



THE FRONT BUMPER



July 2014

Chairman's Message

Thanks to the members who showed up in Kennewick 9 days ago for their Corvettes on the Columbia Corvette show. They had 210 cars entered with more in the parking lot. The weather was perfect for a car show and cars ranged from 1954 to 2014. The 54 had a repeat display of his top flight awards from the 80s in his trunk. Hopefully the rest of the summer will bring us more great weather for Corvette shows around the northwest.

We are 9 weeks away from the regional and time for another meet update. As of 6/16, we are 95% of our motel room minimum and 80% of our goal. We are working on our final details and need the membership to get their registrations in right away so we get the necessary judging teams in place. We have an even distribution of 62s through 68s signed up but need some 70s through the 90s to give some judges signed up, some work. Their motto: will judge for food. The Northwest regional will be the first time 1997-99 cars will go through a practice judging session. We need to have some cars in the early C 5s come to the regional. The C 5 team leader may even waive the fee as originally he was only going to charge the \$15 sportsman fee for the practice judging. Please bring your early C 5 to Tacoma.

There will now be 2 advanced judging schools at the regional so there will be plenty of opportunity to learn more about Corvettes and earn judging points. Dave Brigham will host the judging seminar on Thursday afternoon, with an advanced judging school held both Friday and Saturday. With the knowledge gained from these schools, it will be easier judging cars and with more judging points on your member profile, it is easier to get selected to a judging team. Experience is a wonderful thing that nobody can take from you. I spend a lot of time with the hobby and feel I get more out of the hobby than I contribute. By learning something new every time I step on a judging field, I will continue to gain knowledge from my fellow members.

As we move into September, we are still looking for someone to host the annual terminator party, usually held in September. Since we have had good luck having the Christmas brunch in Olympia, we will hold the event there again this year.

See ya at the upcoming events ~ Mike

HELP!!

Like any volunteer run club we are only as fun and interesting as our members. As your Newsletter Editor I'd welcome tech articles, any interesting stories about road trips or get togethers, past memories you've had with other members of our club.

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This Day in History

Courtesy of History Channel

June 28th, 1953 workers at a Chevrolet plant in Flint, Michigan assemble the first Corvette, a two-seater sports car that would become an American icon. The first completed production car rolled off the assembly line two days later, one of just 300 Corvettes made that year.

The idea for the Corvette originated with General Motors' pioneering designer Harley J. Earl, who in 1951 began developing plans for a low-cost American sports car that could compete with Europe's MGs, Jaguars and Ferraris. The project was eventually code-named "Opel." In January 1953, GM debuted the Corvette concept car at its Motorama auto show at the Waldorf-Astoria Hotel in New York City. It featured a fiberglass body and a six-cylinder engine and according to GM, was named for the "trim, fleet naval vessel that performed heroic escort and patrol duties during World War II." The Corvette was a big hit with the public at Motorama and GM soon put the roadster into production.

On June 30, 1953, the first Corvette came off the production line in Flint. It was hand-assembled and featured a Polo White exterior and red interior, two-speed Powerglide automatic transmission, a wraparound windshield, whitewall tires and detachable plastic curtains instead of side windows. The earliest Corvettes were designed to be opened from the inside and lacked exterior door handles. Other components included a clock, cigarette lighter and red warning light that activated when the parking brake was applied--a new feature at the time. The car carried an initial price tag of \$3,490 and could go from zero to 60 miles per hour in 11 or 12 seconds, then considered a fairly average speed.

In 1954, the Corvette went into mass production at a Chevy plant in St. Louis, Missouri. Sales were lackluster in the beginning and GM considered discontinuing the line. However, rival company Ford had introduced the two-seater Thunderbird around the same time and GM did not want to be seen bowing to the competition. Another critical development in the Corvette's survival came in 1955, when it was equipped with the more powerful V-8 engine. Its performance and appeal steadily improved after that and it went on to earn the nickname "America's sports car" and become ingrained in pop culture through multiple references in movies, television and music.

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Fifty Years Ago ~ A look back to 1964

Cost of Living ~ Automobile = \$2,350, Avg. Income = \$6,200, Gal. Gasoline = \$.25, New Home = \$20,800, Postal Stamp = \$.05

Top Movies ~ My Fair Lady, Dr. Strangelove, Goldfinger, Mary Poppins, Zorba the Greek, Becket

Television ~ Beatles appear on The Ed Sullivan Show

Music ~ I Want To Hold Your Hand, Leader Of The Pack, I Get Around, Downtown

Top Headlines ~ Khrushchev is deposed as Soviet Communist leader, Nelson Mandela sentenced to life imprisonment, Three civil rights workers murdered in Mississippi, China detonates A-Bomb, Congress approves Gulf of Tonkin Resolution, Increased tensions on the rise in Vietnam

Ron Pratte to sell off entire collection, including Futurliner

Photo courtesy Barrett-Jackson.

After spending more than 10 years and millions of dollars buying dozens of rare and one-off vehicles at auction, developer Ron Pratte has now decided to liquidate his entire collection at auction.

Known largely as the bidder in the front row at every Barrett-Jackson Scottsdale auction, Pratte, of Chandler, Arizona, reportedly got his start in collector cars when he bought 52 vehicles at the 2003 Scottsdale auction. The founder and former CEO of Pratte Development Company – who has an estimated net worth of \$350 million – Pratte has set auction records with several of his purchases, including the \$4.1 million he spent in 2006 on a [GM Futurliner](#), one of 21 built and nine to still exist, and the \$5.5 million he spent a year later on the last remaining 1966 Shelby Cobra Super Snake.

Other significant cars in his collection include the 1954 Pontiac Bonneville concept car, which Pratte bought in 2006 for \$3.04 million; the last Sting Ray, a 1967 Chevrolet Corvette coupe that Pratte bought in 2007 for \$660,000; the 1951 Crosley fire truck that Pratte bought in 2010 for \$110,000; and the first production Ford Thunderbird, which Pratte bought in 2009 for \$660,000. Though Pratte never publicly showed his collection and has refused to give interviews, he has reportedly allowed a select few to view the collection, portions of which can be seen in a Speed TV video from 2012.

Barrett-Jackson, which will handle the sale of Pratte's collection at its 2015 Scottsdale auction, has yet to release a full inventory of the collection, a total count of the cars in the collection, or Pratte's reason for liquidating his collection. In 2012, Barrett-Jackson handled the sale of 15 vehicles from Pratte's collection, including a Tucker 48 that set a world record by selling for a total of \$2.915 million.

Barrett-Jackson's Scottsdale auction will take place January 10-18, 2015. For more information, visit [Barrett-Jackson.com](#). Thanks to [photos of Pratte's collection](#) from reader Richard Pederson, we're getting a clearer picture of the vehicles in the collection and this headed to auction. Among the vehicles we spotted were a number of Boyd Coddington street rods – including the [Aluma Tub](#), [Chezoom](#), [Whatthehay](#), a 1955 Chevrolet, and the flat red Model T coupe – a Viper-powered Chrysler Airflow, the Howard Hughes 1953 Buick Roadmaster, at least a couple Plymouth Superbirds, a Motion Camaro, a Yenko Chevelle, a Shelby-ized Cougar, a Boss 429 Mustang, a 1968 Shelby G.T.500 KR convertible, a fuelie 1958 Chevrolet convertible, a couple Hemi 'Cudas, a 1970 LS6 Chevelle, and more. See if you can find all the cars in the Barrett-Jackson results from previous auctions.

Price: *\$660,000.00

Year: 1967

Model: CORVETTE

Style: COUPE AKA: "THE LAST STING RAY"

- VIN: 194377S122940

Exterior Color: SILVER

Interior Color: BLACK

Cylinders: V8

Engine Size: 427

Transmission: 4-SPEED



NCRS President's Message (6/22/2014)

I feel that it is important for me to address a matter that recently has been the subject of much inquiry and conjecture. After being elected President of the NCRS, I had to preside over a very controversial decision regarding Roy Sinor's status as the Historic Documents Service Manager (HDSM). As President, I appoint several NCRS members to positions within NCRS and one of those was the appointment of Roy to the HDSM position. The NCRS Board of Directors (BOD) must ratify all such appointments.

Roy's appointment was made, and the approval discussion was deferred to the NCRS BOD Executive Session. After lengthy discussion in Executive Session, the appointment of Roy to the HDSM position did not receive the necessary 2/3 vote of Directors for ratification. The subject of Roy's acceptance of a paid Barrett Jackson position while concurrently holding the paid NCRS position of Historic Document Services Manager had been debated within the Board for several months. Subsequently, the Board defined a revised paid position for Roy, which was offered to him. Roy chose to decline the new position. The statement below describes the Board's action regarding this matter.

"Due to Roy Sinor's decision to take a paid position with Barrett Jackson, the NCRS Board of Directors voted to revise the Historic Documents Service Manager's position. The new position was offered to Roy and he declined the offer. Currently the Document Validation Service is suspended until further notice. All other documents services will continue as usual.

Dick Capello NCRS President"

Member Profile ~ John Paul Nelson III

I had the pleasure to visit with John Paul recently about life, love and his passion for our hobby. John Paul has been involved with NCRS since 1975, is member number 692 and actually chuckled when I asked if the membership was on slate or parchment back then. John Paul was widowed last year after nearly 48 years of marriage which blows a few holes in his story that he is only 39... I guess he is 39 with years of experience. It was apparent when John Paul talked about CeCe how they shared a special love affair with each other and the Corvette. John Paul smiled fondly as we discussed his family. The smiles continued as he shared about how their kids were brought home in a 1963 Split Window, about buying CeCe a Corvette for Mothers Day and of their children and as they got a little older their heads bumping the rear glass in a 66 coupe. John Paul has 5 grand children and 2 great grand children saying, "you know you are getting old when your kids are grand parents" with a smile on his face.

When asked why the Corvette? John Paul reflected back to seeing a 1957 Corvette displayed at University Chevy in Seattle and while stationed in San Diego with the Navy, he shared how he would take his four day leaves and watch the Corvettes race at Riverside and El Cajon. John Paul talked about how he bought a 57 Vette while stationed in California and the trouble getting the car registered because he was required to have a California license back then, even if you were just stationed in California. When CeCe and John Paul were married in 1965 they purchased a 59. Over the years they have owned a 56, 57, 58, 59, 60, 61, numerous mid year coupes and convertibles, but never a 62 or a 67. John Paul's 64 is on this years shirt for the regional, an honor fitting for his service and 35 years of ownership. I asked if he had a favorite. He quickly responded, all of them, but then corrected it to any of them with chrome bumpers. I also asked if he did his own work. A slight chuckle was shared when he spoke about his garage.

As many of you may know, John Paul is a level 400 judge only because they stop counting points after that. John Paul has been judging since 1978 and laughed about how they designed judging T-shirts with a Bullseye on the back for the National Event hosted in Bend, some years back. When asked about why NCRS, he quickly responded, "the people, although we've been losing some good ones recently". He further commented that he always appreciated the originality of the cars saying, "I'm a vintage guy". One thing was clear over our time together; John Paul loved his wife, his family and his Corvettes. Our conversation meandered like an old New England road and I was just along for the ride watching the leaves change colors. *Continued on page 6*

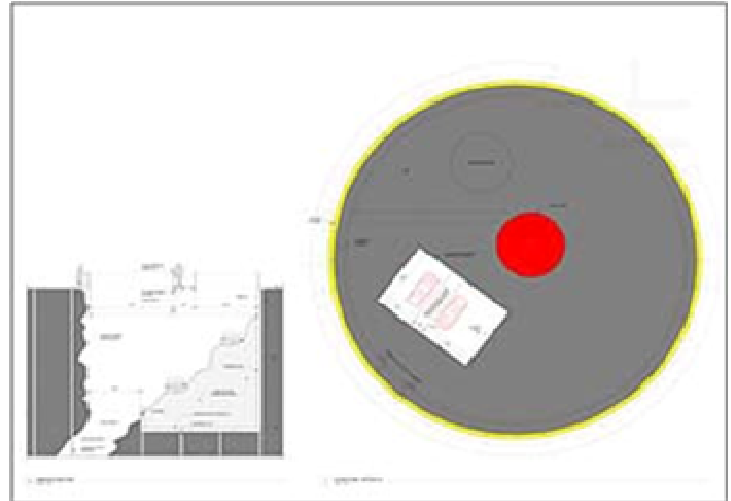
Sink Hole Update

Courtesy of National Corvette Museum

The National Corvette Museum Board of Directors met today to discuss and decide on the future of the Skydome building. Three primary options were presented:

- Fill the sinkhole and replace the floor so that the building is much like it was previously
- Keep the entire sinkhole as is
- Keep a smaller portion of the hole open

With 14 of the 16 board members present, the group decided to move forward with Option 3, keeping a portion of the sinkhole open, but pending review of further information.



This option as it stands would include an opening approximately 25' by 45' wide, and 30' deep, providing views down into a portion of the cave. The opening could have some existing ground and rock face, and a dirt embankment where one or two of the cars could be placed for display. Each board member expressed how the decision was not about them or what they thought but rather what is best for the Museum, and what most of the members and visitors would want. "I have a responsibility to represent the people who sent me here. We all do for our geographic areas," said a Board Member. "My own personal opinion changed as time went on. I come here today with my marching orders from my members. About two thirds of my organization says to leave it open in some form or fashion," he added. After much discussion the Board decided that additional information was necessary before making a final decision. Some changes discussed could affect the cost estimate. More information was also requested on the impact on the humidity in the room and potential impact on any cars displayed within; the temperature control of the room and any associated impact on the Museum's utility costs; and review and consideration of any other costs associated with the maintenance of the Skydome if the hole is left partially open. The additional information could result in the plans being modified.

Mike Murphy, C.E.O. of Scott, Murphy and Daniel Construction, was on hand to answer questions and provide his feedback on the proposals. "You come in and you have all these displays of the history and life of Corvette, and then you come into the Skydome to see this new part of history," said Murphy. "I think it will always be a part of history, but will the increased attendance continue? I don't know, but it will always be of high interest." As expected, the group deliberated greatly as to what is the right decision. Christy Thomas, CFO for the Museum, shared that an estimate had been provided for filling in Option 3's small portion of the sinkhole should the Museum decide later to end the exhibit. "If the interest in the exhibit wanes, or if down the road we decided that we don't want the hole any longer there is always an option to put the room back how it was," Thomas said.

Thomas shared with the Board some numbers – including a 59% increase in the number of visitors from March to June 23, 2014 compared to the same time period in 2013. The Museum has also seen an increase of 71% in admissions income, 58% increase in Corvette Store sales, 46% increase in Corvette Café sales, 72% increase in Membership for a total of a 65% increase in these revenue areas overall. "We have to look at creative ways to generate interest in the Museum," said Executive Director Wendell Strode. "It would be so much easier to just be a regular automotive museum with our Corvettes on display, but we have to think outside the box." The construction plans also included eliminating the two level display space that once existed in the Skydome, both making it easier to get cars in and out, and increasing the number of cars that can be accommodated for display. *Continued on page 6*

Membership Report

Submitted by : Tammy Shirley

We did not pick up any new members since our last newsletter. We are currently at 138 members. I have received a few emails for address revisions. I am only able to revise the chapter membership information. You as a member, will also need to get a hold of the National group to make the address/e-mail revision. This affects broadcast emails that either myself or Mike Doty send out occasionally. You will not receive broadcast e-mails if your contact information is not correct on the national database.

We are still looking for volunteers to be at the Tacoma regional meet registration desk both Friday and Saturday. If you are available and want to help out, let me know how long and which day. I will start a work schedule for desk volunteers to make certain we have adequate coverage during the 2 days. The registration table will be by the entry door into the judging area for the cars. We will open it to the public on both Friday and Saturday afternoon. There will be a fee of \$5.00 per person (kids 12 & younger free and must be accompanied by an adult). This policy will be for all non-registered guests. If you have any questions or concerns, please do not hesitate to call me. ~Tammy Shirley

Member Profile ~ John Paul Nelson III *continued*

When asked if he collected anything else, John Paul replied, "anything about Corvette's 53-67 dealer promotional items, dealer give away items, models, toys, matchbooks, sales information, manuals and everything is filed in order". John Paul worked for Lockheed Ship Building until the gates were locked in 1988, Lake Union Dry Dock and actually owned a Honda wrecking yard, but had to sell it when the Honda part numbers were pushing the Corvette part numbers out in 1992. John Paul is not ready to take the foot off the gas just yet and is currently running for our Regional Representative. We all hope you'll give him your support and many thanks for his years of service.

Detailed below are some of the highpoints of John Paul's life:

- Devoted husband, father and NCRS member having attended every National Since 1976
- Founding Members N.W. Chapter, N.W. Chairmen 1988-1991
- John Paul and CeCe co-chaired the National Event in Bend 1989
- John Paul and CeCe were named members of the year at the National in Lake Placid in 1997
- Drove his 64 Fulie on the track at Monterey in 2003 during the National
- Founding member #12 of the National Corvette Museum and 35th Lifetime member
- CeCe served as the National Secretary for NCRS for over 11 years

Sinkhole *continued*

Courtesy of National Corvette Museum

"We only have one chance to do this right. As a board, we owe it to everyone to explore all possibilities, to completely investigate all financial aspects and impacts, and to make a fully informed decision," added one Board Member.

Plans are still on track to leave the sinkhole and 8 Corvettes on display "as-is" through the end of August and then begin construction in September. The Museum will celebrate its 20th Anniversary with an event August 27-30, and the Grand Opening of the NCM Motorsports Park is slated for August 28. "We have a lot to be thankful for right now," said Strode. "We really want to thank all those who have stood by us during this difficult time, and we are looking forward to celebrating with everyone in August!"

The Museum is located at I-65, exit 28 in Bowling Green, KY - just one hour north of Nashville, TN and less than two hours south of Louisville, KY. Open daily, 8am-5pm CT, admission to the Museum is \$10 for adults, \$8 for seniors age 65 and over, \$5 for kids age 6-16 and children age 5 and under are free. Access to view the sinkhole is included with regular admission. Guests who enter the Skydome to view the sinkhole must be age 8 or older. For more information on the Museum, visit their website at www.corvettemuseum.org or call [800-538-3883](tel:800-538-3883).

Shelly and I attended the Mecum Seattle auction on June 13th –14th where we bumped into Bob Johansen. A lot of the hype was about this one of two 1971 Hemi Cuda convertible that sold for 3.5 million and a Bugatti Veyron. It turns out, the star of the show and heavyweight champ of Seattle was a L88 67 Coupe. We learned from friends he also owned and consigned the Cuda at the auction. The Corvette was bid up to 3.7 million and he refused to lift the reserve. The seller and potential buyer were scheduled to meet at 8 AM the next morning with Dana Mecum to try to put a deal together. We saw a lot of decent cars, but not a lot of Corvettes. We did see one Top Flight judged by our own Wayne Loron. The following information was pulled from the Mecum website about the L88.

“This 1967 Chevrolet Corvette L88 Coupe enjoys a high profile in the Corvette community and has everything for the discerning collector. Finished in popular Marina Blue with Black interior, it is a rare factory side exhaust-equipped version of the first-year L88 documented with the original tank sticker, restored by the renowned Naber Brothers and featured in multiple Bloomington Gold Special Collections spanning three decades. Best of all, it is part of one of the most memorable eras in the history of America’s Sports Car.

The most potent 427 CI engine in 1967 was not even listed in the Corvette sales material. Available only in the Corvette, RPO L88 was the ultimate realization of Chief Engineer Zora Arkus Duntov’s relentless development program, one that included a 660 HP 427 with chain-driven overhead cams patterned after Ford’s SOHC engine and a more conventional pushrod hemi-head engine rated at 628 horses. These were both too complex and heavy to suit Duntov’s straightforward approach to solving engineering challenges with elegant solutions, whereas the L88 was brutally simple and simply brutish.

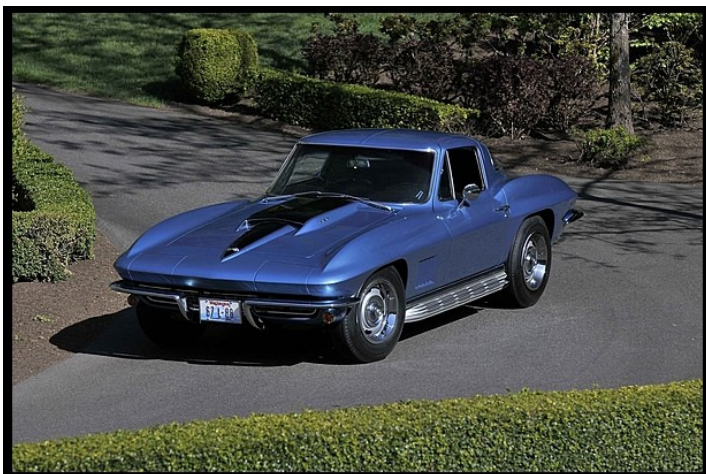
The L88’s cast iron block was specially cast with a stronger bottom end architecture and accommodation for a remote oiling system. The forged steel rotating assembly – complete with Tufftrided crank journals – used special 12.5:1 pistons that pumped the air-fuel mixture through Winters Foundry cast aluminum heads. The L88’s solid lifter cam and Holley 4-barrel were the most radical of their kind ever used in a production Chevrolet engine, and it only breathed properly through unmuffled exhaust headers and straight pipes. Chevrolet deceptively rated the L88 at 430 HP at 5,200 RPM, but at its 6,500 RPM red-line it was capable of delivering 560 horsepower at the rear wheels.

First offered in 1967, Corvettes ordered with the L88 engine were delivered with racing suspension and brakes but without power steering or air conditioning; even the heater and radio were deleted. L88s were delivered without fan shrouds and were notorious for overheating in traffic. They did not have chokes and were almost impossible to keep idling until they came up to operating temperature. One feature not seen in other Corvettes, however, was a label affixed to the center console that ominously stated in bright Red print, “Warning: Vehicle must operate on a fuel having a minimum of 103 research octane and 95 motor octane or serious engine damage may result”.

L88 Corvettes famously won the GT class at Sebring and Daytona and ruled SCCA competition, all while Chevrolet did its best to keep the car out of the hands of the public. It appears that only Hot Rod Magazine (April 1969) and Car Life (July 1969) ever published a road test on a factory-supplied L88, and strangely in both cases the test car was equipped with a 3-speed automatic that seriously hampered its performance. Chevrolet sold just 20 L88 Corvettes in 1967, 80 in 1968 and 116 in 1969. All have obtained legendary status, especially the 1967 models, which are considered by many the zenith of mid-year Corvette production.

The tank sticker documenting this 1967 Corvette L88 Coupe shows that it was originally ordered for production on February 16, 1967 and scheduled for production on April 7. Ordered with code 976 Marina Blue paint with Black Stinger and standard Black vinyl interior, it was completed with a Muncie close ratio M22 "Rock Crusher" 4-speed, J56 heavy duty brakes and J50 power brakes, F41 special suspension, K66 transistor ignition, G81 Positraction with 4.11:1 gearset, N14 dual side exhaust and A01 Soft Ray tinted glass.

It was delivered to its first owner by Bast Chevrolet of Seaforth, New York, who installed a roll bar and shoulder harness. After being raced for a time, it was sold to a lady in Canada before eventually being repatriated to the U.S. by its third owner. It was cosmetically restored in the early 1980s and subsequently earned Bloomington Gold Certification in 1985 with a score of 95.9 points. It returned to Bloomington in 1988 for the "Earthquake 88" L88 Special Collection and again as part of the Bloomington Special Collection in 1992. In 1998 the body was removed from the car for the first time as part of a complete restoration by Naber's Motors Corvette Restorations in Houston, Texas. Upon completing the project, the car was sent directly to the Bloomington Gold meet where it was once again displayed in that year's "L88 Invasion" Special Collection."



Northwest Chapter Jackets

NW-NCRS CHAPTER JACKET ORDER FORM

Name: _____
Address: _____ City: _____
State: _____ Zip: _____ Phone: _____
E-Mail: _____

Make check payable to NW-NCRS.

Send check and order to John Paul Nelson III, 10821 Pt. Vashon Dr., Vashon, WA 98070-3041

E-Mail John Paul at chazm5@comcast.net

Prices are as follows:

Base Jacket: \$44.99 (XS – XL) [Note: Larger sizes available at increased cost.]

Shipping costs will be additional.

Options: Name: \$5.00 Sm. Left Chest patch: \$11.83 Lg. Back Patch: \$51.09

(Please circle patch option)

Jacket 1:

Indicate size and options. Size _____ Options: Name Sm. Patch Lg. Patch

Name to be embroidered on jacket: _____

Jacket 2:

Indicate size and options. Size _____ Options: Name Sm. Patch Lg. Patch

Name to be embroidered on jacket: _____

Total enclosed: \$ _____

Port Authority® - Casual Microfiber Jacket. J730

Black/Pewter Lining

Lightweight coverage and heightened comfort combine in one handsome style.

Distinctly sleek and smooth, our wind and water resistant microfiber jacket is well suited for casual and business wear.

- Brushed microfiber shell
- Poly/cotton body lining, polyester sleeve lining for easy on/off
- Front snap pockets; interior zippered pocket
- Rib knit cuffs and waistband



Upcoming Events

- 1 Canada Day Crusie & Show Surrey BC
604.594.6800
- 1 Grande Ronde A View LaGrande OR 541.963.9025
- 4 Auburn 4th of July Show 253.931.3043
- 4 Old Fashioned 4th Car Show Blaine
WA.800.624.3555
- 4 Bainbridge Island WA Car Show 206.842.3700
- 4 Wings & Wheels East Wenatchee 509.886.6108
- 4 Sawdust Jubilee Festival Riddle OR 541.643.0579
- 4 Camas Car Show Camas WA 360.216.7378
- 5 All American Bow-Tie Bash Longview
360.578.2563
- 5 Fly In R & C Show Tacoma Narrows Airport
253.377.2525
- 5 Goldendale WA Community Days 509.539.2557
- 5 Riverside Revival Run Hoquiam 360.533.2484
- 5 Hwy to heaven car show Portland OR 503.292.6611
- 5 Rods & Hogs Nampa ID 208.465.6730
- 5 Fun Day Car & Bike Show Dutton MT 406.788.1447
- 6 Philomath Classic Car Show 541.929.2454
- 6 Return to Renton Benefit Show 425.430.7589
- 6 40th Golden Oldies Show n Shine Pt Albemi
250.723.8344
- 6 A & W Classic Car Show Surrey BC 604.307.4565
- 6 All Camaro Chevy Show XXX Issaquah
425.391.8069
- 3-5 NSRA Swap meet Ridgefield WA. 253.592.3145
- 4-6 Portland Historic Races PIR 818.249.3515
- 4-6 NSRA NW Street Rod Nats Ridgefield WA
574.875.4032
- 4-6 PNW Historic Races @ Pacific Raceways
206.527.5301
- 4-6 DoorWarz Mission BC Raceway 604.826.6315
- 5-6 Show n Shine Ocean Shores WA 360.533.2484
- 11 Shadow of the Mt. Corvettes Leavenworth
253.278.1018
- 11 Glide OR Fire dept benefit poker run 541.496.0224
- 11 National Collector Car Appreciation Day Drive
your ride today!
- 12 Wooden Chicken Car Show Portland 360.334.0015
- 12 Blues,Brews, Cruise Oakridge OR 541.515.8382
- 12 Kool Bayview Nights Show Langley WA
360.929.3277
- 12 Waterville Rollers Car Show 509.745.8921
- 12 DARE to cruz for CASA Albany 541.926.2651
- 12 Run to Roslyn WA 509.674.5018
- 12 Car Show @ Keyfest Gig Harbor WA.253.444.3547
- 12 Three Rivers Cruise In Culver OR 503.585.3465
- 12 Vetrans Center Cruise in Beaverton, OR
503.780.4679
- 12 Lyman WA Car & Craft Show 360.826.3315
- 12 Toledo WA Cheese Day Car Show 360.864.4391
- 12 Summerfest Car Show Steilacoom Park
253.405.9014
- 12 Galaxie Club Classic Car Show Surrey BC
604.540.853
- 12 Duffy's Car & Motorcycle Show Salem OR
503.851.8600
- 12 Lakewood Summerfest Car Show 253.405.9014
- 12 Firecracker Run Ferndale WA360.820.3124
- 12 Port Orchard WA Eagles Show-Shine 360.876.3832
- 12 Fords & Friends Saanichton BC 250.389.1369
- 12 Glory Daze Car Show Sisters OR 541.549.0251
- 12 Spud Run Othello WA 509.488.2967
- 13 442-Cutlass Show,@ Griot's 253.847.0737
- 13 Fircrest WA Picnic, Rod Run & Show
253.475.4738
- 13 Burgers & Bikes Issaquah XXX 425.392.1266
- 9-11 Graffiti Weekend Roseburg OR 541.430.4086
- 11-12 Traffic Jam cruise Hood River OR 541.308.1600
- 11 Ruddell's Cruise in Port Angeles WA 360.452.6822
- 11-13 47th Oldtimers Northwest Rod Run
Pt. Angeles 360-405-1432
- 11-13 Summer Cruise Dawson Creek BC
250.782.5804
- 11-13 Northwest Motorfest Boise 208.323.1808
- 11-13 Cam Jammers open car show Lumby BC
250..838.7044
- 11-13 Spokane Swapmeet & Show 509.994.4924
- 11-13 Goodguys Nats Columbus OH 925.838.9876
- 11-12 Concours d'elegance Lynnwood WA
425.672.4653
- 19 Bremerton Elks Car Show 360.731.4820
- 19 Independence Day Car Show Pasco 509.366.4077
- 19 Darlene Marihugh memorial Cruz Pt. Angeles
360.452.9908
- 19 Rocket roundup Olds AB 780.417.4062
- 19 Puget Sound Oldsmobile Show Bothell
425.485.3093
- 19 Bumpy's Classic Car Show Puyallup 253.435.5856
- 19 Chevell-EI Camino show Wilsonville OR
- 19 Sock hop & Car Show Wauconda WA
509.486.0709
- 19 Hot Rod Roundup Grace Pt. Church Milwaukie OR
503.654.9593
- 18-19 Historic Montesano Car Show 360.580.7941
- 19 Bay City Cruisers Show Newport 541.336.3701
- 19 Glacier Rally in the Rockies Kalispell MT
406.751.3971
- 19 Father Taaffe Car Show Keizer 503.871.7792
- 19 Solid Rock Cruisers Show Longview 360.577.0556
- 19 All Original Car Show Billings MT 406.656.1521
- 20 Albertsons cruiser in Oregon City OR 971.266.3673
- 20 Napavine Show n Shine 360.262.3635
- 20 Forest Grove Concours d' Elegance 888.359.2530
- 20 Classy Chassis Car Show Issaquah XXX
206.243.2702
- 20 Shoreline WA Classic Car Show 206.361.4251
- 20 Mopar Nationals Woodburn OR 503.982.4461
- 17-19 Mustang Round up Bellevue CC 425.239.3609
- 18-19 NW Vintage Volkswagen Weekend Seattle WA
206.523.6525
- 18-19 Cruising at the Creek Little Creek Casino
Shelton WA 800.667.7711
- 18-20 Kla Ha Ya Days Show Snohomish 425.327.5948
- 18-20 Eastside St. Rods Westport Run 425.306.7377
- 19-20 Lucas Oil Canadian Open Mission BC Raceway
604.826.6315
- 25 Goodguys Pacific NW Nats Pacific Raceway
925.838.9876
- 26 Midnight Cruizers Rod Fest Aberdeen
360.532.8690

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360.532.8690

26 Fab 50's Charity Car Show Grants Pass
541.592.6009

26 Chrome on the Grass Kamloops BC 250.573.4966

27 Cascade Cougar Prowl Issaquah XXX
206.914.1000

27 Amity Breakfast & Car Show 503.835.7424

27 Mustangs on the Waterfront Pt. Orchard
360.620.5864

27 Aquafest Classic Car Show Lake Stevens
425.397.2344

21-24 Hot Rod Week @ Puyallup WA 925.838.9876

25-27 Goodguys Pacific NW Nationals Puyallup WA
925.838.9876

29-3 Hot August Nights Reno NV 775.356.1956

31-3 NSRA Nat's Louisville 901.452.4030

31-2 Vintiques NW Nationals Yakima WA
509.607.49322 Heat on the Street Elma WA
360.482.3055

2 Raymond WA Cruise In 360.942.5794

2 Eagles Rock & Rod Show Puyallup 253.845.5021

2 Rhodes River Ranch Arlington WA 425.275.8540

2 Flywheels Car Club Cruise Silverton OR
541.688.6087

2 Road Rebels Car Show Mossyrock WA
360.520.3621

2 Pioneer Days Car Show Lake City WA 206.363.3287

2 Fredrickson WA Festival Car Show 253.846.3591

2 Tillamook Air Museum Show 503.842.1130

2 Coburg OR Classic Car Show 541.688.6087

2 Rotary Annual Car Show 250.497.6679

2 Blast from the Past Coombs BC 250.752.9615

2 Corvettes Club Show, Summer WA 253.278.1018

2 King's Cruise In Vancouver WA 360.571.3300

3 Cruisin the Narrows Gig Harbor 253.566.4049

3 Gladstone OR Cultural Festival 503.349.0316

3 Wine & Shine Show Veneta OR 541.935.9711

3 Old Rides Car Show Issaquah XXX 206.214.8318

3 Kars under the K Keremeos BC 250.599.9325

2-3 Langley loafers Oldtime drags Mission BC
604.826.6315

9 Kruisin Kittitas Car Show & Burnouts 509.968.3368

9 OSRA Lucky Eagle Casino Rod Run 360.493.1957

9 Skagit River Classic Mt. Vernon 360.336.9414

9 Graffiti 2014 Eugene OR 541.344.5500

9 Taste of Hood Canal Belfair 360.850.1090

9 River Fair Crus In Keizer OR 503.949.8751

10 Show & Shine for Hunger Kennewick 509.628.1806

10 The Cruz 2014, Port Orchard, 360.876.3505

10 Sizzling Summer Car Show Tualatin 503.692.6297

8-10 Flashback "Cruz" 2014 Bend 541.480.5560

8-9 Hot Nite in the City Kamloops BC 250.377.3190

8-9 Cruise the Gorge The Dalles 541.980.5789

16 Dinsmore's Classic Car Picnic Baring WA
360.677.1237

16 Pt. Townsend Kiwanis Classic car show
360.385.6568

16 Steels Wheels Car Cycle Show Everett
425.355.8821

16 Run for the Gold Show Longview WA
360.560.1498

16 Garfield Street Fair Car Show Parkland WA
253.537.2377

16 Central Lions Cruise In Independence OR
503.939.9320

16 Terry Home Show-Shine Pacific WA 253.833.5554

16 Old Time Cruise to Estacada OR 503.803.8187

16 Aberdeen Elks Car Show 360.249.3393

16 Cle Elum Cruise & Show 509.674.5958

17 All Corvette Show Birch Bay WA 360.221.6351

17 Capitol City Vette Fest X Olympia WA
360.870.4901

17 Untouchables Car Show Kalama WA 360.423.0125

17 Shelton WA Valley Christian Show-Shine
360.426.8741

17 T-9-O Quarryman Show n Shine 360.264.2105

15-16 Drifters Harvest Run Redmond OR
541.548.6329

15-16 Blackberry Festival Sutherlin OR 541.459.5829

15-17 Goodguys Great NW Nats Spokane, WA
925.838.9876

23 Hot Rods For Hearts @ Griots Tacoma
253.267.3074

23 Lions Car Show Federal Way WA 253.874.2599

23 Wapato Showdown Gaston OR 503.319.7061

23 Slicks on Main St. Sultan WA 425.508.6939

23 Cops n Kids, Rodders & more Post Falls ID
509.496.9539

24 Stop — Smell the Roadsters Silverton 503.874.2536

24 Vancouver Is Gathering Victoria BC 250.385.6737

24 Golden Era Reunion Picnic 360.893.4227

24 Busch's Reunion Griot's 253.858.8739

24 Christian Life Cruisin' Pt. Orchard 360.876.5595

24 Cruisin the Nile Run Montlake Terrace
425.609.2349

24 All Corvette Show Issaquah XXX 425.281.2544

22-23 Lewiston's Hot August Nights 208.791.9269

23-24 Smoke-Fire-Thunder Mission BC Raceway
604.826.6315

24-25 Elites Summer Fun Run Deming 360.380.2733

22-23 Unique Tin Show-Swap Longview 360.636.1969

22-23 2014 Cruz n Shine Show Great Falls MT.
406.454.1155

22-24 Goodguys West Coast Nats Pleasanton, Ca.
925.838.9876

30 Bremerton Airport Fly-In & Car Show
360.710.3481

30 Crescent Beach Concours Surrey BC 604.908.7429

30 LeMay Show & Auction @ Marymount
253.272.2336

30 Carousel Cruise Salem 503.881.8901

30 Eugene OR Celebration Show-Shine 541.689.6824

30 Cruise to the Country Amboy OR 360.256.5104

30 Mt. Baker Car Show-Run Maple Falls WA
800.709.7669

30 Show N Shine Stevenson WA 800.991.2338

31 Speed & Chrome show Bellingham 306.220.3578

31 Back to Bradner Show-Shine Abbotsford
604.220.0542

360.249.4747

30-1 Museum Car Show Bickleton WA 509.896.2062

30-31 Burn the Point Classic Show Billings
406.248.9295

***Northwest Chapter of the
National Corvette Restorers Society***

Great Cars and Great Friends

