

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

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Sept./Oct. 2013

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Sept. 14th Show N Shine Oct. 13th Annual Chapter Judging Meet



Several of our Chapter Members who received various awards at the National Convention. (see other photos by Tom DeRito on the National on page 8.) ED



Chairman's Report

By Eckhard Pobuda

John Hillborn won the coveted Sam Folze Award after the Hampton, Virginia National Convention. Congratulations John. The chapter received a Top Flight Award for 2012 due to all of you who have participated in our activities during the past year.

A dark spot occurred after the convention when John and Carol Daley from the New Zealand chapter, driving Ralph Ridge's 1961 Corvette, encountered an accident on their return trip to Colorado. They were rear-ended by a semi.

Fortunately they escaped major injury with only bruises, cuts and whiplash, and have safely returned to New Zealand. The car was not as fortunate. Ralph has since made a 1500 mile trip to retrieve the car and is awaiting insurance assessment to determine its fate.

On upbeat note Lisa Racz- Gaddis has just been discharged 9/6/13 to a rehab facility following her almost 3 week stay in the hospital. We hope that she will be home soon. She and Dirk are grateful for your kind messages which formed her "wall of love." For those of you who are new to our chapter, she is our long-standing Master of Ceremonies at our Holiday party, our Independence Day picnic hostess and is loved by all.

Committees are hard at work on the 2014 June Loveland regional. It is not too late to get involved. Contact John Marsico or Ralph Ridge. In addition we need a volunteer for the board position of Activities Chairman for the coming year. It can be filled by an individual or a team approach. Talk with Bill Barcus about this position, or give me a call.

Enjoy the Tennyson Center meet in September, and see you at the judging meet in October.



Vice Chairman's Report

by Fred Koenig

Hi Guys,
Last Saturday Aug. 24 we had a 2014 Regional Committee meeting at the Embassy Suites hotel where we are

doing the 2014 Regional. There was lot's of input from all the attendees. John Marsico has been going to Regionals picking up ideas from other chapters and he asked about one he had seen to raise money and asked me what I thought. I am the lucky guy for getting Vendor door prizes, money finding vendors, gift givers, etc: I thought John's idea was a good one.

THE IDEA

At one of the Regionals he attended, the sponsoring club had their members donate gifts for a silent auction. The gifts did not have to be Corvette themed. The donated gifts will be on tables in the Registration room of the Regional. Each donated gift will have a sign up sheet for people's bid. The highest bid gets the gift. The donated gifts have to be new. Please, no 57 Corvettes in 1/24 scale. We won't have to sit through the Banquet awards meal and wait until everyone gets their door prize or gift before we get to the awards. We will have an easel in the Registration room and on Saturday at noon, high bid

gets each gift. So far John and Dale Hilborn have donated two X Large Red Corvette sweatshirts, Jeff & Diane Roth have given us a case of gas octane booster, Ralph Ridge has donated a One Hour Helicopter ride. If you have any questions as to what you might like to donate please contact me with any of the numbers below. I think John's idea is a good one, now you let me know what you think.

**WE'RE TURNING 30
IN OCTOBER**

Not me I'm 68 not my 62 Red Corvette she's 51, but our anniversary date is October 2, 1983. that's when we met. At 20 years I wrote about "My 20 Year Love Affair" in the RMC newsletter. Since then I retired and my 62 and I have driven to Bowling Green, KY. to see the Corvette Museum and the Corvette assmby plant. In 2012 we drove to San Diego, CA to commerate the 50th Anniversary of the 62 Corvettes That's drove both places no trailers involved. In our 30 years together the 62 and I have received one Second Flight and two Top Flight awards from our National Corvette Restoration Society. The last 10 years or so I've made some changes that would not get me a Top Flight again, but the 62 is a little more user friendly than it was when it was built. Since we've been together, I've stripped down to fiberglass and

had her repainted. All metal was rechromed or stainless repolished. All weather strips carpet, and upholstery replaced. Engine, Tramsmission, and 3:70 Posi rebuilt, about what everyone who has an old Vette does. Then I installed 4 new Halogen headlights so we can drive at night, put in transistorized ignition, nitrogen filled shock absorbers and 15 x 6 American Mag wheels with 215/70 Radial tires so we can safely travel and arrive in one piece. The 62 has gone from a side pipe car when I bought her to regular mufflers, to off road mufflers to now Magna Flow mufflers. I can now hear the AM/ FM radio on the interstate. So what does this say of our 30 years together? Well we've both aged but we still enjoy driving together, convertible top up or down, hardtop on or off we don't care. She still gets lot's of " thumbs up " when we go cruising.

I was 17 years old when she was born in St Louis, MO. on July 26, 1962 (Thank you N.C.R.S.) I couldn't afford her then. If I sold her now and wanted her back I probably couldn't afford to get her back. So we better just keep doing what we've been doing we have put 40,117 miles on together since October 1983. We're both happy with this arrangement. It works for us.

Thanks,
Fred Koenig N.C.R.S. # 7496





Activities

by Bill Barcus

As summer is starting to close in on fall, already, the past 2 months have seen:

1. 4th of July party at Dirk and Lisa's - very well done, as I understand. I unfortunately was basking in the Ohio sunshine/rain.
2. Excellent Judging school on 8//17 put on by Jack Humphrey and Jim Lennartz on Delco tar top batteries. However, we still have at least 2 good months remaining (cross fingers here) for Corvette activities with the cars:

SEPTEMBER 14: 10 – 12:00 Show’N’Shine at

the Tennyson School for Children. This is a school for abused children from foster homes and parental homes. They do not get to go to car shows due to the logistics of transportation, and more importantly, maintaining their privacy and protection. I understand they get very excited to see car clubs or motorcycle clubs come to their facility to put on a show and share Pizza/drinks (obviously pop and water).

We will meet at the Safeway parking lot at 44th and Lowell (South of the I70/Lowell Blvd exit) from 9:00 to 9:30 and depart promptly at 9:30 for a short caravan to the Tennyson Center at 2950 Tennyson St. Please rsvp to me (blueL79@yahoo.com, or 303 361-0083) or go online to the NCRS national website (www.ncrs.org) and register under event activities, by Wednesday, 9/11 so we can get an accurate head count for ordering the pizza by Friday (requested by the Tennyson Center people).

I really hope we can provide a **STRONG TURNOUT** with our Corvettes. These are children with tough backgrounds that need as much sunshine as possible brought into their lives!! (Afterwards, those interested can caravan to the Wild West Auto Fest at Clement Park).

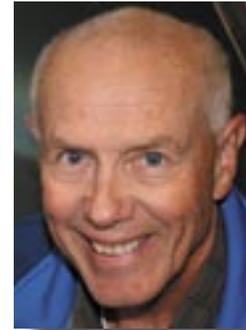
OCTOBER 13 (Sunday): Annual Chapter Judging Meet at Ed Bozarth Chevrolet at 2001 S. Havana St. in Aurora. Further details for registration have been provided by Jack Humphrey. Please note again registration is required by all attendees, whether bringing a Corvette for display or judging!

NOVEMBER 16: Tech session at Corvette City

DECEMBER 14: Facility tour – TBA

JANUARY 11, 2014: Annual Holiday Party at Mt. Vernon Country Club

Looking forward to seeing you 9/14!!



Membership

Chairman Report

by Gerry Phillips

I'm happy to report that we have added several new members in the past few months which include:
Norm Carlevato,
Burt Carlson,
Jack

Hartman, James Jones, Steve Kreisman and Larry Smallen. This brings our Chapter membership up to 122 members from the 117 members we had in 2012.

We published a Chapter membership directory which was available to members attending the judging school meeting on August 17th. There are a few directories left which I'll bring to a future meeting for those still wanting a copy.

We are on our way to earning another Chapter Top Flight award which depends in part on meeting attendance, tech articles written for the newsletter, participation in a judging school or meet and driving your corvette to a meeting. Again, the Chapter relies heavily on the National NCRS website for emailing chapter activities to members, so I encourage all members to go onto the national site to make sure their contact information, especially their email address is correct. The link is: <http://www.ncrs.org/membership/address.html>.

Thanks for everyone's support.
Gerry Phillips





RMC Judging Chairman Report

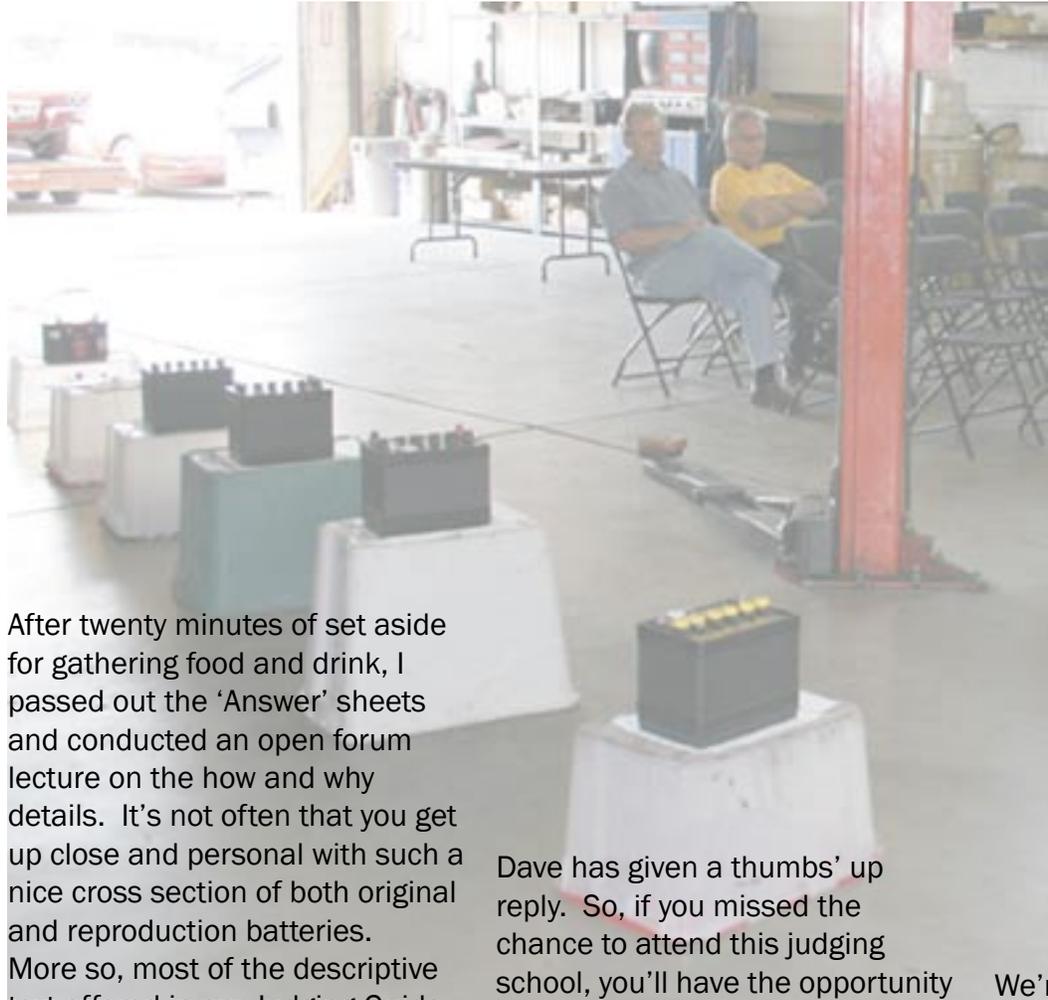
by Jack Humphrey

Judging School

OK, boys and girls, we're on the final approach to my departure as your RMC Judging Chairman. A few more loose ends to tie up and there'll be fresh blood in this office! But, let's get back down to the business of reporting.

Last month, I conducted a judging school at Corvette City. The focus was how to use and interpret the Standard Deduction rules when judging batteries. Thanks to the contributions from Jim Lennartz and Dennis Kazmierzak, plus a few pieces I'd gathered, we had a pretty wide selection of late C1 to early C3 battery samples to ponder.

We broke into 2-person teams paired at random by ID pulls from a magic hat. There were seven battery groups to view each with 1-3 questions pertaining how the part should be viewed and scored within NCRS judging guidelines. The teams worked for an hour and a half, before the luncheon pizzas arrived and we broke for a quick bite and something to eat.



After twenty minutes of set aside for gathering food and drink, I passed out the 'Answer' sheets and conducted an open forum lecture on the how and why details. It's not often that you get up close and personal with such a nice cross section of both original and reproduction batteries. More so, most of the descriptive text offered in our Judging Guide books is rather sparse when it comes to technical detail. So, this school was rather rich in nit picking detail(s) on the proper construction of AC Delco batteries and how the details changed over time.

More than one attending student commented that he had a good time and learned something. Plus, Dennis Kazmierzak went to bat and asked our new National Judging Chairman, Dave Brigham, for permission to repeat this judging school at our 2014 Regional as a Tech Session that would qualify for judging credit as a school.

Dave has given a thumbs' up reply. So, if you missed the chance to attend this judging school, you'll have the opportunity for a make-up session next year! All in all, I think we had good fun and learned a few things to boot...

RMC Judging Meet

By the time you get this newsletter, pre-registration for our annual Chapter Judging Meet will have closed (9/15/2013). YES, you'll still be able to register to attend the meet, but you'll have to pay a late registration fee. And, NO, I won't be accepting any more Corvettes for judging. Our judging field is nicely filled right now.

We'r
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C3 C
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are one car shy of a 10-car
 Judging field, and I suspect
 I pick up another car or so
 between now and registration
 off. Basically, we have a VERY
 selection of restored and
 re-restored cars to work with.
 lion's share of the judging
 is mid-year cars (1963-67).
 we have a few C4 cars joining
 in.

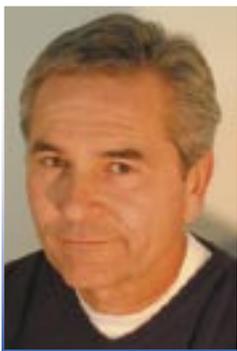
ously, we're absent C1 and
 Corvettes, but I'm not out
 asking the rafters for more cars
 cause a judging field of ten is a
 d day's work for the club as is.
 u haven't registered to attend
 get some judging credit, you
 can COME ON DOWN!



Above 2 pictures are from the Judging School with Jack Humphrey.

There were actually 6 batteries in the judging school (see top photo). These batteries on the right are arranged oldest to newest, top to bottom. I did not feel full descriptions should be given at this time. ED





Editor's Corner

By Dennis Dalton

My 94 LT1 was running about 240-245 degrees in normal cruise driving. Something was wrong. I parked it for two days and then checked the radiator fill tank. It was down one half gallon. Water was dripping behind the water pump.



pic#1

The reason I felt I should write something was because I felt it always ran hot even before the water pump went out and I found out why. Actually, the waterpump had lost not only the seal integrity but also half of the bearing (picture #1). I took the pump to Raven Pump in Denver to have it rebuilt on the advice of a fellow club member.

Before the water pump was really leaking, like last year, the car would run around 225 most of the time with the air conditioning on. Never lower than 215 and sometimes as high as low 230s. I only drive it April 1 through October 31.

After I fixed everything, the engine runs 185 to 195. Only in 100 degree heat in stop and go construction traffic, will it go up to 210.

The work

The serpentine belt was the easiest to remove. The water pump has 6 bolts. Unless you have a very high quality ratchet end wrench with a very small end, you will have to pull the power steering pulley to get one of the left bolts out.

I suspected that the radiator was dirty. I pulled all the plastic cowlings, the fan assembly and the radiator. (picture #2) There was a lot of debris between the airconditioning condenser and the radiator. More importantly and what I think was the original problem with overheating, was that the radiator was packed with dirt to where you could not see through the cooling fins.

I replaced the distributor cap, rotor and all the seals on the timing cover while everything was apart. (picture #3). The seals are very easy to install on the car but the cap and rotor is not. I took

the distributor out to clean it and replace parts. It is easy take out and put back. It only goes on one way.

The Big But

But to remove the distributor, I had to get the harmonic balancer out of the way. The service manual is not very clear on the harmonic ballancer removal. It is a two piece affair. The balancer has three bolts holding it to a hub. It is marked with a yellow mark to put it on the hub the same way. The hub is pressed

on to the crankshaft. and held on with a center bolt. The balancer will come off the hub without removing the center bolt. But, you can't get it out of the way unless you loosen the power steering unit, fill canister and

brackets, and the front sway bar. The service manual says to jack up the engine to accomplish balancer removal. That isn't necessary.

Now you can remove the center bolt and use a puller to remove the hub from the crankshaft. You do not have to remove the hub to get the distributor off, only if you are replacing the crankshaft seal. Mark the orientation of the hub on the crankshaft first as there is no keyway in the crankshaft and that orientation is for engine balancing.

I towed the car to the car wash to clean everything once it was disassembled, that seemed easier than renting a pressure washer. It took quite a while to clean the radiator out, making slow perpendicular parallel passes multiple times from both sides to thoroughly clean it out. I suspect the condenser, radiator and plastic cowling was assembled as a unit, but it was possible to remove everything without disturbing the condenser. I also removed and cleaned the overflow container for the radiator - down in front under the headlights. The black plastic trim along the front of the car on the bottom was scraped and torn since it is so close to the ground. I replaced all three pieces. The center one appeared to be damaged the most as the new one angled forward a lot more and probably does a better job of directing the air up through the condenser and radiator.

Finally, I replaced all the anti-freeze fill. There are three bleeder points but I just left the thermostat bleeder open until fluid ran out and then closed it. Utilizing the other two bleeder points you need to remove hoses, but it didn't seem necessary since I didn't do that and it is fine.

Success!



Pic #2



Pic #3

There are three seals and they come in a kit with the cover gasket, which I didn't use since I wasn't going to drop the pan just to put that on. The top one is the water pump drive seal, the middle is the distributor drive and the bottom "leaker" is the hub/balancer seal. The top two were not leaking but the bottom one was. The car has 100,000 mi. I replaced all three anyway.

National ROAD TOUR Photos by Tom DeRito



4. Rear end of all Corvettes on the Road Tour (taken at a rest area on the Blue Ridge Parkway).



1. My C6 compared to the C7 of the Plant Manager in Bowling Green.



5. Photo taken by my wife, Diane, as we were pulling into the Convention Center Parking Lot as part of the Road Tour Parade.



Greg & Ralph receiving an award from the National Corvette Museum for having "Christine" on display at the Museum for the past year.



2. C7 we were able to look at in the National Corvette Museum in a private presentation just for our club.



3. Picture similar to #4 taken at the same location (we had permission to park here for this photo by the park ranger).



"Christine" as she's being driven off display at the National Corvette Museum.



This is a photo taken at the recent NCRS National Convention. The players in the photo are: Mark Tulley (New York), Ralph, and me, John Marsico.

Ralph and I think it would be fun to run the photo with the following message.

Title: 3 NCRS Red Hat Master Judges conferring.

This photo is begging for a cool sub-title. Please submit your sub title suggestions to John Marsico jmarsico@centurylink.net. The most clever (read amusing) sub title will win one 2014 Regional door prize. Please submit by October, 2013.

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. 2013

A rebuilt Turbo 400 automatic transmission. Was won at local car show, \$400.00.

Call Fred Koenig [720 244 - 4177](tel:7202444177)

E mail : frkoenigir@live.com

NCRS member #7496

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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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Chairman Eckhard Pabuda 12/31/2014	epobuda@aol.com (719) 488-1767
Vice Chairman Fred Koenig 12/31/2013	frkoenigjr@live.com j(970) 669-8616 H ((720) 244-4177 C
Judging Chairman Jack Humphrey 12/31/2013	JackHumphreyH@gmail.com (303) 526-9410
Editor Dennis Dalton 12/31/2014	newsletter@mc.dalton@gmail.com (719) 583-2565 H (719) 251-2033 C
Chapter Liaison/Membership Gerry Phillips 12/31/2014	gphil460@comcast.net (303) 641-4043
Secretary Tom DiRito 12/31/2014	jtotirid@aol.com (303) 791-0351
Treasurer Steve Beatty 12/31/2013	stingraycpa@hotmail.com 303-816-1720 (970) 396-5671C
Activities Bill Barcus 12/31/2013	blueL79@yahoo.com 303-361-0083 H
Merchandise Dan Termeer 12/31/2013	dtvtermeer@yahoo.com (303) 651-0434
Technical Advisor Gary Steffens Appointed Position	CorvetteMasters@cs.com (303) 762-8388
Communications Bob Davis Appointed Position	rdav@ncsrmc.org (303) 697-6331

