



March/April 2007

Issue 27&amp;28

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**CHAIRMAN'S MESSAGE****By Rick Reiff**

We are off and running for 2007 with January and February now behind us. For the February meeting we held a Judging School at Corvette City where Jim Lennartz kicked it off with a question and answer session associated with a wide variety of potential (and real) situations that can take place on the judging field. Jack Humphrey quizzed the group based on a real case example that involved a Special Order mid-year car that was judged last summer in France. Gary Steffens provided a detailed presentation on engine block number pad stamps and showed several examples showing how the General was somewhat inconsistent with regard to how the numbers were stamped and how they appear (ex. upside down "8" or cocked number "1" in the serial number string). There was good participation with those in attendance and the experience level of our membership continues to impress me. There is a ton of Corvette knowledge and experience in

your Chapter and it is great to be a part of it. Thanks to Jim, Jack, Gary, and the others that helped make the judging school a great learning experience.

Up next is the Chapter Meet, which takes place at Bozarth Chevrolet on Sunday, March 18<sup>th</sup>. I encourage you to participate in the spring meet either by having your car judged or judging a car (you can do both). More details regarding the event are provided elsewhere in this edition of this newsletter.

In April we will have our annual meeting and this is the time you will elect Board members for those positions with terms that expire at the end of this year. Those positions are: Vice Chairman, Judging Chairman, Treasurer, Activities Chairman, and Merchandise. If you are interested in running for one of these positions and have not previously let me know, please contact me and I'll get your name on the ballot. You will need to contact me prior to the March Chapter Meet as I would like to get the ballots finalized prior to that so we can distribute the ballots then. Write in nominations will also be accepted.

During the April meeting we will also be determining the name of the RMC newsletter. Awhile back, we thought we would have a contest to name the newsletter. There was one or two ideas submitted and it more or less landed on the back burner. At the January 2007 Board Meeting we discussed it and decided that the Board members would each submit names. The names submitted (5 to 6) are to be included on the Board ballot so the name of our newsletter will also be determined by Chapter popular vote.

It's finally starting to warm up, so its time to fire up your Corvette(s) and free it (them) from the confines of your garage!

Hope to see you at the March and/or April events.

Rick Reiff  
Chairman

## Vice Chairman's Desk

**By D.J. Kazmierzak**

Since the first of the year the weather has put a halt to most Corvette activities. You'd have a hard time even if you trailered your Vette any place to show it. It impacted our annual Polar Bear Swap Meet in January by reducing the number of people that attended the meet and the participants selling there. We did manage to sell a fair amount of stuff about \$1800 and raised \$135 plus for the chapter. Being positive about this I went ahead and set up the reservation for next year for the same space. So keep that in mind if you don't sell out on eBay this year. I know I'll have stuff and Mike Bird always comes up with stuff to sell. So that will fill a table for sure.

The 9HealthFair is off to a big start. Daphyne Reiff attended the Kickoff Breakfast with me to represent the Chapter. This was the first year in the past several that they've served a "healthy" breakfast. Most of you would not have faired too well and just had coffee as salmon with capers on toast would not make it for you. Sorry no bacon & sausage and over easy eggs. We'll be looking for volunteers for the phone bank coming up in April. I do not have the dates on that yet but will get them out via an e-mail when their available.

As reported at the last meeting our calendar sales went very well. I ended up selling 69 calendars when originally I thought 50 would be a tough sell. If you want one that's what I have left, the first caller gets it. Ron Berggren has committed to the '08 calendar so if you are interested in getting you Vette on the '08 issue please contact me. This will have to be decided by August if you need a deadline.

The March meet is filling in well. We at this writing have 8 Corvettes to judge with several for display and Sportsman. The mix is across the board with C1, C2, C3 & C4's all being represented. So we'll need 4 teams of judges. Get your name to Jim Lennartz or me if you are interested in helping out at this meet. We sure will need you.

The Gateway Canyon's Meet is also coming along. We have over 48 registered for the meet with room reservations. The LGCA is very well represented for the display area. Our judging field is still very open so we need some RMC & NM Corvettes to fill this area. I know it's early but time does fly by when you get to the warmer days just ahead.

### Other Business

We have been asked again this year to man the phone bank on April 19th from 3:00-6:00PM. This is part of our requirement for "Top Flight Chapter" award for the NCRS chapter of the year program. I'll need six (6) members to help out with the phone bank. If you'd like to help with this please contact me by e-mail or phone.

Thanks,

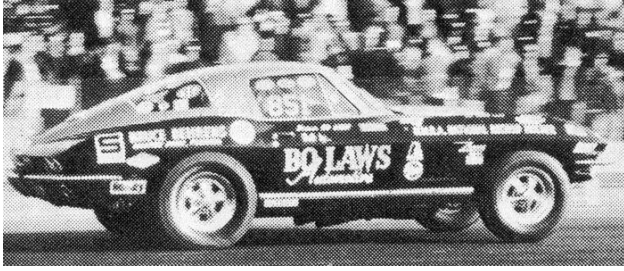
D.J. Kazmierzak  
VP/Asst. Judging Chairman

## Editors Notes

**By Dennis Dalton**

In Rick's column he mentioned that we will have elections at our April board meeting as well as voting on the name of the newsletter. In conjunction with that, I will design some masthead proposals based on the winning name and reformat the newsletter along with the masthead. Bob Davis will set up a special link for members to view the proposed designs before one is implemented. How and when that will be accomplished will be discussed at the board meeting in April.

Dennis Dalton, Editor



## MEMBERSHIP

By Bob Montgomery

Have you had enough of the snow this winter? I sure have! My snow blower has been getting a much better workout than my Corvette. Membership renewals for 2007 have come to an end, but if you haven't renewed your membership you can still mail it to me.

Membership stands at 124 as of this writing with several new members joining the chapter. Be sure to seek them out at chapter events to give them a big RMC welcome.

Welcome to our newest members:

Ron and Ann Clark, Parker, CO, '67 big block

Michael and Lynn Gerhardt, Colorado Springs, '67 big block coupe

David Seeds and Julie Householder, Denver, CO, '60

Ned and Kathy Sutton, Pueblo West, CO, 4 Corvettes ranging from a '65 to an '87 Calloway.

Rudy and Candy Kiffor, Englewood, CO, '62 small block, welcome back to the chapter!

Dirk and Mary Ann Gralka, Broomfield, CO, '60 roadster frame off restoration in 2006

### Chapter Award

The 4<sup>th</sup> quarter report was submitted to the national association and the RMC has qualified for the 2006 Top Flight Chapter award.

Congratulations RMC! Thanks to all the members and their families that participated in events in 2006. It is your support that makes it possible.

For the 2007 award, now is the time to start writing technical articles. We need to publish 6 articles in our newsletter for 2007. If you have an idea for one but aren't sure how to put it together feel free to contact anyone on the board of directors for help.

Thanks in advance for your participation to help the chapter continue to be a Top Flight Chapter!

Bob Montgomery  
Chapter Liaison  
[milehiview@yahoo.com](mailto:milehiview@yahoo.com)

## ACTIVITIES

By Mike Bird

### March 17

Annual meeting/elections 11 AM  
*Corvette City*

### April 21

Board Meeting, annual elections  
*Corvette City*

### May 1

Coy's Swap Meet  
*Bandimere Drag Strip*

### May 19

Tech Session  
*Corvette City 11:00am*

The big event for March is the Chapter Meet at Bozart Chevrolet on Sunday March the 18th. The Meet starts at 9:00 a.m. and we can use all members participation in this event.

April brings the Annual Elections and a general meeting at 11:00 am on April 21st at Corvette City. It is important that all members

be present to cast your ballot in the election. The board will meet at 9:00 a.m. prior to the general meeting.

Mike Bird

## Patent Dating Method

By Jack Humphrey

When we judge component originality, absent deduction guidance from the Judging Guide or the Standard Deduction Tables, we view components in a 5-axis universe: Finish, Date, Installation, Configuration and Completeness. Originality points are lost in equal proportion for each axis of consideration that's violated

Most dated parts are coded in some manner with our JG books telling us how to decode the date sequence. But, not all parts have a GM date code. Here's a novel method of establishing date based on a component's patent disclosure.

For mid-year Corvettes, Trico was one of two suppliers of windshield wiper blades (ANCO was the second source). The Trico blade holder is considered identical for 1963-66 Corvettes with the only consideration being a shift from highly polished stainless steel to a 'lee brushed' finish sometime in early 1966. But, there are other differences that can be seen.



Figure 1

Figures 1 and 2 show the patent disclosure marks on the mounting clip of one version of a

15-inch Trico wiper blade holder from the era. Note there are two 2-million series US Patent numbers stamped one on each side of the clip (2,752,626 and 2,807,622).



Figure 2

Figures 3 and 4 show a second version of the wiper blade holder. This time, the same two 2-million series patent numbers are embossed on one side of the clip and the opposite side cites a 3-million series number (3,056,160) along with the phrase 'CAN. 63'.



Figure 3



Figure 4

### US Patent Office

It used to be a patent search required time and legal assistance. But, today, the US Patent Office's files are open to the public, on-line, via the internet. All you need is the patent number and a .TIFF file viewer (free from several sources) to pull and read a patent. Reading patents requires some technical skill, but understanding a patent's date sequence is easy.

One date cited is the date of application which is when the patent office received application from the inventor. The second date that's important is the date of grant which is when the patent office accepted the patent and notified the inventor. Prior to the date of grant, the inventor has an obligation to warn others and we typically see a 'Pat Pending' disclosure.

After a patent has been granted, the inventor is required to disclose the patent number(s) protecting the invention within a reasonable time. So, with the three patent numbers here and the on-line facilities of the patent office, we can do a time line investigation.

The first two patents are old compared to our interest in mid-year Corvettes. Both deal with the intricacies of windshield wiper systems tailored to work on a curved windshield surface. Patent 2,752,626 was applied for on 8/26/1950 and granted on 7/3/1956. Patent 2,807,822 was applied for on 8/24/1953 and granted on 10/1/1957.

Turning to the second version of the wiper blade, we find patent 3,056,160 is not a Canadian patent despite the CAN. 63 legend. It's actually another US Patent and the date data is germane. Figure 5 shows us this patent was applied for on 5/14/1959 and granted on 10/2/1962. At that time of grant, the 1963 Corvette final assembly line was already up and running, producing cars!

*Figure 5 is reproduced at the end of this newsletter. Click on view/zoom/100% for legible viewing. ED*

More investigation shows Trico filed for Canadian patent protection in calendar year 1963, hence the 'CAN. 63' emboss below the 3-million series patent number. This suggests Trico delayed changing their tooling after the notice of the third US Patent was sent to them in October of 1962 so they could also call out the Canadian patent status (applied for).

### What's It Mean?

Well, despite the current Judging Guide making no mention of these tiny component details, we now know it would be impossible for the second version of the wiper blade to appear on an early production 1963 Corvette. The 3-million series US Patent wasn't granted until the first week of October, 1962. Further, the second emboss line 'CAN. 63' forces us to let the calendar change from 1962 to 1963 before this version of the wiper blade could have appeared in production. Plus, there's the overhead for Trico to implement the tooling change, flush their on-hand inventory of finished goods, ship the new wiper blades to GM and for GM to get the second version of the blade through existing inventory stores and onto the cars running down the assembly line.

The odds are good the second version of the wiper blade wouldn't have shipped until sometime late in the 1963 production cycle or perhaps early in the 1964 model year. There's no possibility the second version of the blade could have been installed on a Corvette built in calendar year 1962! Exactly where/when the change-over occurred, we may never know.

But, this aspect of 'Patent Dating' tells us pretty clearly about wiper blades we'd expect to see on early 1963 Corvettes as well as what we'd expect to find on late 1964-66 cars which is a new bit of technical trivia to consider...

Jack Humphrey

## Replacing C1 Window Felts

By Ralph Ridge

One of the normal wear-out items on the 56-62 Corvette is the felt that lines the rear window channel. The replacement felts are readily available from the aftermarket Corvette suppliers, but installing them properly can be a challenge. The felts are glued into the rear window run channel, but if they aren't seated into the bottom of the channel, the window frame will bind and not operate freely. Because the channel is relatively deep and narrow, placing the felts down into the channel with contact glue on them can cause problems because the felts want to attach themselves to the sides of the channel before they reach the bottom.

To preclude this from happening, I use a simple but effective method. After applying contact cement to both the inside of the channel and the backside of the felt, I wrap the felt around a yard stick (glue side out) and clip it with about four paper clips (see attached picture). Then, being careful not to touch the sides of the channel, lower the felt into the center of the bottom of the channel. When doing this, it's best to clamp the channel in a vise to hold it securely. Then by twisting the yard stick, you can move the felt out to the edges of the channel bottom. Before pressing the sides against the channel, remove the yardstick and use the butt end to make sure the felt is bottomed out completely against the width of the channel bottom. Now finish pressing the sides of the felt to the channel. Make sure you leave the excess length of felt stick out the top of the channel. Now you can make two cuts (scissors work fine) at the bends of the channel bottom and wrap this excess over the sides of

the channel so the window frame won't catch on a loose end as it goes up and down in the channel. Once completed, the felt is secure and the window frame should move freely in the channel.



## MERCHANDISE

By Bill Pearson

### MERCHANDISE – IN STOCK

ITEM	PRICE
Golf Caps...Red, White, Gray, Maroon, Natural/Green, and Natural/Blue	\$11.00
T- Shirts...Silk screen Front & Back	\$10.00
Sweatshirts...Silk screen Front & Back	\$20.00
Short Sleeved Polo...White, Red, Blue & Gray (RMC Embroidered)	\$30.00
Long Sleeved Polo...Dark Gray & Blue (RMC Embroidered)	\$35.00
Light Weight Polo...Short Sleeved (Teal )	\$20.00
Shop Coats...Gray (RMC Embroidered)	\$35.00
Chambray Shirt (RMC Embroidered)	\$30.00
RMC Embroidered Jacket (special order)	\$50.00
Steamboat Hat Pins	\$1.00
RMC Hat Pins	\$3.00
Name Tags	\$5.00

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Owner - Operator



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e-mail: [DJKazmierzak@NCRSRMC.org](mailto:DJKazmierzak@NCRSRMC.org)

## For Sale

*Ad 01/01/07*

For Sale

'98 Corvette Conv. VIN 1GY32G9W5109116 6 Spd, Torch red, Tan top, Z51, CD changer, Magnesium wheels. 46K miles \$28K w/Mag wheels, \$26K w/Aluminum wheels. Contact D.J. Kazmierzak (303) 748-8235 for owner info.

*Ad 01/01/07*

For Sale:

1967 Corvette convertible, 327/350 original engine matching numbers car. Body on restored. Goodwood green with black interior and tan top. Side pipes. Very clean. Car is in Summit County. \$68,000.00. Call John at 970-389-0645

*Ad 11/01/06*

C-2 Items For Sale :

Clearastic lower rear fender protection (2-behind rear wheel wells) \$17.50; Clear acrylic splashguards (2-front & 2-rear) held on by Clips-no drilling \$20.00; Dash Sun Cover w/Logo - black \$30.00; Car dust cover-indoor, premium flannel (tan) \$99.00; Front Lic plate - black w/"CORVETTE" in silver block letters, incl ss frame \$15.00 OR \$165.00 for all. Contact Gary Armentrout at 303-663-2084.

*Ad 9/01/06*

For Sale:

1972 Coupe, VIN #Z37W2S507699, 454, A/C, TH400, Elkhart green, deluxe saddle leather, NCRS Top-Flight, tank sticker, PWR/strng/brks/wndws, tilt-tele, restoration tires and battery, good owner's kit. Car's a driver, and A/C works great! Will email pictures, complete spreadsheet summary of stampings and date codes. \$39,500 negotiable, [jefuller@msn.com](mailto:jefuller@msn.com) or 303/706-1111. At least last ten years under NCRS member ownership. Thanks, John Fuller Member #37361

*Ad 03/01/07*

C-6 2005 Corvette Convertible  
18K miles Victory Red Top is Black/  
Ebony Interior 6-speed Z-51 performance package Power-top/Nav system/ On-Star/ XM-Radio/ Polished wheels, Loaded with all available options. Perfect Condition  
Make offer---Jerry 303-674-3838

## ROCKY MOUNTAIN CHAPTER OFFICERS

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Appointed position	

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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