

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

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Nov/Dec 2012

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November 17th

Tech Session
11:00am
Corvette City

December 15th

Tech Session
11:00am
Corvette City



Chairman's Report

By Rick Reiff

Dear Rocky Mountain Chapter,

2012 is almost behind us with Thanksgiving knocking on the door and 2013 around the corner. We have had a good fall season that started with our annual Chapter Meet. Check out Jack Humphrey's article regarding the results and other sections of the High Plains Shifter for pictures from the meet. In October we had the Fall Road Tour out to the Wild Animal Sanctuary in Keenesburg, northeast of Denver. The start of the tour was at the Crowne Plaza, the site we have selected for hosting the 2015 NCRS

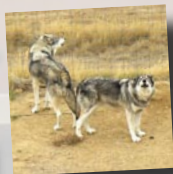
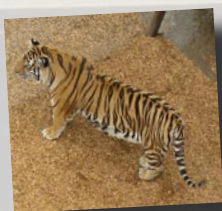
National Convention, which we'll become more familiar with as we get closer to the big event. The weather has been a bit dicey lately and the tour was delayed a week as a result, but we managed to get a group together and have a good time and see some exotic animals. If you haven't ever been to the sanctuary it is worth the trip as they have an elevated walkway tour that lets you get fairly close to lions, tigers, bears, wolves, and other large carnivores. We wrap up the year with a couple of tech sessions (see Eck's article for more details).

Reflecting back on 2012, we started with the annual holiday party which you for some of you will remember coincided with a heavy wet snow on most of, but not all of, the roads that lead to Mount Vernon Country Club. We still managed to get 28 participants who felt bonded that night having overcome the curve ball Mother Nature threw them. So the party went on. The February meeting was coordinated with the Corvette display at the Forney Museum where we had several RMC member cars on display. Jack Humphrey led a judging school in March. Also in March following the annual NCRS National Board Meeting we found out that we were selected to host a Regional Meet in 2014 (thanks go out to co-chairs John Marsico and Ralph Ridge for spearheading this effort). For April we had the annual meeting and elections with the following results and terms starting in 2013: *Eckhard Pobuda*, Chairman; *Tom Di Rito*, Secretary; *Gerry Phillips*, Membership; and *Dennis Dalton*, Newsletter (thanks again



guys for your time and service to RMC). Long time RMC member Dirk Gaddis followed the annual meeting with a tech session on restomods and brought his work in progress '54 for a hands on demonstration.

For the second time in the year Mother Nature threw us another challenge with rain, however there were 12 Corvettes that made the Spring Road Tour in May to Estes Park for lunch at the famous Stanley Hotel. In June we participated in the Dealer Appreciation event at Bozarth Chevrolet. We had 19 cars on display and Jim Lennartz led a discussion on judging issues and there was an open discussion on how to prepare your car for a long road trip. In late June and early July there was the National Road Tour (two of which were led by RMC members Dennis Kazmierzak and Ralph Ridge) and National Convention in San Diego. Later in the month we toured the Tebo car collection in Longmont and had a good turnout for that event. We also found out in July that RMC has been selected to host the 2015 National Convention (thanks to Jack Humphrey and Eckhard Pobuda running with that). In August we had another judging school, conducted by Jack Humphrey and Jim Lennartz, where we all learned a lot about using available reference resources in determining the correctness of parts for specific year applications. For September we had our annual Judging Meet where we had 10 cars Flight Judged and 46 participants, so a good turnout for that event. As mentioned above we had the Fall Road Tour to the Wild Animal Sanctuary and for November and December we round out the year with technical sessions. So there were a lot of different things going on in 2012 which is almost behind us.



Road tour participants stop at the Wildlife Sanctuary LEFT and the Convention Center, site of the 2014 NCRSRMC regional BELOW



Have a Happy Thanksgiving, Merry Christmas, and Healthy New Year.

Rick Reiff
Chairman

As you read this I'm in the process of putting together the calendar for 2013 which looks to offer a wide range of things to do in the upcoming year. I hope to have the calendar ready by the November tech session. For those of you that sent me pictures, thanks for your support and submittals.

This is my last article as Chairman of the Rocky Mountain Chapter. After six years as your Chairman and six years as Secretary before that my time on the RMC Board is coming to a close. It has been a pleasure and honor to serve on the Board the past twelve years and work with so many great people. I know Eckhard Pobuda is ready to step in and do a good job as your Chairman. I also want to thank "retiring" Board members Bob Montgomery, Jim Hilton, and Wayne Pendley for their service and contributions to the Chapter. Enjoy the RMC pension guys!



Vice Chairman's Report

by Fred Koenig

Well it's that time of the year we start thinking about putting our prized Corvettes into sleep mode. Put in the Sta Bil, fill up the gas tank, plug in the trickle battery charger, and jack them up for the yearly oil change. This is the time to do your yearly maintenance, get them ready for Spring, Summer meets, road trips, and enjoyment.

In June 2013 the National is celebrating the 50th anniversary of the 1963 Corvettes in Hampton Virginia if you're thinking about going. Our chapter is scheduled to host the 2014 Regional in Loveland, CO. The RMC will be looking for volunteers to start work on 2014 Regional. Volunteering is what keeps our club going so think about getting involved.



RMC Judging Chairman Report

by Jack Humphrey

Top Flight

1957	Ken Lawrence	Littleton, CO	Top Flight
1960	Walter Seeds	Lawrenceburg, IN	Top Flight
1962	Jeff Roth	Parker, CO	Top Flight
1963	James Butters	Ft. Collins, CO	Top Flight
1963	Arnold Yuen	Frisco, CO	Second Flight
1966	Jack Stewart	Evergreen, CO	Second Flight
1967	Steve Mascaremas	Eastlake, CO	Top Flight
1967	Mathew Young	Woodland Park, CO	Second Flight
1973	Peter Gregory	Parker, CO	Top Flight
1991	Lothar Kremer	Franktown, CO	Top Flight

Our Sportsman awards went to:

1966	Dennis Kazmierzak	Indian Hills, CO
1976	Stephen Benson	Aurora, CO
2000	Ted Smathers	Golden, CO
2005	Martin Egan	Cheyenne, WY
2006	Ralph Ridge	Castle Rock, CO
2008	Phillip Morgan	Denver, CO

And our Mark of Excellence display car was:

1992	John Marsico	Arvada, CO	McLellan & Crossed Flags
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Total meet attendance was just shy of fifty members. Thirty two members received credit for judging services rendered and six people got credit for their tabulation services. In all, it was a VERY GOOD day!!!

There were a few 'opps' issues related to on-line registration. The web site produces a sequence of fill-in pages. The format is skip around on a given page, input your data and then click the SAVE button. That flushes your data up to the host. Now, you can click on the NEXT button to proceed to next registration page. If you don't click on SAVE and enter data then click NEXT, NO DATA is sent to the host!

Annual Chapter Meet

We held our annual chapter judging meet at Bozarth Chevrolet in Aurora on Sunday, September 9th. We Flight Judged ten cars with six cars on hand for the Sportsman award and one car present as a Mark of Excellence award display. The vehicle count on the judging field was about average for a Rocky Mountain Chapter judging meet.

In chronological order, the results from Flight Judging were:

My little Red Corvette got me to and fro from the 2012 National Convention in San Diego this last year with no break downs. I guess my 2011 winter maintenance plan paid off.

So make out your "To Do List" and ask our members if you have any questions about how to do it. We have a Great Club with members and knowledge to help you with your projects. If the project is above your skill set they will tell you where to go to get it done or do it for you. (money may change hands on that).
As Zora said Keep Driving Them.

Thanks, Fred

This is the way systems worked back in the days of a centralized host computer with banks of inquiry/response terminals spread about. It saves the host computer from having to sit there WAITING on each and every keystroke from each and every terminal. Polling terminals in this way lets the host computer service more attached terminals by conserving processor bandwidth. However, with today's personal computers we've become used to our local CPU having nothing better to do than watch us enter data keystroke by keystroke and mouse click by mouse click. Yes, it's a bit different but EVERY display page in the on-line registration system has instructions to the effect: key data, hit SAVE and then click NEXT.

So, why am I talking about this? Well, we had more than one instance where a member registered on-line, failed to hit SAVE one or more times resulting in blank registration page(s). Some missed seeing their registration confirmation notice did NOT mention the missing registration data. In most cases, either the registrant or I caught the error(s) and fixed them. But, in one case, the error went all the way through... Here, a member registered their car for Flight judging, but failed to click the SAVE button on the car registration page. The system sent out a confirmation of their registration for the meet along with their judging preferences, but there was NO CONFIRMATION about their car being accepted for judging. They arrived on the day of the meet and were astonished to find we had no judging package prepared for their car and weren't prepared to judge it!

I used our laptop to check their registration and showed them why things were the way they were. Nice, but how does that fix the problem? It doesn't! The car was not registered, there was no judging package generated for it and that's the reality. This was their error, but, gee, that's harsh... After a brief caucus, we decided to make an exception and accept the car for judging. Heck, we were already judging similar model year cars and we DID have a judging team in place. I manually made up a Flight judging package for their car allowing us to go forward.

However, more and more events are making the transition from manual to on-line registration. If this had been a Regional or National meet and they'd entered a car without supplying data on it, there's a good chance the car would have been turned away at the door. We don't always have each and every Corvette division represented on the judging field of these meets. It's possible there could be NO judging team in place to handle a given car!

Let's Talk About Parts

One of the tidbits mentioned in our judging school in August dealt with purchased versus GM manufactured parts. I pointed out that it was GM's corporate policy in the 60's and 70's for a purchased part to have more than one source. Although there WERE exceptions to the policy, these were darn rare. One aspect of authenticity that many judges look for on C2-C3 air cleaner wing nuts is the thickness of the base metal. Most Corvettes of the era (1963-72) used a wing nut with GM part number 219281. This was a



chrome plated wing nut. A few Corvettes (L-78/396 & L-88/427) used PN 9418699 which was a black wing nut. The typical passenger car from this era employed a cad/zinc plated wing nut PN 126177. All three were 1/4-20 nuts formed from stamped steel. And they were, like most other fasteners, purchased parts.

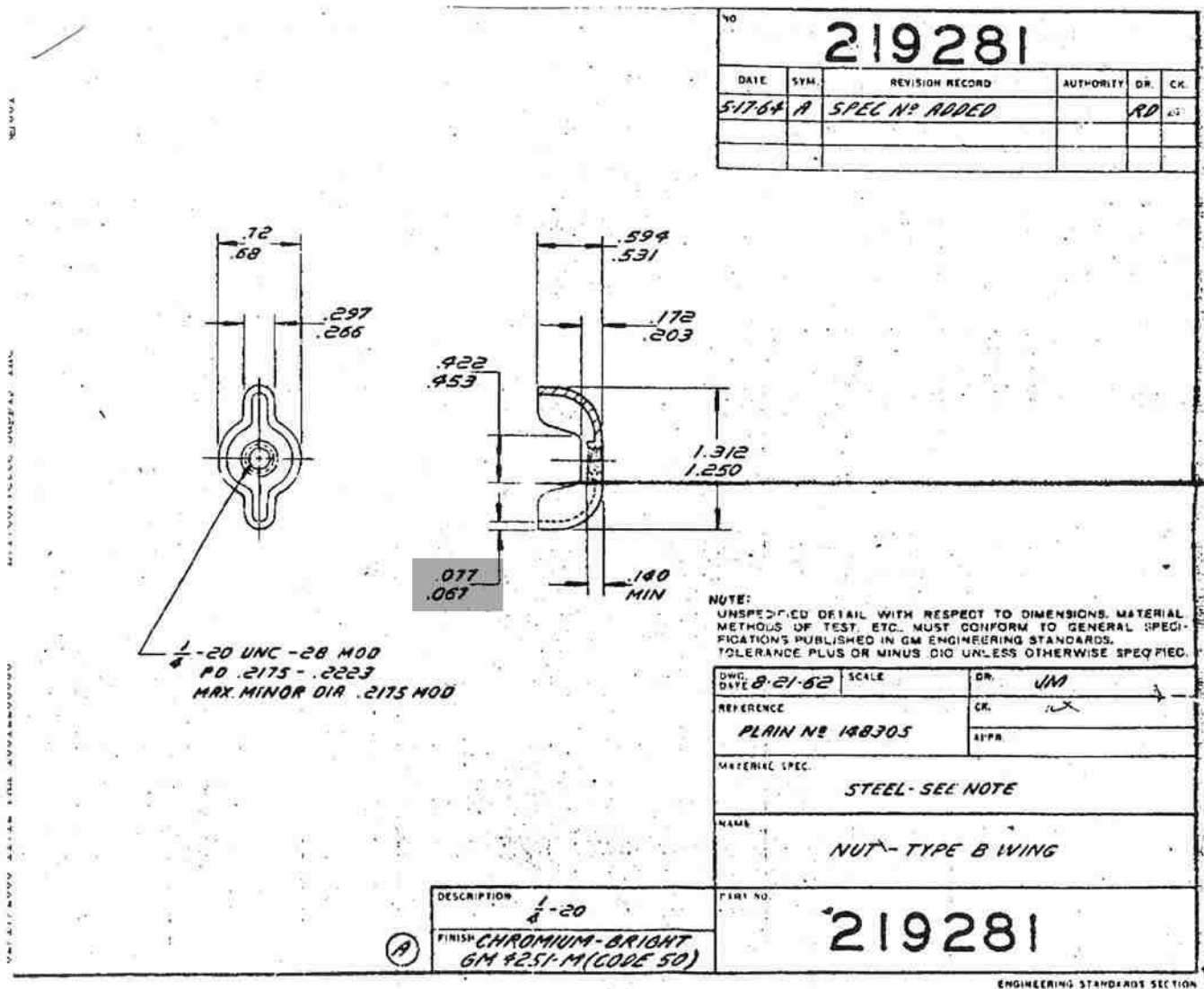
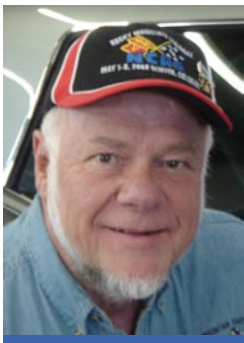


Fig. 1

Figure 1 is the GM drawing for the chrome plated wing nut. This fastener was NOT unique to Corvette. It was also called out in the AIM books for certain Chevrolet 230 HP, L-6 engines, 409 displacement L-31 and L-33 engines, as well as passenger cars with 396/L-37 and L-79, L-68 and L-71 V8 engines. I haven't verified it but I'm pretty sure other GM car and truck lines embraced this part as well. This is NOT an extremely rare/exotic fastener! And I gather originals as I walk the scrap yards. But, I'm used to seeing minor structural differences in the samples I find. That makes sense to me since there SHOULD be some tooling differences based on a given parts' specific supplier...



Activities

By Eckhard Pobuda

Our well-attended Chapter Judging Event was September 9 at Ed Bozarth on Havana. My thanks to Jack Humphrey for all his work to bring us this event. Also a big thank you to all the team leaders, tabulators, judges, lunch organizer (my wife) and members who brought their cars.

The Fall Road Tour was postponed from the 6th of October to the 13th due to weather. Well, the 13th was marginally better, but we could not delay the trip to the Wild Animal Sanctuary near Kennesburg forever. A large group of hardy souls braved the weather, which did not look too threatening until we arrived. We enjoyed the animals; pumas, panthers, lions, tigers, wolves, bears, servals and foxes, even a camel. You get the idea. Fortunately they were all out and about and not too bothered by the rain and sleet. After the tour, we

OK, What's To Judge?

Now, this is where things get interesting! I've heard more than one judge assert a correct/original wing nut from the era is much thinner than what you get from today's catalog parts houses. I've also heard judges argue about the exact specifics of the parts' shape. The top of each wing has a slight angle deviation from horizontal. Also, the inside edge of the wing should be perfectly vertical. No, others say the edge folds back on itself slightly. Heck, I've heard some guys assert that this particular geometry/shape corresponds to a 1964 Corvette while this other specific shape comes only on a 1969 Corvette! I've also heard judges argue there's a distinct difference between small block and big block chrome plated wing nuts... Can all this be true????

Thickness

The GM drawing defines the thickness of the wing nut as being 0.067-0.077 inches which is the same as 67-77 mils. In US parlance that's 'roughly' the thickness of a dime or 10-cent coin. Look at Figure 2.



Fig. 2

The nut on the right came from a well-known Corvette parts catalog house. Measure it several times at various edge points and you get micrometer readings in the 76-82 mil range. The part on the left came from a local scrap yard and is pretty darn typical of what I've found over the years. This is one that I've had re-chromed. If I take a micrometer to it, I read 67-69 mils.

First, why the difference in readings with a given part? Well, they were stamped from sheet steel and formed with a die. You CAN expect to see differences in thickness due to the lack of a perfectly uniform stamping pressure. Second, BOTH parts are technically within the limits of GM's purchased part drawing. The used original tends to 'push' the lower end of the thickness spec while the new/replacement wing nut weighs in toward the high end. This is NOT a strength critical part. If I were a supplier trying to win market share against my GM-qualified competition, I'd probably try to get my part as thin as possible. Why? Well, you're using less steel per part with a thinner part and your stamping tools should last longer too. So,

chowed down and warmed up at a Mexican restaurant in Hudson. Kudos to those adventurous folk on the trip. Better luck with weather next year.

Up coming events, Nov. 17th and December 15th will be tech sessions at Corvette City at 11:00 AM. Topics will be announced. They will pertain to Corvettes and are sure to increase your knowledge base about our hobby. Our Holiday Party will again be at Mt Vernon Country Club in early January. More info to follow. My car is wrapped in blankets tonight...How about yours?



Editor's Corner

By Dennis Dalton

Since he can't thank himself, I would like to thank Rick Reif for an outstanding job as chair. I am sure he won't be wondering what to do with his extra time. Rick has already mentioned the other vacating board members leaving. Some are repositioning in the board and I am staying put for another two years.

based on gathering perhaps 300 of these wing nuts over the years, I can be 'had' on the thickness argument. I'm used to seeing the 'thin' nuts on untouched original Corvettes as well as scrap yard cars from the era.

Tooling Marks

Another originality aspect that's often stated deals with the presence/absence of tooling marks. The argument goes to the effect that an original wing nut should have striations in the underlying steel left from tool wear associated with the stamping dies. In Figure 3 you can see scratches or lines in the base steel especially where the metal experienced the most displacement from its flat feed stock. This originality telltale is also cited on spark shielding components and the validity argument is about the same.

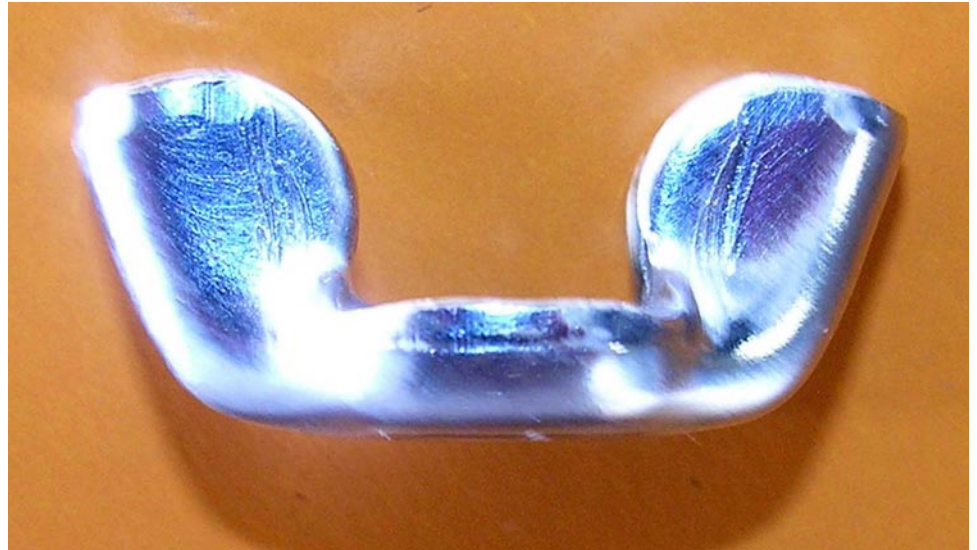


Fig. 3

The factory original tooling produced MANY parts and the striations were the result of stamping die wear. Too, many factory original chrome parts were 'smack' or 'flash' chromed instead of show quality triple chrome plated for cost reasons. When a plating craftsman today executes a triple chrome show job, he polishes the part between layers of plating AND the plating layers are thick. That tends to fill/hide surface imperfections in the base metal. But, I don't think the absence of tooling draw marks should disqualify a wing nut fully on originality. Maybe, it qualifies the part for a 20% originality deduction based on a detectable difference in component configuration. That's not a full deduction.

So, what would a fair judging deduction be? Maybe a loss of 20% on a one point part? More likely a fair and consistent judge would deduct no points and simply leave a comment on the score sheet

...

Specific Geometry Aspects

Last, let's talk about the judges who say they can tell the difference between a 1964 and 1969 wing nut or a small block versus big block part. What's up there? Take a look at Figure 4.

We did achieve our goal of technical articles for the chapter award competition this year. When you review the submissions you will not that Jack has done an exceptional job keeping us well read on the fine points of judging parts. This issue is no exception. I guess I will pass on that \$200 wing nut on ebay.

Jan./Feb. Issue

Turn Signal Flashers
by Jack Humphrey

Mar./April Issue

T-3 Headlights and
Red, White and Blue
hubcap centers
by Jack Humphrey

May/June Issue

Paint Judging and
Color Systems
by Jack Humphrey

July/August Issue

C4 Antenna
Replacement
by Dennis Dalton

Nov./Dec Issue

Air Cleaner wing nuts
by Jack Humphrey

C1 Weatherstrip
by Fred Koenig.



Fig. 4

The chicken entrails that are being read are typically the relative shapes of the top and inner sides of the wings. The right hand part appears somewhat 'flat' across the top side of its wings (horizontal) and looks more vertically straight up and down along the inside edges of the wings. The left hand fastener appears more gently rounded in these areas. That's the telltale. Now, return to the GM drawing, Figure 1.

Note the overall height of the part is allowed to vary considerably (from 531 to 594 mils). Plus, there is no spec on the overall 'flatness' of the top of the wings even though the drawing shows a relatively flat horizontal line. Therefore, a qualifying part can be horizontal/flat or it can be gently rounded and still meet spec. Next, the lower inside edge to edge separation of the wing nut is allowed to vary from 422 to 453 mils and there is NO specification for the upper inside edge dimension of the wings! Hence BOTH of these parts, despite visible differences in geometry, meet the specification for a 219281 fastener.

Now, I'll tell you that both of these are scrap yard original nuts that I cleaned up and sent out for re-chrome. Based on my experience, you can and do encounter both of them on Chevrolet engines from the period.

What's The Point?

The point is it's my opinion that some information is handed down without verification. Some information is based on small sample bias (number of known 'original' cars observed is small) and judges forget that it was typical for there to be more than one supplier for a given purchased part. Sometimes what an owner is told about the originality of this/that part is based more on rumor and urban legend than on truth. The only good thing here is that we're talking about pieces that contribute very little to the NCRS 4500-point overall Flight score. When you're told this/that about a given part and that information is NOT recited in the NCRS Judging Guide, take it for what it's worth. It's just that judges' opinion on that day. Is it worth the effort to appeal? Well, that's your call...

Weatherstripping the Convertible Top to the Windshield

by Fred Keonig



**Gap at start
of project**

After returning from the National Convention in July in San Diego with my hard top on (which leaks less than the convertible top) I said let's try and fix the gap on the convertible top to the windshield frame that's been there for years.

There is a rubber header there (which I had replaced) but I could still see light coming through at the center of the mating of top's header and windshield frame. If you can see light you know water is going to be coming when it rains.

I folded the top down into the convertible storage compartment and started. There are 10 pan head screws (8/32) that screw into 10 barrel nuts on the convertible header and two end screws. These 12 screws hold the 48" metal strip and rubber header to the convertible



**Marking W/S felt with
rubber W/S as guide for hole
punching**



Metal strip holding rubber W/S to convertible frame



Top folded down in compartment

top frame. I went to Ace hardware in town and looked at the variety of weather stripping they had. Decided that a package of Ace 3/8" thick, 5/8" wide, and 17' long would probably work the best. Removed the 12 screws the metal strip and the rubber header from the frame. I used the rubber header as a guide and with a felt pen marked where I had to punch holes for the whole thing to go back together. This is a good time to use a tap to clean up the barrel nut threads. I used a leather punch and with one layer 48" long of weather strip felt reattached with a 1/4" longer 8/32 pan head screws everything to the header. Put the top up latched all four points down and the gap was smaller but still there. Repeated the process again with two 48" layers of felt weather strip and 1/4" longer 8/32 screws, and two longer end screws.



Cleaning threads on the barrel nuts

I was getting closer but still had a gap in the center. Cut an 18" piece of felt and put it in the center of the windshield header. I now had 3 layers of weather strip felt one 18" in the center and two layers 48" long from end to end. Once again longer 8/32's in the center where the 3 layers were.

This time when I put the top up and latched everything down no light. Rolled the car out into the sunlight turned on the hose and no down pour in the car.

Told my wife about my success on keeping water out of the interior she was a bit skeptical as she used to take two beach towels to try and keep us dry in rainy weather, but she is willing to go for a ride the next time it rains. Also shouldn't have to use Rain X on the inside of the windshield anymore.

Remember guys these are C1's they weren't as refined as those C2's. I hope this helps if you also have a water in the interior problem.

Thanks Fred Koenig



Tools and W/S needed for repair

CHAPTER JUDGING MEET AT BOSARTH CHEVROLET



IF YOU'VE GOT ZERO
INTEREST IN PAYING FOR
A PROTECTION PLAN...
YOU PROBABLY GOT IT FROM US.

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Consult your Sales Representative for details.



For Sale

July 2012

1964 340 Horse engine from car #3208 with FI 015RE, J-5-3 casting date as removed from a Roadster in running condition. Std. bore, including -461 heads both dated J-4-3, windage tray with studs, finned balancer (H-63), and idler pulley. No crank, rods, pistons, bolts, or pan. No Damage. \$2,000. Front Range delivery is possible. Glenn Reiff, Steamboat, (970) 846-6801. reiffs@springsips.com

Sept. 2012

Set of (4) Kelsey Hayes Original Knock Off Wheels complete with hubs and spinners in very good condition. Wheels K-H D-49985 with dates, A61565, B71465, B81665, G72065. Spinners marked with 229RH, 229RH, 230LH, 230LH. Price \$6,000 Call [303-549-7754](tel:303-549-7754), Lothar Kremer, NCRS Member # 34014

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







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 and the 1953-1982 and 1984-2012 catalog.
Please advise if I can send you a catalog.
corvett08@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 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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CHAPTER

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Rocky Mountain Regional June 5-7, 2014 Loveland, CO

Dear Rocky Mountain NCRS Chapter member. In preparation for our Regional Meet in 2014, your Regional committee has decided to have a contest to select a LOGO for this event. The logo will be used on communications, t-shirts and other places deemed necessary. The winner will receive one FREE HOTEL NIGHT at the Embassy Suites hotel during the meet.

Rules and suggestions are as follows:

- 1) Entrant must be a member in good standing with the RMC.
- 2) Entries should include the information in bold print at the top of this letter.
- 3) Entries must be submitted to Ralph Ridge or John Marsico (the judges) by 12/1/12.
- 4) A Corvette may or may not be in the logo, but we certainly hope the entry would remind the viewer of our location.
- 5) If a Corvette is in the logo, remember that 2014 is the year of the '64.

The winner will be announced no later than the RMC Holiday Party in January 2013.

Thanks, and good luck,
Ralph Ridge and John Marsico
Co Chairpersons, 2014 RM Regional

