australia, Gary Wilkinson and his father join us accepting Ralph and Sharon Ridge's hospitality and the generous loan of their '61 Corvette. Both cars (Dutch and Australian) are entered for Sportsman Awards at San Jose, so our international visitors can receive podium recognition. You can meet and rub shoulders with TWO continents (Europe and Australia) at the RMC July 4<sup>th</sup> party. Here's looking to see you there!

### RMC Members!

By Dennis Kazmierzak

We have been asked to poll our membership to see if anyone planning to attend the Carlisle event this year would be interested in helping out at the NCRS tent. The tent is near the Corvette Central and other large vendors this year.

If you would like to help please respond and Dennis Kazmierzak will get the info to you.

Regards,  
Dennis

[Dennis\\_JK@wispertel.net](mailto:Dennis_JK@wispertel.net)

### C1 Windshield Assembly

By Dennis Kazmierzak 6885

I am restoring a 1957 Corvette for a member of our church. The Corvette has been in his possession for 24 years and not driven the last 12 or so years. It was stored outside under a tarp. I was not in that bad of condition considering it is in Colorado.

One of the challenges is the windshield assemble. Taking it apart was enough of a problem but putting back together was a real challenge. The first series of C1 windshields were very delicate items. There appeared to be no strength in the parts till it is assembled. The problem is assembling the delicate parts. I want to use the word flimsy but will reframe from doing so. After all the parts were cleaned, polished, re-plated etc. and a replacement windshield in hand I started the assembly. To give a better idea of what parts are involved note the following list:

- Upper windshield molding retainer
- Lower windshield molding retainer
- Upper windshield SS molding
- Lower windshield SS molding
- Left and right windshield post
- Nut plate and screws (lower molding)
- Upper SS molding screws
- Windshield rubber gasket
- Lower frame gasket and post shims
- Lower frame "T" bolts and post studs

The method that I ended up with assembling the windshield is as follows:

1. Support the windshield on a table supported by a soft cloth wrapped box or 4X4's to allow access to the edge of the glass all around.
2. Install the rubber gasket (initially I did this dry, no sealant to get the spacing correct). Seal after the position is determined.
3. Install the upper molding retainer.
4. Install the upper SS molding
5. Install the left and right posts and secure with the screws.
6. Position and secure the lower nut plates in the lower molding with body caulk.

7. Assemble the lower SS molding to the lower retainer and install the "T" bolts. Retain the "T" bolts with flat washers and nuts to prevent them from falling out during handling.
8. With assistance position the lower molding to the bottom of the windshield and slide the "U" shape onto the rubber gasket. Take care not to loose the nut plates while positioning the molding on the gasket. Secure the molding to the bottom of the post with the slot head screws. I used a longer screw to hold the nut plate while positioning the nut plate for the slotted screw. These screws are 1/4" length and difficult to handle. Remove the longer screw and install the remaining slotted screw. Caution...do not screw the longer assembly screw in any farther than necessary for damage to the windshield could occur.
9. To hold the lower retainer and SS molding to the windshield gasket I used two adjustable fabric straps that ratchet to control the pressure on the windshield and rubber gasket.
10. Check the position of all components and if satisfied with the assembly use sealant to secure the assembly together. Urethane for the glass to rubber contact and Dow Corning 795 for the rubber to metal interface. You need to be sure you have it where you want it as at this point these products will make the assembly permeate. To disassemble at this point would require a new rubber gasket and a lot of effort to clean up the metal parts.

This assembly is easier to write about than do. Some of the restoration companies charge up to \$2295.00 to perform this part of the restoration. I assume that includes the parts but I did not call to confirm this. Good luck in your restoration of the windshield.

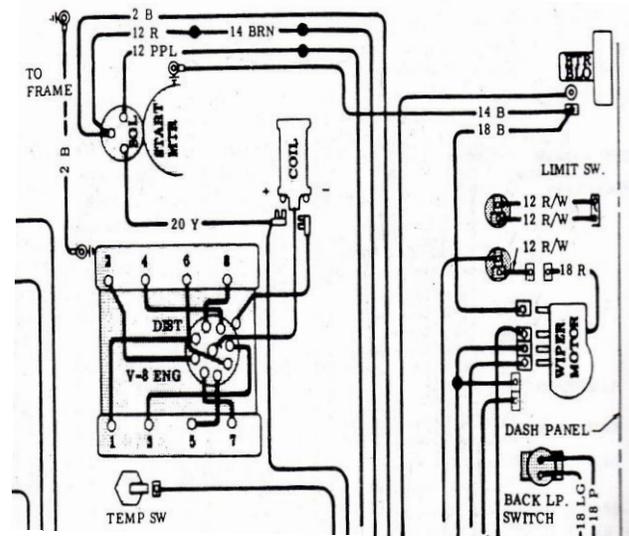
## Grounding a Shark

By Jim Hilton 43119

This article has to do with some aspects of grounding and debugging the early C3 (Shark) Windshield Wiper / Wiper Door system. I'm not sure how many of you have ever worked on this system, but I always say when I do

"What were these guys thinking when they came up with this Vacuum, Electrical and Mechanical mess?" Regardless, I had to get the system on my 1969 Convertible working. To make a nightmare, I mean a long story short I just completed a restoration of the interior of my Shark (a.k.a. Sharky). The restoration included new or rebuilding the Windshield wiper switch; Wiper Switch relay; Wiper Door Solenoid valve; Wiper door Cut-off switch; Wiper door Actuator; Wiper Relay Valve; Wiper door limit switch and the Wiper door interlock switch. Yes, you need all this stuff to make the wipers clean the windshield. On my C6 you push a button and the wipers just work no fancy whiz-bang hoop-de do system like Sharky's.

So, after I had juice to the dash and the electronics I made sure the car started and all the gauges and lights functioned then I thought "crap now for the wipers" amazingly enough the windshield wiper door (located at the base of the windshield) popped-up, cool, but no wiper blade action, darn? I'm half way home, right? Not! During the interior make over I also updated the heating system and installed a new variable heater fan switch (center console). When I used the switch I only got one speed out of the heater fan, but it worked. I started the debugging process of the non-functioning window wipers. Not shown in the schematic is



the wiper arm control switch (under the steering wheel) when it's Off 12 Volts goes to the wiper motor when On it turns the wiper motor off so you can change the blades. I made sure it was off and I had 12 Volts to the limit switch. When the wiper door opens it pushes the limit switch in and allows 12 Volts to move across the connection 12 R/W to 18R turning on the wiper motor. I confirmed I had juice through the system, but still no wiper motor action? I then hooked-up the wiper motor independently and got the motor to function. Ok so

what gives? If you know this era of Sharks there is a narrow grill behind the wiper door about 3" wide and running the width of the windshield. I had the grill off, but when I put it on I got sparks off of one side, this is not good. I had the ignition off, but the battery was connected. If you look at the schematic 14B is a common ground from the heater fan and the wiper motor via wire 18B. I disconnected the fan and wiper grounds and no more sparking. I then placed separate grounds off the fan and the wiper motors. Volia I had 2 speed wipers and a three speed heater fan, cool!

So, what happened? As you know electrons need to flow correctly in an electrical circuit (+) to (-). If there is no potential voltage drop then whatever electrical device you're trying to make function will not. In my case the previous owner connected the heater and wiper motor common ground (negative, zero potential voltage) unknowingly to the horn relay via an aftermarket MSD system modification. Therefore, there was no ground, but voltage was coming down the common ground wire. Since, the battery was still connected and the wiper motor was mounted to metal that made contact with the grill frame and about 12 Volts was going through the wiper motor ground the grill sent sparks flying when I touched it to the wiper door. I guess the moral of the story is grounds go to ground and volts go to volts.

I now have a fast and furious headlight, wiper door and windshield wiper system working on my '69, but wait isn't that rain forget it I'm not driving in that!

### **Finding a Fuelie—"Down Under"**

By Ralph Ridge

This story begins two years ago when Sharon and I traveled to New Zealand to participate in the first judging meet by the newly formed NCRS NZ Chapter. One of the cars being judged was a 230 HP '58 recently purchased by Greg and Diane Haliday. Although the car didn't judge as well as they had hoped, the Halidays were impressed with the NCRS process and set their sights on improving Diane's little '58. Soon the car became the subject of tech sessions as the NZ Chapter gave a helping hand in the restoration of the '58.

Now fast forward two years. The chassis has been restored and the body is nearing completion. Thoughts are now turning towards the assembly of the car and Greg is getting apprehensive about the completion of this project. Around November of 2008 I got a phone call from Greg asking if I would be interested in traveling to NZ to help complete the restoration of the car. Soon Sharon and I had made arrangements to travel to NZ in March, a time planned to coincide with

the NZ Chapter meet. We were able to include the Australian Chapter Meet the weekend before arriving in NZ. Both chapters produced a Chapter Meet more on par with a Regional Meet here in the USA with the expected high level of judging.

Now comes the interesting part.

During the assembly of the '58, I was under the dash and noticed that at some time or other there had been fuel injection emblems attached to the fenders evidenced by the holes filled on the back side of the fenders. I mentioned this to Greg and he asked me if I thought the car might have originally been a fuelie. I told him probably not as people would attach those emblems to impress their friends. I then explained that if it was a real fuelie there would be a nut plate under the hood surround rain gutter on the driver's side that was used to mount the FI air cleaner. As I bent over the fender to show him where it was located, guess what.....THERE IT WAS! Now I started thinking that just maybe this was originally a fuelie and I started searching for other clues. At first I was looking for indicators that it was a 290 HP fuelie and nothing added up, as there was no evidence of a hole having been cut in the firewall for a tach drive cable. Then I thought of the 250 HP fuelie offered in '58 and things started to fall into place. For example parts that were date coded wrong for this car (the block and heads were correct) were all parts that had to be changed to convert from a fuelie to a carb car. Parts like the intake manifold, distributor and RH exhaust manifold (LH was original) would have been removed with the FI unit and replaced with carb required components. The low script aluminum valve covers (not reproductions) that were on the engine would have come with an FI car, but were wrong for a 230 HP car. Plus the car had all of the options normally associated with an FI car such as a Posi-traction differential and a four speed transmission (both correctly dated).

What followed was a lot of email communications with 1958 experts including NCRS National Team Leaders, former Team Leaders, restorers and FI experts. Each question was asking them to disprove what I suspected and what other clues can I look for. In each case the car proved itself. The car had a generator tach drive and a low HP tach. Further investigation revealed that the generator tach drive and low RPM tach were correct for both the 230 HP carb car and the 250 HP FI cars. The last perplexing part of the puzzle was the block off plate that was attached to the opening in the radiator surround on the driver's side. This plate was not used on high HP fuelies as a fresh air hose was attached to this opening and routed to the air cleaner. More research revealed that the 250 HP fuelies did not use the fresh air hose from the radiator surround to the air cleaner and did have the block off plate like the carb cars. That also explained the lack of holes on this

car for the fresh air hose brackets. The lack of this hose was confirmed by a picture in Noland Adams restoration book of the engine bay of a 250 HP fuelie ready for delivery in 1958.

Finally, we became convinced that this was indeed an original fuel injection car and it was probably a victim of the lack of knowledge that doomed many FI systems in its early days. Based on the date codes of the replaced components, the FI was removed about two years after production of this car.

Now comes the big challenge for Greg as he has decided to return this car to its' original FI configuration. He hopes to have this process completed by the next NZ Chapter Meet when the "reborn" car will be judged again.

Ralph Ridge NCRS #9653  
Rocky Mountain Chapter

## ROAD TRIP!

By Ted Smathers

Getting ready for the road trip to the NCRS Nevada Regional at Lake Tahoe

The 1963 SWC had been on some short trips to Vail from our home in Golden, Colorado, and on a longer 300 mile trip to the Chapter judging meet in Gateway, Co. It was a top flight car on the judging field, but there were issues that had to be addressed before the thousand plus mile trip to Lake Tahoe. I was driving there as part of the requirements to obtain the Founders Award for the car. I had decided to go for the Founders award instead of further Flight judging as I considered the car a beautiful driver. I wanted the car to spend time on the highway and not in the garage prepping it for flight judging somewhere.

The differential was changed out to have the correct 3.36 gearing for the 300 HP car (see a previous Restorer on this). All bushings were replaced and everything under the car was mechanically OK. A four wheel alignment was done and all the fluids checked. A 160 degree thermostat installed. The car drove great and was ready to go on the 2145 mile round trip journey.

My wife Shaunie and I prepared for the trip by getting the ipod loaded with good road trip tunes (no XM in this car), getting the seats in perfect adjustment, and packing the car efficiently. Everything had its place. We put the fire extinguisher in plain sight and we knew where everything was positioned in the car.

Our itinerary was from Golden, Colorado to Salina, Utah on Interstate 70, then to Ely, Nevada and to South Lake Tahoe on US 50, billed as the loneliest road in the U.S. Other cars from the Rocky Mountain NCRS chapter were also going to the regional, but we all had different departure times. We were a solo car.

On a refuel stop 300 miles into the trip I noticed the left rear wheel was decidedly hotter than the other three. There was nothing to indicate why and there were no accompanying noises. I decided to take it to a tire / brake shop in Grand Junction to see if there was an obvious problem. The service manager took the car on a test drive. On the lift, the tire rotated easily, the brake drum came off as it should, and the brakes looked OK. The drum was dimensionally measured and all looked OK. No leaks were found and everything appeared sound. Figure 1 shows the brake. See anything wrong?



There was no physical evidence that something was wrong. The precautionary stop cost us three hours time. We then drove on to Green River, Utah. I thought I could detect a slight scraping noise coming from the left rear wheel as I drove into the motel, but was not sure. The wheel was warmer than the other three. We spent the night in Green River instead of Salina as we originally planned. Now we have 800 more miles to go.

We left early the next morning. I exercised the self adjusting brakes when I backed up from the parking spot. Everything seemed OK and we were back on I70 heading west. The one concession I made to the situation was to drive much slower than the

speed limit. I was going about 50 mph when the explosion occurred. I instantly thought the axle or drive shaft snapped. The car was all over the road but I finally got the car stopped on the right hand berm. I jumped out to see the (very) flat tire. Then I saw the flames. I shouted to Shaunie to get the fire extinguisher and it appeared in a matter of seconds. I pulled the pin on the extinguisher and pointed it at the flames coming from the tire and wheel. The handle of the extinguisher broke—it was useless. I shouted to Shaunie to get the cleaning supply bucket. That showed up in seconds. I grabbed the detail spray bottle and the window cleaning spray bottle—both have squeeze handles—and fought the flames with these products. I also had Shaunie get out the largest screwdriver from the tool bag and I used this to get the wheel cover off. I could get at the flames better and indeed the fire was extinguished. Now what? This occurred at mile point 116 on I70 in Utah. This is right in the middle of the 100 mile “no services available” portion of the road. There was not even cell phone coverage.



The situation was not just a flat tire. There was apparently serious damage done. Some of the fender was missing. I did not even consider changing the tire. Only one car stopped to inquire or help and that was the sheriff of Emery County. He was able to contact his dispatcher to get a tow truck on the way. He also told me to climb up a nearby hill to get cell phone coverage. I did this and got hold of my insurance company, USAA. They were able to confirm that a tow was coming from Salina, UT.



Mike Johnson of Johnson's Towing showed up in about an hour. He was a real professional in his business. He did not want to pull the car onto the flatbed as he said that additional damage could be done. The wheel would not rotate even a couple degrees. So Mike rigged the tow to have the front wheels on the ground and towed the SWC behind his truck. He knew what he was doing. Before leaving the scene, Mike asked if we had looked for the missing fiberglass from the car. It never even occurred to me to look for it, but Shaunie found it in the middle of the road. It was a bit disconcerting to barely see the car from the rear view mirror immediately behind the tow truck on our hour and a half ride to Richfield, UT.



Mike entertained us with stories of cars and people he has helped along this portion of the road. He has rescued Christine Applegate (Married with Children) as her Dodge Barracuda broke down on the highway heading back to California, also Katherine Heigl (Izzie in Grey's Anatomy) when she ran out of gas, Denny Hocking of the Minneapolis Twins and Denver Rockies, Flip Wilson, Ted Nugent, and others. The key thing Mike helped us with is to get us to Red Hills Truck and Auto Repair in Richfield, Utah. I was on the cell phone to the Chevrolet dealer in Richfield and they were not too receptive to look at the car in a timely manner, so Mike got us to Red Hills. The owner, Jim Hare, said he has been stranded himself in the past and he was willing to get to the car when we got it to him.



Jim is a super guy. He started on the car immediately. Pulling the wheel showed the brake shoe welded to the drum. See Figure 8. Jim had the drum turned and got the parts to do the repair. The bearings were OK and no other damage noted. He worked continuously on the car and it was done about 5:00 pm. I had a new spare and that was put on the ground. I cannot express sufficiently the high

regard I have for Jim Hare and his skill as a technician.



I had built into the schedule an extra day and that was used up with the brake incident. We now were heading to US 50 and points west. The car ran great and the brakes were as they should be. We got to Lake Tahoe in time to register for the NCRS meet. The next day was the ops check for the Regional Founders award. Passed! After a few days at the convention the car was on the road home. It was routine all the way and the 2145 mile trip ended without fanfare.

The mystery is to why the brakes failed catastrophically. I have consulted with many experts on this and there is no conclusion as to what caused the failure.

### What we did correctly

We built in extra time for the trip to Tahoe. As it turned out, we needed all that time. We knew the car and packed it correctly for a long trip. Shaunie and I discussed safety issues before we started out. We had gone over the location of the fire extinguisher. It was readily available and no time was wasted looking for it. Shaunie knew the tools in the tool bag and where the tool bag was located. This helped when I needed to get the wheel cover off fast. The biggest thing done correctly, however, was keeping the speed down. If I had been going the speed limit there is no telling what the outcome would have been.

### What we could have done differently

We could have cancelled the trip when it was known (sort of) that there was an issue with the left rear brake. But inspection at the service dealer in Grand Junction showed nothing. So on we went.

### What was lucky

The sheriff of Emery County in Utah makes one loop around the county each day. Our incident occurred just before his patrol of that part of the road. He was the only vehicle that stopped, even though I had a white rag on the car antenna.

Mike Johnson. This is a tremendous person. His family has had the tow truck business out of Salina, Utah, for years. He is honest and very knowledgeable about cars and trucks and the history of that part of the state.



### What made the trip great

We saw some great scenery and met great people. The sheriff of Eureka, NV, made a U-turn to look at the Corvette and talk with us. Sheriff Ken Jones

invited us to participate in the town's car show the coming week-end. He is a car fan and is a Corvette owner. When you are in Eureka, NV, say hello to the good sheriff. He is a good guy.

We met a lot of fine people at the NCRS conference. The weather was great. I learned a lot about Corvettes and continually discover there is much to learn. It was such a good trip that I am looking forward to the next one.



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**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
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05/09

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07/09

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