

# High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

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**Chairman's Report**  
By Eckhard Pobuda

**...I hope that this will help everyone further enjoy their cars...**

In recent years, aside from the diligent efforts of Gerry Phillips, our chapter has done little to engage, support and integrate new members. Two helpful issues have been suggested, and I will try to implement them.

An old idea, which has been kicked around for several years, is to publish the cars that members own. Some of us are reluctant to do this for obvious reasons. I have asked Gerry Phillips to send out a Non Compulsory Request Form which will list the cars you have, if you choose to fill it out. You will in return get a list of "who has what" cars of all individuals who have chosen to participate. This may help you in restoring and flight prepping your car.

A second suggestion is to develop a buddy system for new members. If you are interested in sponsoring a newly registered member, call [\(719 488-1767\)](tel:7194881767) or send me an email: [epobuda@aol.com](mailto:epobuda@aol.com). I will pair you with an interested new member. You would then make yourself available to let the new member know how the chapter operates, answer their questions, make them feel welcome, and generally encourage them to participate in our activities.

I hope that this will help everyone further enjoy their cars and feel more a part of the chapter.

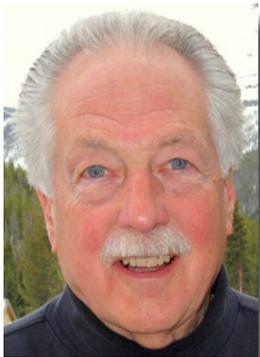
Your participation matters.

Happy trails to all of you who will soon be on your way to the RI National. Enjoy the activities and send your pictures to Dennis for the newsletter.

Safe trip,  
Eckhard



Jim Lennartz at the May 15th Judging Meet



**Chuck Banks**  
Judging Chair

## We had a successful chapter judging meet on May 15th.

We had a successful Chapter Judging Meet and Judging School at Bozarth Chevrolet on May 15th, 2016.

Thirty four of our members received 2 judging points as team judges, three received 5 tabulating points, and 35 members received another judging point for attending the informative judging school presented by John Marsico. Sixteen of you will notice that the point you received for attending the judging school indicates that the school was held on 01/01/2016. Your humble Judging Chairman will take the credit for that along with an assist from the sometimes confusing NCRS software.

The Rocky Mountain Chapter flight judged eight cars at the May 15th meet. Thanks to all members who participated in this very smoothly run meet. Results are as follows:

John Longo	1963	Top Flight
Steve Bennett	1963	Top Flight
Jerry Fearn	1964	Top Flight
Neil Cowen	1966	Top Flight
Jim Morris	1972	Top Flight
Peter Gregory	1973	Top Flight
Pete LeClair	1998	Top Flight
Thomas Thompson	1966	Second Flight



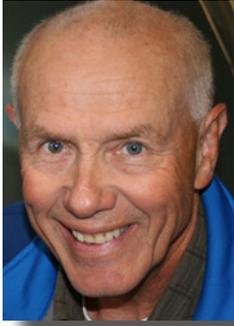
We had three Sportsman registered cars, one traveling all the way from Santa Fe New Mexico.

I received one positive comment on the judging day's schedule (thank you Jack), that utilized the normally dead time between the end of Flight Judging and the completion of all tabulating to hold the judging school. Tabulating and recording the score sheets, and the preparation needed for the award presentation takes about an hour, so often times our members would leave and miss the opportunity to congratulate their friends on their accomplishment. I recommend staying with that format for future judging meets so that everyone's time and ability to earn judging points is maximized.

We have a judging school on the calendar for Saturday November 19th to be held at Corvette City. Topic and Presenter to be determined.

Chuck Banks





**Membership**  
by Jerry Phillips

# RMC Chapter membership directories are now available.

Our Chapter membership roster now stands at 118 members. This includes the following new members which we welcome: Michael Amos (1972 Coupe), Bob Bell (1968 Roadster/convertible, L71/L89), William Pearson, and Joe Rozik.

The Chapter is off to a good start on achieving Top Flight Status for 2016 due to the efforts of many and attendance at our Chapter events.

Again, members are encouraged to keep their contact information current on the National NCRS website as it is used for chapter emails.

RMC Chapter membership directories are now available upon request by emailing me at [gphil460@comcast.net](mailto:gphil460@comcast.net). Please keep in mind that the list is confidential and isn't to be shared with non-members.

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, the 1953-1982 and 1984-2012 catalog. Please advise if I can send you a catalog.

corvett08@comcast.net

Phillip E Morgan

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## June 18th we did our spring road trip through Garden of the Gods...

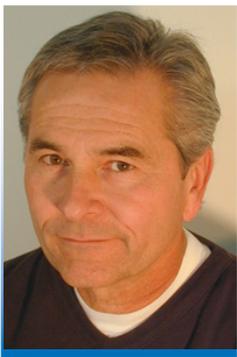
**Activities**  
by Jeff Roth

Well we had a great tech session lined up for April, but mother nature decided to bless us with 20" of snow. I know everyone got short notice of the cancellation and I'll try to make the call earlier next time. We will try to get Jim Lennartzs will do his" trouble shooting windshield washer problems" in the fall.

June 18<sup>th</sup> we did our spring road trip through the Garden of the Gods to Cripple Creek and Victor. It was a beautiful day except for the smoky haze and nice and cool in the high country. We had twelve Corvette scheduled to make the trip, but as we all know things happen. Ten Vettes made the trip and I think everyone had a good time.

The July 4<sup>th</sup> BBQ will be at my house in Parker this year. August 20th we will again go to the Tennyson Center to let the kids see the Vettes. It will run from 11:30 to 1pm and I'll send out an email later with the details. In September we will do our fall road trip.

Jeff Roth  
Activities Chair



## Eckhard proposed a mentoring system for new members

Eckhard proposed a mentoring system for new members pairing an existing member and a new member by model /year interest. I think it is a great idea. I'm in. I hope you will consider doing the same. I was helped by some club members when I first started in the club, although in a more informal way, but found it very helpful.

**Editor's Corner**  
By Dennis Dalton

I had to repaint the chassis on the 66 after the asphalt based original "type" paint was applied because it wrinkled (the only word I can use to describe it). I had to reassemble the whole thing after repainting. I included a picture of it. The 94 courtesy light flickering appears to be coming from the driver side door closer switch, somehow. It does not affect the security warning light, only the "door ajar" light. Uhhmm. I prefer the simple door switch mechanisms that Jack is discussing in his article in this newsletter- the kind I have on the 66. Congrats to Jack for getting it accepted in the Restorer.



**Looking Glass Corvette Assoc. Presents**

**The Scotchman Tribute  
Car Show and Picnic**  
Families & Corvette Clubs Welcome

**Sunday, August 7, 2016**

**9:00 a.m. – 2:00 p.m.**

**Anderson Park, Wheat Ridge**

**4355 Field St. (W. 44<sup>th</sup> & Field)**

**“no alcoholic beverages”**

**Car Products On Display**

**Corvettes Only**  
**Space Limited to the first**  
**100 Cars**  
**No Registration Fee!**  
**No judging, just admiring!**

**On-Site Food Truck :**

**Breakfast Burrito & Beverage =**  
**\$5.00(a.m.)**

**Hot Dog, Soda, Chips & Cookie = \$4.00 or**  
**Brat, Soda, Chips & Cookie = \$6.00**  
**Or bring your own picnic lunch.**

**Games, Volleyball**

**RSVP: Judy Nielsen, 303-905-3957 or nielsen\_129@q.com**



**Oldies, Scotchman & Car Trivia**



**Sock Hop**

**50's and 60's attire Encouraged!!**

**Music by D.J. Gianni Be Good**



*[The flyer above was sent to me by John to share with members-ED]*

I am attaching a flyer regarding a Corvette Only picnic Looking Glass Corvette Association is sponsoring this summer. The event is a no charge affair, but due to parking space, it is limited to 100 cars. Please feel free to share with our members, and be certain those members who plan to attend, RVSP to Judy Nielsen.

Best Regards.

John Marsico



# Chapter Jubilee

May 15th at 7



Jerry Fearn 1964 Flight



Martin Egan 2005 Sportsman



Pete LeClair 1998 Flight



Pete Gregory 1973 Flight



Steve Bennett 1963 Flight

Ed Bozarth  
33 years experience  
#1



Kent Bozarth 15 years experience  
President  
Carol Staub 37 years experience  
Parts Manager  
Steve Scherbarth 35 years experience  
Service Technician



# Edging Meet

Bosarth Chevrolet



John Roth 1962 Sportsman



Jim Morris 1972 Flight



Mike Johnson 2012 Sportsman



Tom Tompson 1963 Flight



Neil Cowen 1966 Flight

Photos by  
Dennis Dalton, Editor



by Jack Humphrey  
RMC Treasurer

# C2 Door Jamb Switches

The call for newsletter articles came, but it's too early to close out the month of June for a mid-year financial report. So, I thought I'd substitute a technical article.

Years ago I wrote about C3 door jamb switches. These were self-adjusting and I found there were folks who didn't know these switches came from the supplier stretched to their full length. Once installed and the car door was slammed shut, the plunger shaft would move through its interference fit to the installation nut and 'learn' the correct length for that specific door jamb air gap.

Restorers could encounter problems with their interior lights (not turning on or not shutting off properly) once a car had been disassembled, repainted and then re-assembled. That article was a 'how to' on taking one of the several versions of SX, MB and/or B head marked door jamb switches from the C3 era and reset it to its as originally supplied full length plunger configuration.

This is a parallel article that talks about C2 door jamb switches. So, we start with the 1963 Corvette. And, as is often the case, we see it was a 'first of' car that used unique parts.

The Sting Ray line began in 1963 using a GM part number 3820885 door jamb switch to control the interior courtesy light. Figure 1 shows a pair of what you can expect to find on a '63E car.

Note the switch is unique in that the body has an L-shape. Also, this switch was NOT what Chevy used in passenger cars of the era. I suspect Corvette had an issue with how deep the free area behind the door jamb was. I'll bet the L-shape kept the switch from accidentally shorting to ground.



Fig. 1

Figure 2 gives us a side view. I've inserted a can opener so you can see how the switch contact opens as the plunger shaft moves in. There are several other points of interest here.

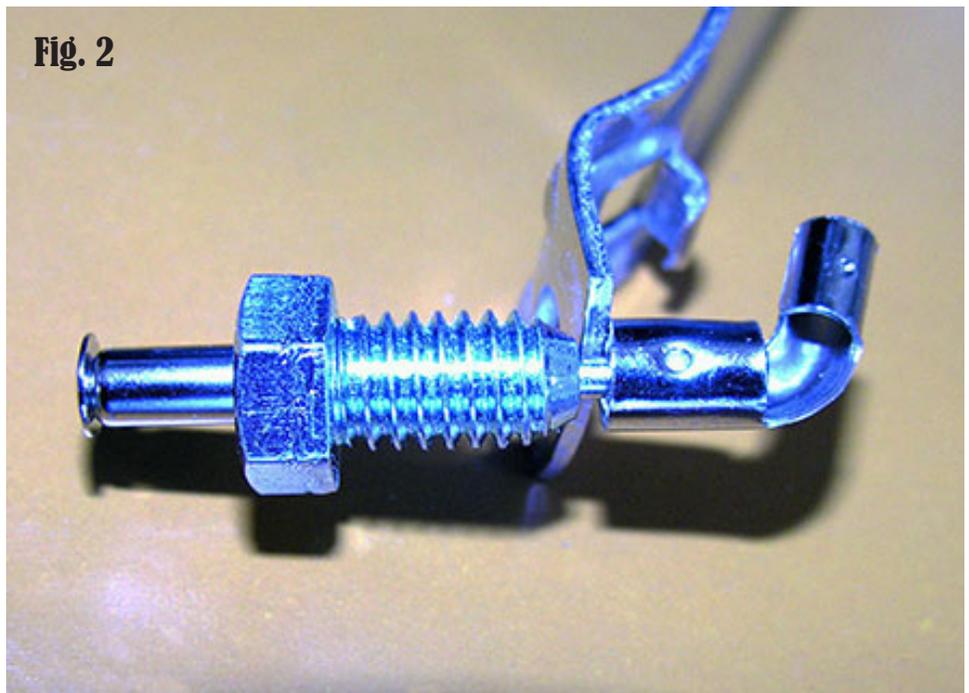
First, the nut and thread portion of the switch body is rigid. The plunger simply moves through it to open/close the contact gap. But, what if the gap between the door and the fully threaded in plunger cap is too big for the switch to properly open? Well, in that case, the interior lights would simply stay on! That's no good...

No, the switch contacts have to open and close in lock-step to the position of door. One solution was for assembly line workers to remove a switch on an as required basis and install a shim (a simple flat washer) behind the hex head to move the switch out and position the plunger head closer to the edge of the door.

That's why the 1963-64 Corvette Judging Guide tells judges to look for cad/zinc plated switches with no head marks AND states there 'may' be a flat washer of approximately  $\frac{3}{4}$ -inch installed behind the switch. Yep, that spacer approach solves the problem. But it's a hit and miss fix that's a bit messy. You have to assemble the car, bring up electric power and observe there's a problem. Then you write up the problem and repair pit folks remove the switch and install as required shims. Yuk!

## Movin' On Up!

From the lyrics of the theme song from the classic TV sitcom The Jeffersons, help came on AIM date 4/4/63. That's when Chevy designers replaced the original door jamb switch with one having an improved design, PN 3843463. Figure 3 shows us a side view of an NOS sample of one which would remain the Sting Ray part through 1967.





**Fig. 4**

First, note that it has a dull zinc/cad finish and it too has an L-shaped body. But, look closely at the tube surrounding the plunger shaft. It's NOT round like the plunger shaft itself. It has a squared geometry that gives it an interference fit to the OD of the hex installation nut.

All of our JG books ('63-64, '65, '66 and '67) now agree that one version of this switch had an 'MB' embossed plunger. The descriptive text for these books goes on to admit there 'may' have been other suppliers/switches with other marks.

Figure 4 shows two NOS samples that I've run across. One is indeed the MB version of the switch while the other has an SX head mark. The SX switch is well known for its use on C3 Corvettes. Plus, my experience says, it took an Act of Congress for a supplier to get sole source approval on a GM purchased

production part. It only makes sense that someone other than MB supplied this switch...

Again, look closely at the cylinder surrounding the plunger shaft and you'll see it has an interference fit to the ID of the mounting nut. That allows the closing door to strike the plunger cap, and push the switch/plunger assy back through the mounting nut into the door jamb as required to fit each specific door to its actual door jamb air gap! Good bye hit and miss 'as required' shim installation...

## **All Are Not Created Equal...**

Since these L-shaped door jamb switches were NOT also used on Chevy passenger cars, finding a correct original can be tricky if your car is missing its factory original switches. Figure 5 shows an NOS original (left) versus two reproductions from different catalog houses (middle and right).

The middle is pretty close as far as reproduction parts go. It's got the right dull zinc/cad plating as well as a flat, circular, plunger tip. The give-away difference (remember when you see the switch on the

judging field, it's installed) is the MB emboss and the texture of the plunger plate.

Contrast the large and rather sloppy MB emboss on the left-hand switch which is an NOS original. Now, look at the middle switch. See the MB characters are slightly smaller and there are circular swirl marks in the surface of the plunger cap characteristic of a machining operation.

Now start looking at the right-hand part. See the plating is different, it appears to be bright versus dull zinc/cad. Could it have undergone a post plate polish or tumble operation? Too, the plunger cap has a distinctive shape, it's dish-shaped or mushroomed—not flat.

Last, while you can't see this with the switch installed, note the switch length is maybe 20% longer than the other two. And, the plunger shaft runs directly through the installation nut. This part does NOT have an interference-fit, smart shaft...

Figure 6 shows why. Here, I rotated the plunger shaft cap. It was only lightly threaded onto the plunger shaft and quickly revealed the plunger shaft spring below. So, with this version of the switch, you can manually adjust the plunger shaft length by unscrewing the shaft cap.

Last, look closely at the surface of the installation hex nut. Can you see the circular swirl marks characteristic of a machined part? Someone went to a great deal of effort to try and visually duplicate the exterior cosmetics of an MB GM 3843463 switch.

This is probably the reason the 1967 JG book has a few more words in its descriptive text. It says, "Original switches are cadmium or zinc plated with the plunger having a round, flat head (not mushroom shaped) and will often show a manufacturer's ID or 'MB' stamped into the head of the plunger." Methinks the '67 National Judging Team knew about this second reproduction part!



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

April/May/June 1016

1966 427/390 Nassau blue/blue 4spd coupe VIN 194376S105494, 74k mile rust free good quality driver, numbers matching (org. engine, trans, rear), factory A/C, leather, PS, PB, PW, tele. column, radio, older repro. KO's, rebuilt engine and drive line.

93.7 point car with NCRS shipping report and partial owner history. \$66,400, I've owned 15+ years and would love to have the car stay in the club.

Darwin Kuhlmann 12873 [dbkuhlmann@gmail.com](mailto:dbkuhlmann@gmail.com), (303) 762-9868.

For Sale 1962 Corvette 20867S114494, 327 /340 HP, 4 speed, 3:70 Posi. rear end all 3 have matching nos.. Roman Red lacquer, black interior. Two tops. 91900 miles. Two time NCRS Top Flight body on restoration. Plus extra parts. \$68,000.

[frkoenigir@live.com](mailto:frkoenigir@live.com) or call Fred ( NCRS 7496 ) at [720 244 - 4177](tel:7202444177)

