

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter www.ncrsmc.org
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Chairman's Report

By Rick Reiff

Hello Rocky Mountain Chapter:

As the summer starts to wind down it is time to start thinking about the 2010 Chapter calendar. Once again Garry Steffens and Corvette City along with Dennis Kazmierzak with Rocky Mountain Corvette have stepped up to donate funds to support the production of the calendar. So thanks go out to Gary and Dennis for their continued support. This year your Chapter board decided to try something different with regard to which member's cars would be used in the calendar. Instead of asking for donations from Chapter members who want to participate, the board decided to randomly select twelve members from the current membership roster and have their respective cars in the calendar. Proceeds from the sale of the calendar will be contributed to 9HealthFair, our charitable cause. The lucky 12 are: Steve Beatty, Martin Egan, Fred Koenig, Bob Murphy, Steve Benson, Chris Hermesen, Bill Bruhn, Jack Humphrey, Gary Nesmith, Joe Rybicki, Dan Pyzel, and Gregg Brand. I will be contacting the winners to coordinate a picture shoot. Bob Davis and I will be taking the pictures depending on where the selected members live or want to have a picture taken. The fall road trip may be a good opportunity to get some good pictures, so keep that in mind if you are one of the selectees and planning on going on the road trip later in September.

At the October meeting we will be asking for nominations to the board for terms that start January 1, 2011. The positions that will be voted on during the next Annual Meeting (in April 2010) are:

Chairman, Secretary, Membership and Newsletter Editor

I encourage you to consider running for one of the positions.

In closing I'd like to thank Eck and Terry Paboda again for hosting the 4th of July get together and thank Jim Lennartz for putting together the August technical session on fiberglass.

Save the Wave,

Rick Reiff

Chairman

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

www.ncrs.org/nmc

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 Kazmierzak, 1 Jim Hilton, 1 Dennis Dalton/Chuck Banks and 2 Ted Smathers. Great Job!!

RMC Judging Chairman Report

By Jack Humphrey

On the look back, several RMC members attended the NCRS Regional meet at lake Tahoe. Since I didn't go, I can't give a full report. But, Ted Smathers achieved his qualifying Operations Check to take a run at the Founders award and Max Beggs earned a Top Flight ribbon

San Jose National Convention

The RMC portion of the National Road Tour, conducted by Ralph Ridge was a hoot—dubbed the 'international leg' by the other participating legs. Why?

Well, in my case it was 'payback' time. I invited Dutch Chapter Chairman, Rob Musquetier, to fly in from Amsterdam and share my '71 from Denver to California in return for his courtesy at the 2007 24 Hours du Mans endurance race. So, we started with a Dutch contingent aboard.

Not to be outdone, Ralph Ridge loaned his '61 to Gary Wilkinson from Perth, Australia who brought his father, Derrick, with him. But, that wasn't the end of the invasion from down under.

Dennis Kazmierzak arranged a rental from the current owner of the ZR1 Dennis used to own for another father-son pair from Perth. So, our Aussie count climbed to four with the inclusion of David Alder, and his father, Richard.

For the first three days, Rob took friendly 'gas' from the Aussies since he (and I) were the only Dutch Chapter members on the National Road Tour and the Australians out-numbered us. So, that evening, Rob picked up his mobile and called for 'reinforcements'.

There were four additional Dutch Chapter members here, running Route 66 all the way from Chicago in a rental car (non-Corvette). Rob arranged for them to meet up with us in California at the Road Tour's evening barbeque and, to the surprise of the four Australians, SIX members of the Dutch Chapter appeared, donned in matching orange Dutch Chapter shirts looking to even the score on ridicule and jest! Yep, that's one way to silence Australian brag...

RMC was well represented at the National Convention. Ralph Ridge and Jim Lennartz earned their Red Master Judges hats—a special recognition for those who have achieved the black hat, master level AND have successfully restored a Corvette and campaigned it through the Mark of Excellence process.

John Hilborn was present and joined the Level 200 Club. This is the next rung above being a black hat/master judge.

Sportsman awards were received by Dennis Kazmierzak, Ralph Ridge, Jerry Mulick and our Australian friends, Gary Wilkinson and David Alder as well as Rob Musquetier from Holland.

Founders awards were earned by RMC members Ted Smathers and Steve Jacobs. John Marsico captured the Crossed Flag award. Glenn Reiff garnered an American Heritage for his vintage racer, 6R car. Last, RMC was among those chapters to bring home an NCRS Top Flight Chapter banner! It was a very full week of Corvette fun and club recognition. If I missed reporting on an RMC member who was recognized, please accept my apology.

Look Ahead

There are no more RMC judging events scheduled for this year. Our next milestone is penciled in for March of 2010, but details need to be finalized with Bozarth Chevrolet.

However, things ARE popping in the NCRS/Corvette world. As I write, the NCRS Gallery is in full swing at

Carlisle, Pennsylvania. The New England Regional meet is set for Marlborough, Massachusetts on September 17-19.

Closer to home, the Arizona Chapter's fall meet is scheduled for October 3rd in Tucson. And, the now well known Texas Chapter's fall Regional meet is set for October 15-17 having moved from Waco to nearby Killeen, Texas. So, if you need some judging done or just want to get away and enjoy the company of some fine Corvettes and their owners, there's action nearby.

Activities

By Eckhard Pobuda

Our next regular meeting will be at 11:00 am, September 19, at Corvette City. Wayne Pendley will hold a tech session. More information will follow.

Our Fall Road Tour will be an optional one or two day event, starting Friday September 25. at Wendy's in Aspen Park off Hwy 285 at 8:30 am. We will travel as a group to Fairplay where Group I will turn off to Breckenridge (of course you could go farther) have lunch and return to Denver area on I-70 or across South Park and down Hwy 24. Group II will continue to Red River, New Mexico, with a stop at the Sand Dunes Nat'l Park and meet up with NM chapter in Red River. Call 1 800 445-6077 for reservations at the Edelweiss Condo's. Red River is a delightful, small, off-the-beaten path resort and ski town. Regardless of your intentions for a day trip or a weekend trip, please call or e-mail Eckhard 719 488-1767 or epobuda@aol.com.

The NM road trip will have a progressive dinner at the Edelweiss Friday night usually hosted by members of the NM chapter who have condos at this facility. Many other motels are available in town to suite various needs (ie, pet friendly). Saturday the tour will visit the Raspberry Ranch east of Mora (ask Dirk about this....they now card people before they let you in!). A few wayward wives have been known to get loose and stray into Taos (talk to Lisa and Terri). Saturday night is free and there are many restaurant options as well as a karaoke bar where fun was had by all, except the husbands of the "Tequila Quartet." Group II will head home on Sunday, the 27th of Sept. on I-25.

Please put October 17th on your calendar. It is a general meeting where board member nominees will be selected at Corvette City. Tech session will follow.

Take time out from turning that wrench, and let's roll!

Eckhard

Getting The SWC back to (almost) original

By Ted Smathers

Part 1 Determining what I have

My silver blue SWC was sold in Minneapolis by the Jay Kline Chevrolet Company, a dealership that no longer exists. At least it was sold as a used car there in the late sixties. In tracking down ownership, I was able to talk to the second owner who lives in Minneapolis. He thinks it was originally sold by Jay Kline Chevrolet. The second owner was 18 at the time. So what is an 18 year old Corvette owner going to do with an almost new Corvette? Why paint it, of course. The color he described as British Racing Green, but perhaps it was Mossport Green. That remains a mystery. But, tiring of the car, he sold it after a couple years to the third owner who also lives in Minneapolis. The car underwent a paint restoration back to the original silver blue color. The work was great and documented with pictures. The owner said it took two years to get the car back to original condition. There were a few more owners as the car made its way to Spearfish, ND and a couple other small towns in North and South Dakota.

I found the car in a barn outside of Cheyenne, WY, with the help of Martin Egan of the Rocky Mountain NCRS chapter. The Wyoming owner had the car for 14 years and had not driven it much during that time. I had recently sold my 1960 Corvette and was longing for another Corvette of the sixties, especially the classic 1963 Split Window Coupe. I had become interested and active in the Rocky Mountain NCRS chapter and that gave me the reason I needed to buy the '63 SWC. The car that started out in Minneapolis 45 years ago now has its home in Golden, Colorado.

As the eighth owner of the car I needed to find out exactly what I had. It ran OK and all the basics were present -- original engine, carb, original dash and cluster, etc. I knew that I had a 300 HP 4 speed car that was built in May of 1963. Most everything that was visible to the eye was correct. The car was all there, but it certainly had not been excused from the impacts of age and unknown maintenance. I had the car judged at a Chapter meet and received a Second Flight award. This told me what had to be done. And that was details, lots of details. I want to thank Dennis Kazmierzak of the Rocky Mountain NCRS chapter for assistance in getting things correct on the car. After a year, the top flight award was within reach and was obtained in October of 2007.

There were a couple issues about the car that concerned me a bit and piqued my curiosity. The car was a four speed Muncie, but was it a narrow or wide

ratio transmission? The NCRS judging for flight status does not judge for such things. I needed to determine this as the one big issue loomed ahead. The differential was not correct for the 300HP engine. The 1963 Corvette Shop Manual is but one of several places to find the specifications of the differentials. From Section 14 of the manual:

ENGINE	Transmission	Standard Ratio	Positraction Ratio
250 HP Std.	3-Speed	3.36:1	3.36:1
300 HP Opt.	4-Speed	3.08:1 (optional), 3.36:1	3.08:1, 3.36:1
300 HP Opt.	Powerglide	3.36:1	3.36:1
340 HP Opt.	3-Speed	3.36:1	3.36:1
360 HP Opt.	4-Speed	3.70:1	3.08:1, 3.55:1, 3.70:1, 4.11:1, 4.56:1

Table 1

I suspected that I had purchased a car with a 4.11 rear end. Jacking the car up and turning the rear tire one full turn produced a bit over 4 revolutions of the driveshaft. This was the functional proof I needed; I could not see any of the numbers on the case for any kind of verification. From Figure 1, I should have a 3.08 or 3.36 differential for the 300 HP 4-speed transmission that is in the car.

There was one more consideration and that was to determine if the transmission was a wide or close ratio 4 speed. Knowing this would give me the information I needed to select the differential ratio that would be consistent with my driving style. I wanted a car that is a road car and driven as such. But I also like to get off the line quickly. The 4.11 was great off the line and took the hills of Colorado without much shifting. But on the open road I am looking for better gas mileage and a quieter ride. The key was to match the transmission (close or wide ratio) to the appropriate differential.

The wide ratio and close ratio gears through the gears are shown below in Table 2.

	WIDE RATIO	CLOSE RATIO
1st	2.56	2.20
2nd	1.91	1.64
3rd	1.48	1.28
4th	1.00	1.00

To determine what transmission I had, I took the car out and recorded the speed at a given rpm in 3rd gear and in 4th gear. This was done at tachometer readings ranging from 1700 rpm to 3300 rpm on a relatively stretch of highway. The tachometer was fairly accurate and the speedometer gear is for a 4.11. By dividing the speed in 4th gear by the speed in 3rd gear for a given rpm, I can then compare it to the information in Table 2. If the calculated ratio from the road test was 1.48, I could assume that the transmission was wide ratio; if 1.28 I could assume it was a close ratio transmission. The road data is shown in Table 3.

RPM	Speed 3 rd gear	Speed 4 th gear	Ratio 4 th / 3 rd
1700	25	35	1.40
2000	29	49	1.38
2100	30	41	1.37
2500	38	51	1.34
2700	40	55	1.38
2800	40	59	1.48
3000	41	61	1.49
3300	48	69	1.44
AVERAGE			1.41

Table 3

The road test data showed me that the transmission was a wide ratio Muncie. Now, the decision was to replace the 4.11 with either the 3.08 or 3.36 differential. Knowing that I had a wide ratio transmission, the combination that made most sense to me was to get a 3.36 differential. This would get the car off the line quicker and still get the rpm down (and gas mileage up) when on road trips. The 3.08 would certainly give better gas mileage, but that was weaker off the line. The final decision—a 3.36 differential with positraction.

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

05/09

Wanted to buy, sell, swap: Corvette memorabilia – books, magazines; GM dealer albums, promotional models, postcards, mailers, posters, ads, etc. Need Automobile Quarterly publications including 30 Years of Great Advertising.

Weldon Montgomery #3295 303- 530-1372

07/09

For Sale: 2001 roadster. Torch red, black interior, 6 spd, HUD, new tires, all amenities, 39,500 miles. \$22,500. Call Dave Talley, 303-726-9640.

For Sale: C5 Chrome wheels. 2x17" and 2x18". Original spoke pattern for 2000-2004. Excellent condition with approximately 2,000 miles on them. \$400. Call Dave Talley, 303-726-9640.

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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