

High Plains Shifter



Newsletter of the NCRS Rocky Mountain Chapter

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July/August 2012

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July 28th
Clive Cussler
Museum Tour
11am

August 9-12
Vettes on the
Rockies

August 18th
Board Meeting
9am, Judging
School Corvette
City 11am



Chairman's Report

By Rick Reiff

As I write this several members of the Chapter are getting their Corvettes ready for the upcoming National Convention in San Diego. A lot of members have signed up for one of the three road trips that start in the region. This is the year of the '62 and it is my understanding that several of our members that own one of the last of the straight axles are heading to the Golden State. It should be a fun trip for those attending. I look forward to hearing about the trip out west (especially how the older cars fare

in the desert) as well as the convention once they return.

In June we had the Dealer Appreciation Day at Bozarth Chevrolet and had a good turnout for that event. During the Corvette display at the dealership we had a Tech Session on judging and an impromptu discussion on what to take on a long road trip and how to prepare your car for such a trip. Hopefully during the trip out west our Chapter colleagues will arrive and return without incident. Travel safe guys.

As a result of the National Convention running through the 4th of July, there will not be a Chapter get together this year, which will be a first in several years. Hopefully next year we will be able to schedule an event and keep the tradition going.

With regard to the Chapter's bid for hosting the 2015 National, still no word back. However, we should learn something by the end of this year's National Convention. As reported previously, we were awarded the 2014 Regional which is in the planning stages. We have contractually committed with the Embassy Suites in Loveland, so things are progressing on that front.

In closing, for those of you who may not have heard, Sharron Ridge fell while on a family vacation in Missouri and broke both her wrists. She and Ralph drove back to Denver following the





Vice Chairman's Report

by Fred Koenig

When you receive this newsletter those who signed up for the road tour to the National in San Diego will be on their way. I am joining the Southern road tour on June 26 in Durango the tour is starting on June 24 in Colorado Springs. After the National I will be spending time in California visiting my oldest daughter and three grandchildren, throw in some more visiting with relatives, and friends from my working 26 years in CA.. I plan on returning to God's Country (Colorado) around July 10. Took the little red 62 for a run to Sterling, CO. and back (250 miles) and nothing fell off the C1 so I guess we're ready to go and enjoy the tour, convention, swimming pool, adult beverages, swap lies, and do work shops. Because I have a 62 and this year it is the 50th anniversary of them I really am interested

accident and by the time you read this will likely have had the necessary surgery to get her back on the mend. We wish Sharron a speedy recovery and are glad that she wasn't more seriously injured.

That's it for now. For those of you going to the National Convention, travel safe!

Rick Reiff
Chairman



Tech session with Jim Lennartz



RMC Judging Chairman Report

by Jack Humphrey

In the last issue, we took a follow-up course in systems that model color to build on the chapter judging school of the first quarter. The second quarter of 2012 has been rather quiet on the judging front with the action falling behind closed doors.

2014 Regional Meet

If you read the most recent edition of Driveline, you've seen our RMC hosted 2014 Regional meet is now officially on the calendar. Our thanks go to Ralph Ridge and John Marsico for their time to plan and pitch this meet through the approval process at NCRS!

The site is the Embassy Suites hotel in Loveland, CO.

That's just across the parking lot from the Budweiser Events Center at the Ranch. They picked this location for essentially two reasons:

- (1) The Embassy Suites has a captive indoor convention center to make the issue of judging cars in a blizzard a thing of the past.
- (2) The target date submitted (now approved), June 5-7 of 2014 coincides with the Goodguys' Colorado National Convention that's held at Ranch.

So, the street rod crowd will be working their cars across the tarmac while we're judging factory concours classic Corvettes in the Hammond center of the Embassy Suites. By the Goodguys have a pretty complete swap meet section to complement their display cars.



to see how many show up and what they have and look like. I have not entered my 62 for being judged as after getting two top flights I have made some changes to the technology of the 62 to make it a little more liveable while driving it. No I haven't broke down so far and put in after market air though my wife Kathy keeps on asking if one has been installed. Driving the 62 is what I enjoy and at this point in my life that's what I do.

To those that are going, see you soon and those that are staying at home see you in August.

As Zora said keep driving them.

Thanks, Fred

2015 National Meet

At our last chapter meet (annual elections in April), we asked chapter members present to vote on the possibility of RMC hosting the 2015 NCRS National Convention. The proposed measure passed and Eckhard Pobuda and I have been busy, working with NCRS National folks on the venue feasibility. As, I write this article, we have NOT been approved, but the issue goes to the National Board of Directors for their consideration/approval during the National Convention in San Diego. We found two venues for showcasing Denver and the front range: (A) downtown Denver at the convention center, and (B) at the Crowne Plaza airport, halfway to DIA.

The downtown venue was pricey with hotel rates to match (\$200/ nite). The airport venue was cost effective (\$109/119 per nite) and this hotel, like the Embassy Suites in Loveland is another Hammond property with captive indoor convention center. So, we dropped the downtown Denver alternative to support the airport setting based on cost. One concession we obtained was for a free shuttle service from the airport hotel to downtown Denver on most convention days. So, those who attend the convention won't be suburban prisoners...

We'll have more to report next month after the National Convention and the board meeting. Stay tuned!

Annual Chapter Meet

Our friends at Bozarth Chevrolet confirmed their willingness to host our 2012 chapter meet this September. The meet's on-line registration system has been created and it will 'pop up' on the National web site as of July 1st. The meet's manual registration form has been submitted to Driveline and should appear in the upcoming July/August issue. Plus, I've provided a copy of the manual registration form to Bob Davis to host on the RMC website.

Please help out by pre-registering for the meet either manually or on-line. Remember, there's NO meet attendance fee for those who pre-register and we gain visibility of who'll be there for judging team formation. Also, our chapter meet is reasonably unique. At the typical Regional and National meet, a separate day is set aside to process the cars onto the judging field. That allows the formal judging process to start without delay. At our chapter meet, we combine the overhead of placing the cars on the judging field with handling the final registration process in the first hour of the meet. The fewer last minute meet registration show-up's we have to process at that time, the less hectic the beginning of the meet is for me. So, again, I encourage everyone to pre-register for the meet.





Membership/Top Flight Chapter Award Report

By Bob Montgomery

I would like to thank Gerry Phillips for offering to take over the role of the Membership Chairman position starting January 1, 2013. I have been in this position for a considerable amount of time and it will be good for the chapter to have some fresh ideas and energy on the board. I will start transitioning the position to him soon so he is fully ready to take charge then. Thanks Gerry!

As of June 29th membership stands at 117.

On the Top Flight Chapter Award front, a reminder that every time you attend a chapter event, drive your Corvette to an event, participate in a judging school or meet, write a technical article for this newsletter we can apply your activity to the award. We are off to a good start for the 2012 award.

Thanks for your participation!

Bob Montgomery
milehiview@yahoo.com



Editor's Corner

By Dennis Dalton

I had a problem with my power antenna on my 94. When I shut off the radio, it is supposed to retract all the way down to the fender. This one stopped about 7 inches from the fender. I needed to fix it. During this process, it got me to thinking about the antenna on my 66 that would not work and how I fixed that one. The comparison of the episodes 40 years apart revealed some interesting anecdotal information.

When I bought my 1966 it was a six year old used car. The power antenna did not work.

There are plenty of articles written on this issue and these days you just pay up for a correct one. Back then you had no recourse except to take it apart and see if you could fix it or go to the Chevy dealer and buy a new one. You might find a used one that works, maybe. I took mine out at the Sohio gas station where my high school buddy Tom worked. After we determined it couldn't be fixed, I threw it in the dumpster. More on why I mentioned I threw it away later. I went to the dealer to buy a new one: PN#3998280 \$43.25 list (that is \$219.42 today). I bought it and put it in. It should have been an NOS original but it was not any closer in configuration than the reproductions in the \$200 range today, except that this one is made of real metal. I still have it and I am installing it in my 1969 Chevy Truck. In order to get my 66 antenna "correct", I had to BUY a correct not working core on eBay and send it in to a specialist and get a correct looking/working original for over \$800. That was a few years ago! I would assume they are more today.

Today I also have a 94 (an 18 year old Corvette) and I can shop on eBay for an original Delco antenna. These sell throughout quite a price range from over \$200 plus shipping, to \$95 with shipping included in the "buy now" category. Some are advertised as for a ZR1. I guess that means it goes up and down faster. That's the one I bought (for \$95 shipping included) and it looked just like the one I took out of my LT1. Works exactly the same too. The conclusion appears to be that today verses 40 years ago, it is easier to shop comparatively and parts are more available and in the original configuration and sellers are more creative. Compare the one I pulled out on the left, to the new one (Pic.1).



The Project



Pic. 1



Pic. 2



Pic. 3

Replacing a C4 antenna is not difficult. If you have normal length arms and hands the size of a hamster you can do it. If you have any tools at all, you probably have what you need, although doing anything on a C4 requires a set of "Torx". The antenna is not a serviceable unit according to the service manual, except for replacing the antenna shaft from the top, if you think the problem is a sticky shaft. That was not the problem (Wayne, the previous owner tried that fix). By the way, these shafts are NOT to be lubricated, simply clean the shaft with a clean cloth dampened with mineral spirits (that is right out of the service manual).

The service manual does not explain how to do this job. Unlike the "good old days" service /overhaul manuals with pictures of real hands and arms performing the task and specific directions stating what to do first etc. , you have to be creative. Sizing up the plan of attack I determined that I can't go through the tail light hole, not big enough and the nuts holding the lense back in place is waaay back up in there; not enough room from the bottom between the fender and the frame – about 3 inches, no access from the top- I thought if I removed the speakers there would be a big hole behind them to get at the antenna. Nope. You do have to jack up the car, take off the right rear wheel and then the fender well to get to part of it. This is where you need the Torx to get the fender well screws out. (Pic.2) Two bracket screws and two wire connector screws (1/4" drive metric socket and ratchet) and the antenna is dangling from the harness. To disconnect the wire harness, you have to go through the top for the wire plug ins. Remove the trim and there they are. (Pic.3) Prying the rubber grommet out of the rear bulkhead is the hardest part. It is waaay up in there from underneath the car. Put white lithium grease on the new one or you will never get it through the hole all the way to the groove.

The project took one hour and 45 minutes.



Activities

By Eckhard Pobuda

Sitting at my desk today, the thermometer pushing 90+ F, I look at our brown pasture and think of the lovely rain we had during our May road tour. Ten Corvettes made the trip to Estes Park and two more from RMC joined us for lunch at the Stanley Hotel. We had a nice time in spite of the weather. Bring on the rain!

Our chapter had nineteen Corvettes exhibited at Dealer Appreciation Day. We had an interesting "show and tell" discussion about our cars. RMC treated the sales staff of Bozarth to pizza and had a spirited discussion about judging issues, led by Jim Lennartz.

July is NCRS National Convention time. Many of our chapter members are going on the National Road Tour and will participate

Golden Quill Award

Our newsletter, *The High Plains Shifter* received the Golden Quill Award for 2011. You can go to the link to see the list of national winners and how the judges review the submissions. Below is also a brief excerpt from Old Car Weekly website. Thanks to all who helped out with articles and pictures. This is your club newsletter!

<http://www.oldcarsweekly.com/news/editors-picks/old-cars-announces-2011-golden-quill-winners>

What it takes to win the Golden Quill ...

Drum roll, please... Meet the winners of the 2011 Golden Quill Awards, which spotlight balanced, well-done publications that meet the needs of their car club while advancing general knowledge of collector cars and their history. We received thousands of entries. See who finished on top...

The Redline Times, the mouthpiece of the Carolinas Chapter and the High Plains Shifter, the mouthpiece of the Rocky Mountain Chapter NCRS won in the Regional Subcompact category.

"With costs being what they are to print and mail a club publication, there is a modestly growing trend toward offering newsletters and magazines online," said Gerald Perschbacher, chief judge for the Old Cars Weekly Golden Quill Award. "Still, the prevailing form is printed, using paper. I suppose part of it is the sensation of holding and seeing actual visuals apart from a computer screen, and part of it is having something of lasting quality.

"In the award competition, categories are divided by size and page count of publications. Use of color and quality of paper also figures in. Some once-grand publications have become less opulent", Perschbacher noted.

He concludes, "The editor is an important person in a car club. He or she can set a creative and exciting pace for members who use the publication as their lifeline to the rest of the club. It's clear when a club enjoys its publication. There is a wholesome pride you can sense by reading the blend of articles and enjoying the pictures. Publications that succeed in these factors give members the best of the hobby."

in the convention. Due to these conflicting dates we won't have the 4th of July party. However on Saturday July 28th at 11:00 AM we will visit the Clive Cussler Museum. Please note the calendar says July 21, but the museum is only open on Saturday a month for car clubs, and in July that date is July 28. There is a \$5.00 per person admission charge, which is a discounted rate. The museum has a unique collection of cars, some of which are historically significant. I will send out a blast the week before the museum tour with directions. I do need at least 20 participants. Contact me if you are planning to attend. epobuda@aol.com

Our August activity is a judging school at 11:00 AM at Corvette City.

Thank you all for your participation in our events. What a terrific club we have because of you.

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Stay cool.

Eckhard

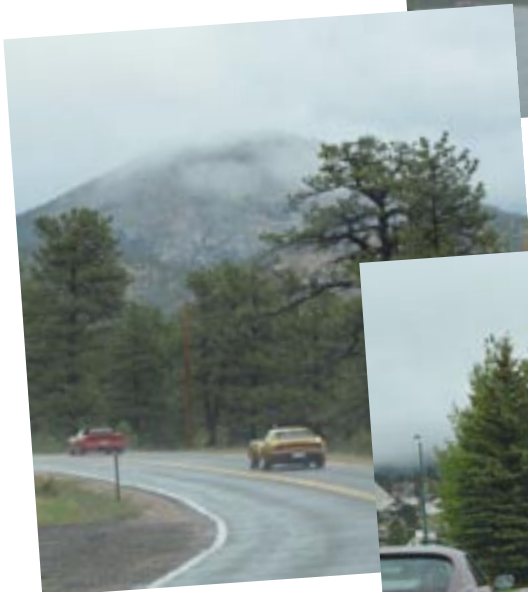
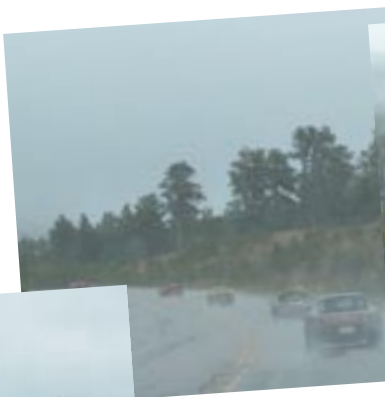


I am Phil Morgan NCRS #1340 and can offer great pricing on BULLET POLISH products and I am a dealer for CORVETTE AMERICA. I will offer 1/2 of whatever discount I get to NCRS members on the VINTAGE CATALOG and the 1953-1982 and 1984-2012 catalog.

Please advise if I can send you a catalog.

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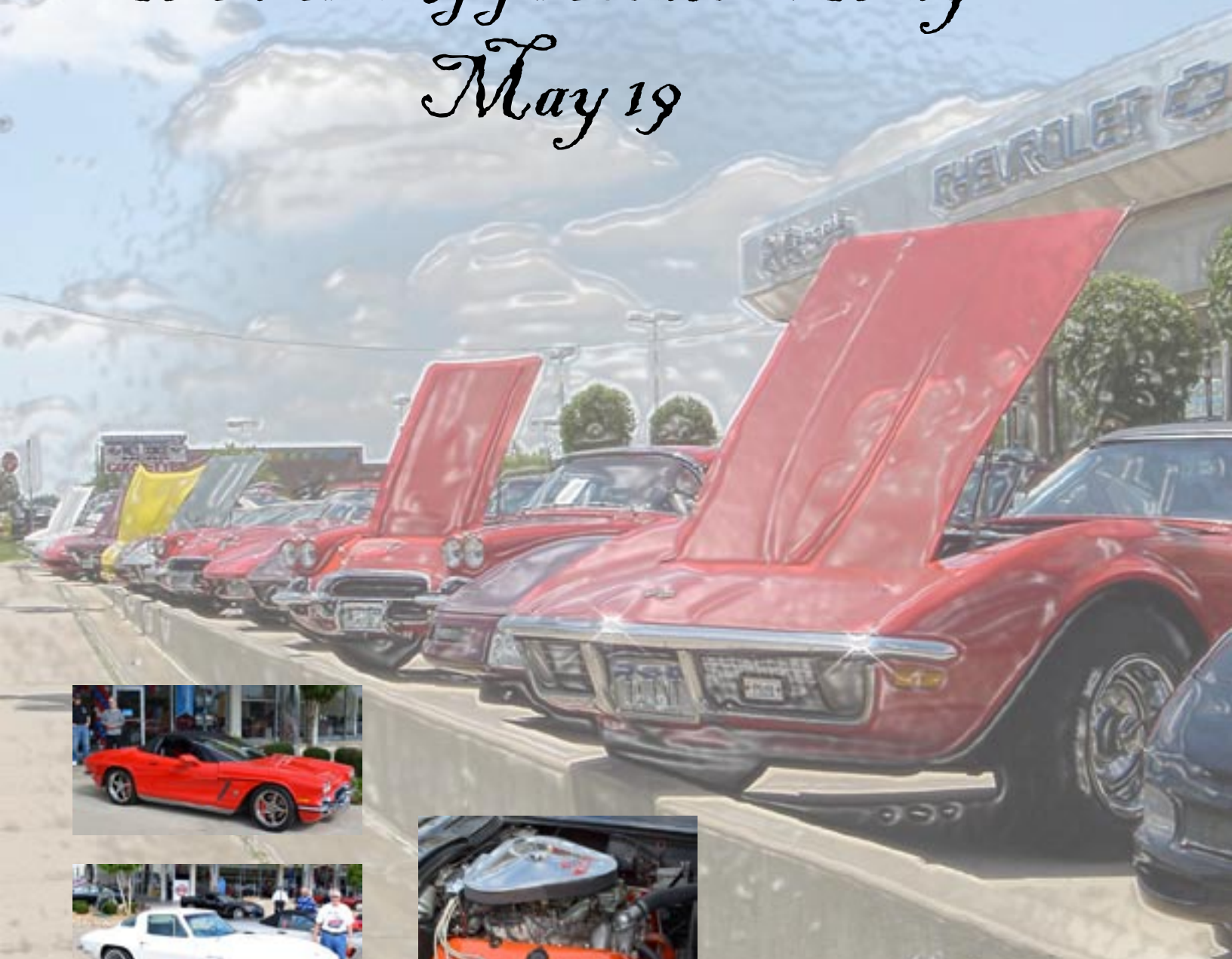




THE
STANLEY

Dealer Appreciation Day

May 19



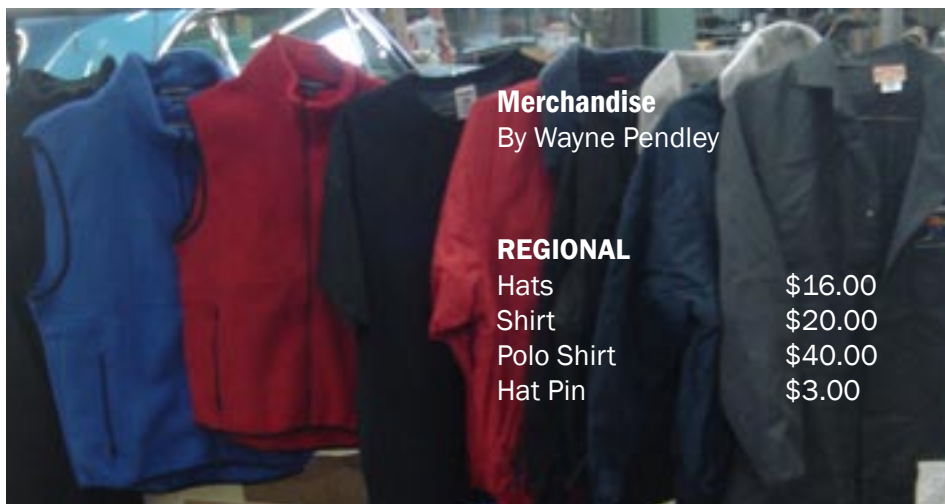


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CHAPTER

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Corvette City

Restorations • Service • Parts



When: Sunday September 9, 2012

Where: Ed Bozarth Chevrolet
2001 S. Havana Blvd.
Aurora, CO 80014
An indoor event

NCRS ROCKY MOUNTAIN CHAPTER MEET

Registration (Everyone must register)

Name: _____ NCRS #: _____ Address: _____
City/State/Zip: _____ Phone: _____ E-mail: _____
Name of Spouse (if attending): _____

Corvette Entry

Please enter my car in the RMC Chapter meet!

Details about my Corvette:

Model Year: _____ Engine Size/HP: _____

Color Codes Ext/Int: _____

Full VIN: _____

Body Build Code (1963+) _____ Coupe: _____

Flight Judging: \$40.00 \$ _____

Sportsman Entry: \$10.00 \$ _____

Display: \$ 0.00 \$ _____

Late Registration: \$15.00 \$ _____

Convertible: _____

Max of two Flight cars per owner with second car subject to acceptance.

Those entering for Sportsman may not also participate in Flight Judging for that car.

If car is Mark of Excellence, Bowtie, or other NCRS Award holder please state:

Check the appropriate boxes, enclose the amount and mail (see below).

I Want To Help Judge/Tabulate

List year(s) of cars you'd judge or check tabulation box:

1953-96 _____ Tabs ☐

List judging task preference (1-5) or check Any:

Operations ☐ Interior ☐ Exterior ☐

Mechanical ☐ Chassis ☐ Any ☐

ALL ATTENDEES MUST REGISTER. Judging fees are \$40.00 for Flight or \$10.00 for Sportsman entry. No extra fees required for Mark of Excellence, Bowtie, Crossed Flag or other display Corvettes. Members who drive their Corvettes may display their cars, space permitting, without fee! Registration deadline is August 24, 2012. A late fee of \$15.00 applies to registrations postmarked after the deadline and for those registering at the meet. Please attach your check payable to NCRS-RMC. Late registrants with Corvettes are accepted subject to Judging Chairman approval. All Corvettes require proof of ownership and insurance (attach photocopies). Corvette owners must provide the information requested, execute the Agreement below and may be asked to help in the judging process. Directions provided with registration confirmation. Cars should arrive at 7:30 AM for placement. Flight Judging begins at 9:00 AM.

MANDATORY HOLD HARMLESS AGREEMENT

I agree to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS. I agree to assume risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees and Chapters for any acts or omissions which may result in theft, damage or destruction of my property or injury to me or others during or as a consequence of this Meet.

Signature _____

Date _____

Return to: Jack Humphrey, RMC Judging Chairman
25281 Ridge Way
Golden, CO 80401

Questions: JackHumphrey.H@comcast.net, (303) 526-9410

On-line Registration: <https://www.ncrs.org/corvettes>

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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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,
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