



# The Front Bumper

## CHAIRMEN'S MESSAGE

I am happy to say that spring is just around the corner and this gives us hopes of soon driving our classic cars, so make sure you get your cars prepared for the road or show.

On February 11th we had our annual membership meeting & dinner in Puyallup (meeting minutes will be provided when they become available). Thank you to John Paul Nelson III for conducting the meeting in my absences & Dave Artz for setting up the restaurant.

Our next chapter activity is March 4th in Woodinville, WA. We will put on a "JUDGING SCHOOL" that is targeting "FIBERGLASS". Stewart Lowe will discuss standard body deductions and how to apply CDCIF to panels not covered by standard deductions. Then we will look at different types of service replacement and aftermarket body panels. There will be two cars available as subject examples. (1963 & 1967).

Please contact Stewart for information and sign up on-line at our chapter website. The link to on-line registration is on our NW Chapter website [www.nwnrcs.org](http://www.nwnrcs.org)

See the events schedule for more activities (it is always being updated on our chapter website). [www.nwnrcs.org](http://www.nwnrcs.org)

Membership Chairperson – Mary Reid

As you all were notified previously...Mary Reid has taken over as our new "Membership Chair". Mary has been involved in the NW Chapter for many years. If you have questions or concerns related to membership...please contact her (contact info is on our NW Chapter website) [www.nwnrcs.org](http://www.nwnrcs.org)

Judging Chairman – Stewart Lowe

As you all were notified previously...Stewart Lowe has taken over as our new "Judging Chairman". Stewart has been involved in the NW Chapter for many years. If you have questions or concerns related to judging or having your car judged...please contact him (contact info is on our NW Chapter website) [www.nwnrcs.org](http://www.nwnrcs.org)

2017 NW Chapter Regional Meet – Redmond, Oregon

The 2017 Regional Meet will be held in Redmond, Oregon between September 7th ~ 9th (Thursday ~ Saturday). It will be at the "Eagle Crest Lodge" and the cars will be out on the lawn. Bob Johansen is the "Event Chair" again and has event schedule & registration prepared. This is a nice venue and we look forward to a big turnout. Registration should begin first part of April, so watch for notifications.

If you have questions or concerns regarding National Issue...please contact our Regional Director - John Paul Nelson III. He is your contact to the National Board and he can address your questions.

Thanks,  
Dan Johnson / Chapter Chairman

## Board Members

### Chairman

Dan Johnson  
[danj@johnsonelect.com](mailto:danj@johnsonelect.com)  
[chairman@nwnrcs.org](mailto:chairman@nwnrcs.org)  
425.864.4068

### Vice Chairman

John Paul Nelson III  
[johnpaul3@comcast.net](mailto:johnpaul3@comcast.net)  
206.567.5433

### Secretary

David Artz  
[secretary@nwnrcs.org](mailto:secretary@nwnrcs.org)  
253.307.1022

### Treasurer

Valerie Johansen  
[vjohansen@comcast.net](mailto:vjohansen@comcast.net) • 425-869-9533

### Judging Chairman

Stewart Lowe  
206.227.1169  
[STL@televar.com](mailto:STL@televar.com)

### Membership Chair

### Mary Reid

### Webmaster

Marc Kramer  
[webmaster@nwnrcs.org](mailto:webmaster@nwnrcs.org)  
425.357.9240

### Newsletter Editor

John Hopkins  
[editor@nwnrcs.org](mailto:editor@nwnrcs.org)  
360.620.5633



# This Day in History

Courtesy History Channel

On January 22, 2006, "Who Killed the Electric Car?," a documentary about the aborted attempt by the auto industry to create an electric vehicle, debuts at the Sundance Film Festival in Utah. The movie posited that there was a conspiracy between oil companies, automakers and the government to kill the electric car.

The film focused on the efforts in the 1990s of several automakers, including General Motors (GM), to develop an eco-friendly, gas-free vehicle. In 1996, GM, then the world's biggest automaker, debuted its first electric car, dubbed the EV1. It was available in just two states, Arizona and California, and for lease-only. During its years in production, from 1996 to 1999, a total of around 2,500 EV1s were made. In late 2003, GM announced it was pulling the plug on the EV1 program and wouldn't renew any leases. The company cited the high cost of producing and maintaining the vehicles as a reason for the EV1's demise. However, as The Los Angeles Times noted in 2009: "The EV1 began in the 1990s as a response to a zero-emission vehicle mandate by California's Air Resources Board... When, finally, GM and other automakers managed to get California to soften its zero-emission mandate in 2002, [GM CEO Rick] Wagoner promptly canceled the program."

Electric vehicles have been around since the pioneering days of the auto industry. In the early 20th century, the Columbia Runabout, which could travel 40 miles on a single electric charge at speeds of 15 mph, was a best-seller, according to Time.com, which noted: "Before her husband Henry's mass production of gas-powered cars crushed the electric industry, Clara Ford drove a 1914 Detroit Electric, which could last 80 miles without a charge. The oil crisis of the 1970s, coupled with a burgeoning environmental movement, led to renewed interest in electric vehicles, although no automaker was able to develop a car that garnered mass appeal.

By 2008, GM, along with the rest of the American auto industry had been hit hard by a global economic crisis and slumping auto sales. GM accepted a multi-billion-dollar bailout loan from the federal government in order to remain in business. However, in March 2009, company CEO Wagoner was ousted by the Obama administration and in April of that same year, GM filed for bankruptcy. The company was criticized for continuing to focus on its sport-utility vehicles and small trucks despite a growing consumer demand for smaller, more fuel-efficient vehicles. (In 1999, GM acquired the Hummer brand, known for its oversized, gas-guzzling vehicles). The Los Angeles Times reported: "Wagoner has said the biggest mistake he ever made as chief executive was killing the EV1, GM's revolutionary electric car, and failing to direct more resources to hybrid gas-electric research. This admission is acutely painful for green-car advocates who know GM squandered its early lead in electric-hybrid technology."

## AREA COORDINATORS

**Boise Area** - Bert Lukens  
abclukens@aol.com  
541.330.0277

**Eugene Area** - Chuck Dutoit  
vetfuelie@gmail.com  
503.393.3928

**Portland Area**—Dean Sprecher  
dean.sprecher@frontier.com.

**Seattle Area** - Bob Johansen  
RJOHAN-  
SEN@COMCAST.NET

**Spokane Area** — Mike Doty  
corvettemikenw@charter.net  
509.480.0790

## ADVISORS TO THE BOARD (non-voting)

**Past Chairman** - Mike Doty  
509.480.0790

**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



---

## MEMBERSHIP REPORT

After several years of serving as the Chapters Membership Chairperson Tammy Shirley let the board know that 2016 would be her last year. We are all very thankful for Tammy and her many years of service.

Dan Johnson sent out an e-mail looking for volunteers who may be interested in taking over the Membership Chairperson and Mary Reid was our best choice. Mary has been involved in the Corvette hobby for several years and for purpose of introduction to some of the newer membership I asked Mary to share some of her history which is detailed below:

Corvettes have always been a favorite – even before I met and married Rick Reid. We were married over 30 years. Bert Lukens was our best man and Dennis and Sondra Clark signed for us to get married and they all continue to be good friends. Starting before we were even married Rick served as Northwest Chapter Chairman and I as Membership Chair (back then it was just spreadsheets). This was in the dark ages – 1984 through about 1988 give or take. The wonderful part was the opportunity to make good friends who have remained so over the years.

We both continued serving NCRS with Rick becoming the National NCRS President for five years (March 1993 to March 1998). He also was a founding member of the Museum and served on the Board. We attended many Nationals, Regional's (loved Monterey – nothing like getting to drive around Laguna Seca race track even if only at 40mpg), chapter meets and swap meets. During his life, Rick restored a 1960, 1962, 1963, 1991 ZR1, and kept his 67 he bought new. I always knew where to find him- out in the garage.

Our last meet to attend was in Charlotte in 2010 due to the progression of Rick's Parkinson's. Despite not being able to participate we both continued to love the cars and all our friends. Unfortunately, Rick passed away January 26, 2015. It has been so heartwarming to have been welcomed back "in the fold" by our friends – both new and long-term (notice I didn't say "old").

Since I volunteered to be the Membership Chair (have a learning curve since it's computers not spreadsheets this time), I hope I can contribute somewhat to NCRS and return the kindness and friendship I've been privileged to receive. I look forward to meeting old friends and making new ones through this wonderful hobby we love. I look forward to seeing you soon.



---

## UPCOMING EVENTS

### **2017**

January 11 – 14 / Florida Regional – Lakeland, FL

February 10 & 11 (Friday & Saturday) / Puyallup Swap Meet

February 11 @ 6:00 PM / Membership dinner & meeting / Crockett's Restaurant, Puyallup

\* March 4 @ 8:30 AM / NW Chapter – Judging School “Fiberglass” / Garage – Woodinville, WA (Dan Johnson's)

April 6 – 8 / Southern California Regional – Laughlin, NV

June 2 & 3rd Corvettes on the Columbia- Kennewick

June 9- 11th Vette-A-Bration in Yakima

July 9 - 13 / NCRS National Convention (Texas Chapter) – San Antonio, TX

July 29th 25th Glass on Grass Spokane

September 7 – 9 / NW Regional – Redmond, Oregon (Eagle Crest Resort)

October 25 – 28 / Texas Regional – Frisco, TX

### **2018**

January 10 – 13 / Florida Regional – Lakeland, FL

April 21 – 14 / Carolinas Regional – Greenville, South Carolina

May 16 – 19 / Michigan Regional – Dearborn, MI

May 16 – 19 / Arizona Regional – Scottsdale, AZ

July 15 – 20 / NCRS National Convention (Northern California Chapter) – Las Vegas, Nevada

October 25 – 28 / Texas Regional – Frisco, TX

- Denotes revised information from the last list



# Caravan to the National Corvette Museum

Join thousands of Corvette enthusiasts from across the United States as they head to the 25<sup>th</sup> Anniversary of the National Corvette Museum in Bowling Green, KY.



*August 28 – 31, 2019*



Pacific Northwest participants will depart from prearranged locations August 23<sup>rd</sup> meeting up with other groups as we head to Bowling Green, arriving August 28<sup>th</sup>. We will have exciting events planned along the way!

For information contact:

**Ken Thomas, 2019 Pacific Northwest Caravan Captain**  
(Washington, Oregon, Idaho, Montana, Alaska)

Caravan Web Page: <http://www.corvettecaravan.com/>  
Facebook Group Page: [2019 Pacific Northwest Corvette Caravan](#)  
Email: [2019PNWCaptain@comcast.net](mailto:2019PNWCaptain@comcast.net)  
Cell/text: 206.920.3163

We are looking for volunteers to help coordinate and spread the word in their region. Please let us know if you are interested.



# North to Alaska...

(in search of rock chips & road rash)

Submitted by Gary and Kayla Main

May 14<sup>th</sup>, 1804. Lewis & Clark set out on what would be their greatest adventure. Exactly 200 years later, May 14<sup>th</sup>, 2004, I'm taking off on one of my own. Come along with me on the Corvette road trip of a lifetime. With any luck at all, this will be the first of several "progress" reports of my Alaskan Odyssey. For perhaps the last 10 years I've harbored this dream of cruising my Sunfire Yellow '67 roadster around Alaska. "The Last Frontier". "Land of the Midnight Sun". "Seward's Folly". What better way to see it than from behind the wheel of a vintage Corvette, top down, wind blowing through what's left of my hair?



Logistically, a trip like this is a monster. One obstacle or another...some perceived, some real... always seemed to get in the way of actually pulling the trigger. Still, the dream persisted. I had another birthday last fall. Birthdays are good. The alternative is not so good. I made a couple of astute observations. (1) I ain't gettin' any younger, and (2) If not now, when? I decided to quit yammering about it and "just do it!" My bride of 35+ years thought I was nuts. So did the few other people I confided in. I solved that problem by not confiding in anyone else. I can do this alone! Why would anyone in their right mind take a Corvette that he's treasured and babied for well over a quarter century and subject it to the rigors of the Alcan Highway, dodging moose, bears, potholes, and rocks? Why, indeed. I'll tell you why. See (1) and (2) above.

The plan began in earnest during the Christmas holidays. By mid-January my bride decided to accompany me on at least part of the trip. Deep in her heart, she still thought I was nuts. She's right, of course. She always is. But as always, she supports my loony projects and that's what counts! For a long time she's wanted to someday do the Alaskan Inside Passage Cruise so that was included in the plan. We will load the '67 on the Alaska Marine Highway Ferry and cruise from Bellingham, WA to Skagway, AK, then drive from Skagway back into northwestern Canada, head north and cross the Yukon Territory, and re-enter Alaska at Port Alcan. From there we'll follow the road wherever it goes and eventually end up in Anchorage a week or so later. Not being retired yet, I need to keep working to finance this boondoggle so we'll store the Vette somewhere in Anchorage and fly back to Seattle. Plan of the moment is to return to Alaska for a few days of cruising each month during the summer. On June 12<sup>th</sup> I'll hook up with the Anchorage Corvette Association (ACA) & drive in the National Corvette Museum tour from Anchorage to Whittier.

Check out <http://travelpartnersofaz.com/> . Then click on "Caravan Cars" and look for car# 29. We'll be going through the longest highway tunnel in North America. It's 2.5 miles from end to end! In July I'll go with the ACA on the cruise from Anchorage to Soldotna on the Kenai Peninsula. It's their fund raising event to support the Ronald McDonald House in Seattle. Don't have a plan for August yet, but you can bet I will by then. Sometime after Labor Day, we'll make one final trip north and drive the Vette back home via the Alcan Highway. That's today's plan. Wonder how it'll really play out??? OK, here we go . . .

## ***North to Alaska...*** (in search of rock chips & road rash)

It's May 14th. We've just loaded the '67 on the lower deck of the M/V Columbia at the dock in Bellingham, WA. Holding 931 passengers and 134 vehicles, the Columbia is the largest ferry in the Marine Highway fleet serving the Inside Passage. This'll be our home for the next four days as we sail the Inside Passage. First to Ketchikan, then Wrangell, then Petersburg, then Juneau, then Haines, and finally arriving in Skagway on May 17th.

5/14/04: Bright-n-sunny. 70 degrees. Perfect top-down weather. 2-weeks worth of "stuff" packed in the '67 and the top can still go down. That's the rule! Leisurely drive to Bellingham to the Alaska Marine Highway System (AMHS) terminal. Topped off with fuel. \$2.30/gal. Ouch! Clam chowder in the terminal is \$3/large bowl and is excellent. Got the dog sniffin' test twice. First dog looking for explosives, ammunition, and guns. Second dog looking for drugs. Didn't find any of either in the '67 but had a swell time looking. Waited in line forever to load. Vehicles were packed in like sardines. We were next-to-last car on, but the reason soon became evident.



The car deck workers had taken an interest in the '67 and saved us a spot away from the other vehicles where nobody could hit us with a door. Very nice of them to do that. Being the last to load also put us at the tail end of a huge line to check in with the purser to get our berth assigned. Ferry departed exactly on time @ 6PM. The US Coast Guard escorted us all the way to Canadian waters, then cut us loose. Finally, it's official. We're on our way!

This ain't no cruise ship. Not nearly so big, not nearly so lavish, but in many ways it's much better. First & foremost, there's NO SMOKING anywhere on the boat except for a small area outside on the aft deck. Sweet. There are no casinos, no TV's, no formal entertainment (unless you count people-watching, which is always entertaining) and no non-stop eating. It's clean, it's quiet, the berths are small but very well appointed, food in the dining room is excellent, and most of all, the scenery passing by is spectacular. At night some of the outside decks and lounges become "tent cities" as many passengers don't rent berths...they simply sleep out under the stars. Would be a different story, I suppose, if the weather was nasty, but tonight it looked like a lot of fun.

## ***North to Alaska...***

(in search of rock chips & road rash)

5/15/04 – Day 2: Got up at the crack of 9AM today. Light overcast and much cooler. Perhaps in the 50's, but who would know? There's no TV weather babe to tell us! Very pleasant. The scenery continues to be spectacular. From our dining room window seat at breakfast we saw a group of harbor seals lounging on the rocks seeking sunshine. Later in the morning a group of dolphins, perhaps 30 or so, played tag in the boat's bow wake. Saw a lone bald eagle gliding at tree-top level, probably in search of breakfast.

Made good time during the first half of the day, running about 17 knots until we passed Queen Charlotte Island. Went through a section of open ocean (read: boring... nothing to see but water) so we watched a conveniently scheduled documentary on the removal of Ripple Rock. The area's now known as Ripple Shoals, since the top 40 feet of the original underwater mountain was blown up by 614,000 pounds of explosives. A fascinating story. Spent some time in the forward observation lounge watching a lady doing a 16th century German craft of making lace. It's called Kloppelei, which translates to Bobbin Lace.



After that some of the channels got very narrow and we spent much of the afternoon running about 5 knots or less. Very slow, but very scenic, so who cares if we're not getting very far very fast. The channel must be very deep. In some places it's perhaps only 30-40 feet from the side of the boat to the rock walls on either side. The rock walls rise straight up out of the water. Lots of lighthouses and a couple small fishing villages. Otherwise not too many signs of civilization seen today. Would really be fun to explore some of these remote coves in a kayak. By nightfall we're maybe only 50 miles from Ketchikan, our first stop, but puttin' along at only 5 knots it will take another 10 hours to get there.

5/16/04 – Day 3: Out of the bunk @ 5:30AM so we'd be ready to dock in Ketchikan @ 6AM. Walked a mile or so from the terminal in search of Creek Street so we could look at some kind of architectural marvel that my bride wanted me to see. Never did find it so walked the same mile back to the boat just barely in time to re-board. Saw an interesting sign on our hike in Ketchikan. Reagan may have brought down the "evil empire" but apparently the KGB is still alive and well in Ketchikan. All of this before breakfast! The ferry waits for nobody so we didn't dare be late. So far it has departed on time, every time, exactly on schedule. Impressive. Next stop was Wrangell.





## ***North to Alaska...***

(in search of rock chips & road rash)

This one was a “bump-n-go” stop, just long enough to drop a few passengers and load a few new ones. It was accomplished in less than an hour, start to finish. No wasted motion by the ferry crew. They are really organized. From Wrangell we headed for Petersburg, about 10-hours away. Went through some really narrow, shallow channels that required a crew member to be posted on the bow watching for fresh sand bars or other obstacles. Some times it seemed that you could reach out and touch the trees along the bank. You couldn't, of course, but it seemed that way. Saw another seal and another pod of dolphins today, as well as a dozen or so Bald Eagles in Ketchikan and many more as we got near Petersburg.

Gorgeous sunset as we steamed out of Petersburg and across Frederick Sound. Took 95 photos today. Digital cameras. How did we ever get along with out them! Tomorrow morning we're scheduled to arrive in Juneau @ 4AM and depart at 5:30AM. I'll miss this one. One early morning is enough. This is, after all, supposed to be VACATION. Getting up at zero-dark-thirty more than once just doesn't fit the blueprint. I did my “once” today. No more!



5/17/04 – Day 4: The stop in Juneau happened right on schedule, but of course I didn't know it. When I finally managed to drag my bones out of the sack we were already bound for Haines, our next-to-last stop on the Inside Passage route. Overcast with some sun breaks for most of the morning. Water smooth as glass. Hundreds of Puffins on the water in and around Haines and again around Skagway.

Ferry was nearly empty when we got to Skagway as most of the remaining passengers and vehicles got off at Haines. Ours was the last car off the boat. Spent so much idle time during the load & unload process that the '67 got pretty well carboned up and was only hitting on about half the holes as we left the parking lot. Ran it up the highway for a few miles at high RPM to “blow the cobs out” then returned to Skagway to do a bit of exploring.



## ***North to Alaska...*** (in search of rock chips & road rash)

Skagway has less than 900 year-round residents, with tourism being by far the largest and pretty much only industry today. That wasn't always the case. Skagway came to life during the Gold Rush days. Population exploded to over 8,000 by April, 1898 then quickly disappeared when the Gold Rush ended.

Skagway: originally a Tlingit word with many different spellings. Among them, are: Shkagway, Skaguay, Schkague, and Schkawai. Most say it means, "home of the north wind". Others say it's, "end of the salt water". Still others suggest it means, "lady relieving herself on a rock". At least that's what local historian Frank Norris claims. Much of the town has been restored to look like the Gold Rush days so we spent an hour or so taking pictures of the '67 in front of some of the neat old buildings. The only road out of Skagway begins with an 11-mile climb to the 3,292 foot summit of White Pass. Spectacular scenery on this winding mountain road. The road itself was clear and dry, but still had lots of snow on both sides and waterfalls all over the place.



At the top we stopped for yet another photo op at this "Welcome" sign. Then we motored on toward Canada, passing through customs near Fraser, BC and on to Whitehorse, Yukon Territory for the night. We have about 700 miles between us and Anchorage. Hope to make it there by Wednesday night in time to attend the monthly meeting of the Anchorage Corvette Assoc. Found a bed at the "no tell motel" in Whitehorse, YT. The proprietor was a delightful little old granny who must have been 85+ and who spoke fluent French, but very little English. Since I speak relatively fluent English and ZERO French, we had a wonderful time trying to cut a deal.

5/18/04 – Day 5: Made 402 miles today, from Whitehorse, Yukon Territory to Tok Junction, Alaska. Probably 75 miles of the YT portion were under construction and a lot more of it should have been. Lots of gravel. Much of the driving in 1<sup>st</sup> & 2<sup>nd</sup> gear. Doesn't help fuel economy. Fuel is \$1.02 per LITER in YT. Do the math. That's \$3.92/gallon. YIKES! Fortunately traffic was light.



Managed to dodge all of the other rock-throwing vehicles. Surprising how many oncoming vehicles (even 18-wheelers) upon seeing the Vette slowed down to reduce rock splatter. Very nice of them. Had a cold draft coming in right side of the cabin, freezing out the co-pilot. Eventually got to the point that my side was even cold. Couldn't figure out why. Tried stuffing towels around the heater box. Didn't help, so co-pilot wrapped up in a fender cover to stay warm. Discovered (after about 200 miles) that the rt side vent was partially open. OOPS! Very pleasant after closing it.



## ***North to Alaska...*** (in search of rock chips & road rash)

Saw a cow elk this morning having breakfast right alongside the road. A bit later we passed a huge porcupine waddling down the side of the road. Wildlife seems to own the roads around here. Overcast burned off about noon so we put the top down just before the US-Canada border @ Port Alcan and left it down all the way to Tok. We're staying in a log cabin tonight in Tok. It's full of Iditarod memorabilia and is owned by one of the 34 participants in the very first Iditarod Sled Dog Race (in '73). He shared many stories of that first race with us tonight. Fascinating. Definitely the highlight of our day. Temps in Tok run from 90 degrees in summer to 70 below Zero in winter. Today it was sunny and about 65 and very pleasant.



5/19/04 – Day 6: Rolled out of Tok, AK about 8:30AM & headed for Glennallen, AK. About 45 miles later a huge bull moose walked up on the road ahead of us and just stood there staring at us. Posing, actually. Like a flash, I grabbed the digital camera only to discover that the batteries had chosen that very moment to be without life. No warning. No picture! Naturally, the spare batteries were buried in the luggage with no chance of getting to them before the moose cancelled the photo op. Maybe we'll get another chance some day. (Memo to self: First order of business tonight will be to buy another set of rechargeable.) Ran into more road construction on the Glenn Hwy a hundred miles or so out of Anchorage. Not nearly so long or so rough as that in Yukon Territory yesterday, but plenty muddy.



The good news is, we got to take a closer look at some spectacular scenery while we waited for the pilot car to come and lead us through the construction area. More good news is, while waiting for the pilot, we spoke to another couple who had just driven up the Alcan Hwy from Vancouver, BC to Tok, AK, the same route we'll be taking home in September.

## ***North to Alaska...*** (in search of rock chips & road rash)

Fortunately, this one was before the construction area and all the mud so the car didn't look quite so bad. Rolled in to Anchorage in time to only be about 15-min late for the Anchorage Corvette Assoc meeting. Didn't feel right, parking our mud-covered '67 among the ACA members' brite-n-shiny Vettes, but we did it anyway. They didn't seem to mind and welcomed us with open arms. A great group, they are. After the meeting, spent a couple hours and a huge pile of quarters at a car wash getting the worst of the mud off the '67. Not show quality yet, but it's a start. Will need to do it again before the ACA show & BBQ on Saturday. Tomorrow we'll head south out of Anchorage to the Kenai Peninsula and eventually to the "end of the road" in Homer, AK. Remember Tom Bodett? The "Motel-6" guy? Seems like he lived in Homer when he did those great radio ads. Tomorrow's mission is to see if he really did, "leave the light on for 'ya". Made 401 miles today. Gas was \$2.29/gal in Glennallen but "only" \$1.95 in Anchorage. What a deal!

5/20/04 – Day 7: We made it to "The End of the Road" in Homer, AK today. Followed the Sterling Hwy all the way across the Kenai Peninsula to where the road just about runs right into Kachemak Bay. It's as far WEST as you can drive in these United States. Saw 3 other Vettes today.



All appeared to be locals, a White C5 coupe, a Blue C5 FRC, and a 78 Silver Anniv coupe. All returned the "Corvette wave" except the guy in the White C5. He was too busy yakkin' on his cell phone. Must have been a transplant from Bellevue. Homer's not at all what I envisioned. For one thing, it's much larger. Much of it sits on a hillside so lots of folks have million dollar views of Kachemak Bay. We didn't find Tom Bodett's Motel-6, but thanks to the Milepost book, we did find the Pioneer Inn, a delightful little inn on the hillside overlooking Kachemak Bay. For 79 bucks we got a 3-room king suite with a commanding view of the bay. How can you beat a deal like that? The innkeeper suggested we try the Homestead Restaurant for dinner. "Just take a left at the end of the driveway and head out of town", she said. "Go about 9-miles or until you see the place with the full parking lot. You can't miss it," she said. "It's where all the locals go when they want a nice upscale meal."

As I write this, it's nearly 11:30PM and there's still enough daylight that I can clearly see all the way across the bay to the snow capped mountains above Seldovia. Before we left Anchorage this morning we made arrangements to store the '67 for the summer. I knew immediately upon walking in that this storage facility was my kinda place. American flags hanging all over the walls, pictures and references to US Veterans and Rush Limbaugh's program on the radio. To top it off, the owner has a beautiful '70 roadster. My kinda people. My kinda place. Won't actually put it in the box until Sunday afternoon but now everything's all set up and we can breathe a sigh of relief for our remaining days in AK this month. 404 miles today.



## ***North to Alaska...*** (in search of rock chips & road rash)

5/21/04 – Day 8: Took one more lap around the Homer Spit this morning. Sure is peaceful at the “end of the road”. Every available pole or high perch still has a bald eagle sitting on it. Good thing we took our Homer pictures yesterday as this morning there’s a low fog on the water that pretty much covers everything. Pointed the nose of the ‘67 eastward and re-traced our path on the Sterling Highway back through Soldotna and Cooper Point but turned right at the “T” and headed south toward Seward. Thought we saw a crane flying ahead of us, but it turned out to be just another bald eagle. Imagine. “Just another” bald eagle! They are so common around here that seeing another one is almost becoming a non-event. Other parts of the country aren’t so fortunate, but here at least, our national symbol is thriving. Saw a flock of them, perhaps a couple dozen, congregating to “meet-n-eat meat” in a field along the Sterling. May be “just another” but it’s still a magnificent sight. Drove along the beach of Resurrection Sound and checked out the houses on stilts. Don’t know why they build ‘em that way.

Visited the starting point of the original Iditarod Trail. In 1925 it went 938 miles via dog sled from Seward to Nome to deliver serum to counter the diphtheria epidemic. Tonight we’re shackled up in Wasilla (the city that has the current Home of the Iditarod Headquarters) at the Best Western on Lake Lucille. Put a couple loads of laundry in the machines (when traveling long distances in a Vette with the top down, you do laundry often because you packed light, remember?) then wandered around the lakeshore @ 11:30PM taking “no-flash” pictures. We’re 30-days away from the summer solstice, the longest day, and there’s still plenty of daylight at nearly midnight. 372 miles today. About 1,720 car miles so far this week.



5/22/04 – Day 9: First thing this morning we made another trip to the car wash to remove the memories of yesterday’s loop around the Kenai Peninsula. This car wash in Wasilla was far superior to the last one in Anchorage. Less expensive, too. On this trip we’re learning where to find the best car wash facilities, best restaurants, and best off-the-beaten-path hotels. Internet access in our current hotel is down for repairs, so we’re incommunicado with the rest of the world for the next couple days. Inconvenient, in some respects, but maybe not such a bad deal, all things considered. Have no idea what’s happening in the “real world” as we haven’t seen a TV or heard a radio broadcast for

well over a week. Ignorance is bliss! Today we drove back to Anchorage to take part in the ACA’s spring Show-n-Shine & BBQ at Alaska Sales & Service, the club’s sponsor. This was a laid back “for fun” show with no judging. Just burning a few burgers, sharing Corvette camaraderie, and entertaining the sponsor’s customers. Only 130 miles today.

## ***North to Alaska...***

(in search of rock chips & road rash)



5/23/04 – Day 10: Today we ran into the first significant rain of the whole trip. Lots of it. Knew it was coming and hoped to get back to Anchorage and the storage unit before the skies opened up. It was not to be. Still, we've been mighty lucky to have fantastic weather for the past 10-days so who are we to complain. By now we've logged a bit over 1,900 miles (on the driving part) of our Akaskan Odyssey. It's been the trip of a lifetime but it's not over yet. Not by a long shot! Put the '67 in the storage unit where it will remain for the next 3-weeks and headed for the airport. Next time the Vette will see daylight will be on June 12th when we return to be a part of the NCM caravan from Anchorage to Whittier. I can hardly wait...



6/12/04 – Day 11: Took the "red-eye" from Seattle to Anchorage last night & was on the doorstep of the storage facility when they opened at 7AM today. Unsealed the container, hooked up the battery, and turned the key on the '67. It fired right up, as if it was ready as I was to get back on the road.



Met the other ACA members at Alaska Sales & Service to await the arrival of our NCM passengers. A bit of background is in order here: A group of Corvette owners from all over the country was passing through Anchorage today as part of an air-land-sea cruise organized by the National Corvette Museum. Their original plan was to take a tour bus from Anchorage to meet their cruise ship in Whittier. As a means to raise money for the local club's chosen charity...The RONALD McDONALD HOUSE (RMH) in Seattle...these NCM members bid on available seats in the Vettes of ACA members to ride in style to Whittier in a Corvette instead of on a boring tour bus. When I heard about this event, I scheduled day 11 of my Alaska adventure to coincide with the NCM event and offered a ride in the '67 to a successful bidder. Why not, I figured, share the joy of a drive through some spectacular Alaska scenery with someone willing to pay for the privilege to ride in a Vette?

## ***North to Alaska...*** (in search of rock chips & road rash)

Everybody wins. I win. My passenger wins. And most of all, the RMH wins. At the end of the auction, Al Dow, a North Shore Corvettes member from Saugus, Maine, outbid the others seeking a ride in the '67. When all of the bids were tallied, the ACA was able to donate \$5,311.99 to the RMH. The ride from Anchorage to Whittier covered 53 spectacular miles, first along Turnagain Arm of Cook Inlet, where the mountains seem to rise right up out of the sea, and ending by passing through the Anton Anderson Memorial Tunnel into Whittier. At 2.5 miles, this tunnel originally built for the railroad during World War II is the longest tunnel in North America. It's dark. It's damp. It seems to go on forever. Observation: Side pipes on the '67 really rattle the walls. Way cool! And yes, there really is a "light at the other end of the tunnel." I saw it today.

Upon arrival at Whittier, the ACA hosted a BBQ for our NCM guests. Among the celebrities on the cruise were Wendel Strode, NCM Executive Director, and Dave McLellan, GM's Chief Design Engineer of the Corvette from 1975 to 1992, along with their wives. After the BBQ, Wendel updated us on museum happenings and Dave signed copies of his new book, "CORVETTE from the INSIDE" (here he's signing mine) then put on a fascinating slide show and talk about the years he worked with Zora Arkus-Duntov. That alone was worth the price of admission. When it was over, 35 Corvettes solo'd back through the tunnel and re-traced our route back to Anchorage.



6/13/04 – Day 12: Gave the '67 another bath this morning, topped off the fuel, and put it back in the box. Now I'm ready for next month, when I'll be back for another RMH benefit event. Covered 142 miles this weekend.

7/24/04 – Day 13: Another "red-eye" from Seattle to Anchorage yesterday & was on the doorstep of the storage facility once again this morning when they opened at 7AM. It's today's activity that was really the catalyst that caused me to select this particular year to finally act on my long-time dream of cruising Alaska in the '67. Today is the Anchorage Corvette Association's 3rd Annual Cruising for the Kids event. Like last month, this one's also to raise money for the RONALD McDONALD HOUSE (RMH) in Seattle. They do this because the families of about 300 Alaska kids stay at the RMH every year during the kids' cancer treatments. The ACA's support of the RMH is gaining notoriety in Anchorage. So much so, that Channel 2 News sent a film crew to cover the event and interview the organizers and some of the participants. When the reporter heard about this guy (yes, that would be me) who brought his Corvette all the way from Seattle to be a part of this 1-day event, she wanted to interview him to find out just "what the heck was he thinking?" I got my "15 minutes of fame" today, as that interview was featured on the 5 O'clock News and part of it played again on the 10PM News. Me and the '67 on TV. Imagine that!



## ***North to Alaska...*** (in search of rock chips & road rash)

The premise of this event is that ACA members, along with members of the Midnight Sun Street Rod Association (MSSRA) solicit donations or pledges, from anyone who will listen, to sponsor a car making the 300 mile cruise from Anchorage to Soldotna and back. On the day of the event, a caravan of Corvettes and Street Rods travel south out of Anchorage down the Turnagain Arm of Cook Inlet (same beginning as last month's NCM cruise) but this time continue on around the end of the inlet and halfway across the Kenai Peninsula, ending up at Hutchings Chevrolet (another event sponsor) for a BBQ, then return to Anchorage.



This year 22 Corvettes, a couple Street Rods, and a whole bunch of "support" cars & trucks made the caravan. The ACA has only about 55 members and the MSSRA has fewer than that. When it was all said & done, the event had raised over \$24,000 for the RMH. Twenty-four grand! Imagine what an impact the NCRS could have if we held a similar event to benefit the RMH! It's worth considering...

7/25/04 – Day 14: Slept in this morning, then gave the '67 yet another bath, topped off the fuel again, and put it back in the box. When I return next

month, when I'll be going to Valdez, famous for, among other things, their 514 inch (do the math, folks, that's almost 43 FEET!) average yearly snow fall, as well as for the Exxon Valdez oil spill disaster of several years ago. Went 329 miles this weekend. I'm now over halfway to my goal of driving on every mile of every "Red" road in Alaska this summer. This "Red road" brainstorm came about one night when I was sitting around looking at an AVIS Rent-a-Car map and noted that all of the primary highways in Alaska...there are 4 of them, Hwy's 1,2,3, & 9... were color coded "RED". The goal then became to drive every mile of every "RED road" in the state. Why? Who knows! Everybody needs a goal, I guess. Did 329 miles this weekend.

8/20/04 – Day 15: Another stinkin' red-eye! This time, Kayla & I got up at 3AM and left the house at 4AM to make a 6AM departure out of SeaTac. Who's bright idea was this, anyway? Looked like it would be another bright and sunny day as we lifted off from SeaTac. Wrong! When we landed at Anchorage International a few hours later, it was raining & obviously had been for awhile. Puttered around Anchorage for a couple hours hoping the skies would clear but it was not to be. Couldn't wait any longer, as our hotel reservation for the night was 316 miles and 6-hours away in Valdez. The '67's not afraid of rain anyway, so off we went, full of optimism that things would eventually get better. Little did we know that the next 36 hours would turn out to be some of the most challenging of the trip (so far).



## ***North to Alaska...*** (in search of rock chips & road rash)

Rain continued steady as we motored along Knik Arm, through Palmer, then Sutton, then the same road construction that we encountered on Day 6, except that what was several miles of dusty gravel on Day 6 was now several more miles of sloppy muddy gravel. Ugly! Really UUUgly! Not much scenery today. The clouds were right on the deck. The rain continued for pretty much the entire 184 miles to Glennallen where we stopped for fuel. Then we pointed the nose south on Hwy 4 toward Valdez, still 116 miles away. The rain started to let up a bit. By the time we crested Thompson Pass it had stopped completely and the sun appeared. Finally! Stopped for another photo op at the pass.

As we pulled back onto the road, the engine seemed to stumble a bit but then picked up all 8 and seemed to be OK. Didn't think too much about it at the time. After all, we're now going down hill. How tough can that be? Had to pull off the road again near the bottom of Thompson Pass when my bride spied a waterfall and mountain stream that she "just had to" dip her toes into. Must have been cabin fever or something. Who knows.



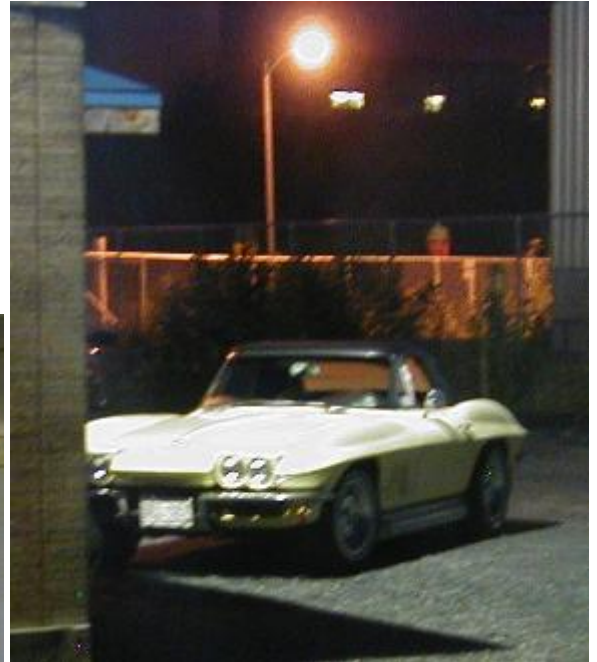
As we rolled into Valdez forty or so miles later the idle was a bit bumpy again but still ran decent above idle. The real "fun" was about to begin.



Parked at the hotel. Rested for an hour or so. When we fired up the '67 to go to dinner, it would hardly run. Poppin' fartin' & dropping at least one cylinder, maybe more. Would barely get out of its own way until it warmed up a bit. This ain't good, I'm thinkin'. Drove it to dinner then a couple miles up the road to "blow the cobs out". Seemed to help, but still wasn't right. Last time something like this happened, #8 plug was fouled. Let it cool down and pulled #8. Looked a bit wimpy, but not really all that bad. Changed it anyway. By now it's nearly midnight & lighting off those beautiful side pipes in the hotel parking lot wouldn't be too neighborly so I just hoped it was OK and went to bed. Drove 325 miles today.

***North to Alaska...***  
(in search of rock chips & road rash)

8/21/04 – Day 16: Up at 4AM to get down to the ferry dock for a 7AM departure. The '67 fired up instantly and ran good for about...all of 10 seconds, then started randomly dropping cylinders. Oh well...can't stop now. Only one ferry per day. Miss this one and we wait until tomorrow for the next one. Limped it onto the M/V Aurora for the 6-hour ride across Prince William Sound to Whittier.



The ferry was packed, not a single open space, but once again the ferry workers found a spot for the '67 in a narrow passageway that was protected from the other vehicles. Somebody was lookin' out for us once again. Thank you! There was an eerie fog at water level as we pulled out of Valdez harbor but it burned off in an hour or so. After that the scenery was spectacular.





## ***North to Alaska...***

(in search of rock chips & road rash)



After that the scenery was spectacular. Off in the distance you could see lots of little white dots in the water. As we got closer the white dots turned out to be icebergs. They were calving off the Columbia glacier at the north end of Prince William Sound and floating out to sea. Lots of wildlife seen today, most notably harbor seals, a kittiwake rookery, and puffins by the b'zillions.

Upon landing in Whittier the '67 fired right up but would barely run below 1200 RPM. Managed to get it off the ferry and into a parking lot. Popped the hood and checked all the obvious stuff but found nothing. The slightest attempt to accelerate produced all manner of backfiring. Discovered that stabbing the throttle would produce instant power, but only for as long as the accelerator pump was dumping in extra fuel and the vacuum drop caused the timing to retard. As soon as the timing advanced back to normal and the air-fuel ratio went back to normal, the cutting out resumed. Acted a lot like it was simply running out of fuel. That should have been a clue, but I hadn't figured it out yet. Pulled and checked all the plugs. Looked OK. Checked the distributor, the coil, the plug wires, the vacuum lines. All OK. Now what? It only takes three things to make an engine run. Air + Fuel + Source of ignition. How difficult can that be? We had plenty of air. We had plenty of spark. Only thing left is fuel, but we had plenty of that, too...or did we? Pulled the fuel filter and there...THERE IT WAS...a little bit of fuel and LOTS of WATER! Now it all made sense. We'd picked up a load of bad fuel yesterday in Glennallen. As long as the water was held in suspension in the fuel and as long as the engine was hot it would run reasonably well. Once shut down, the water settled to the bottom of the tank...right where the fuel pickup is...so when restarted, it was picking up mostly water and not much fuel. No wonder it wouldn't burn. There are no service stations in Whittier so no chance to drain the tank and refill it. We'd just have to cross our fingers and hope we could keep it running through the tunnel and into Girdwood about 20 miles away. Put it all back together & headed for the tunnel entrance. Having just missed the last one now made us first in line for the next group to go through.

Finally, it was our turn & into the tunnel we went. Still poppin' & fartin' but at least it was running. The echo off the tunnel walls with all the backfiring through the side-pipes was horrendous and likely not much appreciated by everyone else behind us. Made it thru OK and limped on in to a service station Girdwood where we bought fresh gas and a couple bottles of "ISO-HEET" to absorb the water. Within 5-minutes it was running normal again. That "ISO-HEET" is awesome stuff. Drove on back to Anchorage, put the car in the box & flew back to Seattle. Covered 74 (car) miles today, plus the ferry ride.

*Gary and Kayla's journey will be continued next edition.*



Detailed below are some of Larry Johnson's favorite images from SEMA 2016





## ***For Sale & Wanted Items***

**1991 ZR1** Black/Grey, Topflight (97.4%) Bend Regional 2008, approx. 25,000 miles, new injectors, both tops, mint "pizza box" w/leather brief case and all documentation. Runs on 5 spoke polished wheels. Included are 4 original tires ( good tread) mounted on original wheels. Car cover, extra "ZR1" floor mats, etc. etc. Very nice, very clean car. \$22,500.



Non-DOT tire, US Royal 6.70 x 15, wide white; 519 block cast C-6-1; T-10's dated Feb 59 and May 60; NOS 547 ignition switch; teak wheel; set of four 1955 riveted wheels, red, nice; AC Delco PF131 oil filters; one 15 x 5 welded wheel 61-62 style (not dog bone); new reproduction 55-57 tach cable; 58-62 center console trim pieces 3742557 and 3744850; very nice 9-fin valve covers; two pair of 7-fin low-script covers; fuel pumps 9797 and 4262; two 891 distributors; almost NOS 1955 oil pan; 3.70:1 open differential (1956). Can bring to Puyallup swap meet. Make offers.  
Wayne at [206-930-9370](tel:2069309370)

Original white door panels from a 1988 35th anniversary coupe. They will also fit any '84 - '89 coupe. Asking \$100 for the pair. AL Knoch still new in box, white vinyl soft top that fits '86 - '93 Vette. Has a vinyl rear window, not glass. Asking \$75. John Paul [206 567 5433](tel:2065675433) or [johnpaul3@comcast.net](mailto:johnpaul3@comcast.net)

Mike Doty— Is looking for the correct distributor and alternator for a 1965 396 engine as well as 1966 headlight buckets . Mike can be reached at [corvettemikenw@charter.net](mailto:corvettemikenw@charter.net)

## For Sale & Wanted Items

1971 194371S104001 base coupe, mille miglia red, black vinyl, auto, PS, PB, PW, A/C, tilt-tele, AM/FM, 3.36 differential, alarm, custom wheel covers, white stripe tires, numbers match, NCRS shipping data report. Same owner since 1978 very correct car \$25,000. Randy email [rkcorri-gan51@gmail.com](mailto:rkcorri-gan51@gmail.com) or [360-918-1602](tel:360-918-1602).



For Sale:

- Radiator Core support - FI cars 1964 & 1965 / GM # 3858963 (NOS) \$ 490.00
- Fan Shroud - 1963 ~ 1965 original & restored, very good condition \$ 375.00
- 1965 FI emblems-pair / GM 3857572 (NOS in box) \$75.00
- 1957 FI emblems-pair / GM 3742212 (NOS in box) \$75.00
- 1960 Carpet complete set (red) / reproduction \$ 175.00
- 1964 Rocker Moldings (NOS?? or very good reproduction) \$450.00
- 1957, 1958 Master cylinder /used original #5456022(small 022) with cap & boot \$250

Wanted:

1967 Roadster / big block / yellow exterior / needs to be very original and have original motor.

Dan Johnson (contact at [dani@johnsonelect.com](mailto:dani@johnsonelect.com))

---

**N o r t h w e s t   C h a p t e r**

**N a t i o n a l   C o r v e t t e  
R e s t o r e r s   S o c i e t y**

4944 Bering St. NW  
Gig Harbor, WA. 98332

**Great Cars and Great People**

