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CHAIRMANS COMMENTS

By Dennis Kazmierzak

Again, the past two months have gone by fast. We were all pumped up to get our Chapter Judging Meet organized and the day came that it appeared we knew what we were doing. I write that in jest. We know what we are doing or this Chapter would not be so successful. That's great when you have a team of volunteers that all pitch in to make it happen. Jack Humphrey's team did a great job of organizing the judging responsibilities and the field layout. Bill Bell took care of the background of arranging the site (ROTH CHEVROLET), the lunch and general announcements. The volunteer judges did their part in performing the judging duties and helping each other out to make the day go fast and on schedule. Our guest from New Mexico, Dan Pyzel had a great time. He thought this was a Regional Meet with the 24 Corvette's that were on the judging floor and membership participation. I'm sure Jack will have more to say about this event in his article.

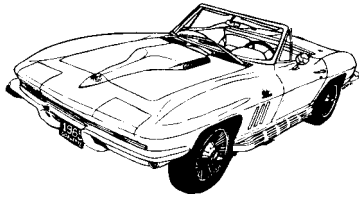
The other anticipated event of the past two months was our Annual Meeting. In our January and April Board meetings, a ballot was prepared for the Board positions open for election. If you attended the Annual Meeting, you know the outcome. I

was re-elected Chairman (2001-2002), Ralph Ridge, Vice Chairman (2001), Jon Whiteley, Membership Chairman (2001-2002), Dirk Gaddis, Activities Chairman (2001) and Eckhard Pobuda, Merchandise Chairman (2001). The Board set this election and term of office to balance the Board. By that, we will elect half the officers in any one-year. The Board also added a paragraph to the By-Laws to reflect these changes. A copy of the By-Laws is included in the newsletter for your reference.

I want to at this time acknowledge our Board for the work they did in preparing this ballot. At one point, there was some confusion regarding our rotation. Lisa Racz, with the archived Newsletters, put us straight regarding the terms. We do not want to over work anyone on the Board, but if you are having fun, I appreciate you keeping with the program. Any comments or constructive criticism is appreciated regarding the Chapter. I follow the NCRS Chapter Guidelines & Operational Manual to make this happen. The RMC Board makes the decisions, not any one individual. That is why I believe we have a very healthy NCRS Chapter with 74 members and growing.

This past Restorer Magazine had articles by several of our Chapter members and New Mexico Chapter friends. My article, Bill Bell and Bill Baker from the RMC and Dan Pyzel and Eli Maestas from the NMC all appeared in this last issue. Coincidentally, all these NCRS members were on the Road Tour to Sun Valley last year. How is that for participation in harmony?

At this time, I am back into the garage. My goal is to get paint on that 66 roadster within the month. Our should I say, get it to the body shop. I just about have the bodywork done. A little more TLC will have it to where I will feel comfortable with the detail I can handle. After that, I need to give it to a body and paint man to do the final touches. Jim Lennartz suggested that all the RMC members that have current restoration projects in process consider making it a goal to make the 2002 Road Tour. It makes it a challenge to restore a Corvette, but now to make it a challenge to finish in time to make the 2002 Road Tour will make a few of us sweat. I'll consider it and see if we can organize this for a Chapter effort. Dirk, Ralph, Jim, Vic and a few others come to mind. Are you interested? Till next time, "Keep Driving Them".



ACTIVITIES

By Bill Bell

- MAY** 18th – 20th: **Western Regional in Lake Tahoe, Nevada**
- 21st: General Meeting followed by a Show and Potluck (Founders Operations Checks) at Chris Watson's home (Chris Watson)
- JUNE** 10th: Blood Drive at Lowry
17th: General Meeting

The Board of Directors for the Rocky Mountain chapter would like to say "Thanks" to all of the participants at this years Chapter Judging Event held at *Roth Chevrolet* this past March 18th. I am sure Jack has a few more tidbits to write about the event, but we hope you all had a good time and look forward to *Roth Chevrolet* hosting this event again next year. I would like to hear some feedback from the participants as to how they felt things went, from the accommodations and food, to the judging and awards ceremony. As Board members, your input and feedback is invaluable to us in trying to meet the needs of all that participate in our NCRS Chapter. We had a great turnout of cars to be judged, 14 total, which was accomplished in "record" breaking time. Thanks again to all that helped in making this event a success. Good Job! Thanks Jack also for handling the judging details.

Our rebuild technical class held at Ralph Ridge's home in February went well. Special thanks to Dennis K. for his "welcomed assistance" in getting things prepared for "reconstruction". Kudos to Ralph and Sharon for the use of their "facility", and the chili was GREAT! (and thanks Ralph for the transmission!) I would also like to personally thank Dan Tillipaugh, who stepped forward and made this event happen, and his friend Mikey Hawks, who toiled and swore while putting together Ralph's transmission for the "55 (I think that's the year!). We welcomed your help in making this Chapter event worthwhile and successful.

We all went shooting, thanks to Dirk Gaddis, also in February, and those in attendance, including my daughters and Jan (where were the other women?), had a SUPER time blasting away at everything we could find to shoot at. My daughters have now caught the shooting rage, and we have gone again to blast a brick or two of .22's at this same spot. I heard mention about going and doing some "shooting clays" someday, anyone interested? If so, we have a member who possibly can make arrangements for us to participate in that activity. Let me know your thoughts, and I will see what can be arranged.

April's scheduled activity, at *Corvette City*, was the distributor rebuild class hosted by Paul Young. We had one participant bring their distributor down to have it dismantled, we just hope things went back together again in the same "functional" manner that it is supposed to be. Thanks Paul, for stepping up and making this tech session happen. We all appreciate your support. I still have OPEN June 17, August 19, October 21, and November 18 for someone to undertake the responsibility for an activity. ANY VOLUNTEERS?

Mays' event will be at the home of Chris and JoAnn Watson, 1170 West 80th Avenue, Arvada. The plan is to get the cars together and do a few operations checks on those cars that may be going for the Founders Award, as well as a cookout and some good food and company. The Club will buy the meat (burgers, etc.) and pop, and I would ask you to bring the following if your last name begins with **A-M, bring a side dish, N-Z, a dessert. PLEASE RSVP** through me, 303-680-5863, OR Chris Watson, at 303-423-3305. Let's have a great turnout for this event.

I want to also talk about our Community Event planned for June 10th, 2000. Remember that it's a blood drive at Belle Bonfils at the old Lowry Air Force Base. I will be posting this event through the *Old Car Council* (Tom Pora), so we are hoping for a great turnout. Mark it down on your calendars to bring the Corvette out and give the gift of life to those in need. I have not finalized all as of this newsletter, but we are thinking of doing this from 10 AM until about 2 PM.

That's all for now folks (who said that!). Stay between the lines, it's safer that way!

The UK Flight Judging event is scheduled for September 8th, 9th, and 10th. Start checking on your passport, room reservations, airline reservations, etc. if this event

is something in which you are interested. They say the hotel slots are going **FAST**.

For an information packet and further details on Flight 2000 please contact:

Barry Morris, Vice Chairman – NCRS UK Chapter
71 Green Lane
St. Albans
Hertfordshire
AL3 6HE

E-mail: Barry@NCRS.co.uk
Fax: +44 (0) 1727 739833

OCCC SWAP MEET

The 32nd Mountain States Swap Meet will be held on June 2 & 3 at the Adams County Fairgrounds.

For more information, contact Joe Beagler at (303) 756-1650

(Or call Lisa Racz (303) 771-8239, for a copy of the flier)

MERCHANDISE

By Fred Koenig

Note: We have 2 new colors/styles of hats available. One is a Natural colored cap, with Green brim, and the other is a Natural colored cap, with a Blue brim. Both sell for the usual \$10 ea. Also, we have a new item – Gray shop coats – they are embroidered with the NCRS-RMC logo, and sell for \$35.00. Not only will these coats protect your clothing from stray grease and dirt, but they have covered buttons, which will protect your car, or the car you are judging, from scratches.

MERCHANDISE – IN STOCK

ITEM	PRICE
Golf Caps....Red, White, Gray, Maroon, Natural/Green, and Natural/Blue	\$10.00
T- Shirts Silk screened Front & Back (Gray)	\$10.00
Sweatshirts Silk screened Front & Back	\$22.00

(Gray)	
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 (RMC Embroidered)	\$30.00
Jackets (RMC Embroidered)	Satin \$70.00 Corduroy \$75.00 Wool \$110.00
Steamboat Regional T-Shirts (White)	\$12.00
Steamboat Hat Pins	\$2.00
RMC Hat Pins	\$3.00
Name Tags	\$5.00

On all Clothing items in XXL, please add \$2.00 to the above quoted prices.



FROM THE MEMBERSHIP CHAIRMAN

By Jon Whiteley

RMC membership presently stands at 74. This includes 12 new members and 62 renewals so far for 2000. We're well on our way to 100 members for this year.

Please welcome our newest RMC members:

- Gary Palmeter** blue/black '67 Convert. Littleton, CO 427/435
- Gil & Cindy Pettegrew** white/black '69 Coupe Littleton, CO 427/400
- Mark & Debra Gardner** red/black '73 Coupe Westminster, CO 454
- Steven Gruenler** gray/black '72 Coupe Parker, CO 350/200
- Robert Thompson** green/beige '70 Coupe Superior, CO 454

I was pleased to see several new members get involved at the March judging event. The more you put into your club, the more you'll get out of it.

CORVETTE PRICE GUIDES

Reprinted from the NCRS Discussion Board
www.ncrs.org

Juliet Page compiled this list on price guide sources on the Internet. She was kind enough to post it on the NDB.

www.kbb.com
www.nadaguides.com
www.d-p-q.com/corvettefever/epriceguide
www.barrett-jackson.com/collector

You can also get an idea of the range of asking prices from:

www.traderonline.com/auto
www.classicar.com/classifieds
www.corvettetrader.com
www.corvetteclassifieds.com
www.classifieds2000.com
www.hmn.com/hemmings
www.traderonline.com/coll

ARTICLES

SHARK POWER-WINDOW REGULATOR REMOVAL

By Jon Whiteley

It all started out with plans for this winter to replace the weather-stripping and to finish adjusting the windows after having overhauled the power window regulators and door latch/lock mechanisms in my '70 coupe. Instead, I spent the winter months lifting the body about 6" off the frame and replacing the aluminum body mounts- some of which had corroded (galvanism between steel and aluminum I suspect) to the point of non-existence. Naturally the body was no longer "square" with the frame, so that needed to be addressed before aligning any other part of the Corvette's body such as doors and windows.

While this task seemed daunting at first, plenty of planning with attention to detail and safety ultimately paid off. It was a real learning experience and it peeled another layer or two of mystery from Corvettes in general

and my car in particular. I would like to thank those club members that lent support (both technical advice and hands-on) throughout my little project. (I had started an article for this newsletter about the benefits of joining and being active in the Chapter, however two days later I read Bill Bell's article in the most recent Restorer and decided I couldn't say it any better. Give Bill's article a read if you haven't already.)

I'm sure you're wondering by now where all this is heading. Actually what I wanted to do was to present some information on removing the power window regulators for Sharks so that they may be cleaned, repaired and lubricated. I've put together a few notes and comments from my recent power window rebuild on the 1970 coupe. There may other, better ways to do things – this is how I did mine. As always, it's important to have the usual references (i.e. Chassis Service Manual and AIM) handy.

I know there were some minor changes between 1969 & 1970 in how the window attached to the regulator assembly. I assume there could be additional changes in later years. My 1971 CSM (there was no dedicated 1970 Corvette CSM – it was just a reprint of 1969) has a fairly good description of adjusting the window after re-assembly. Once all the window stuff is out, it's a good time to go through the door latch & lock assemblies as well. One nice point I discovered was that, with the exception of the sheet metal hex-screws holding the motor access panel on, almost all the bolts/nuts used a 7/16" socket.

Removal of PW regulator assembly

- Remove interior door panel.
- Remove access cover over motor- about 6-7 smaller sheet-metal hex-head screws.
- Remove 2 anti-rattle pads.
- Remove outer window seal (fuzzy) if you're going to replace. There are 2 small screws (front and rear) in addition to the clips. (I found that Corvette Central's recently-released outer window seals were very close reproductions for my '70.) You may need to drop the bottom limit stops to lower the window down far enough to remove outer window seal. If so, locate the access hole near the lower end of both front and rear vertical window channels. Loosen the stop with a large phillips-head screwdriver and lower it a bit.
- Remove the 2 upper limit stops.
- Loosen the in/out adjustment bolts at the top of each vertical window channel.

- Remove the 2 nuts fastening the window to the long horizontal bar of the regulator mechanism. You will need to move the window to two different positions to access these nuts through access holes.
- Lower the window about ½ way down into door (window still connected to motor/regulator).
- Using care (window is heavy and expensive), reach in through access plate opening and, while gripping top of window with other hand, move bottom of window outboard so the two mounting studs clear the long horizontal bar of the regulator mechanism.
- Pull window up and out of door. The window will have a nylon roller riding up in the forward vertical channel. Once you get bottom of window near top of door, it will take some jockeying to get the various pieces of hardware that are fastened to the window to clear the opening.
- Remove the two bolts holding a short (7") horizontal bar (part of regulator assembly) to the inside of the inner door. (Just above top edge of access panel opening).
- Unplug wiring connector to motor.
- Unbolt 3 motor/regulator to door mounting bolts.
- Slide nylon roller on rear-end of long horizontal bar up to top of rear vertical channel and out of channel, and then bring it back down inside door.
- Remove motor/regulator assembly through access panel opening motor end first, followed by the remainder of the regulator.
- Before taking the assembly to your workbench, reconnect the wiring and hold the motor mounting plate against the metal door (grounding it). Carefully operate the motor/regulator until the hole in the large flat sector gear lines up with a hole in the regulator assembly mounting plate.
- Unplug the motor. PLACE A SUITABLE BOLT, WASHERS AND NUT (S) THROUGH THESE TWO HOLES BEFORE DOING ANYTHING ELSE WITH THIS ASSEMBLY. The counterbalance spring is very strong and can cause serious injury if released in an uncontrolled fashion. Once the motor and helical gear is separated from the sector gear, the coil spring will unwind unless steps are taken to prevent it from doing so. (Unless spring is broken or you have good reason to remove/replace it, I suggest leaving it as is and working around it.)
- Unbolt and remove the vertical channels from the door.

You should now be able to clean, repair and lubricate the 'innards' quite easily. As they always say, assembly is the reverse. You can then adjust your window per CSM. Please be aware that other components that can affect the window adjustment include proper alignment of the door and T-tops (if coupe). The weather-strip on the trailing edge of the A-pillar has a bit of adjustment to it too. Good luck!

ROUTE 66 AND ALL THAT.....

By Mike and Laura Barrington
UK and RMC members

We took a vacation in the latter part of last year to California, Arizona and Nevada, our second to these States and can't wait to do it again. It was a fully escorted tour, so we didn't have to drive or make any pre-planned arrangements, except for any optional tours we wished to take during the vacation.

We landed at LA then made our way to San Diego for the first of many stays. Pushed on through Yuma to Phoenix being our next stay. From here on it really got nostalgic traveling through Navajo Indian country stopping briefly at Sedona then the Grand Canyon. This is where I got my first glimpse of a 1963 red convertible Corvette. You could say two of the Worlds wonders seen at the same time!! Later that day we were duly transported to our hotel in Williams where the main street is Route 66...wonderful. The following morning we cruised on our legs from one end of town to the other and there it was, coming towards me, the '63 Vette I had seen the previous day at the Grand Canyon. It stopped in front of me then the owner and his wife got out (I reckon they were in their late fifties), I beckoned for a quick chat which the owner duly obliged. In my excitement I forgot to ask such facts as 'what size block/running gear' etc. but did find to my amazement, due to the fine condition of the vehicle, he is the original owner (registration plate 10WNR63), uses it everyday and has covered 325,000 miles with still a large percentage of original parts onboard...wow.

Ever onward our next port of call is Las Vegas (some little OTT town in the desert) via the Hoover Dam. We stayed at the Stardust Hotel nicely situated on the strip and during our stay, took in all the hotels which had been build since our last trip (about six). It took most of our stay to do these Hotels as apart from the gambling they all have themes/free attractions. I still had to re-visit the Imperial Palace Hotel. This is where an entire floor is taken up with classic cars to view (about 200 including past Presidents limos, Marilyn Monroe's pink

Lincoln Capri and Liberace's ivory Stutz complete with lit candelabras). Usually you can find a complementary ticket to get in. One place on the strip was renting vehicles from a 1959 Cadillac convertible to the latest model Viper. We, by then, decided to get on our air conditioned coach and head toward our next destination.

Crossing the Mojave Desert we stopped off at a so called ghost town, and old silver mining place called Calico complete with 'old style' cowboys. The overnight stay was in Visalia.

The following day was spent in Yosemite National Park (giant redwoods and all that), then passing through Merced we reached our next destination, San Francisco. Sights to see for anybody visiting San Francisco are the Golden Gate Bridge, Chinatown, Union Square, Fisherman's Wharf, a boat trip around the Bay and of course Alcatraz. This Island prison which closed in 1963 was top of our list to visit and was certainly no disappointment. Just to walk in and out of the cells where infamous criminals served time (machine gun Kelly, Al Capone, Robert Stroud) and walk around the recreation yard was wonderful but strange. It's just a shame that the place is crumbling and falling apart. I've heard that a consortium would like to rebuild the island putting a hotel there!!

Still ever onward we started our trip down Highway 1 (originally built by convicts) running along side the Pacific Ocean which for us was from San Francisco to Los Angeles passing through Monterey, Carmel and San Simeon where we stayed the night. The following day we took in Santa Barbara and duly arrived at our hotel in Anaheim, LA for a few days of fun. This being with Universal Studios and Disneyland. I would recommend these areas to everyone. We finished up with a tour of Hollywood checking out Mann's Chinese Theatre, Sunset Boulevard and the Hollywood Bowl. Just before we were whisked off to the airport for our return journey, had a quick look around Beverly Hills/Rodeo Drive.

We are both now looking forward to our next Stateside adventure...RMC road tour to BG!!



Many thanks go out to our members who have contributed to this Newsletter. I ALWAYS appreciate your articles...please keep them coming. I'd like to start a

Member Profile section, wherein one or more members write about themselves, their interests, their profession, how they got interested in the Corvette Hobby, etc. If you are going through the process for a Founders Award, your article must NOT appear in a Newsletter before it goes to the *Restorer*.

CLASSIFIED ADS

Our Classified Ads can be found on the Web Page – If you'd like to include a picture, contact Bob Davis for the "how to" instructions.

For Sale: 1969 Corvette 194379S732392. 427/435, Fathom Green, Saddle leather, sidepipes, AM-FM, PS, PW, 4:11, speed warning (you'll need it). Includes extra 2½inch exhaust system, 245/60R15 Goodyear Eagle GT+4 tires & K&N air filter. \$32,000. Dennis Kamierzak (303) 697-8428
E-mail DJKamierzak@worldnet.att.net

For Sale: 1970 LT-1 very early roadster 194670S400781. Frame off, Rebuilt engine (to factory specs), transmission and rear end (3:70). All #'s match. Complete history and unique and complete documentation. 70K miles. NCRS Top Flight. I would like to keep the car in the club and in Colorado. \$34,600 or trade for 65-67 BB Factory Side Pipe Coupe (prefer blue). Darwin Kuhlmann (303) 762-9868
E-mail Montara2@AOL.com
<http://38.150.95.153/darwin.htm>

For Sale: Big block, forged steel crank, oval port (049) heads (\$500.00). Heavy duty engine stand (\$75.00).
Wanted to Buy: 56-57 or 62 Driver
Rick Landeira (303) 530-2455
E-mail landeira@earthlink.net

Found: '63-'64, 327 Small Block base motor for a powerglide dated June 63, with matching heads and intake, (\$500.00)

For Sale: '53-'54 parts. Many available. Call me with your needs or for a list.

Available: Secure, Alarmed, K-9 Protected, Climatically Controlled, storage space for your Corvette. Patrolled daily.

Dirk Gaddis (303) 771-8239

E-mail Racz-Gaddis@worldnet.att.net

For Sale: '93 Corvette Coupe. Automatic, 2 tops, 6-way seats (both sides), CD/Cassette player, 30,000

miles, NASA Blue/Grey. Need to make room for the new 2000. (\$20,000)

Jim Lennartz (303) 674-0295

E-mail JimLennartz@compuserve.com

ROCKY MOUNTAIN CHAPTER

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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 ¼page, \$40.00 for a ½page and \$60.00 for a full page. All rates are quoted for 6 issues or one years printing. Contact the editor for further information.

VISIT OUR WEB SITE AT WWW.NCRS-RMC.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 name tag. Dues are to be sent to the treasurer.

All editorial material can be sent to the editor.