

# High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter [www.ncrsmc.org](http://www.ncrsmc.org)  
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## Chairman's Message

By Rick Reiff

Hello fellow Corvette enthusiast

For those of you who didn't get a chance to participate in the Gateway event, you missed a beautiful road trip to the western slope and a great weekend which included doing a thorough examination of some Corvettes during the Chapter judging meet. The New Mexico Chapter and Looking Glass also joined us for the event. The road tour started in Evergreen, then proceeded over Independence Pass, continued on to Aspen then had a lunch stop at Tom and Emily Neel's home in Carbondale (Thanks Tom and Emily!). After lunch the trip continued to wind through the mountains and on to Gateway for the fun packed weekend. However, the road trip did not go without incident. While traversing Independence Pass, Steve and Debbie Beatty had the misfortune of running over a rock which punctured the oil pan on their low-slung ZR1. Steve and Debbie took it in stride and made it to Gateway after a ride in a tow truck and picking up a rental car in Glenwood Springs.



Independence Pass - No texting someone here....

The Gateway Resort is a new facility complete with a wonderful car museum. We had a great day for judging cars and topped off the day with dinner and awards presentation. It was a fun weekend and I think everyone enjoyed meeting new people and seeing old friends as well.



*The perils of the road*



*Gateway Judging Field – Why we live in Colorado*

Please note that we have made a change in the meeting time and place for our next get together. Instead of having a tech session on November 17<sup>th</sup> we have the opportunity to tour the Tebo Garage in Longmont. The Tebo Collection has over 300 period cars including John Lennon's Rolls Royce, Frank Sinatra's WWII jeep and a room dedicated to the Corvette. This is a wonderful collection of automobiles and I encourage you to try and make it as it is not open to the public.



*Corvette wanna be*

A few updates since Dan Tillapaugh's interesting tech session on the evolution of fuel injection in October. First, after further thinking and discussion, we will be having a Chapter Meet next spring. This will enable Chapter members to get their cars judged prior to the Regional in May - details to follow regarding time and place for that event. Second, we have formed a committee to see what charity we want to sponsor for 2008. I hope to send you an update on that once we have input from the committee.

Hope to see you on the 17<sup>th</sup>.

Rick Reiff  
Chairman

### **C4 Build Sheet**

By Dennis Kazmierzak

I recently started another project where I would need a C4 suspension assembly both front and rear. The economical way to obtain this is from a wrecked C4. I have worked on C4's before but not to disassemble a complete chassis. This is not necessarily difficult work but it is interesting to see how the items are bolted together and see the subassembly concept the engineers used in designing the frame and body. What showed up in the front sub assembly is the vehicle build sheet. The sheet was bunched up and stuffed into the left side of the front cross member. This is only accessible when the "A" arms are removed and the cross member is then removed from the frame.

I would not suggest going through this trouble to get your build sheet since you can call GM Bowling Green and get one mailed to you for a lot less money. This particular Corvette was delivered to a dealer in Jeanerette, Louisiana but died in Grand Junction, Colorado. Some day its parts will be on the road again on the Front Range of Colorado but this time with a C3 above the axle line.

### **2008 Calendar**

I am starting to assemble the pictures for the 2008 RMC calendar. Recently I sent out an e-mail asking for interested members to send in the picture of their choice for this issue of the calendar. If you did not get the e-mail there is still room for your Corvette. Please send me a jpeg file high resolution image along with your choice of month.

The cost is \$100.00 with all money going to the RMC Chapter charity. In the past years I have been able to get the charity (9HealthFair) to send a letter acknowledging the contribution of the individual. This list of names goes along with the RMC Chapter check. So consider this in your spending program for

support of our chapter. You'll have year long recognition and one moth of everyone looking at your Vette over their desk or in their garage.

Dennis

## **Membership Report**

By Bob Montgomery

Membership stands at 137 members with the newest members to join:

-Cliff Wright, Colorado Springs  
-Michael and Nancy Able, Cheyenne Wyoming,  
1977 Coupe

2008 Membership renewals will be in the mail in November. Dues remain the same as 2007, \$20 for renewals. I need your help with a couple of information issues. Please respond by December 15<sup>th</sup> at the latest with your renewal so we can get set for another great year in the chapter.

First, we use email as a primary tool for getting information to the membership quickly. Many of the addresses we have in our database are out of date. Please take a minute to email me with your current email address as we process 2008 renewals. My email address is [milehiview@yahoo.com](mailto:milehiview@yahoo.com)

Secondly, the postal rates have increased this year. For each copy of the newsletter that we need to send out via US Postal Service costs the chapter \$34.80 not including the time our newsletter editor needs to spend printing and mailing it. We post the newsletter at the RMC website (<http://www.ncsrmc.org/>) in PDF and Word Format. The PDF format is fairly small and fast to download. I would encourage every RMC member to download the newsletter from our web site rather than have it mailed via USPS. I plan on setting the preferences for all RMC members to "Download from the RMC website" for our bi-monthly newsletter. If you absolutely must have a printed copy mailed to you, please email me at the address above, or send me a letter with your request at this address:

Thanks!

Bob Montgomery

## **ACTIVITIES FOR NOVEMBER AND DECEMBER**

By Mike Bird

For November the 17<sup>th</sup>, the tech session has been replaced with a trip to Tebo's Garage in Longmont. This garage has 300 cars and the tour which lasts from 10:00 to Noon should encompass some very interesting vehicles. You will be receiving more

information before the event. We have Rick Reiff to thank for this very special tour.

For our December 15<sup>th</sup> Tech Session at Corvette City, the subject will be a surprise.

Our Christmas/Winter Party will be held on Saturday, January 12, 2008 at The Den at Fox Hollow in Lakewood from 5 p.m. til 9:00 p.m. The cost will be \$25.00 per person for a three meat buffet. There will be a cash bar and we will continue our white elephant present exchange. We have informed the club that we have set a target of 75 people so when you receive your reservation notice, please fill it out and return it with your reservation money before January 1<sup>st</sup>.

## **Tebo Garage Event**

BY Rick Reif

The meeting for November will take place at the Tebo Garage in Longmont. Tebo's is located at 1285 S. Fordham St., Longmont, CO 80503. The tour is from 10:00 am to noon on the 17<sup>th</sup>. We are to enter the museum at the middle entrance (under the awning). There is no charge for admission. For those interested in meeting for breakfast plan on being at the Cracker Barrel located on the southwest corner of 120<sup>th</sup> and I-25 at 8:15.

Directions: Take I-25 north to exit 240 (CO Highway 119) head west approximately 9 miles to Hover St. Turn right head north to Clover Basin Dr.(0.5 miles). Turn left on Clover Basin Drive and go to Fordham St and turn left and Tebo's (large warehouse) is a short distance on the right. If you get lost or have any questions call 303-956-2302.

## **Waco Regional PV**

By Dennis Kazmierzak & Chuck Banks

This past weekend Chuck Banks and I ventured down the road to Waco, Texas for their annual regional. This event is the last regional on the NCRS calendar every year just like the Florida Regional is the first every year. I've been attending this regional for several years and know a lot of NCRS members attending this meet from all over the USA. This year 31 states were represented with 96 Corvettes on the floor of the Waco Convention Center.

Chuck's '67 427/390 convertible was entered for PV (Performance Verification). He's on the way to the Duntov Award later next year and needed this PV test to qualify for the award. The Corvette did well at our Gateway Chapter Meet in September scoring above 97 with a 100% operations check. The PV is a super operational check with driving. So the car was well prepared prior to the meet. Keith Biggers, '67 Team

Leader personally does this test. He is very thorough checking every item for “pass-fail” on the four pages of check off’s. You can not fail an item therefore it’s real important that the car be well prepared along with the owner knowing how the car should work also.

The static part of the PV test was not of to much concern although the gremlins do show up when a car is in the trailer for 1000 miles. Everything stayed in place and worked as it was suppose to during this portion of the test. We did have some concern for the cold start so a little extra time spent starting the car the morning before checked out with no problems on the start for the test. The choke preformed as expected as the engine heated up to operation temperature. One problem we could not correct was an intermittent squeal from the carburetor. This did not show up till the day we left Colorado. To correct the problem would mean reworking the throttle plate on the Holley. No time or place to do this so it was remedy with a shot of fine oil to the shaft bushing prior to the start. This worked in all prior starts so we were confident this should not kill the test. It did happen just as we had hoped.

The Corvette preformed just as Chuck wanted it to during the driving test with Keith. He drove back into the trailer parking area where a few more checks were made under the hood. Keith saw that a lot of effort went into the preparation of this Corvette for this meet and acknowledged that to Chuck. Later that evening Chuck received his PV for the '67 Vette and our ride home was much happier.

The bottom line is not only to have your Corvette working as it is suppose to but also to know the way the car is to work and be able to do it. Practice the steps in the PV several times. Make sure you know how to operate all the functions of the car and have a helper with you for support incase of a minor problem. You’ll have time to correct one problem but nothing more. Drive your Corvette and work it to perform as the test calls out. If not you could be doing the test again just because you never put your foot to the floor.



## Editor’s Corner

By Dennis Dalton



### Gateway

For those of you that did not attend the chapter meet we co hosted with New Mexico chapter, you missed a memorable weekend. Thanks to Dennis Kazmierzak, Jim Lennartz and Ralph Ridge for their efforts. I apologize if I left anyone out. I drove up from the “south” so I missed all the road tour fun, but made it there for all the festivities. The food was fantastic, the scenery majestic and the pool was cool!

Dennis Dalton, Editor

## Glass Scratch Removal

By Dennis Dalton

### The Problem

Most of us with C1, C2 or even C3 probably have some scratches just from repeated use on the vent and driver side window and, oh yea, windshield wiper tracks and nicks. This article is about a product I found that you can use yourself to remove the scratches - if it’s not bad enough to buy a new glass but noticeable enough that you get points off for condition. This does not remove spider cracks or chips, but with enough patience, you can remove noticeable scratches.

### The Discussion

There was some recent discussion on the tech discussion board about polishing scratches on a Corvette windshield. I read with interest the solutions which ranged from *Bon Ami* cleanser to *Fantastic*. Finally, one person suggested the Eastwood glass polishing product but stated the buffer was “too hard” and did not mention if he/she liked it and whether it worked or not.

## The History

I have some input on the subject based on experience which I would like to share. While working through college, I worked for a summer at a subsidiary of Guardian Glass called Permaglass in Genoa, Ohio that did small job runs for automotive, home and marine glass. I normally ran the "M" furnace with occasional stints on the "Sun" edging machine (roll down your window and look at the top edge) and cutting the windows from raw glass sheets (that will be another story). As far as this article is concerned, on Saturdays (overtime), I polished scratches out of glass, usually 3 pallets in one shift. The pallets were made up from the quality control guys and were usually side lites (side window glass) and vent windows. My station was in front of an outside window so I could hold the glass up and look through it for scratches. The setup consisted of a 24" diameter dense buffing wheel that was constantly dipping into pink/orange slurry. I have no idea what the RPM was but it was not fast. I would circle the scratch with a white china marker and hold the glass up to the buffing wheel and lean into the wheel holding the glass with both hands. It took quite a bit of pressure to buff out scratches. The slurry flies everywhere. Needless to say, you can easily lose track of where the scratch was, hence the china marker circle is on your side, not the buffing side (DUH). This was a fairly common process, at Permaglass anyway, and did not produce any noticeable distortion.

## Today

I had some scratches in my vent wing, the kind that you can feel with your fingernail. I really did not want to buy a reproduction glass. I was looking around for that same compound and took a chance on the Eastwood product *Rhodite*. I purchased the "Deep Scratch Pro Glass Repair Kit" which consisted of the compound (the same stuff I remembered using) and the buffer (similar in density to what I remember-hard), but this one is mounted on a shaft for use with a drill, and some abrasive discs! I did not feel comfortable using those discs at all and just used the buffer and the compound. You can purchase the "Pro Glass Polishing Kit" for \$10 less without the sanding discs.

## Who says you can't go home again!

For under \$50 I could relive my youth working in the glass factory! Aside from the fact that it took about one hour to get those scratches out, it worked as expected. The directions on the jar are straightforward and helpful. The only thing I'm really adding here is that it takes quite a bit of pressure and it takes some time. I could not find a way to secure the glass and get enough leverage with that buffer setup in a drill. Also, I think if the wheel was not mounted on that mandrel (the wheel sold in the kit is 3" in dia. and is mounted on one side), but was

sold as a solid 8" or 10" wheel with just a reinforced center I could have made shorter work of it. As it was, I made an adapter and put it on my bench grinder that spins 1725 RPM. That is 225RPM faster than the directions say to go but it was not a problem. I would caution that you continually keep the buffer wet using water and compound (which is difficult given the configuration) to prevent any heating or burning of the glass. The process is different than buffing out paint, you really need pressure and keep it wet!



## National Notes

By Howard Loomis

### Barrett-Jackson/NCRS Press Release

The National Corvette Restorer Society (NCRS) and Barrett-Jackson are pleased to announce the participation of NCRS at the Barrett-Jackson Auction in Scottsdale, Arizona. For the past 35 years NCRS has been considered the leader in the Corvette hobby as it pertains to judging, restoration and preservation of America's favorite sports car- the Chevrolet Corvette.

NCRS will have a qualified staff of members from across the country available to answer questions about restoring and preserving the Corvette, and the NCRS organization. NCRS will have available for purchase a selection of NCRS Technical Information Manuals & Judging Guides, memberships & membership renewals along with a special NCRS event shirt.

NCRS has recently announced the addition of an Award Confirmation Document Service. This service will provide a confirmation document with a complete listing from the NCRS database of the available award statistics for a specific Corvette. The presence of this confirmation document will assure the potential new owner of the NCRS

judging history on a Corvette. Barrett-Jackson in their quest to maintain leadership in the auction world will be the first to provide this confirmation document with every Corvette at the Scottsdale event.

"NCRS at Barrett-Jackson" combines two World Class organizations producing a win-win situation for the Automotive Collector and/or Hobbyist.

### **IS THERE A SECOND STYLE "STINGRAY" FENDER EMBLEM FOR 1969 ?**

By Mike Bird

When picking out "StingRay" emblems for my 69 Corvette, I purchased a like new set of emblems on ebay from a wrecked one owner 69. Upon receipt of the emblems, I noticed a difference in the part number and the number of studs on the back of the emblem. There were four studs instead of the three we usually see and the part number was 3945361 instead of 3956216 which is shown in the Assembly Manual on page J251, sheet A10.

Further investigation in the Assembly Manual on the same page indicated Revision 2 dated July 16, 1968 for part #3945361 which was redesigned and a new part number (3956216) added on August 16, 1968.

I had always wondered why there were four holes for the emblem in the fender on every 69 Corvette that I have seen, yet all the emblems had three studs. The engineering change explains the two different part numbers and the reason for the four holes.. It would now appear that production of the early part number actually took place and these parts were used on some 69 Corvettes.

One of the problems of checking whether you have three or four studs on your emblem is :

- Once installed, it would be impossible to tell the difference from the detail on the front of the emblem.
- The back of the studs once on the fender are hard or next to impossible to see.
- Both parts fit the four hole configuration on the fender perfectly.

I also checked with our Technical Advisor Gary Steffens and he had several of the four stud emblems that had been taken off of various Corvettes of that era.

My conclusion is that there were two part numbers used in 1969 and they are 3945361 and 3956216.

What I don't know is:

What was the cut-off date (If there was one) for the end of 3945361 and the beginning of 3956216?

Were there different vendors and both parts used for a period of time?

If my conclusion is correct, then there is a possibility that page 31, Item 19, titled Emblems in the 1968/1969 Judging Manual will need to be revised to recognize part number 3945361 with the four stud configuration.

### **Merchandise**

By Bill Pearson

#### **MERCHANDISE – IN STOCK**

<b>ITEM</b>	<b>PRICE</b>
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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## For Sale

*Ad 09/01/07*

1960 roadster. Red/red, 283/290hp FI. Top flight condition. \$89,500.

2001 roadster. Red/black. 6spd. HUD. Sport seats.

Dual air. 36k miles. Immaculate. \$29,900.

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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Award®, NCRS Flight Award®, and NCRS Sportsman Award®, and are registered with the United States Department of Commerce and Trademark Office. The NCRS American Heritage Award<sup>SM</sup> application is pending.

