



THE FRONT BUMPER



January 2015

Chairman's Message

Happy New Year. Hope your holidays were what you expected and more. Thanks to everyone for taking the time and attending the Christmas brunch in Olympia. A 63 Split Window Coupe from Portland made the journey up I-5 to join us. Thank you Marty for sharing your pride and joy with us.

For those who didn't attend the brunch, our chapter member of the year award was given to John Hopkins, our newsletter editor. We could have given out 5 of these awards for all the ridiculous hours we spend hosting a regional meet. Thank you to all members who helped out at the regional. We couldn't have impressed the participants without your help. Part of impressing the attendees occurs when showing a slide presentation during the awards dinner. John Hopkins reached out to our veteran of slide shows, Spike Smith for guidance, and the resulting slide presentation was outstanding. We have been to many car shows where the participants at the trophy presentation ask which car won the award presented. With our slide presentation at the banquet, the car and the owner get recognized at the same time.

We still have an opening for the chapter judging chairman position. I think Marc Kramer can be persuaded to handle the computer portion of the job if this is scaring away any potential candidate from stepping up and taking on the position. Marc is great with the IT stuff as he does this for a living. The chapter is fortunate to have a member with IT experience in these days of technology advances.

For those members that are not getting our broadcast e-mails, long time member Bob Unger died recently. Our condolences go out to Nancy and her family.

We are a few weeks away from the Puyallup swap meet and our first event of the year, the chapter dinner/meeting at the Powerhouse restaurant 2/7 where we held our dinner the last few years. Call me if you plan to attend the dinner as space is limited. We will start at 5 pm as previous years. ~ Mike

Board Members

Chairman

Mike Doty
chairman@nwnocrs.org
509.480.0790

Vice Chairman

John Paul Nelson III
johnpaul3@comcast.net
206.567.5433

Secretary

David Artz
secretary@nwnocrs.org
253.307.1022

Treasurer

Valerie Johansen
vjohansen@comcast.net •
425-869-9533

Judging Chairman

Membership Chair

Tammy Shirley
membership@nwnocrs.org
509.560.0250

Webmaster

Marc Kramer
webmaster@nwnocrs.org
425.357.9240

Newsletter Editor

John Hopkins
editor@nwnocrs.org
360.620.5633

This Day in History

Courtesy of History Channel

On December 8, 1942, the architect and engineer Albert Kahn--known as "the man who built Detroit"--dies at his home there. He was 73 years old. Kahn and his assistants built more than 2,000 buildings in all, mostly for Ford and General Motors. According to his obituary in The New York Times, Kahn "revolutionized the concept of what a great factory should be: his designs made possible the marvels of modern mass production, and his buildings changed the faces of a thousand cities and towns from Detroit to Novosibirsk."

Albert Kahn was born in Germany in 1869. When he was 11, his family moved to the United States and settled in Detroit, where the teenager took a job as an architect's apprentice. In 1902, after working at a number of well-known architectural firms in Detroit, Kahn started his own practice.

While building factories for Packard, the young architect found that swapping reinforced concrete for wood or masonry sped up the construction of manufacturing plants considerably. It also made them sturdier and less combustible. Moreover, reinforced-concrete buildings needed fewer load-bearing walls; this, in turn, freed up floor space for massive industrial equipment. Kahn's first concrete factory, Packard Shop No. 10, still stands today on East Grand Boulevard in Detroit.

"Architecture," Kahn liked to say, "is 90 percent business and 10 percent art." His buildings reflected this philosophy: they were sleek, flexible, and above all functional. Besides all that utilitarian concrete, they incorporated huge metal-framed windows and garage doors and acres of uninterrupted floor space for conveyor belts and other machines. Kahn's first Ford factory, the 1909 Highland Park plant, used elevators and dumbwaiters to spread the Model T assembly line over several floors, but most of his subsequent factories were huge single-story spaces: Ford's River Rouge plant (1916), the massive Goodyear Airdock in Akron (1929), the Glenn Martin aeronautics factory in Maryland (built in 1937 around an assembly floor the size of a football field) and, perhaps most famous of all, the half-mile-long Willow Run "Arsenal of Democracy," the home of Ford's B-29 bomber in Ypsilanti.

AREA COORDINATORS

Boise Area - Bert Lukens
abclukens@aol.com 541.330.0277

Eugene Area - Chuck Dutoit
vetfuelie@gmail.com 503.393.3928

Portland Area—Mike Meyer
myaire@aol.com
(503) 590-0226

Seattle Area - Dan Johnson
425.864.4068
danj@johnsonelect.com

Spokane Area — Mike Doty
corvettemikenw@charter.net
509.480.0790

ADVISORS TO THE BOARD (non-voting)

Past Chairman - Wayne
Loron 253.638.6763

Historian—Bert Lukens
abclukens@aol.com
541.330.0277

Legal Counsel - Will Carey
wcarey@gorge.net
541.386.1934

**Region VIII Representative -
AK, ID, MT, OR, WA, AB, BC &
SK** John Paul Nelson III
johnpaul3@comcast.net
206.567.5433

Source info please

Forty Years Ago ~ A look back to 1975

Federal spending: \$332.33 billion

Federal debt: \$541.9 billion

Median Household Income (current dollars): \$11,800

Consumer Price Index: 53.8

Unemployment: 8.5%

First-class stamp: \$0.10

Super Bowl Pittsburgh d. Minnesota (16-6)

World Series Cincinnati d. Boston Red Sox (4-3)

NBA Championship Golden St. Warriors d. Washington Bullets (4-0)

Stanley Cup Philadelphia d. Buffalo (4-2)

Membership Report

Submitted by : Tammy Shirley

Hope everyone had a good Holiday. It is that time again, 2015 dues are now due. Dues will be the same as they have been for the last several years. There will be an "Early Bird Special" of \$20.00 through the end of February. This will be available either by sending me your check for \$20 or you can pay on the Northwest Chapter website @ www.nwncrs.org. Marc Kramer has it set up in our Paypay account. The National webpage is not available for the "Early bird Special".

Images from our Christmas Brunch



Our Christmas brunch was held again at the Bud Bay Café in Olympia. The food and fellowship were great. I know for many the NCRS is about the cars, but we really have some wonderful members.

Shelly and I were lucky enough to be recognized with the Outstanding Service Award for 2014. This was our first year in NCRS and like I've heard Mike say before "I get a lot more out of NCRS than I feel like I put in". I've been around cars most of my life and a Vette owner since I was a teenager. I felt like I knew my car pretty well, but then we went through flight judging at the Tacoma Regional....

That being said, I am thankful for the membership specifically Mike Doty who answered my repeated calls as the meet grew near. Maybe they don't have caller ID in Yakima yet?? Wayne Loran and Dave Artz gave up a few hours of their life to look over the car and give me some valuable insight. Bob and Dan for responding to e-mail questions and for putting on an awesome judging school.

During the meet I had the pleasure of meeting many of you for the first time and for that I am thankful. I'd also like to say thanks to Stuart Lowe who gave me some great feedback on bodywork a few weeks ago. We are honored to be part of our Chapter. ~ John



2015 Road Tour

Submitted by Mike Doty

Now that we know where Last Night Out will be held next July, my wheels started grinding. There was talk of horrible traffic around Denver at Kansas City National with the LNO being in Colorado Springs.

Initial plans are Thursday night, Twin Falls, Idaho, Friday night Rock springs, Wyo.

My thoughts are exit off I 80 at mile marker 187 onto Hwy 789 which becomes Hwy 13 in CO. We turn onto Hwy 40 traveling through Steamboat springs, then Hwy 9 to Hwy 24 into Colorado Springs. We would get the scenic tour of parts of Colorado while missing the Traffic around Denver

First big-block, high-horsepower Corvette in B.C.

By Alyn Edwards

It was an exciting day at the Vancouver dealership. The first 1965 Corvette to come into B.C. with the new 396-cubic-inch big block engine producing an awe-inspiring 425 horsepower had arrived. The shop mechanics put down their wrenches and went outside to watch the gleaming new Nassau Blue Corvette roadster being unloaded from the truck at the bottom lot below the new car dealership.

The car had been ordered by a Vancouver doctor and had taken months to arrive. Previously, the highest-powered option available with the small block had been the 375-horsepower fuel-injected 327-cubic-inch engine. The new big block Corvette would get a lot of attention in the showroom before delivery. The 1965 big block Corvette was smashed up to the windshield when two young mechanics took the new car for a joyride before it was to be delivered to the purchaser.

General Motors ushered in a new era with the horsepower race in the midst of the muscle car era with what became known as the Big Block Turbo Jet 396 engine. It was rated at 425 horsepower and introduced late in the 1965 model year. Although there were only 2,157 big block Corvettes produced in 1965, they furthered Corvette's reputation as the first with an engine rated at over 400 horsepower and the fastest car on the street.

"It was just stunning — everybody's dream car. A car that none of us could afford," recalls Maple Ridge engine builder Cliff Hillis, who was a 19-year-old apprentice mechanic and one of those who watched the blue beauty rolling off the truck. Everyone in the shop fussed over the car when it was sent in for predelivery inspection and detailing. When the time came to deliver it to the customer at the dealership, a young service writer who worked in the shop control tower invited an apprentice mechanic to go for the ride. The dealer plate was put on the car and the Corvette with the big engine was driven out onto the street.

But, instead of going around the block and into the new car dealership, the 20-year-old driver decided to see what the car could do. With his passenger beside him in the Corvette with only three delivery miles on the odometer, the driver headed south on Hemlock Street into the streets lined with beautiful old homes of Shaughnessy to run the high-horsepower Corvette through the gears.

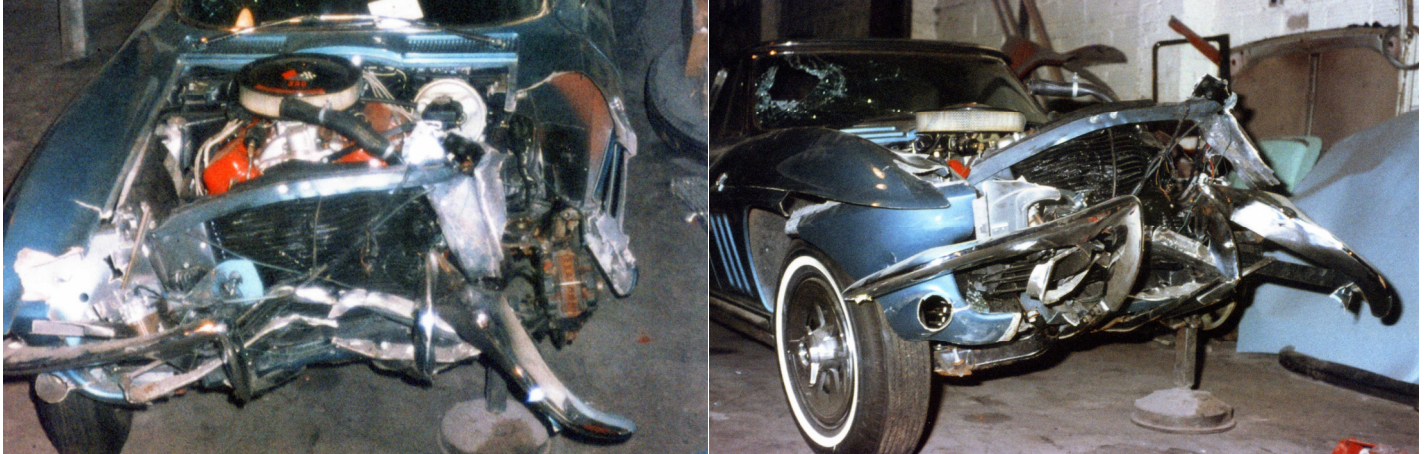
He gunned the engine as the car headed into a curve. When a new Pontiac suddenly backed out of a driveway, the Corvette was going too fast to stop. Upon impact, the complete front end of the Corvette shattered as it T-boned the other car. The young passenger in the Corvette hadn't fastened his seatbelt and hit the windshield

. "They went for a joyride and were going too fast," Hillis says. "It's a story that someone could have dreamed up, but it did happen."

First big-block, high-horsepower Corvette in B.C.

By Alyn Edwards

He was there when the car was towed back to the dealership. The driver and passenger had been taken to hospital. The car was a total loss and was covered up at the dealership so customers wouldn't see it. The car had only travelled eight miles.



The driver of the car, now 70, still lives in the Vancouver area. "It was 50 years ago and it was a very tragic time in my life," he said in a telephone interview. "The fellow I was with nearly died in that accident. I don't have any more to say about it." The new Corvette was an insurance write-off and it was sold for salvage.

Peter Trant, then a high school shop teacher working part-time in a body shop, bought the car with his brother Bill for something less than \$2,000. They would repair it and put the car back on the road as a virtually new Corvette. The brothers recall the car as having almost every option, including both hard and soft tops, electronic ignition and that high-horsepower, big-block motor coupled to a four-speed transmission. But they didn't know until now that it was the first big block Corvette to come to B.C.

Peter Trant had bought a number of nearly new wrecked muscle cars and put them back on the road. They included: a black 1963 Falcon Sprint convertible with a V8 engine, bucket seats and four-speed transmission that had hit a tree; a new 1964 Chevelle SS two-door hardtop which was a new car demonstrator that a customer drove head on into a deep ditch in Victoria; and a K code 271-horsepower 1965 Mustang coupe that hit a huge rock head on in Prince George.

He worked part-time at Baxter Collision near Seymour and Drake Streets in Vancouver where he and his brother repaired the Corvette. The only new parts purchased for the car were the distinctive hood that only came on Corvettes equipped with the new big block engine, the special aluminum radiator, the windshield and the steering wheel.

First big-block, high-horsepower Corvette in B.C.

By Alyn Edwards

The Trants remember driving to Seattle to buy the rest of the parts for about \$200 from Aurora Auto Wrecking. With some help from body man and customizer Don Campbell, Peter was able to straighten the frame by pulling it into place.

“Fiberglas body parts don’t stay bent like metal does, they either break or spring back into their original shape,” Peter said. He and Bill pieced together the broken bits and grafted in the replacements from Seattle using fiberglass mat and resin much like one would repair a fiberglass boat.

When the car was completed, Bill Trant bought out his brother’s 50 per cent investment in the car and began driving the Corvette during his final year of mechanical engineering studies at the University of British Columbia.

“The car was exceptionally fast and nothing in Vancouver could touch it,” Bill recalls. “But you couldn’t keep gas in the car it used so much. I had to plan my out-of-town trips around gas station locations because there weren’t many open 24 hours a day.”

Bill drove the Corvette for nearly four years. When he was offered \$3,800 for the car, he knew he would never get more for the car so he sold it. He used the money to buy a new 1969 Oldsmobile Cutlass and never saw the Corvette again.



Restore a C3 Wiper Door Solenoid Valve Switch

Submitted by Bill Chellis

During the process of restoring my 1971 LT-1's head lamp and wiper door vacuum system, (a project sadly still in work); I came to the point where everything forward of the firewall had been troubleshot and replaced as required.

However, vacuum testing with the mightyvac still indicated problems with components inside the cab. One of those components is the Wiper Door Solenoid Valve Switch. It is located on the rear of the tach housing with two screws. This switch has two vacuum ports (Blue and Yellow) and controls the vacuum signal to the wiper relay valve.

Gaining access to the switch requires removing the dash. And on a C3, dash removal is not a project for the faint-hearted. However, I was finally able to remove the dash without damaging anything and unfasten the switch for troubleshooting on the bench. Troubleshooting this part is two-fold. First the blue port is tested while the solenoid is not energized. Connect the mightyvac to the blue port and block the yellow port. If pressure is maintained, this port is not leaking. To test the yellow port; connect the solenoid to a 12 volt source, the mightyvac to the yellow port and leave the blue port open. If pressure is maintained, the switch is good and if it is the original, you should consider yourself very fortunate.

Why? Because unless you have a NOS part or know of someone who does or bought one sometime ago, this part (despite its listing in several vendors catalogs) is now being fabricated from unobtainium. Thankfully, restoring one is not that difficult.

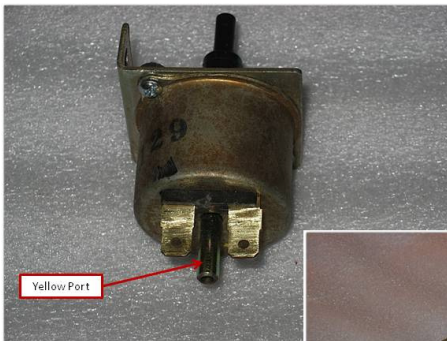
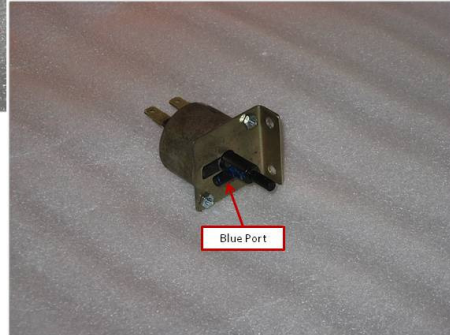


Figure 1



1. Drill out the two rivets that hold the flange to the solenoid housing. Be careful as there isn't much material on the solenoid housing ears. These holes are required to reassemble the switch.

2. Disassemble the unit.

3. I cleaned the parts using mineral spirits. It's especially important that the needle ends and seats are cleaned. I used a pipe cleaner and Q-tip to clean deep inside the needle housing and metal nipple.

4. Re-assemble the unit as it was taken apart. Some folks use 1/8" pop rivets to hold the housing together, but I found that 4-40 screws work well and make future disassembly feasible. Bench test the unit and if all is well, reinstall it in your car.

Thanks to the 1971 Corvette Registry for restoration steps and Doc Rebuild for the troubleshooting process!

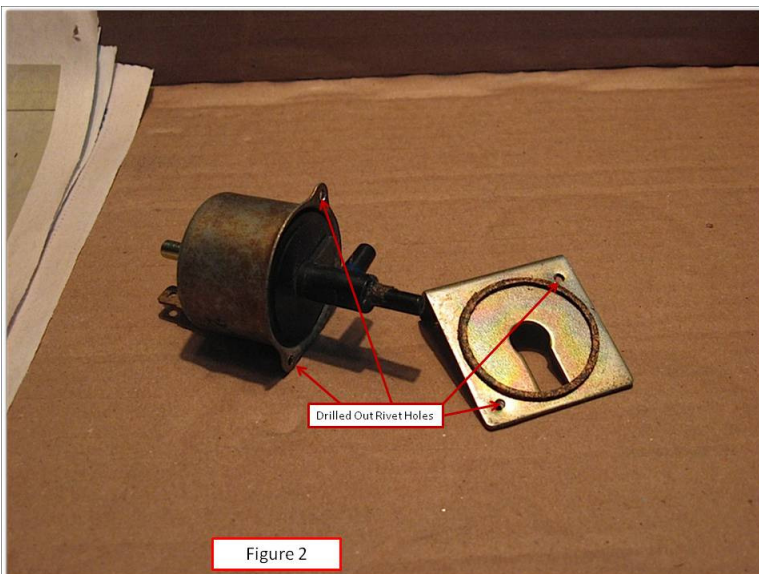
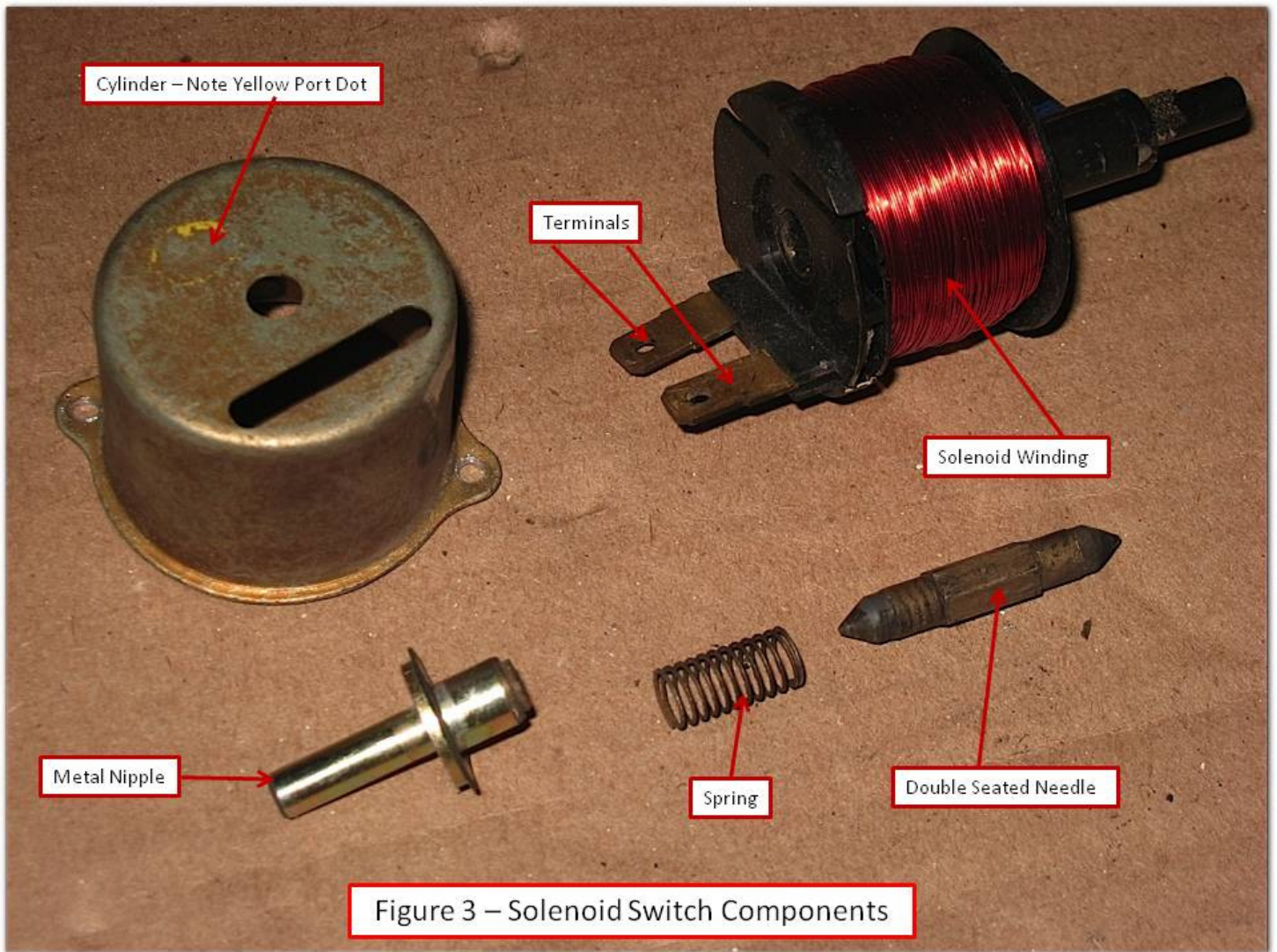


Figure 2



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 johnpaul3@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

2015 Upcoming Events

February 7th-8th Puyallup Swap Meet

February 7th Chapter Meet, General & Board Meeting

March 19-21 NCRS Arizona Regional Tucson, AZ

**April 11th Chapter Judging School—Corvette Specialties Inc
Wilsonville, OR**

April 17/18 NCC Spring Judging Meet Suisun, CA

April 23-25 NCRS Carolinas Regional Concord, NC

May 14-17 NCRS Joplin Regional Joplin, MO

June 6th Chapter Meet in Kennewick

June 27th B.C. Chapter Meet— Vancouver, B.C.

July 19-24 NCRS National Convention Denver, CO

August Tentative Judging School Portland Area

August 23 Issaquah Corvette Show

September 10-12 NCRS Wisconsin Regional Delafield, WI

September 12th—Terminator Party Elmira, OR

October 22-24 NCRS Texas Regional Frisco, TX

December 6th Christmas Brunch



4944 Bering Street

Gig Harbor, WA 98332

For Sale / Wanted

Wanted: 1965, 1966 or 1967 Corvette Convertible. Looking for 350hp or higher motor with 4-speed. Must be a real car in excellent condition so I can have it judged. NCRS Top Flight is a bonus. Call Marc (425)357-9240 or email mail@kramermail.net

For Sale Firestone Deluxe Champion 15" x 7 75 Bias Ply Gold line tires. Used for Recent Flight Judging 750 dollars. John 360.620.5633