High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter

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April
General meeting, elections and tech session

May
Judging School

June
Spring Road Trip

Dirk Gaddis explaining a belt tension pulley at the March tech session.

Chairman's Report
By Rick Reiff

I assigned the vacant Activities Chairman position to Dirk Gaddis.

Hello Rocky Mountain Chapter.

By now you should have received a broadcast email from me regarding our annual elections, which for this year are for two-year terms that start on January 1, 2023 through December 31, 2024. As indicated in the ballot we are voting on the Chairman, Secretary, Membership, and Newsletter Editor positions. Thanks to Jerry Fern, Steve Beatty, and Dennis Dalton for stepping up and willing to run for re-election to their current positions of Secretary, Membership, and Newsletter Editor, respectively. Please vote and return your ballot in accordance with the instructions sent in the respective email.

For those of you who may not have heard, on February 19, 2022, during the RMC Board of Directors meeting, I assigned the vacant Activities Chairman position to Dirk Gaddis. Dirk had served in the years past on the BoD and has returned to help coordinate our monthly activities and brings his experience as a long-time Chapter member to the board. I want to thank Dirk for coming back to the BoD and look forward to his input and participation.

As discussed at recent in-person meetings at Corvette City, the Tennyson Center, our charity over the past few years, has changed its focus and the program we previously supported is no longer in place. As a result, we opened up the floor for Chapter members to suggest a new charity to team with. Two suggestions were submitted: the National Corvette Museum in Bowling Green, Kentucky and Tall Tales Ranch, a local Denver area charity. Based on BoD discussion, review

of the NCRS guidelines, and the purpose of charity involvement, the BoD voted to have Tall Tales Ranch as our new charity starting in 2022.

The mission of Tall Tales Ranch is to be dedicated to providing a life sharing community where people both with and without disabilities can live in a supportive, cooperative environment that honors their individuality, celebrates their uniqueness, and helps them to reach their full potential. Stay tuned for more details regarding our involvement with Tall Tales Ranch. More information about the charity can be found at: www.talltalesranch.org.

Hope you can make the annual meeting and swap meet on the 16th.
Rick Reiff
Chairman

Editor's Corner
By Dennis Dalton

Looking Back

I took over as newsletter editor from Joyce Bell in 2002. My lasting interest in contributing to this club is not unuque. As I look back at the PDFs of the newsletter from all those years, I see a lot of familiar faces, maybe not in the same role, but on the board just the same, rotating their positions like a tag team match. The voting is up again for some board members. My position included. While I will gladly continue to do the newsletter, I would certainly not be upset to hand over the quill, so to speak. I would be happy to answer any questions you may have, if you are interested. I noticed that my picture from when I started 20 years ago is the same one. Hmmm, I should probably change that if I am re elected. There is an Oscar Wild story in there somewhere.

On looking back, there has been an enormous amount of effort on the part of a few people to contribute articles of interest to the newsletter. I sometimes feel that some of the tech articles are worth looking at again as many of them are just as relevant today and would benefit new readers who may not have seen them. I have included one by Jack Humphry on door jam switches from 7 years ago in this issue.

Membership Report
by Steve Beatty

Please extend a welcome to these new members at a future event/ meeting.

We have started the year with the following new members:

65229 Todd Jordan	1965
68946 Roxy Vendena Jr	????
68938 Bob Abbott	????
68950 Steve Nichols	????

Please extend a welcome to these new members at a future meeting. With these new members, our current membership is at 130 members.

REMINDER, you must be a current member of National NCRS to be a member of RMC.

A member's NCRS membership expiration date can be found on the mailing label of the Driveline/Restorer. The NCRS has the capability to track RMC current year memberships +2 years, which currently is through the year 2024.

Chapter notices are generally sent out via email using the addresses contained on the National NCRS member email database. Accordingly, please make sure your National NCRS profile email address is always up to date to avoid missing Chapter news. Here is a link to your member profile:
https://www.ncrs.org/forums/register/change-address.php
The Top Flight Chapter Program was suspended due to COVID after the first quarter of 2020. The Program has been reinstated for 2022. The Program is requiring chapters to use the 2020 first quarter report, therefore no 2022 first quarter report will be submitted.

RMC Chapter membership directories are now available upon request by emailing me at stingraycpa@hotmail.com. Please keep in mind that the list is confidential and is not to be shared with non-members.

Steve Beatty
Membership Manager
stingraycpa@hotmail.com

The '83 Corvette?

Barrett Benson
bsqaured@q.com

corvettemuseum.org
1-800-538-3883

Not only is National Corvette Museum (NCM) a repository of historic and rare Corvettes, it also has collected and displayed many Corvette artifacts. In celebration of the 70th anniversary of Corvette's 1953 debut at the Waldorf Astoria in New York City, the Museum launched a new program, *Artifact of the Month!* Each month, the NCM website will post an artifact from NCM's collection to feature a significant moment in Corvette history.

The '83 Corvette? None were, or ever will be, sold to the public. Of the 18 prototypes and 43 pilot-line '83 Corvettes, only one, a pilot-line car with VIN 1G1AY0783D5110023, remains. Literally and figuratively one of a kind, this incredible example of Corvette history is on permanent display at the National Corvette Museum.

The story of the pilot-line Corvette's survival, one the greatest mysteries in Corvette production history, revolves around Corvette's skipped production of the 30th anniversary model, the 1st C4, in 1983. The C4 was slated for a 1983 model year release, with multiple pre-production cars built. At the last minute, the car was pulled from the production line. Chevrolet decided to continue production of the 1982 model through 1983 and make the first C4 a 1984 model. Thus, the 30th anniversary 1983 models are not available to the public.

As is usually the case for liability reasons, the 1983 pre-production models were ordered to be destroyed. Usually the cars are shipped off site for destruction. This time, however, it was decided to have the cars destroyed on site by a contracted car crusher.

According to Ralph Montileone, quality manager at the Bowling Green assembly plant, all but one Corvette had been crushed. A rainstorm made Montileone decide to postpone the final crushing until the next day. When Montileone arrived the following morning, the contracted car crusher, thinking that all the cars had already been destroyed, was gone. Montileone stored the car behind the plant and never got around to crushing it.

When new plant manager Paul Schnoes came on board in June 1984, he decided to walk around the plant and get to know his employees. During his walk around, he noticed a white C4 Corvette sitting next to the powerhouse and asked about it. When he discovered it was the only 1983 Corvette in existence, he realized its historical significance and promptly had it brought inside the plant to be spruced up.

The National Corvette Museum received the only 1983 Corvette as a donation from the plant prior to its grand opening over the 1994 Labor Day weekend.To kick off the Artifact of the Month program, Derek Moore, Curator and Director of Collections, selected the 1983 Corvette Analog Gauge Cluster which was considered in the development of the 1983 Corvette. The transition from third-generation 1982 to fourth generation 1983 Corvette was a major technological leap. Every component of Corvette was being re-imagined, re-designed, and re-engineered. But problems arose in developing components, including the new digital instrument panel, key to the all-new-look interior. Transitioning Corvette to the "digital age" led to development of the graphical cluster with all-digital readouts and bar graphs for vehicle statistics. Getting enough light through the light pipes while not overheating the digital display was a significant challenge, especially with the dash's performance in cold climates. If the digital problems could not be solved for the 1983 model, a functional, but dated, "backup" analog cluster was created with standard gauges, speedometer, and tach. Both analog and digital dash clusters were evaluated among the 40+ 1983 prototype/pilot Corvettes.

Corvette Chief Engineer, Dave McLellan, never happy with the analog cluster, considered using it as a backup to the color graphic digital cluster. He said the best way to display rapidly changing information, such as RPMs, is a bar graph and not through a series of analog numbers. To him, the analog cluster was uninteresting and suffered from reflection problems; he had no intention of using it if problems with the digital cluster could be solved. As stated above, the 1983 model was never produced for sale to the public, and only one 1983 test Corvette with digital dash cluster survived crushing. The first C4 was introduced for 1984 with digital cluster. The Museum's analog cluster is one of two known existing examples from the development of the 1983 Corvette.

Museum News

On March 24th, in a letter to the NCM, Derek Moore, Senior Curator and Director of Collections, decided to take a step back from the rigors of senior leadership responsibilities and spend more quality time with his young family.

Derek has accepted a position at the Lane Motor Museum in Nashville as Curator, allowing him to return to day-to-day, hands-on collections work with their expansive and unique collection.

I, among many others, developed a strong relationship with Derek in his five years with the NCM. In her notification to Museum members, President and CEO Sharon Brawner said, he has done an outstanding job guiding the Collections team with passion and dedication to the NCM's mission. He influenced the way the Museum thinks about exhibits, educating staff on untold stories in Corvette and automotive history, and began the process of furthering the NCM along its path towards AAM accreditation.

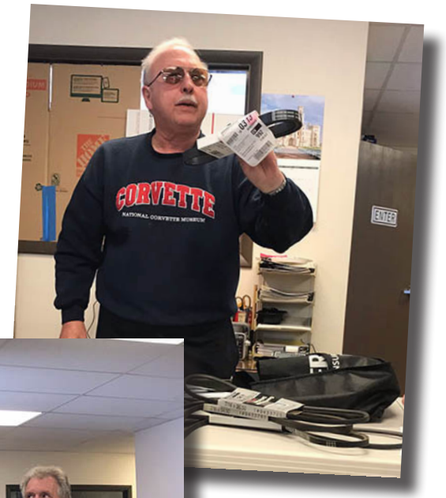
The NCM is using search options through the American Alliance of Museums and National Association of Automotive Museums organizations, and others, to identify qualified replacement candidates.

Rocky Mountain Chapter, NCRS lost member Brodie Garnett, on March 11, 2022. Brodie joined our Chapter last fall after he purchased a top flite C4 ZR-1 from an Arizona NCRS member. He also has a 2015 Stingray coupe. Brodie and his wife Sherron are National Corvette Museum annual members and members of the Central Colorado Corvette Club. He and Sherron were editor and co-editor for the Central Colorado Club's Newsletter and Sherron is the membership chairperson.

I have notified the National Corvette Museum of his passing.

Brodie Garnett, RIP my friend.

Barrett Benson



March Tech Session: Fan Belts

Dirk Gaddis and Jack Humphrey

C2 Door Jamb Switches

This article originally appeared in the second quarter issue 2014/ED

by Jack Humphrey

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.

Fig. 1

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.

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.

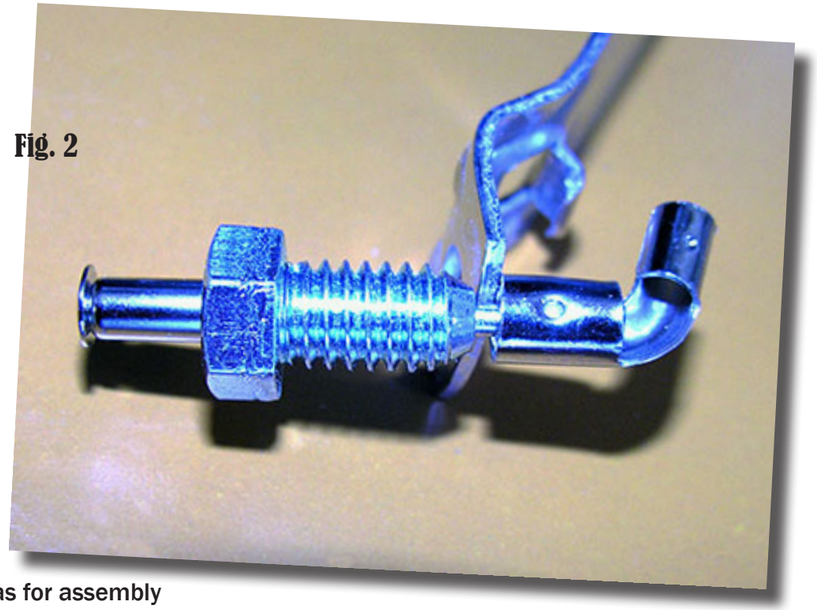


Fig. 2

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 ¾-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!

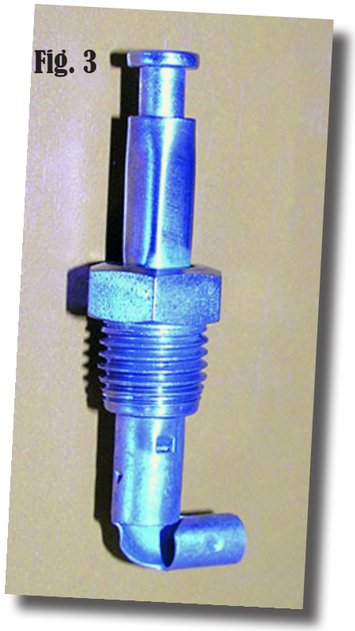


Fig. 3

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 though 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.

Fig. 5

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!

Fig. 6

Merchandise
By Eckhard Pobuda

We now have most sizes of the heather gray ring spun t-shirts, blue silk touch polo shirts, royal blue sweatshirts, gray sweatshirts with embroidered logos. This includes: Heather Charcoal Ring Spun Short Sleeve T-Shirts (Pic 1); Black Heather Silk Touch Long Sleeve T-Shirts (Pic 2); Blue Silk Touch Short Sleeve Polo Shirts (Pic 3); Royal Blue Long Sleeve Sweatshirts (Pic 4). All of this merchandise is available in all sizes. Also, we have replenished the inventory of several of our popular items such as the Chambray Shirts with embroidered pockets and Black Short Sleeve T-Shirts with embroidered pockets. Prices are shown in the attached Merchandise Inventory.

Contact Eckhard @ epobuda@aol.com.

Item	Value	Color
2015 National Cooler	$10.00	Blue
Aprons	$15.00	
Challenger Jacket (SM - XL)	$82.50	Red/Navy
Challenger Jacket (SM - XL)	$82.50	Black/Black
Challenger Jacket (SM - XL)	$82.50	Blue/Navy
Challenger Jacket (XXL - XXXL)	$85.00	Red/Navy
Challenger Jacket (XXL - XXXL)	$85.00	Black/Black
Challenger Jacket (XXL - XXXL)	$85.00	Blue/Navy
Fleece Vests	$35.00	Red
Fleece Vests	$35.00	Blue
Fleece Vests	$35.00	Black
Hats	$15.00	Black
Hats	$15.00	Black/Red
Hats	$15.00	Brown
Hats	$15.00	Beige
Hats	$15.00	Beige/Green
Hats	$15.00	Beige/Black
Hat Pins	$3.00	
Pocket Knife	$5.00	
Polo Shirt - Short Sleeve	$30.00	Red
Polo Shirt - Short Sleeve	$30.00	Blue
Polo Shirt - Short Sleeve	$30.00	White
Polo Shirt - Short Sleeve - Silk Touch (SM - XL)	$25.00	Blue
Polo Shirt - Short Sleeve - Silk touch (XXL - XXXL)	$30.00	Blue
Subtotal Polo Shirts		
RMC Window Sticker	$2.00	
Chambray Shirt (SM - XL)	$35.00	Denim
Chambray Shirt (XXL - XXXL)	$40.00	Denim
Chambray Shirt -Short Sleeve	$30.00	Denim
Shopcoats - 38R	$35.00	
Shopcoats - 40R	$35.00	
Shopcoats - 42R	$35.00	
Shopcoats - 52R	$35.00	
Shopcoats - 54R	$35.00	
Shopcoats - 56R	$35.00	
Shopcoats - 58R	$35.00	
Sweatshirt (SM - XL)	$25.00	Gray
Sweatshirt (XXL - XXXL)	$25.00	Gray
Sweatshirt (SM - XL)	$25.00	Royal Blue
Sweatshirt (XXL - XXXL)	$25.00	Royal Blue
T-Shirts - SS - Embroidered w/Pocket (SM - XL)	$15.00	Black
T-Shirts - SS - Embroidered w/Pocket (XXL - XXXL)	$20.00	Black
T-Shirts - Short Sleeve -Stenciled	$10.00	Gray
T-Shirts -Ring Spun SS -Stenciled (SM - XL)	$10.00	Heather Charcoal
T-Shirts - Ring Spun SS -Stenciled (XXL - XXXL)	$15.00	Heather Charcoal
T-Shirts - Silk Touch LS -Stenciled (SM - XL)	$15.00	Black Heather
T-Shirts - Silk Touch LS -Stenciled (XXL - XXXL)	$18.00	Black Heather

Pic. 3

Pic. 1

Pic. 4

Pic. 2

Judging Chairs Message
by Martin Egan

Martin's 77

I want to thank John Marsico for a super job.

I like to thank John Marsico for a super job as the Chapter Judging Chairman. Without him, we could not have gotten a lot of things done.

I joined the NCRS national club in 1980. I do not recall when I joined the Rocky Mountain Chapter, but it was because of Jack Humphrey that I joined. It is nice to know someone when you go to your first NCRS meeting.

I got into Corvettes in Aug of 1977 when a friend of mine who worked at the Chevrolet dealership said I should trade my lemon Camaro for a 1977 Corvette. I headed his advice, and I still have the 77. I purchased my 1965 Corvette in Casper, WY in 1979 when I was on a job with my boss who was a land surveyor. He was the one who saw the 1965 Corvette for sale in the drive way on College Drive. It took me two or three months to get the money for the car, which was $8,500.00. Those were the days.

I have been a Chapter and Regional Judge. My 1977 Corvette has done Chapter, Regional and National Top Flight as well as a 5 Star Bowtie and Mcllellan Mark of Excellence Award. My 1965 Corvette has done both Chapter and Regional as a Second Flight Award. So, I am a Judge and an Owner.

On May 21,2022 we will have a Judging School on 1963-1967 Corvette Owner's manuals. Please attend and be sure to have your NCRS number for the sign up sheet. Thank you

Martin Egan 4320

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 each year. First year dues entitle the new member to purchase a Chapter ball cap at a discount.

Advertising in the Rocky Mountain Chapter Newsletter is free to all active members, for all Corvette relateditems 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 4 issues or one-year printing. Contact the editor for further information. All editorial material can be sent to the editor.

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Chairman **Rick Reiff** 12/31/2022	 rickreiff@comcast.net (303) 956-2302
Vice Chairman **Jeff Roth** 12/31/2023	 jeffroth@myawai.com (303) 517-7095
Judging Chairman **Martin Egan** 12/31/2023	 martinegan6@aol.com (307) 630-2272
Editor **Dennis Dalton** 12/31/2022	 newsletterrmc.dalton@gmail.com (719) 251-2033
Chapter Liaison/Membership **Steve Beatty** 12/31/2022	 stingraycpa@hotmail.com (720) 501-8668
Secretary **Jerry Fearn** 12/31/2022	 jerryfearn@icloud.com (303) 352-9000
Treasurer **Jack Humphrey** 12/31/2023	 jackhumphreyh@gmail.com (303) 526-9410
Activities **Dirk Gaddis** 12/31/2023	
Merchandise **Eckhard Pobuda** 12/31/23	 epobuda@aol.com (719) 314-5786
Technical Advisor **Gary Steffens** Appointed Position	 CorvetteMasters@cs.com (303) 762-8388

CHEVROLET FOUNDATION CHEVROLET