

THE FRONT



BUMPER



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NEWSLETTER OF THE NORTHWEST CHAPTER Of The National Corvette Restorer's Society

September — October 2009

Chairman's Message

by Mike Benner



Greetings,

I would like to begin by telling you of my adventure regarding the 2009 San Jose National. My ride to the 2009 National was in a 1966 loaded Corvette convertible. We traveled with a boot-leg road tour lead by Arland and Kay Dower. The group traveled at about 65 mph and made frequent pit stops. The road tour group consisted of 13 Corvettes ranging from a 1966 to a 2009 ZR1. The day time temperature was nearly 100 degrees which can cause problems for the older cars and chapter members.

The trip to San Jose in a 1966 made me realize the huge advances the automotive industry has made in the last 50 years. The looks of the cars has changed slightly but the technology has made major advances in comfort, safety, fuel economy, emission and performance. I wonder if we were to compare the advances in the automotive industry to other industries like medical, aerospace and information technologies, would the automotive sector doing better or are they lagging behind???

Arriving at the National meet, I found it to be well organized and focused on the family and the hobby. I noticed at the National membership meeting that the average age of the membership well over 50. I did not see many younger members. I think the reason for this is that vintage Corvettes have become too expensive. Younger people seem to have interests in cars other than Corvettes. The goal of all NCRS members should be to tell the NCRS story to Corvette owners that have not enjoyed our hobby. The senior members should share the judging and restoration knowledge with new and younger members. If we all do these things our hobby may have a chance to live. If not, there may be a time in the future that Corvette will take the path of the Model A.

I made the return trip home in a vintage air conditioned Boeing 727. The flight took 1 hour and 35 min and talk about technology. Funny thing about both modes of transportation, they both require lots of expensive gasoline??

Congratulations to the chapter members who brought their Corvettes to be judged and won their awards in San Jose. These are Jim Lucia, Michael Somers, Michael Pierce, Brett Morrison, David Artz, Norm Culbert, Rick Reid, Chuck Dutoit, Dick Weiner, Peter Lubisich, Mike Doty and Ken Mietzner.

Terminator Party at Rick & Mary Reid's home in Sherwood, OR on September 26. Please RSVP to Mike Benner at [mbenner4@comcast.net](mailto:m benner4@comcast.net) or 503-200-0889 by September 23. Hope to see you there.

The NW Chapter Board of Directors has decided that our newsletter will be available only in an online format beginning January 2010. If you are a member without access to the internet, please let me know and arrangements will be made. The reason for the decision is the cost of postage and paper. There will be more information in the next issue.

M Benner

Editors Rambling's

by Eric Falk



The National Convention in San Jose was a hit. I say that, not from experience, but from the stories and photo's I've received. You will find some of the stories and photographs throughout this issue. Thanks to those of you who contributed.

The success of this chapter and its events is due in part from the support of our sponsors; **Corvette Specialties of Oregon, Les Schwab Tires of Beaverton and Pacific Corvette**. Each of them provided financial assistance to our Chapter this year. I don't live in Oregon but I purchased goods from two out of three of them and I intend to give the third a call when I'm in need. I hope each of you will consider them for your next purchase and /or repair needs.

I need your assistance in keeping this newsletter informative and entertaining. Please send me articles of any size; it can be any topic that relates to the restoration, preservation or repair of Corvettes. Keep sending your photos and articles to me at editor@nwnrcs.org.

Northwest Chapter NCRS Board of Directors Meeting San Jose National July 12, 2009

Board of Directors Meeting July 12, 2009 was called to order at 4:45pm by Chairman Mike Benner.

In attendance: Mike Benner, Bob Johansen, Larry Richter, Mike Doty, Tammy Shirley, Chuck Dutoit & Wayne Loron.

Due to limited time because of the National event the usual formalities were set aside.

The board agreed to schedule the Seaside Convention Center for an early May 2012 tentative Regional meet. Seaside was chosen because we need a feeder for the National and weather should not be a factor for the Seaside area.

Starting January 2010 the newsletter will only be available in electronic form. A few copies will be available for those members that insist on a hard copy.

The idea of the chapter paying for the holiday event was discussed. More discussion is necessary, more info to follow.

The board agreed that a small portion of the newsletter be made available to recognize the sponsors

that make an annual donation to the chapter. In addition our website will recognize those sponsors by a web link.

The 2009 early dues promotion will be extended into 2010 i.e. dues paid by January 15, 2010 will be \$20, thereafter \$25. The membership chairperson will prepare inserts for the newsletter explaining the promotion.

The board agreed to allow a welcome reception at the Leavenworth Super Chapter Meet. The food will be limited to appetizers.

Pay Pal was discussed. It was agreed that we need more communication regarding receiving payments and notifying the responsible person or persons.

The board made a decision to allow motel compensation for the Judging Chairman and Chapter Chairman when they were required to arrive at chapter events a day early for set up or organizational reasons.

The board confirmed the fact that chapter members will be allowed to have their first Flight Judging at no charge.

Meeting adjourned at 5:35 pm

Respectfully submitted,
Mike Benner

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Region VIII Directors Message

by Arland Dower

The Northwest Region knew the way to San Jose

The 2009 NCRS National Convention in



San Jose, California is in the books and the Northwest bootleg tour once again was well attended. Kay did another great job of planning all the details that make these tours run so well from start to finish. Saturday night was spent in Redding, Ca. so we could roll into San Jose around noon on Sunday. Redding provided the opportunity for the participants to gather for dinner and socialize.

The group included David and Carlene Artz, Mike Benner, Norm Culbert, Carl and Lorene Davidson, Kay Dower and her driver, Chuck and Carol Dutoit, Bob and Valerie Johansen, Wayne Loron, Jim Lucia, Brett Morrison, Rick Reid, his daughter and future son-in-law, Larry Richter, Spike Smith, Steve and Mary Stanley, and Stewart and Teri Lowe.

The wagon train included four Corvettes in trailers 1962, 1968, 1972, and 1975 plus nine driven Corvettes 1966, 1989, 1993, 1994, (2) 1996, (2) 2002, and a 2009. Everyone seemed to enjoy the adventure and the 1966 had more excitement than any other vehicle in the caravan. Just about every Northwest participant accomplished what they set out to do at a national convention. The complete results from San Jose will be published in the next

edition of the Restorer magazine.

There was a national board meeting on Friday morning but the minutes were not yet available at the time of this article so they will be included in the next issue of the Front Bumper. A couple of new member services for 2010 are the ability to vote online for the regional elections and the ability for chapter judging chairmen to enter event results online.

This was the last West Coast National Convention until the 2012 San Diego Convention. If you start making plans for your car's judging prerequisites at regional meets over the next two years, you will be in good shape to attend. The regional requirements take some planning and they seem to come and go quickly so it's never too early to get started. The 2010 National Convention is at the Charlotte (Lowe's) Motor Speedway and the timeframes are waiting for final scheduling from NASCAR.

Please make an effort to participate in an activity in your Northwest Region soon to support each of the chapters. If you have a NCRS question, concern, or suggestion, please contact me at akadower@comcast.net or 360 896-5334.



2009 Events Schedule

Sep 26	Terminator Party	Sherwood, OR
Oct 3	Judging School	Wilsonville, OR
Dec 6	Holiday Party	Woodland, WA

From The Judging Chairman

by *Wayne Loron*



By the time you read this, we will have enjoyed our first joint

Chapter Meet with the British Columbia Chapter. Results of the meet held in Leavenworth, WA will be published in the next issue of "The Front Bumper". We were especially pleased to have NCRS members there that traveled from British Columbia, Alberta, Saskatchewan, Montana, California, and Oregon. Thanks to everyone who attended!

We planned to judge four to six cars in Leavenworth, and then we received registrations for several other cars for Flight Judging. In order to ensure high quality judging, it became necessary to limit the number of cars judged. With our limited number of experienced judges, we were just unable to meet the demand.

Our next Judging School/Mini-Meet will be held October 3, at Corvette Specialties in Wilsonville, OR.

In order to meet the demand for NCRS judging, we plan to continue the judging schools and Chapter Meets to provide opportunities for judges to gain NCRS judging experience.

Our next Judging School/Mini-Meet will be held on Saturday, October 3, at Dean Sprecher's Corvette Specialties of Oregon in Wilsonville, OR. We plan to use two C2's that have not been judged before, probably a 1964 and a 1966. Please let Mike Benner or myself know if you plan to attend.

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Julie Perkins Blew

Jim Blew

We are in the planning phase for 2010 and based on demand, we have tentatively scheduled a Judging School/Mini-Meet in the spring of next year in the Yakima, WA area. This meet will feature two 1961's. If the demand for judging holds, we may need to have three Judging Schools as we have had this year, and of course there is the Regional Meet in Bend, OR in August 2010 which should provide plenty of opportunity for members to get their Corvettes judged.

-Wayne

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Area Coordinators Report



Spokane Area

The national convention was a lot of fun for us corvette fanatics and everything ran fairly smooth, except the welcome reception. Hopefully we will not experience one like that again. It was a zoo, although service was good when you took your empty pitcher to the back counter. We even met a NW Chapter member from the Seattle area there. Fortunately, we will see him again in Leavenworth.

We are getting requests from members in our area to have their cars judged, but we don't have enough judges to handle all the cars. I don't like the thought of turning down members, as this could really hurt participation from the membership. If the only way to have enough judges is to have Regional's, then we as a chapter need to host more Regional's.

Unfortunately the National board decided to limit the number of Regional's per year. As most of the

local people probably won't travel out of state to be judged, we should hold a Regional here in 2012. I volunteered to host another Chapter Meet at my home next spring but it won't come close to fulfilling our needs to get enough cars judged from the Eastern Washington area.

I've pondered this problem and have some ideas. Spending 2 days judging cars, instead of 1, is one way to overcome this problem. However, the judges will need to be willing to the extra day. It would also be very helpful if more people got involved as judges. If anyone has other ideas to overcome this problem, please let me know.

-Mike Doty



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The Unexpected Opportunities of a Road Trip

By Carl Davidson

Well, it started out like as a regular tour. We had our breakfast and our Starbucks and were on the road again. We started out from Redding, California with high expectations; I was last in the group (fast should go last to catch up if needed), We were down the road a few miles when one of the early Corvettes pulled off to the side; the horn was honking and wouldn't shut off. We (two followers) pulled behind the early Corvette. We managed to stop the honking horn and back to the road we went.. Another couple of miles and it happened again. We pulled off again and made sure the problem was fixed -we unplugged the horns! Down the road a few more miles and the early corvette and its occupants got out and raised the hood. The fan belts were shot. Carl, Car and Lorene sped off to find new belts. Unknown to us, there was a NAPA parts house a stones throw directly across the freeway. We could have walked to

the place if we had known it was there. Once the new belts were acquired we installed them and back on the road we were.

As we were nearing the turn off area toward San Jose on route 505, two cars missed the turn off because of a truck blocking the turn off sign. A quick phone call to one of the cars (the other didn't answer the phone) informs them they missed the turn. While they are turning around we decide to find a convenient place to stop and wait for



IT'S ALWAYS NICE TO HAVE A ZR-1 AS A CHASE VEHICLE.

them. It is at least ninety degrees outside and it is hot so we stop under a bridge. Ten minutes pass, then fifteen, now twenty, I look in my rear view mirror and see a California Highway Patrol pulling in behind me. I'm thinking he must not want us to park here. He climbs out of his car and heads for Lorene's side of the car. I moved the window down and he sticks his head inside, right hand on his hip, and says "What are you doing in my dream car?"

As it turns out he is a Corvette enthusiast. He has a 66 big block and wants to know what is happening in the area with the Corvettes.

I told him we were members of the NCRS and explain where we were going and what the organization is all about. Then I told him there was a 66 small block in our group and that they should be along any moment. He said that they went passed us a few minutes ago. About that time my phone rings and it was the two that we were waiting for; they were at a service station up the road. They saw the Highway Patrol Car and decided that we must have been stopped and didn't want to get involved. (This is my assumption). The officer knew where they were and said he would escort us so he could see the 66. He said there wasn't any traffic so it would be alright if I wanted to get on it a little. Well, it's not a good thing to give a free pass to a ZR1 owner -So get on it I did! After I hit ninety-two in second I had to get off the throttle because we were at the off ramp. The officer followed us into the station and said, "You know as you were accelerating your tail lights were blinking off and on, left right, left right, left right." He said he thought the traction system was applying the brakes each time a tire started to spin. It was news to me because I've never watched a ZR1 run down a road under full throttle.

The California Highway Patrol Officer and I have exchange e-mail addresses and we have a Corvette friend in California. Oh, and he would like to find a 2006 ZO6 Sliver to match his 66 big block 427.



IT'S EVEN NICER TO MEET AN OFFICER WHO'S A CORVETTE ENTHUSIAST.

Editors Note □ It just goes to show you COPS are people too.

The 2009 NCRS National Convention in San Jose, California.



Tammy Shirley provided the photo's for this pictorial.



The Sunday Desk

It was Sunday afternoon and I needed a piece of sheet metal to fabricate a part for my car. The steel supply shops were closed so a trip to the local Hardware store (one of the conglomerates) was our destination. Upon arrival we scoured the store for some 18 gauge sheet steel. We found a sheet that was two feet square; it was \$40.00. To me, that was a ridiculous amount of money to pay for a simple piece of sheet metal. I told Andy, my 16-year-old son (and driver for the day) to take me to the wrecking yard. My hopes were to find a hood, door, decklid or something that would yield the flat sheet metal I needed. I directed him to the closest Wrecking Yard.

We entered the building and confronted the young man at the counter. He said they might have something that would meet our needs, though I would have to scour the yard to find it. That didn't bother me because I've always enjoyed wandering through the wrecking yards looking for treasures. The next question the kid asked me was the age of my son. Once I told him he said my son wasn't allowed in the yard because he was under 18 years old. Apparently their insurance no longer allowed anyone under 18 to enter the yard. It didn't matter if I was his father and willing to take responsibility for his safety. Rules are rules and the kid wasn't about to look the other way. I gave him credit for upholding the rules but I was as irritated as I could be at our system. Yes, the system that we have allowed to shroud us with protection from ourselves. That's the only reason there are so many stupid rules and regulations in the world. What ever happened to personal responsibility? Why does everyone want to blame everyone else for their problems?

Forgive me for digressing but nothing gets me going more than the social state of our country. Well I wasn't about to enter the yard without my son so we got back in the car and started driving. He drove for a while before asking me where to go. While he was driving I was thinking about the "good ol days" when you could find anything at the hardware store (anything that should be in a hardware store), when kids could enter the wrecking yard and when times were simple. That got me to thinking about my father and grandfather who knew how to make something out of nothing. And they both showed me where to find that certain nothing that was soon to become something. I directed him to take me to the local thrift store. He got a funny look on his face and with all the respect he could muster he said, "Why do you want me to take you there?" I told him we were going to find the sheet metal I needed to make the part. He told me that he'd been to the thrift store for Halloween costumes and had never seen any sheet metal there. I told him it wasn't going to look like sheet metal: it was going to look like a file cabinet, old metal headboard or some type of furniture. I could tell he had doubts about my idea but he was willing to go along because he wanted the practice driving.

Once inside the store I headed to the back and started explaining to Andy we needed to find something manufactured in the fifties, sixties, or early seventies because anything newer made out of metal wouldn't be thick enough. Andy found a metal lock box and asked if it would work. I looked it over and showed him that it was too thin and most likely made in the eighties or nineties. He then found an old VHS machine but its case was also too thin. I then spotted an avocado green two-piece steel secretary desk; the kind in an "L" shape. The color was a dead give-away the desk was from the late sixties or early seventies. I looked them over and discovered the steel panels were 18 gauge. The price was \$13.00 for both pieces but I didn't want both pieces so I offered them \$5.00 for one piece. The manager said no to my offer.

We made a quick scan of the store as we were headed for the front door. We were about ten feet from the front door and had all but given up when I spotted it; I darn near tripped over it. It was perfect! I couldn't stop talking about it to Andy. First thing I showed him was the \$4.99 price tag, then the two metal drawers, the four square chrome legs, the 18 gauge front panel and the 20 gauge side panel; both as straight and flat as a pane of glass. Andy was getting excited too. I could see he understood what I was trying to show him. We were going to make something out of nothing, so to speak. It was going to cost less and become more. It was perfect in every way, it was The Desk. We paid for it and carried it out to the truck.

We went home and unloaded it next to the shop. My nine year old son came out and asked what I was doing. I told him I was taking apart the desk so I could fix the car. He thought it was strange but asked if he could help. In no time at all he unscrewed all the pieces to the desk. I saw him swell up with a little pride when he was finished. While taking it apart he got a small cut. He didn't cry, he looked at me as if to say, "No pain". Watching him reminded me of my grandfather. Those times when he took me to the Wrecking Yard, those times when he showed me how to hold a pair of pliers and the benefit and application of leverage. Yes, those "Good Ol Days" are just a moment away if you want them to be. And yes, you can still get a bargain if you look for one. I say thanks to all grandfathers, fathers and gear heads that taught us to be resourceful. Because of them we can turn a desk into a car part, on a Sunday or any other day. - *Editor*

Membership Chairwoman

Tammy Shirley



Our membership is growing. Please welcome new members,

Sam and Patti Kyle and Brian & Becca Peil. Sam and Patti live in Gardiner, WA.; they are owners of a 57, 60 & 62. Brian & Becca Peil live in Portland, Or.; they own a 71 LS-5.

I would like to remind everyone that we are having an early bird membership dues again for 2010, If you send in your dues before January 15th 2010 they will be \$20.00, dues received after the due date will be \$25.00 if you have any questions please give me a call.

-Tammy

CALL FOR 2010 OFFICER NOMINATIONS

Officer terms are for one year. Any member in good standing (Dues paid to date.) is eligible to serve any position.

The positions of Membership Chairperson, Secretary and Newsletter Editor will be open; Suzanne Benner, Connie Falk and Eric Falk will relinquish their respective positions. We thank them for their commitment and contribution to the Chapter.

If there is a current officer you want to support, then send in their name for nomination. However, if you really want to get involved at a different level of the Chapter and you are dedicated to the members and the mission of the NCRS then you should nominate yourself. Whatever you decide, please send your nominations to any Board member as soon as possible. Please contact any Board member if you have questions regarding the duties and responsibilities of any position..

Thank you –The Board of Directors

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Corvettes in Europe



The Corvettes in these photos were spotted on the streets of France by my brother in-law. I wonder if they were purchased in their country or purchased in the USA and shipped to their destination. - Ed.

THE MARKET PLACE

WANTED

CAR WANTED: 69' Corvette Coupe or Convertible, 427, air, Would prefer flight judged car. Contact Mike Benner at chairman@nwnrcs.org or 503-200-0889

CAR WANTED: 58 to 62 Corvette. Low horse 230-245 or 250-300hp. Must be at or near top flight. No projects or patched together cars. Manual or automatic. May consider an incorrect engine car, if it appears stock, and is priced correctly. Thanks Larry # 10668 360-274-4241

PARTS WANTED: 1 only 1967 Corvette bolt-on wheel, Western Wheel Corp.K-H. Call Bob Unger - 541-383-1811 (home); 541-420-6753 (cell); robertandnancyinbend@msn.com

PART WANTED: 442 horn. Contact Wayne at wloron@comcast.net or 253-638-6763

FOR SALE

Anyone want a 89 red red convertible 6 speed original owner with 11,000 miles and all the paper work? Should be a easy National winner. (No not ours) Thanks Larry #10668 360-274-4241

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(Email your classified ads for future issues in The FRONT BUMPER To: editor@nwnrcs.org Enter "MARKET PLACE" in the subject)



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