

High Plains Shifter

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

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Chairman's Message

By Rick Reiff

Hello Rocky Mountain Chapter:

We had a great turnout for the February Judging Seminar held at Corvette City. Jack Humphrey, our Judging Chairman, headed up the all day event which gave members the opportunity to get hands on training on a '65 big block. In fact there were four '65 big blocks - quite a collection - used for training purposes. Teams of student judges divided up and spent a fixed amount of time going through the interior, exterior, mechanical, and chassis judging sections to give the student an idea of what to expect during a judging meet. Speaking of which, next up on the RMC calendar is our spring judging meet, which is to take place at Bozarth Chevrolet. More information on the Chapter meet can be found later on in this newsletter. Special thanks to Jack Humphrey, Garry Steffens (and his staff), and the Judges/Owners for putting on a great seminar and learning experience.



In April we will have our annual meeting. At this time we will be looking for candidates to run for Vice Chairman, Treasurer, Activities Chairman, Judging Chairman, and Merchandise Chairman. These are two-year terms that start January 1, 2010. If you are interested in serving on the Board (it pays well) please let me or a fellow Board member know and we'll get your name on the ballot. The ballot will be established after the April meeting. Due to having a spring road

tour scheduled for May we won't tally the votes until the June membership meeting/tech session/show and shine that is scheduled to take place at Bozarth Chevrolet.

Just a reminder, we are pursuing the Chapter Top Flight Award again for 2009. As such we need technical articles for this newsletter. Dennis Dalton, our newsletter editor, and others are available to help you with your article(s), so don't be shy. Share the knowledge folks.

Stay tuned.....

Rick Reiff, Chairman

Vice Chairman's Report

By Bob Montgomery

Top Flight Chapter Award

The clock has been restarted for 2009 for the Top Flight Chapter Award program. These are the requirements that we need to accomplish during 2009 by your participation in these events:

- One Social Event
- One Chapter Judging Meet
- One Chapter Technical Seminar
- One Chapter Judging School
- One Chapter Charitable Even
- One Road Tour with 5% of membership participation
- Six Technical Articles published our chapter newsletter
- At least 15% of the membership judge or tabulate at a judging meet
- At least 15% of the membership drive their Corvette to a chapter event
- 20% of the membership attend at least 1 chapter event
- Donation of \$100 or more to our chapter charity

We don't have any trouble meeting these requirements except for one, the 6 technical articles. Now is a great time to start working on one in conjunction with your Corvette project! Any board member would be more than happy to help, just ask!

Charity News

Our opportunity to meet our Top Flight Chapter Award requirement to participate in a charitable event is coming up soon! We are scheduled to man the phones at the 9News studio for the 9New Health Fair on Friday April 17th from 4:00 to 6:30 PM. This is a fun way to give to the community! The health fair does a training session before we start so we are prepared for any question that may come our way. I would encourage you to set aside this time to help our community and do

some chapter socializing! I will be sending out an email closer to the event asking for volunteers.

Bob Montgomery
milehiview@yahoo.com

National Corvette Museum News

By Ron Berggren

This year will mark the fifteenth anniversary of the NCM. The celebration will be held Sept. 3-5, 2009. A National Corvette Caravan to Bowling Green, Kentucky will start from Colorado Sept. 1, 2009. You can now register online at <http://www.corvettecaravan.com>. The cost is \$25.00 per person. You can sign up via this website for Caravan Chat where you'll have an opportunity to share experiences with fellow participants, as well as receive updates from the National Chair regarding the Caravan.

This will be a road trip to top all others. So share in the excitement and be a part of the 'trip of a lifetime'.

Membership Report

By Bob Montgomery

Membership stands at 105 as of 2/12/09. There are 34 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

We have 2 new members join since our last newsletter. Let's give a big welcome to:

- Doug and Jacqueline Schuck, Greenwood Village, Colorado - 1965 Roadster
- Karl Taylor, Northmead, Australia, a buddy member with Jim Hilton

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.

Bob Montgomery
milehiview@yahoo.com

Editor's Corner

By Dennis Dalton

Bugs!

I had promised to relay newsletter links of interest to you as they came to me. I received a link to the Northern California Chapter NCC/NCRS newsletter. They have an article on building a swaging tool for flaring retainer cups on C1 and C2 leaf springs. I saved it as a PDF instead of a link so I can't give it to you here. If you want it, email me and I will send you the PDF. The newsletter is not available on their chapter web site for some reason! I will work out the bugs for next issue.

No Time Like The Present

We have two tech articles in this issue by Dennis Kasmierzak. That's two so far for the year. I have one in the works for the next issue. Please don't wait for the busy time at the November/December issue to make a tech article contribution. Think about writing a tech article for the May/June issue!!

Headlight Motor Repair

By Dennis Kasmierzak

Specifically this article concerns the rear bearing replacement in the C2 headlight motor. In prepping a 1963 for operations check I noticed the left headlight motor slower than the right. After a few cycles it stopped functioning. After removing the motor and gearbox I notice the armature shaft was hard to turn. I disassembled the motor from the



Fig.1

gearbox removed the brush assemble and tried to turn the armature. It would not turn. Further inspection indicated the rear bearing was frozen to the armature shaft. I used a small brass hammer to free the armature shaft from the bearing. At this point I could see the bearing was badly worn as some of the bronze had welded itself to the shaft.



Fig. 2

I cleaned all the parts i.e. housing, field coils, brush holder and brushes. The armature was also cleaned and checked electrically. The rear bearing was heavily worn and needed to be replaced. After some searching I found the needed parts to replace the rear bearing. This bearing is a bronze self-aligning plain bearing mounted in a spherical housing. [New Parts picture] The parts needed were the bearing, spring retainer and assembly retainer. All these parts are available from Long Island Corvette Supply section 4 of their catalog #26.



New Parts

To remove the old bearing I used a small die grinder to removed the spot welds on the assemble retainer (6 spot welds). I then used a pin punch to tap on

the retainer at the spot welds to break them loose. After removing this piece the assemble drops out. Fig. 1

I then placed the new bearing, spring retainer and assemble retainer into the cavity in the housing and held it in place with a 5/16" bolt and washer. Fig. 2 This insured alignment and seating of the bearing in the housing. I had the assembly retainer TIG welded to the housing simulating the original spot welds. [TIG weld picture] I removed the bolt assembly and lubricated the bearing with a No. 2 lithium grease. Inserted the armature and checked the rotation of the armature shaft in the bearing bore. Mechanically it felt snug so I became concerned about its operation electrically. I completed the assembly of the motor and then the gearbox to the motor. To do the operations check I grounded the housing to the negative battery terminal and connected the positive lead to the contact on the motor. The motor operated as desired in forward and reverse rotation.

Credits to Jim Lennartz for TIG welding. LICS for parts.



RMC Judging Chairman Report

By Jack Humphrey

We're better than half way through the 1st quarter now. As I write, we just completed our February Judging Seminar.

We had 30 members attend the event (eight instructor/owners and twenty two students. The motif was pretty unique!

The target training cars were FOUR 1965 396 big block Corvettes all of Top Flight caliber. This was a low production Corvette built in the last half of '65 with a total production of roughly 2200 vehicles. So, our school provided RMC student judges with approximately 0.25% of the total factory build!

The seminar began with a one hour PowerPoint orientation on judging at NCRS. Then, student judges were broken into individual teams and asked to judge a given car along Interior, Exterior, Mechanical and Chassis lines. When finished, the students de-briefed a car owner and were given constructive advice on the quantity and quality of their judging work.



I have to say I'd DARN PROUD of us! When I put this course on for our Regional Meet last year, virtually no teams completed a given judging rotation under the one-hour time limit set to emulate the pace of a fully loaded Regional/National judging field.

In this seminar, RMC students routinely completed their work assignments and made pretty good decisions to boot! This is a solid vote of confidence to both the RMC students and their seminar instructors.

I'd like to give my personal thanks to the meet sponsor, Corvette City. They provided us with good, indoor, working conditions and essentially shut down their business for a day and a half to accommodate us. THANKS!

To those RMC folks who volunteered their services to teach, another round of thanks are due. Specifically, instructors Mike Bird, Dennis Dalton, John Hilborn, Jim Lennartz and Eckhard Pobuda deserve a bow. Plus, let's not forget the owners who supplied the cars for us to learn from: Martin Egan, Robert Murphy, Dan Tillapaugh, and some guy named Humphrey. THANKS to all!



Our next event is the March Chapter Judging meet at Bozarth, Chevrolet and, lord willing, the weather will be with us. So, I look forward to seeing you then and watching us implement our skills from the Judging Seminar.

After the March meet, we'll be looking ahead to the summer. As best I can tell, it looks like RMC is going to have a pretty decent turnout at the National Convention in San Jose, California. If you've been toying with the idea of going to National, this is the time to put that stake in the ground and commit to the trip!

The weather should be delightful and Ralph Ridge is running a leg of the National Road Tour for us. He runs from Denver to New Mexico meeting up with the main body following the old Route 66 path. It ought to be GREAT FUN!

I just logged off the NCRS National Discussion Board. One of the questions posted was a recurring theme...how many? New Corvette owners seem fixated on determining how many cars like theirs were built.

To some degree this is natural curiosity and it's enhanced by sellers who want to tout the car they're selling. The rarer a car can be portrayed, the better the expected selling price...

Well, factory records DO exist, but there are limitations. Generally, the records simply list quantity made by option category. Adding the number of coupes to the number of convertibles built gives the total production figure for a year. Then, the quantity of each option is generally cited allowing a percentage computation or "1 of N-built" statement to be made.

But, factory records do NOT support compound probability assessments. By that I mean how many, say, convertibles with red exterior, tan leather interior, 4-speed transmission, air conditioning and two tops

were built in a particular year. That's the nature of the "how many" question that surfaces on the Discussion Board.

The bottom line is those records don't exist. But, some 'interpolate' to get the figure they want to tout. Take the quantity of each option produced and divide by the total annual production to get individual percentage figures.

Now, take the total production figure and multiply it by each option's percentage and you'll arrive at a reasonable guesstimate. BUT, that's all that number represents; an educated guess. The interpolation process presumes all options were uniformly distributed across the production base and that's hardly the case.

Plus, some options were mandatory when you ordered this/that other option and that breaks down the interpolation process further. I can understand the owner's desire to know but there simply is no valid way to get from here to there!

Then it hit me... It doesn't really matter! Everyone who owns a Corvette can accurately claim they have a 'one of a kind' car. Why? Well, the VIN tag makes your car unique to start with! I can guarantee you, GM only built ONE...

Shop Equipment

By Dennis Kazmierzak

I have my engine machine work done at Colorado Automotive Machine (CAM) by Terry Toteve. His shop is located in Englewood off of Union Avenue. Over the years I have taken several engines to him unloading them from the back of my 2500 Dodge pickup. These engine blocks are heavy and this job gets old after a while. Terry had surgery just prior to Thanksgiving this past year and did not need to be lifting these heavy blocks out and in of the backs of trucks. I had been using a gantry crane in my shop but wanted something that would reach outside the door to enable picking up the block from the truck bed and swinging it into the shop onto an engine stand or table. I thought this would also be good for Terry's shop.

The type of crane I needed is a gib crane or also called a "stiff arm". This is simply a piece of eye beam pivoted on a hinge mounted on a wall beam or stud. After checking the Internet and getting some specifications I decided on a 500 Lb capacity beam with an 8 foot reach for my shop and a 10 foot reach for Terry's.



Fig. 1

The layout was simple enough but finding the cranes at a reasonable cost was the challenge. I ended up finding two cranes at the old Gardner Denver Machine Company in Denver. This is now a warehouse for shelving called Porter Cable. I picked up the two cranes and cleaned them up. Both cranes were rated at 500# at there respective reaches 8" and 10".



Fig. 2

In my shop I mounted the crane on a six inch wood beam anchored to the wall with 6 half inch cement anchors studs. Fig 1. In Terry's shop I found an eight inch steel post with a quarter inch wall thickness. This post was anchored to the floor with four $\frac{3}{4}$ inch cement wedge studs 6 inches into the floor. Fig. 2. To check the swing out we opened the door and let the beam out over the truck bed. Fig. 3.



Fig. 3

To do the lifting I bought electric hoists rated at 880 pounds and electric trolleys rated at 1000 pounds. These items were ganged together and mounted on the beams. Fig 4.



Fig. 4

Now Terry can transfer blocks in and out of his shop with minimal effort and save his back and other parts from additional damage.

Thanks to Dick Shriver for helping me install the cranes.

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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Membership Items for Sale

03/09

1970 Corvette Coupe

Donneybrooke Green with Green standard interior – correct color codes

L-46 350/350 (currently has a hydraulic-roller 383" SBC)

M-20 4 speed (currently has a Richmond 5-speed) 3:36 posi

A/C, PS, PB, PW, UA6 alarm, AM/FM

Currently running PS Engineering aluminum wheels and 60 series tires

Car is in an average condition driver and has been extremely reliable over the past 13 years of ownership. Several extended trips of 500 miles or more including 1999 National Road Tour to Sun Valley and segments of the 2001 Hot Rod Power Tour. Most systems or components have been replaced or rebuilt during my ownership.

Sale of car to include the original numbers-matching L46 engine, (ran prior to removal in 1999) numbers-matching M-20 transmission, Rally wheels, caps, trim rings and 70-series tires, original small-block hood, and original Delco radio. \$22K

Contact: Jon Whiteley at (303) 341-4795 or jonLwhiteley@comcast.net.





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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