

High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter www.ncrsmc.org
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CHAIRMAN Rick Reiff
Rreiff@RWBeck.com (303) 766-2654
Term expires: 12/31/2010

VICE CHAIRMAN Bob Montgomery
milehiview@yahoo.com (303) 734-4649
Term expires: 12/31/2009

EDITOR Dennis Dalton
newsletterRMC@earthlink.net (719) 583-2565
Term expires: 12/31/2010

JUDGING CHAIRMAN Jack Humphrey

Term expires: 12/31/2009

CHAPTER LIAISON Bob Montgomery
milehiview@yahoo.com (303) 734-4649
Appointed position

SECRETARY Jim Hilton
jhilton@adsdb.com (303) 795-0494
Term expires: 12/31/2010

TREASURER Steve Beatty
stingraycpa@hotmail.com (720) 685-0415
Term expires: 12/31/2009

ACTIVITIES Mike Bird
mdenverbird@netzero.com (303) 979-4740
Term expires: 12/31/2009

MERCHANDISE Wayne Pendley
Sunvette62@cs.com (303) 981-8140
Term expires: 12/31/2009

MEMBERSHIP Ron Berggren

Term expires: 12/31/2010

TECHNICAL ADVISOR Gary Steffens
CorvetteMasters@cs.com (303) 762-8388
Appointed Position

COMMUNICATIONS Bob Davis
rdav@ncrsmc.org (303) 838-9529
Appointed position

Chairman's Message

By Rick Reiff

The RMC Board met in October and one of the points of discussion was associated with investigating the potential of teaming with the Nebraska Chapter to submit a proposal to co-host the 2012 National Convention. Based on discussions with Nebraska Chapter Chairman John Osterholm we have mutually decided to look into what venues there are within the two Chapter regions that would be a good fit for a National. If you have any ideas or would like to become involved in the process please let me know.

In conjunction with the Board meeting we also had the 2009 planning session and have what I think is a fun year ahead with a variety of technical sessions, road trips, Chapter Meet, and other fun activities to look forward to. Stay tuned for further details.

Speaking of 2009, the RMC 2009 Calendar is a work in progress and we hope to get it ready for production/distribution by December. I would like to thank Dennis Kazmierzak for taking this on and appreciate his efforts to get worthwhile project completed.

For those of you that didn't make it, for our October get together Jim Lennartz and Ron Clark put on a great technical session about fiberglass repairs. The session covered the basics as well as more detailed information regarding the different types of fiberglass used during the production of the Corvette and how to do basic repairs. Thanks go out to Jim and Ron for a great interactive session.

In case you have not been to the last couple of meetings, there have been a few changes made to the RMC Board. Jim Lennartz resigned as Judging Chairman to enable him the time to focus on coordinating the Chapter's technical sessions. I spoke to Jack Humphrey about filling in for the remainder of Jim's term and he has accepted the role and is the Judging Chairman going forward. So thanks go out to Jim and Jack for helping out in those two respective areas.

Although not indicated on the 2008 calendar, we have a meeting planned for the month of December. Ralph Ridge has arranged for the Chapter to tour Ken Petrie's auto collection near Parker, Colorado on the 13th of December. From what I hear this is a nice collection and includes vintage race cars. Details

regarding the specifics of the meeting will be posted to the Chapter web site and distributed via e-mail.

That's it for now. Hope to see you at our functions in November and/or December.

Cheers,

Rick Reiff
Chairman

Vice Chairman's Report

By Bob Montgomery

As we go through the fall season I hope you have taken advantage of the warmer than normal weather to get out and drive your Corvette(s)!

I have written before about our participation in the NCRS Top Flight Chapter Award Program. We have earned the award for the past several years. It is a reflection on the dedication of our membership to participate in judging meets, monthly activities and help build the knowledge base within the chapter. Unfortunately, we aren't likely to earn the award for 2008. We met all the requirements except for the number of technical articles. We needed to publish 6 articles in this newsletter but as of this issue we only have 4 articles.

I am meeting with the 9New Health Fair late in October to arrange our chapter's participation for the 2009 Health Fair. More details in the next issue of this publication.

Thanks for you support!

Membership Report

By Bob Montgomery

Membership as of October 28th stands at 137 members with the newest members to join:

- Robert and Marcia Smith, Highlands Ranch., Colorado - 1959 roadster
- Mike and Corinne Clabaugh, Monument, Colorado - 1963 coupe
- Randy and Trish Johnson, Golden, Colorado, 1965 roadster

Welcome to the Rocky Mountain Chapter!

The 2009 membership drive kicks off in November. You will receive an invoice soon to renew your RMC membership for 2009. Renewal fees remain at \$20 for 2009. Some members have a credit in their account so that will be reflected in the invoice. If you have changes to the information you have provided to the chapter (address, email address, phones, Corvette(s) owned etc.) please provide the updates when you submit your renewal.

If you would like a copy of the chapter membership roster, just drop me an email and I can send you an Acrobat PDF file to you or we will have hard copies at future chapter events.

This will be my last report on membership as Ron Berggren will be taking on this task for the chapter. Thanks Ron!

Bob Montgomery
milehiview@yahoo.com

Activities For December

By Mike Bird

The **Polar Bear Swap Meet** is coming up next month. I reserved the two tables we've had for the past several years (93-94) in the back of the main building. The date is January 24th 8:00AM-2:00PM at the Adams County Fairgrounds, 9755 Henderson Rd., Brighton.

Plan on participating by bringing your stuff to Corvette City by the 23rd or by helping out with the event. Make sure it's marked with the price and your name. 10% of the sales price goes to the club as this is one of our fund raisers for the year. Call me to confirm you interest in helping out (303) 748-8235.

Dennis Kazmierzak
Regional VI Director NCRS
DJKazmierzak@NCRSRMC.org
(303) 748-8235

In December we are finalizing a tour of the Ken Petrie car collection at 10:00 am on the **13th** of December. Ralph Ridge is completing arrangements for this tour. After the tour those that wish will meet at the WarHorse Restaurant. More details will be sent out later.

It is not to early to mention our annual "Winter Party" which will be held on January 10, 2009 from 5:00 pm til 9:pm at the Den of Fox Hollow in Lakewood. Mark your calander for this annual event and more details will follow as soon as possible

Editors Corner

By Dennis Dalton

This is one of the few "revised" or "special editions" of the newsletter. In addition to the November /December issue, this special issue includes an article by Jim Lennartz on the art of documenting and restoring carburetors. He tells all with pictures and it is an excellent article by a real craftsman.

Dennis Dalton, Editor

National Corvette Museum News

By Ron Berggren

Becoming a member of the National Corvette Museum just got more fun! NCM members can now reserve a spot in the new Corvette Cafe with a 4" X 2.5" table display. There are 279 table top photo display positions available to feature your Corvette image, year, color, name and city/state. This opportunity is on a first come first serve basis. You must provide a digital image in jpg or tiff format to be eligible. You will have until November 24, 2008 to reserve your spot by uploading your image and information online and making your payment via the website <https://store.corvettemuseum.com/services/tabletop.asp>. If you are not already a member of the NCM, I hope you will join soon. Please call me if you have any questions.

Ron Berggren

Rear Brake Disc Attachment

By Dennis Kazmierzak

I recently did a trailing arm replacement on a '65 Coupe. The reason for the replacement instead of a restore/rebuild is the individual parts were beyond help with excessive rust and viewed as dangerous for driving. Trailing arm assemblies are available as complete or various stages of the complete assembly. I had the option of using the original bearing supports and replacing all the attaching parts which I chose to do. I chose Vette Rx, Inc. in Conifer to do the work as I needed a quick turn around for this job. I talked with them about the setup and dropped off the parts. The next morning I picked up the assemblies but noted the rotors were not riveted to the axle. They did not have the capability to do this and stated most of their customers did not request this service.

I mounted the trailing arms to the frame, replaced the rear spring and shock absorbers. I check the orientation of the rotor on the axle and noted the adjustment holes for the parking brake. The rotor can only fit in one position properly. I checked the rivet hole and the rivet diameter. The diameter of the hole is 11/32" which is the drill diameter for a 3/8X32 thread. Instead of disassembling the axle (a big job) I chose to make a threaded rivet to hold the rotor in place. I taped the holes with the rotor in place. To ensure a tight fit of the rotor to the axle I bolted the rotor to the axle with the lug nuts reversed. This matched the rotor position on the axle and secured the positioning of both pieces as a rivet would do. I bought 10 3/8X32 grade 5 cap screws and turned the heads down to the thickness of the rivet. These were then screwed into the threaded holes as shown in the picture.



The screws now will hold the rotor in position while the wheel is off and look similar to the rivet that it replaced.

Valve Stems

By Jack Humphrey



Fig.1

Every Corvette has wheels and tires. When we judge, we also inspect the wheels for correct/original valve stems and visually ID them by their length as well as the cap that's affixed. For C1-C3 cars, it's pretty well known that the valve stem cap had unique geometry sporting a pointed center.

This had a purpose. In a pinch, the valve stem cap could be inverted and pressed against the valve stem's Schrader valve to release excess air pressure. We also know there was a difference between the caps used on early cars and later ones. Corvettes built through 1959 are expected to have stamped

stainless steel valve stem caps, while later cars used injection molded plastic caps. So, what's new?

Well, recent posts on the NCRS Discussion Board are abuzz with news about early versus late versions of the plastic cap. Nobody has yet said what's considered early vs. late in terms of a transition date. But, several report having lost judging points at various meets because they had the 'late' style valve stem cap versus the 'correct' early version.

In The Beginning...

From 1953 through 1959, the valve stem caps were metal and the caps from two suppliers (Schrader and Dill) are considered 'correct'. Figure 1 shows a Schrader cap while Figure 2 shows a Dill cap. The cap from Dill Manufacturing (today, a subsidiary of Eaton) also has a model number (655) embossed on the lower side of cap.

Note the top center of these caps is peaked to form the apex of a cone. That's the 'tip' that can be used to depress the tire valve and release air. The cone has a traditional apex with the sides coming together into a distinct single point.

Finding these early SS valve stem caps can be tricky. Few auto parts stores stock Dill, but occasionally you'll find a set of Schrader caps on the shelf of older parts stores. Apparently Dill likes to sell in volume through OEM and mass merchandiser channels. The house brand for valve stems at places like Discount Tires is Dill and the current day, plastic version of the cap is easy to pick up there.



Fig. 2

Enter The Age of Plastic

So, we've known for a reasonably long time that we can acquire the plastic Dill cap either by paying 'bend over' prices from a Corvette specialty catalog house, or simply drop by a friendly local Discount Tire store for the 'correct/original' part that's reasonably priced.

BUT, the scuttlebutt from the Discussion Board is what we're getting today may not be factory correct for some cars! What's the difference?

Figure 3 shows a picture of a current day Model 627 Dill cap. Note the top of the cap surrounding the center air release tip is embossed with the source manufacturer's ID (DILL) and opposite that is the 627 model number.



Fig. 3

Further, the tip of the cone is indented as an 'improvement' to securely align with the Schrader valve's air release pin. This is a subtle but easy to visually detect difference between the early metal version of the cap and today's plastic cap.

Figure 4 comes from a recent NCRS Discussion Board post (the new web site software encourages members to post pictures and you can download what's offered if you desire). Note this version of the 627 Dill cap shares some aspects of the earlier metal part as well as traits of today's version of the cap in plastic.

Specifically, the upper center cone is NOT indented and its geometry is virtually identical to its stainless steel predecessor. Then, the top outer ring of the cap has the 'DILL' and '627' emboss lines, but the font is larger in size than today's version of the same cap... Those are the differences that some judges are using to distinguish between early and late.



Fig. 4

We know the plastic valve stem cap made its debut in 1960, but there's nothing in concrete about when the Dill 627 cap made its transition from early to late. So, I can't tell you what's considered 'correct' for your car. I do know that I've got an untouched original spare wheel and tire in my 'stache' of parts that came from a late 1972 Shark car. The Dill cap it has is the later style.

That puts a bookend on the subject. The change apparently occurred between 1960 and 1972, but I can't tell you exactly when.

How much would you charge to rebuild my carburetor?

By Jim Lennartz



When restoring carburetors, a detailed examination of the task at hand is absolutely necessary before a fair labor price can be determined. Do you really know what you are getting into by the outside

appearance? Can you quote a firm price to rebuild this carburetor without overcharging or under bidding? The owner may say something like: "The guy I bought it from said he just took it off the car and all it needed was to be cleaned up". Upon disassembly, you discover things that may have been misrepresented and now need to determine how to retract your quoted price. By taking detailed pictures with your camera, you can state your case without having to explain it with words. As an added bonus, the pictures can be given to the client to document the quality workmanship involved.



The following pictures depict a 1958 Carter carburetor belonging to a NCRS Corvette member. He knows the quality of my work and didn't ask "how much will it cost to restore this". None the less, I took these photos for reassembly and this article. The owner was very pleased with the outcome and he saved the pictures for his "road to restoration" book. Can you make a silk purse out of a sow ear?.....YEA.

Jim Lennartz





Merchandise

By Wayne Pendley

REGIONAL MAY 2008

Hats		\$16.00
Shirt	sale	\$20.00/now \$10
Polo Shirt	sale	\$40.00/now \$20
Hat Pin		\$3.00

CHAPTER

Grey T Shirt Short Sleeve		\$15.00
Grey T Shirt Long Sleeve		\$18.00
Denim Shirt Short Sleeve		\$31.00
Denim Shirt Long Sleeve		\$35.00
T Shirt with Pocket - Black		\$15.00
Polo Shirt Short Sleeve		
White & Blue		\$30.00
Polo Shirt Long Sleeve		\$35.00
Grey Sweat Shirt		\$20.00
Chambrey Shirt	\$30.00 XL	\$32.00
Shopcoat		\$35.00
Black Apron		\$16.00
Hat Black / Stone		\$15.00
Hat Charcoal / Blue		\$15.00
Hat Blue / White		\$15.00
Hat 2-tone brushed twill		\$13.00
Challenger Jacket		\$50.00
Hat Pin Chapter		\$3.00
Knife		\$3.00
Window Sticker		\$3.00

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Phone: (303) 748-8235
e-mail: Dennis_JK@wispertel.net
e-mail: DJKazmierzak@NCRSRMC.org

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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