

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

It's that time of year again to select the cars for the 2009 calendar. This is an opportunity to support our charity cause (9HealthFair - which qualifies as charitable contribution with the IRS) and have your car on display in homes and offices throughout the Front Range and overseas as well! The cost is \$100 - and all the funds from participating go to 9HealthFair) So far we have 7 cars entered, so we need five more. So, please give it some thought and let me know if you are interested in participating. For those of you that have signed up, if you have a picture of your car that you would like to submit then send it my way. If you need us to take the picture, we will schedule a session once we have all the cars/owners signed up.

Thanks in advance for your consideration,

Rick Reiff
Chairman

Vice Chairman's Report

By Bob Montgomery

Where has the summer gone? I hope you have made great progress on your Corvette projects or are out there driving your finished projects. As I write this there is a group of members in Ouray enjoying a long weekend of beautiful scenery and friendship.

I have written before about our participation in the NCRS Top Flight Chapter Award Program. We have earned the award for the past several years. It is a reflection on the dedication of our membership to participate in judging meets, monthly activities and help build the knowledge base within the chapter.

We are on track to earn the award again for the 2008 year but we need your help to do so. We are required to publish 6 tech articles in this newsletter and so far we are way behind our goal. We only have one more newsletter to publish this year and need articles to meet the goal. If you are working on a project, chances are that others in the chapter could learn from your experience. A few pictures, some words about the project is all we need. We can even help write the article with you if you would like. Just contact any board member and we will help.

Thanks for you support!

Bob Montgomery
milehiview@yahoo.com

Membership Report

By Bob Montgomery

Membership as of August 30th stands at 135 members with the newest members to join:

- Bill and Arlene Bruhn, Lafayette Colorado – 1964 Coupe

Welcome to the Rocky Mountain Chapter!

As many of you may have heard, Ron Berggren has stepped up to offer to help the chapter with the membership position. This time of year is pretty quiet but his help will be greatly appreciated when we kick off our 2009 membership drive! The membership drive for 2009 will begin in early November.

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

Activities For March and April

By Mike Bird

Lt. Bill Bell is retiring. Wednesday, October 1st is cake and ice cream at the APD District 3 conference room 23911 E. Arapahoe Rd. 2-4 pm, followed by a get together at Parkway Bar and Grill 22775 E. Aurora Pkwy. Safeway Center near Gartrell and E-470. It will be from 5pm to whatever.

Track Days September 19-20, 2008
 Hastings, NE
 Contact Jim Lennartz if interested

Mike Bird
 Activities Coordinator



Mike Able at St. Charles NCRS National receiving his 4 Star Bowtie Award

Editors Corner

By Dennis Dalton

As Bob Montgomery mentioned, we are in need of technical articles for our award this year. We have had two technical articles published this year: Dennis Kasmierzak's "My 66 Start Up in July and in this issue Jim Hilton's "Gel Coat Before You Paint" article. That makes two and we need four more for our November/December Issue. I will be happy to help or co-write your idea if you have something.

Dennis Dalton, Editor

Gel Coating Before You Paint

By Jim Hilton

When I bought my '65 Corvette convertible one of the negotiating points in buying the car was that someone had dripped brake fluid on to the right fender around the area where the master cylinder is. No problem I can paint that.

So, I sanded down the area; feathered the paint into the good paint; added some synthetic body filler (very slight amount only to fill the etched fiberglass); sanded; primed and painted with a single stage PPG polyurethane system using my HVLP paint gun. The primer went on fine but, as you can see by the following photo, the paint fish-eyed and distorted as soon as the PPG Nassau Blue paint hit fiberglass – crap!



What had happened was residual brake fluid was still absorbed in the raw fiber glass and out gassed into the paint . So, I stripped back the contaminated area to the raw fiberglass. Once the fiber glass was stripped I soaked the under and top sides of the fender with Acetone, finishing with lacquer thinner. I let the Corvette sit for a couple of weeks in the heat.

When we did the body off restoration on my '66 427 coupe I stripped the entire car by hand using a paint stripper called "Spar Stripper" nasty stuff, but works well. To neutralize the stripper you must wipe the car down with lacquer thinner. Since, fiberglass is a porous and breathing material it will absorb then outgas contaminants (like Spar and lacquer thinner) into your finished paint job. To prevent such a thing from happening we applied a couple of Gel Coat layers as a barrier against out gassing. Blink! The light goes in my head - I can use Gel Coat to seal out brake fluid, Spar stripper and anything else than might be in my fiberglass – brilliant!

What's Gel Coat? Gel Coat is basically resin (I use to use it on my surf board and Hobie Cat to repair dings) thinned down so you can apply it evenly to a surface. Here's what I used to apply Gel Coat to my '65: Gel Coat (32oz can); liquid hardener; Styrene Monomer (its a Gel Coat thinner); Ram 512-B (curing chemical that contains Methyl Ethyl Keytone & Ethyl Alcohol); respirator; rubber gloves; acetone; spray gun (I used an 8 oz touch-up gun); air compressor; fire extinguisher; tack cloth; paint surface cleaner (like PPG DX330) and of coarse your paint system (I switched to Dupont since they were the original supplier of my Nassau Blue paint).

The hardest part about this entire process was to ensure the fiberglass surface was prepared properly. Once the surface was ready the application of the Gel Coat was pretty easy. I mixed-up the first batch of Gel Coat as per the instructions and suggestions from the vendor (Plasticare, Inc., Englewood). I used a weight scale to determine the correct amounts of

Gel Coat and Styrene Monomer (for me the PPG volume cups are too subjective for correct measurement) along with the correct amount of liquid hardener. Stir well, pour into your gun's paint can, adjust the gun, spray a test pattern and then spray on the Gel Coat. To allow the Gel Coat to air cure apply the RAM 512-B component (clean your gun first with acetone). With a clean gun pour in the RAM 512-B straight from the bottle and apply a thin coat over the Gel Coat (RAM 512-B is water soluble and will come off when you wet sand it). That's pretty much it. I put a 2nd coat on since I sanded though the 1st in a couple of places. I used 400 grit then finished with 600 grit both wet/dry paper.

Going forward the paint when applied came out really nice and not a hint of blistering or fish-eyes.

Bill Bell is Retiring

By Dennis Kasmierzak

Bill Bell is retiring from the Aurora Police Department on Oct. 1st. All you that know Bill are invited to this party (see activities elsewhere in this newsletter). Let's get together and show him what friends we are. Please let me know if you can attend and we'll set up a caravan to the APD and get there with the Corvettes shining.

NCRS Board Meeting Briefs

By Dennis Kasmierzak

- National Judging Chairman Roy Sinor suggested an international award be developed for our international chapters (except Canada). Vito asked Murray Forman, Chairman of the Australia Chapter to form a committee from the international chapters, consisting of chapter chairs and judging chairs and Tom Barr to investigate this suggestion.
- National Corvette Museum Representative John Pirkle reported the Museum has dedicated an 8'x10' space dedicated to the NCRS. They will also erect a plaque dedicating the library and archives in honor of the NCRS.
- Public Relations Officer Carlton Colclough reported that 45 to 55% of the chapters currently participate in the NCRS Matching Funds Program. He also reminded everyone that the donations must be in the form of a chapter check to the charity in order to be eligible for matching funds.

- The board agreed that the Restorer and Driveline mailings will use the USPS "sack" system for 2 mailings to monitor delivery time and cost.
- Roy Sinor reported Authentication Library Vol. 1 is well received and Vol. 2 should be ready in 2 months. It will deal with mid-year protecto plates.
- Keith Biggers has stepped down as Team Leader; the board extended their appreciation for Keith's long standing service as the 1967 National Team Leader. Keith will be succeeded by Nick Culkowski. Roy also thanked Keith for his many years of service.
- If some of Roy's Judging Chairman messages look familiar, it's because he will be recycling some of his earliest wisdom which is as worthwhile today as it was in the past.
- The board agreed regional registrations for regional meets will close no sooner than 4 weeks before the event date to allow car owners ample time to register.
- British Columbia and New Zealand Chapters were awarded full chapter status.

RMC Comments:

- Thank you to the RMC members for the flowers given for my Mother-in Law's funeral.
- Ouray Colorado September 5-7 Road Trip...The plan will be to meet Friday morning at the Wendy's Aspen Park (US 285) at 9:00AM. The route will be US 285 to US 50 to US 550 with various stops on the way. Check in and happy hour at the respective hotel or B&B. Saturday; a road trip to Telluride or other area activities. In the evening **7:00 pm** Wright Opera House - 427 Main Street Ouray, Colorado With: **JOHN ADAMS PERFORMANCE** Randy Utterback (Fiddle/Mandolin/Dobro), Willie Hoovers (Bass) and Tim Stroud (Piano). Sunday breakfast and return home.

Regards,
Dennis

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

For Sale

09/08

1967 Vette Coupe, vin#194377S100706, Marina Blue with white seats and door panels, 4sp., 308 rear end. Tank never dropped. 3rd owner 49,000mi. \$55,000. Martin Egan martinegan6@aol.com

09/08

1988 Corvette Roadster, yellow with black top and black interior. Vin# 1G1YY3181J5105919. Less than 10,000mi. Absolutely perfect \$25,000. Martin Egan martinegan6@aol.com

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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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