



# The Front Bumper

## CHAIRMEN'S MESSAGE

I am happy to say that summer is here, so make sure your cars are prepared for the road or show.

### Past Events

Our past judging schools (fiberglass on March 4<sup>th</sup> & 1954 practice judging on May 6<sup>th</sup>) were well attended and all comments received were that they were very informative. One was in Woodinville, WA & the other was in Wilsonville, OR. So you can see that we are trying to cover both states. Thanks for Dean for hosting & thanks to Stewart for conducting both events.

### 2017 NW Regional Meet – Redmond, Oregon

The 2017 Regional Meet will be held in Redmond, Oregon between September 7<sup>th</sup> ~ 9<sup>th</sup> (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 is on-line, so register from our chapter or national websites. (copy provided in this newsletter).

### 2017 Regional Meet – volunteers needed

As you can imagine...it takes a number of helpers to put on an event of this caliber. We are asking for anyone interesting on helping out to contact Bob Johansen he has a sign up list (email [rjohansen@comcast.net](mailto:rjohansen@comcast.net)). (example's: Registration desk, placing cars on field, trailer placement, sponsor chasing, meal ticket taker)

### 2017 Terminator Party

I am looking for a volunteer to host this year's terminator party. (Gary & Kayla Main cannot host the event this year, but will host for 2018). Please contact me to discuss if you have any thoughts of hosting.

### 2018 Officer Elections

Per our by-laws, we need to open up elections for all officers. Mike Doty (as past chairman) is leading the nominating committee. He will assign 2 other members to be part of the committee and they will solicit members to run for offices. If you are interested in any of the offices, please contact Mike. If you have any questions of the duties / requirements, then please contact me to discuss.

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@nwnrcrs.org](mailto:chairman@nwnrcrs.org)  
 425.864.4068

### Vice Chairman

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

### Secretary

David Artz  
[secretary@nwnrcrs.org](mailto:secretary@nwnrcrs.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

[Maryl.Reid@comcast.net](mailto:Maryl.Reid@comcast.net)

### Webmaster

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

### Newsletter Editor

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



## Images from the Portland Judging School



With many newer members in attendance long time member Michael Pierce gave a NCRS overview and shared ideas with members to help them reach their goals.



Special thanks to our host Dean Sprecher owner of Corvette Specialties of Oregon for organizing a great event and challenging us with a super low serial number former test mule 90 ZR1 to challenge the manual



The Oregon event was well attended by new and longer term members including Dan Johnson and Carl Davidson.

### 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





You can only wonder what the plans are for this old C 3



Extremely nice 54 served as an excellent teaching car today and hopefully these C 3s below will be future candidates for a judging school



Chassis judging for the 54 is much easier under the lift. Below new member Rich Mansueto of Gig Harbor help judge a ZR1. Rich has been in the hobby for a long time and enjoyed the day.



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## MEMBERSHIP REPORT

Letters and applications were sent In an attempt to get National members in our area that are not NW members to join us. Some joined, some did not, and some are too far away. We do welcome the new members and also all those renewing! Updated NW Chapter membership directory will be emailed out to all members with a listed email address and hard copied mailed to members without an email. If you prefer to have a hard copy mailed to you...please contact Mary Reid Hope to see you all at Eagle Crest in September. “

Mary Reid — Membership Chair

## This Day in History

Courtesy History Channel

On June 22, 2001, “The Fast and the Furious,” a crime drama based in the underground world of street racing in Southern California, debuts in theaters across the United States.

In the film, directed by Rob Cohen, Paul Walker starred as Brian O’Connor, an undercover cop who infiltrates the illegal late-night racing scene in Los Angeles to catch a gang suspected of hijacking big-rig trucks to get the parts to outfit their souped-up cars. As the movie opens, O’Connor is practicing his high-speed driving in order to blend in with his targets; his vehicle is a bright green 1995 Mitsubishi Eclipse, which he powers through an empty parking lot near Dodger Stadium. Later on, O’Connor loses the title to the Mitsubishi to Dominic Toretto (Vin Diesel), the leader of the gang of suspected thieves, after a street race. Toretto, the reigning “king of the streets,” dominates the competition in his powerful fire-engine red 1993 Mazda RX-7 Twin Turbo. In another scene, Toretto drives a hulking vintage 1969/1970 Dodge Charger.

These were just three of the cars featured prominently in the high-speed, high-impact racing scenes that punctuate “The Fast and the Furious.” The screenplay for the film was based on an article about the street-racing scene titled “Racer X,” written by Kenneth Li and published in Vibe magazine in 1998. Street racing (an illegal practice that should not be confused with drag racing, which is a popular sport most commonly done on a track, along a straight “drag” strip) began in the early 1990s on the roads and highways of Southern California, mostly among young Asian Americans, but quickly spread; Li’s article chronicled the adventures of a racer living in New York City. Like many street racers, the characters in “The Fast and the Furious” favor low-slung Acura Integras, Honda Civics, and other common Japanese-made compact cars that are modified so that they can reach speeds of around 160 mph.

Despite mixed reviews from critics, “The Fast and the Furious” was an unexpected hit at the box office. It spawned three sequels: “2 Fast 2 Furious” (2003), “The Fast and the Furious: Tokyo Drift” (2006) and “Fast & Furious” (2009), in which the four main co-stars of the first film—Walker, Diesel, Michelle Rodriguez and Jordana Brewster—all reprised their roles.



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## Northwest Chapter NCRS Board of Directors Meeting

Board of Directors meeting held at the Puyallup Swap Meet. Other chapter members were present. Meeting called to order by Vice Chairman John Paul Nelson III February 11, 2017 at 6:00 p.m. at Crockett's Restaurant Puyallup, WA.

Motion to accept the previous meeting minutes: Motioned and accepted

**Members present:** John Paul Nelson - Vice Chairman, Bob Johanson - Seattle Area Rep, John Hopkins- Newsletter editor, Stewart Lowe - Judging Chairman, David Artz - Secretary. Approximately 13 other members were present

**Membership Report** Mary Reid not present; Bob stated that we had 40 renew this week end and Three new members

**Treasurer Report:** Valerie not present

**Judging Chair:** Stewart Lowe told us that there will be a judging school at Dan Johnson's on Fiberglass panels at Dan's shop on March 4th. Another judging event will be at Dean Sprecher shop

**President's report:** John Paul stated that National has printed new membership applications and had one in hand

**Bend Regional:** September 7, 8, 9 At Eagle Crest Resort...Bob spoke:  
Cars will be outside on lawn, similar to 7th Mountain  
Bob said it is a nice facility. Swap meet will be included  
All members please register online  
Will be a Friday night Bar-B-Que  
Volunteers needed  
Airport in Redmond will be very good  
Host Hotel/ Condos/ and private homes available

**NCRS Foundation:** John Paul asked for input on donation of \$1,000.00 to Foundation. We gave same amount last year.  
Motion was Made and unanimous approval carried.

**New Business:** John Paul went over future Regional events and Nationals

**Adjourn:** Motion to adjourn was made by John Paul and 2<sup>nd</sup> by Bob  
Meeting was adjourned approx 6:45

Respectfully Submitted, David Artz - Secretary



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**Reprinted from: SCC/NCRS May 2017 Bonding Strip**

**Board Response to QC Questions Provided by Mike Ingham**



Members of the NCRS Queen City Chapter (Cincinnati, Ohio) submitted a list of questions to the NCRS Board that they asked to be addressed at the NCRS Board meeting in Indianapolis on March 23, 2017. Below are the questions asked and the answers provided by the Board to the QC members attending.

1. Does the Board believe the Membership has the right to know how the money is being spent?

A. Yes, that is why the NCRS publishes its annual financial reports for NCRS, Inc and NCRS Foundation, Inc in the Restorer, typically in the Fall issue. These reports are in significant detail, including breaking expenses out into 28 categories. Recent experience suggests very few people bother to read these reports as most folks expressed surprise at learning that NCRS, Inc finished in the red seven of the last eight years ending 2015.

2. How many full and part-time employees does the National have?

A. Full-Time – 5 (Financial Officer, Membership Manager, Storekeeper, Editor, and Judging Chairman); Part-Time - 1 (Business Manager)

3. What are the salaries of these employees and what are their current duties?

A. Individual employee compensation is confidential and therefore not shared with the membership. The only exception to this occurs if the compensation exceeds \$100,000. In that case, the individual's name and compensation must be reported on the NCRS IRS 990 filing. In recent years, the only employees whose compensation required they be reported on the 990 filing were Gary and Eric Mortimer. We currently have no employees whose compensation exceeds \$100,000. A. The job description for the Financial Officer was published in the September/October 2015 Driveline; job descriptions for the Membership Manager, Storekeeper, and Driveline Editor were published in the September/October 2016 Driveline. Job descriptions for other NCRS positions are published as the need arises to fill them.

4. Why has the number of paid employees increased while the total membership has not?

A. We are not sure what the timeframe for this question is, but the number of employees has not increased since the addition of the Business Manager position in 2009. The departure of the Mortimer family in 2016 resulted in a net decrease of two employees.

5. How much did this Board Meeting cost including airfare, rooms, etc.?

A. Figures are not yet available for this meeting, but the cost for last year's March Board meeting in Indianapolis was \$10,441.13.

6. When a savings is discovered such as printing, awards, etc., do we always split that savings with the employee who revealed it?

A. To this Board's knowledge, cost-savings realized by the NCRS in any area have never been shared with an employee who may have identified the opportunity. That is not to say it hasn't ever happened in the past, this Board just has no awareness of it happening. Web Site: <http://www.ncrs.org/scc/> 15 Email address:

[sccncrs@ncrs.org](mailto:sccncrs@ncrs.org)





7. Since Board Members originate from different parts of the country, would it be possible for the Board to teleconference these meetings to substantially save funds?

A. Yes, it would certainly be possible to teleconference these meetings. That said, these meetings typically involve 20-25 individuals. Speaking from the experience of our occasional conference calls involving just the nine Directors, it would be very difficult to have the kind of productive interactive discussion we have during our face to face Board meetings on a conference call involving that many individuals. Plus, doing these meetings by teleconference would all but preclude membership attendance.

8. Since Eric Mortimer's departure, have the ad sales in the Driveline increased or decreased?

A. For the last five months of 2016 ad revenue was \$44,960; for the same five-month period in 2015 ad revenue was \$41,497.

9. Does the current judging chairman have the same salary and job duties as the prior chairman? If not, explain the differences.

A. The current National Judging Chairman (NJC) has the same salary as the past NJC, and the same duties with two exceptions: Corvette and Camaro/Nova/Chevvelle Shipping Data Reports are now handled by individual members who then receive the commission that the former NJC was receiving.

10. Did NCRS make car payments in lieu of wages to a third party as compensation to an NCRS employee/consultant/contractor? If so, did the person(s) receiving that compensation receive a 1099?

A. In one instance NCRS did furnish a vehicle to an employee, but not in lieu of wages to the employee or to anyone else. Gary Mortimer was given a Chevrolet Suburban. It was alleged that it would only be used for NCRS business so no 1099 was issued (nor should it have been). It was subsequently discovered that this vehicle as well as the trailer belonging to NCRS were used numerous times by Gary for personal purposes. A 1099 therefore should have been issued but was not. This was the only instance of NCRS providing a vehicle or making car payments.

11. What are the revenues from 2014-2015 for the document verification service?

- A. Revenue for Corvette-related Document Services, which include Document Validation and Shipping Data Reports, totaled \$70,186 in 2014; \$68,562 in 2015; and \$57,687 in 2016. 12. Have the literature sales from 2015-2016 increased or decreased when compared to previous years? A. Manual sales were: \$110,811 in 2014; \$96,938 in 2015; and \$128,764 in 2016.

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**GM Corvette Plant News:** At the Michelin NCM Bash, GM Corvette Plant Manager Kai Spande made the official announcement that public tours of the plant would not be available for approximately 18 months. The last day for public tours is currently Friday, June 16, 2017. Corvette Chief Engineer Tadge Juechter further elaborated on the lack of availability, citing the time needed to tie the new paint shop into the assembly line, and eventually design a new tour route. While Buyers' Tours and Engine Build options are not available for the 2018 model year Corvettes, RSC Museum Delivery is still available, sans the plant tour portion of the package which can be fulfilled once the tours reopen. Kai and Tadge also announced that the plant will be shut down August-October. For those wanting 2018 Corvettes by the end of July the deadline to order was June 12. Corvettes ordered after that date will be built once the plant reopens in November.



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## **NW CHAPTER NCRS / EVENTS CALENDAR 2017**

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

August 27 / XXX Issaquah ~ All Corvette Show- Issaquah, WA

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

September (TBD) / Terminator Party (location & date – TBD)

October 25 – 28 / Texas Regional – Frisco, TX

### **2018**

January 10 – 13 / Florida Regional – Lakeland, FL

April 12 – 14 / Carolinas Regional – Greenville, South Carolina

May 16 – 19 / Michigan Regional – Dearborn, MI

May 16 – 19 / Arizona Regional – Scottsdale, AZ

June 7 – 9 / Michigan Regional – Dearborn, MI

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

October 25 – 28 / Texas Regional – Frisco, TX

\* Denotes revised information from the previous list

Updated on 06-22-2017

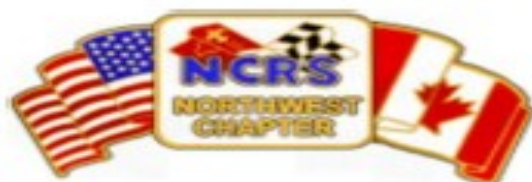




# 2017 NORTHWEST REGIONAL - REDMOND, OREGON SEPTEMBER 7TH -9TH, 2017

## 2017 NCRS NORTHWEST REGIONAL REGISTRATION FORM

ONLINE REGISTRATION IS PREFERRED-see more information in EVENT REGISTRATION section on schedule page



NCRS MEMBERSHIP NUMBER \_\_\_\_\_  
 NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_  
 PHONE: \_\_\_\_\_ EMAIL: (required for event correspondence) \_\_\_\_\_

### EVENT REGISTRATION:

FAMILY REGISTRATION	@	\$80.00	\$
LATE FEE (after 8/7/2017)	@	\$25.00	\$
GUEST FEE (NON-MEMBER)	@	\$25.00 each	\$
FRIDAY NIGHT BBQ	@	\$36.00 each	\$
AWARDS BANQUET	@	\$60.00 each	\$
Prime Rib		Salmon	
EVENT T-SHIRT	\$22. EA	S M L XL XXL XXXL	\$
POLO SHIRT	\$40. EA	S M L XL XXL XXXL	\$
SWEATSHIRT	\$40. EA	S M L XL XXL XXXL	\$
SUB TOTAL			\$

### CORVETTE REGISTRATION (ONE REGISTRATION FORM PER CAR):

COMPLETE VIN# \_\_\_\_\_  
 YEAR \_\_\_\_\_ CID/HP \_\_\_\_\_ COUPE \_\_\_\_\_ CONVERTIBLE \_\_\_\_\_  
 EXTERIOR COLOR \_\_\_\_\_ INTERIOR COLOR \_\_\_\_\_ INTERIOR TYPE (leather or vinyl) \_\_\_\_\_  
 BODY BUILD DATE \_\_\_\_\_ PAINT CODE \_\_\_\_\_ TRIM CODE \_\_\_\_\_ BODY# \_\_\_\_\_  
 DRIVEN OR TRAILED (INDICATE ONE) \_\_\_\_\_ NUMBER OF MILES DRIVEN OR TRAILED \_\_\_\_\_  
 INSURANCE COMPANY \_\_\_\_\_ POLICY # \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

FLIGHT JUDGING ENTRY	@	\$80	\$
BOWTIE CANDIDATE JUDGING	no charge (must be registered for flight judging)		\$0.00
QUALIFIED PV ENTRY	@	\$80	\$
SPORTSMAN ENTRY	@	\$25	\$
FOUNDERS ENTRY	@	\$20	\$
TRAILER PARKING	@	\$40	\$
SPECIAL DISPLAY: BOWTIE-MCLELLAN-AMERICAN HERITAGE (CIRCLE/INDICATE ONE)			\$0.00
ADVANCED JUDGING SCHOOL - FRIDAY	@	NO CHARGE	\$0.00
ADVANCED JUDGING SCHOOL - SATURDAY	@	NO CHARGE	\$0.00
SUB TOTAL			\$
GRAND TOTAL			\$

**NO REFUNDS AFTER 8/7/2017**

### JUDGING PARTICIPATION:

NAME	NAME
FLIGHT JUDGE	FLIGHT JUDGE
JUDGING LEVEL	JUDGING LEVEL
1st choice	1st choice
2nd choice	2nd choice
Shirt Size S M L XL XXL	Shirt Size S M L XL XXL
Mech Chassis Ext Int Ops	Mech Chassis Ext Int Ops
Observer Judge	Observer Judge
Tabulator	Tabulator

All Members must sign the hold harmless agreement below, whether or not you bring a Corvette.

Anyone bringing a Corvette(s), whether to be judged or not, must read and sign the following Hold Harmless Agreement, and provide proof of registration and in-force insurance at the Meet Registration Desk when you check in. BEFORE the car can be Operations Checked and / or placed in it's final location

### HOLD HARMLESS AGREEMENT:

I agree to insure my vehicle(s) and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors agents, employees, and chapters for any acts or omissions that may result in the theft, damage or destruction of my property or injury to me or to others, occurring during, or as a consequence of this.

Signature: \_\_\_\_\_ Date \_\_\_\_\_

Arrive as early as you can. All Judged, PV and display cars must remain in place until released by Judging Chairman

## 2017 NORTHWEST REGIONAL - REDMOND, OREGON SEPTEMBER 7TH -9TH, 2017

SCHEDULE OF EVENTS (TENTATIVE AND ARE SUBJECT TO CHANGE)

Online registration is preferred-see information below



### Thursday, September 7, 2017

10am to 4pm	Event & Registration Desk Open
12 noon to 3:00	Performance Verification by appt with National Team Leader
11am to 5:00pm	Car Placement on Lawn Judging Field
	All Cars must be in place by 3:00pm - no exceptions
5:00pm to 6:00pm	Judging Seminar
6:00pm to 7:00pm	Welcome Reception - No Host Bar & Hors D'oeuvres
Evening	Dinner on your own
6pm to 8am	Security

### Friday, September 8, 2017

7am to 8am	Judges/Tabulators Breakfast
8am to 9pm	Registration Desk - open
8:15am to 8:45am	Judges Meeting
8:45am to 9:45am	Owners Meeting
9am to 9pm	Right Judging 5A-5S,5B-6S,6B-6A,6J,7A-7J,7S-7J,8A-8J,8B-8J,8J-8B (subject to change)
9am to 9pm	Advanced Judging School - morning & afternoon sessions
12noon to 1pm	Judges/Tabulators lunch
4:00pm to 5:00pm	NW Chapter Membership Meeting
5:00pm to 7:00pm	Barbecue Dinner
6pm to 8am	Security

### Saturday, September 9, 2017

7am to 8am	Judges/Tabulators Breakfast
8am to 9pm	Registration Desk - open
8:15am to 8:45am	Judges Meeting
8:45am to 9:45am	Owners Meeting
9am to 9pm	Right Judging 5A-5J,6A-6J,6S-6B,6B-6A,7A-7A,7B-7B,8A-8B,8B-8A (subject to change)
9am to 9pm	Advanced Judging School - morning & afternoon sessions
12noon to 1pm	Judges/Tabulators lunch
4:00(estimated)	Cars released & removed from lawn
4pm to 7pm	Social Hour - No Host Bar
7pm to 9pm	Awards Banquet & Dinner
6pm to 8am	Security

Meet Chairman & Info	Bob Johansen	425-286-9779	<a href="mailto:bjohansen@comcast.net">bjohansen@comcast.net</a>	NW Chapter	<a href="http://www.NWNCRS.org">www.NWNCRS.org</a>
Judging Chairman	Stewart Lowe	206-227-1169	<a href="mailto:stowe71@icloud.com">stowe71@icloud.com</a>	website link	

### EVENT REGISTRATION (Registration Link Available at the following websites)

[www.NWNCRS.org](http://www.NWNCRS.org)

[www.NCRS.org](http://www.NCRS.org)

Online registration is preferred (if paper registration is necessary, please contact Bob Johansen for check & mailing instructions)

Online event registration: [www.ncrs.org](http://www.ncrs.org) then; Services > Coming Events > Event Registration > NW Regional

To register a Corvette for Judging, Display, PV, Founders, Bow Tie, McClellan or Sportsman...please provide proof of ownership and current insurance at time of ON-LINE registration. Also bring copies to meet.

Pre-registration deadline is 8/7/2017(no refunds). All registrations after 8/7/2017 are subject to late fee and Judging Chairman approval

### Host Hotel Information:

Eagle Crest Resort - Redmond, Oregon 97756

Hotel Link <http://www.eagle-crest.com>

Hotel Address : 1522 Cline Falls Highway| Redmond, OR 97756

Things to do link <http://www.eagle-crest.com/things-to-do-in-central-oregon>

Reservation phone# 1-877-790-6271

IDENTIFY YOURSELF AS AN " NCRS ATTENDEE" ,(Hotel code NW/CORVETTE)

BLOCK OF ROOMS WILL BE AVAILABLE UNTIL MIDNIGHT 8/12/2017

RESERVATIONS MADE AFTER MIDNIGHT OF 8/12/2017, WILL BE ON A SPACE AVAILABLE BASIS

Airport - Redmond Municipal Airport (Code RDM) - Hotel Shuttle service available for a nominal fee (call 800-856-2203).

Arrive as early as you can. All Judged, PV and display cars must remain in place until released by Judging Chairman

# 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

9/13/04 – Day 17: Pulled another “all-nighter” doing last minute chores after the conclusion of **SEATTLE in SEPTEMBER III**, then headed for the airport at 4AM to catch the 6AM flight to Anchorage. This will be the final leg...and the longest one...of our Alaska odyssey, ending with our return via the Alcan Highway. But first, we have some unfinished business. “Red roads” to drive. Sights to see. Gravel to dodge.

In Anchorage our good friends **Dave & Margo Smith** from the **Anchorage Corvette Assoc** picked us up at the airport and taxied us to “the box” to dig out the '67 for the last time. Took Dave & Margo to breakfast at **Peggy's Café** (GREAT omelets and fantastic pies!) then followed them to their house to pick up some smoked halibut and salmon to take with us. The smoked fish would come in handy later.

Said our goodbyes and headed north toward Fairbanks, about 400 miles away. Cloudy and dry as we departed, but you could see it wouldn't last. Made it almost 50 miles before it started raining. The leaves are golden and beautiful. Looks like the prime time for fall colors. Would really be spectacular in the sunshine...which there isn't any of today. Somewhere north of **Talkeetna** a female eagle flew in front of us with what looked like a fish in her talons. Reminded us of the smoked salmon. Time for a snack! Had high hopes of seeing **Denali** (Mt. McKinley) from the ground, but it was completely obscured by clouds. We motored on, rolling into **Fairbanks** about 6PM.



Checked in to our hotel then went to **Sam's Sourdough Café** for dinner. We'll turn in early tonight. We've been up for 38-hours straight, flown 1,500 miles, then driven another **389** miles since we've seen a bed. The tank's just about empty!



9/14/04 – Day 18: Today's the day we planned to go to the “top of the world” to a place that's never seen a Corvette, except perhaps in pictures, and today it's raining. It's raining BIG time. It doesn't matter. We didn't travel 3,000+ miles from Seattle to be deterred by a little rain. We'll try it anyway. We point the nose of the '67 northbound out of Fairbanks on the Steese Hwy and we're off. Ready or not, here we come! Maybe we'll make it. Maybe we won't, but we gotta try.



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

Stopped a few miles north of Fairbanks for a photo op at the Trans-Alaska Pipeline. We'd see sections of the pipeline many more times today, but not so close that you can walk right up and touch it like you can at this location. It's a fascinating piece of engineering. We motored on up the Steese for a few more miles, then just beyond **Fox**, (with humble apologies to Robert Frost), we "came upon a fork in the road, and...we took the road less traveled...". Yeah, right. Less traveled perhaps, but not less graveled. This one becomes the Elliott Hwy. 84 miles later the pavement stops, but the road goes on. Now it's called the **James F. Dalton Memorial Highway** aka "the Dalton" also aka "the Haul Road".



It's mostly gravel and goes all the way to **Prudhoe Bay** where the Trans-Alaska Pipeline begins. We're not going quite that far. The Dalton's primary purpose is to carry the huge trucks that haul supplies to/from the oil fields. HUGE. As in, 4-axle tractors pulling twin 40' trailers. BIG hummers!

Stopped at the beginning of the gravel stretch to install a set of rock guards I'd made out of some old truck mud flaps. Placed in front of the rear tires, the purpose was to keep rocks & debris picked up by the tires from hitting the tips of the side-pipes. A trucker stopped to inquire about what I was doing and asked if I really intended to drive this car on this road in this direction. I assured him that I did so intend. He assured me that I was an idiot if I actually followed through on that nutty plan. I thanked him kindly for his sage advice and we parted company.



He was right, of course. We continued anyway. The rain has stopped and now we have the best of both worlds when it comes to driving on gravel. It's a bit muddy now, rather than dusty. That's actually an advantage. The mud makes the gravel tend to stick to the road and not fly around so bad when meeting oncoming vehicles. Less flying rocks means less chance of rock chips. This is good! For most of the next 110 miles, we...go...r-e-a-l...slow. Seldom over 30MPH, often much slower. Fortunately, there's not too much traffic today. Those we do meet look at us like we're nuts. We are, of course. So what? We're on a mission and we motor on. We cross the Yukon River, as does the pipeline, and marvel at the security fences and cameras all over the place. Cameras everywhere. Over, under, and around the bridge. Bet the guards monitoring the "big screen" somewhere are really scratching their heads as they watch us cross the bridge.



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

Are we terrorists in disguise? Lost tourists? Or just a couple of Corvette aficionados in search of a show-n-shine? We stop at **Yukon River Camp** for some \$3/gallon fuel and make a mental note that this would be a good place for lunch (and more fuel) on the way back. We motor on. About 27 miles from our destination, we pop over a hill and are greeted by a beautiful 2-lane paved asphalt road. Complete with painted center lines and fog lines. Here. In the middle of frickin' nowhere! A paved road! This, too, is good and we pick up the pace a bit. Flying along about 70MPH for awhile until it starts to snow. Big, wet, sloppy flakes. Not quite a white-out, but close, so we slow down again. Finally, we see the sign. "**Latitude 60 degrees, 33 minutes**". The **ARCTIC CIRCLE**! We have crossed the ARCTIC CIRCLE in a '67 Corvette! How many others can make that claim? The answer, I'm betting, is ZERO.



Our plan was to put the top down for the photo op, but there's a blizzard going on. No way the top is coming down today. Much as we'd like topless pictures for show-n-tell, we're not about to drive the 204 miles back to Fairbanks in a car full of snow. We take pictures. Lots of them. Gotta prove & document what everybody else already knows. We're nuts! Pictures taken. Mission accomplished. We brush the snow off the windshield and head back south before it gets any worse. It's 4PM and we're still over 6-hours and 200 miles from our hotel.

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

Once out of the snow we put the pedal down for the few miles until we run out of pavement. Then it's back to puttin' along at 30MPH in the gravel. Just beyond **NO NAME CREEK**, we saw a black bear along the road. Probably about 200# or so. Beautiful creature. He spotted us long before we saw him and was scrambling up the bank along the road as we approached. It's real difficult to sneak up on anything when driving a "side-piper", so we didn't get any pictures. About 40 miles down the road, an 18-wheeler came up behind, passed us, then came to a screechin' halt in front of us and the driver jumped out of the cab. We stopped to see what that was all about. He simply wanted to ask if we'd stop at the **Hot Spot Café** down the road a piece, so he could take some pictures. He figured his buddies were NEVER going to believe this story w/o some proof! We were glad to oblige him as we planned to stop there anyway to pick up a couple "I crossed the Arctic Circle" certificates and souvenirs.



We entertained the trucker and the folks at the Hot Spot for a bit, got our "I was there" stuff, then moved on. Next stop was the Yukon River Camp for more \$3/gallon gas and a quick dinner. When we went to fire up the '67 after dinner, all we got was a nasty grinding sound. Same noise you'd get if a flywheel tooth were missing. Not a real comforting sound when you're 200 miles from nowhere and no way to get parts even if you could change it along the road side...which you really can't. Gave it a shove to roll the flywheel a bit so the starter could grab a good tooth and it fired right up. (Note to self: The flywheel needs some "dental" work. Get a new flywheel ring gear when we get home). Turned on the CB so we could listen to the truckers' comments as they encountered us on the road. Very entertaining. Most of them didn't know we were "wired" and could hear them talking. The rest of the return to Fairbanks was pretty uneventful. It was dark when we finally rolled in about 9:30PM. Long day. Eleven and a half hours to go **417** miles, but what a trip. Priceless!



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

9/15/04 – Day 19: Today we finally start the return trip to Seattle. Other than getting home in one piece, of course, only one of the pre-planned goals of this trip remains to be accomplished. That being the “**Red roads**”. We’ll cover that one later today. First order of business was to go to the carwash and get rid of some of the memories of yesterday’s assault on the Arctic Circle. The car is covered with mud. Looks like we’ve been 4x4’n. JP3 & the hardcore NCRS types would have a hemorrhage if they saw this. During the cleaning, discovered that one of the stone guards protecting one of the side-pipe covers was missing. Gone. Apparently, the weight of the mud hanging on it simply pulled it off and I most likely ran over it. The good news is that more mud soon covered the side-pipe covers and protected them from stone damage. (Another note to self: Order a new set of stone guards when we get home). Remember the home-made mud flaps I mentioned yesterday? They did a great job of protecting the side-pipe tips. I had extended them a couple inches below the pipes “just to be sure”. That turned out to be a waste of material, as the fire-breathing side-pipes burned the excess couple inches off by the end of the day. Still, they served their intended purpose. I win again!





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

Stopped at Schucks for 6-more bottles of ISO-HEET, as quality of available fuel along the Alcan Hwy is a crap-shoot at best. Our luck in consistently finding good fuel hasn't been too good and we need to be prepared. Had a quick lunch at **Wolf Run**, one of our favorite Fairbanks restaurants, then hit the road. As we were leaving Fairbanks, noted that the brakes were getting more "spongy" when the pedal was depressed. Started noticing it a few days ago but it didn't really seem all that bad at the time. Today it was considerably worse. Should have dealt with it right then and there, but elected to ignore it and head south. Stopped in **North Pole** for a photo op at **Santa Claus House**. North Pole is actually SOUTH of Fairbanks. Go figure.



That done we continued on Hwy 2 toward **Tok Junction**. Drove through light snow much of the day. Appears that we got out of town just in time. Upon arrival in Tok, we've accomplished the final goal, that of driving on every mile of every "Red" road in Alaska. The "Red" roads being Hwy's 1, 2, 3, & 9. That's the good news. The bad news is that the brakes must be dealt with. NOW.

Probably only have some air in the system and simply need to be bled. I carry the necessary tools and fluid and can do that along the roadside if absolutely necessary, but it would take a long time. Wouldn't be much fun in today's conditions of cold and snow, either. The owner of the **Burnt Paw Cabins** where we're staying tonight called around and found a shop willing to get us in tomorrow morning to check out the brakes. Only one restaurant open in Tok now. All the others are closed for the season since the tourists and fire fighters have gone home. So, we "chose" the only option, Fast Eddie's, for dinner. The pizza was awful. Should have gone to the grocery store and bought a loaf of bread and a ring of baloney. Would have been a far better meal.

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

But, alas, our streak of “luck” hadn’t yet ended for the day. Got back to the cabin to find that the toilet, which had been flushed just before departing for the rotten dinner, had continued to run while we were gone. Created a huge lake on the bathroom floor. When my bride entered in sock-feet, she got a real surprise. We cleaned up the floor and fixed the toilet. Then she went back to use the “reading room” and sat down on a WET toilet seat. OOPS! Hadn’t cleaned that part up. This has turned out to be one of those days where everybody should have just stayed in bed. Too bad we didn’t think of that sooner.... Only went **262** miles today.



9/16/04 – Day 20: Up at the crack of 8AM for some delicious biscuits-n-gravy prepared by our host Nancy Arpino, owner of the **Burnt Paw Cabins**. Loaded our gear and gingerly drove the nearly brakeless '67 down the road a mile to **Grizzly Auto Repair** for our 10AM appointment. **Grant Morris**, owner and chief technician, got us right in for the brake check.

He's one of these guys who can fix just about anything that comes in the door. As he was bleeding the brakes, he mentioned that back when he was in technician school about 17 years ago, he'd “read about” and “seen pictures of” a Corvette 4-piston disk brake system, but had never actually seen a real one in real life. As anyone who owns one knows, getting all of the air bled out of this system is a real challenge. Fortunately, Grant had a few tricks of his own, and had us back on the road in a bit over an hour. A fast fix at a fair price. Who could ask for more? If ever you're in need of auto repair in Tok, Alaska, **Grizzly Auto Repair** is the place that can handle it.



While there, we saw a black fox that appeared to be sleeping alongside a ratty old Volvo wagon in the parking lot. Turned out that the fox had assumed ambient temperature several days ago after a head-on collision with the Volvo. Grant had extracted the fox from the Volvo's grille and fixed the car. An officer from DNR told him not to dispose of the dead fox. “Don't touch it” they said. They would send someone to pick it up. That was several days ago. Good thing it's been pretty cool lately. Otherwise, Mr. Fox would be mighty ripe by now. By noon we were back on the road and headed for Whitehorse, Yukon Territory, 402 miles away.



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

(in search of rock chips & road rash)

As we approached the Canadian Customs at Port Alcan, the co-pilot casually asked where I'd packed our passports this time. We'd need them to get back into Canada. Another OOPS! After our trip through Canada on the way to Alaska in May, I'd put them back in the safe deposit box at home...for safe keeping. That's where they still were. Plenty safe...in the deposit box. This could get difficult. What if they wouldn't let us back into Canada? What then? Couldn't even call home to have someone Fed-X them to us, as nobody but us can access the box w/o a court order. Hmmm. We could be in heap big trouble, Kemo-sabe! Can't turn around now, so we put on our game faces, drove up to the window, and handed over our drivers' licenses as if that was all that was required. The officer perused the licenses...and us...and the car.



Poked a bunch of keys on her computer and stared at the screen for awhile. Asked a whole load of questions about where we'd been?, for how long?, why?, where we were going?, why?, how long did we intend to be there?, why?, if we had any guns, drugs, cigarettes, alcohol, or anything else that we wanted to declare. Apparently, we had all the right answers. Either that, or she figured we were nuts to be driving this car on this road at this time of year and that nobody could concoct a story like ours if there wasn't an element of truth in it somewhere. Either way, we passed the test.

We motored on toward Whitehorse. Arrived a few minutes before 9PM, just moments before our favorite Whitehorse restaurant, **Klondike Ribs & Salmon**, closed for the season. We were actually the very last customers admitted before the doors closed until next spring. Finally, some good luck! The meal was awesome, as it always is at the Klondike. Drove **404** miles today.



9/17/04 – Day 21: Rolled out of Whitehorse about 10AM. Drove about an hour before stopping at **Jake's Corner** for breakfast...for us and for the '67. Thick sliced country baked ham, home-made bread, perfectly cooked eggs over easy, all on top of a pile of perfect hash browns. Did I mention it was perfect? It was. And only cost about \$8 CDN. Would have been a bargain at twice the price.

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

Back on the road again. It's snowing and blowing hard. Stopped for gas near **Watson Lake** and learned from the station keeper that the road over the pass that we were headed for had already received about a foot of snow. They highly recommended that we go south via the **Cassiar Highway** instead if we wanted to avoid the snow. The '67 ain't afraid of no stinkin' snow! But it ain't stupid, neither. We went south on the Cassiar. This 450 mile stretch is actually about a hundred miles shorter than our originally planned route, but it takes at least 4-hours longer.



All but the last 100 miles is horribly rough, lots of gravel sections, narrow, no shoulders, no center lines, no fog lines, all in all, a "delightful" alternative. In retrospect, the snow route might have been the better choice. Adding insult to injury, the car was running crappy again. More bad fuel, apparently. Before we left Anchorage a few days ago, I'd picked up a set of hotter spark plugs to try in case the bad fuel issue reared its ugly head again.

Things were beginnin' to get ugly. When we got to **Dease Lake** and stopped for the night, I decided it was time to install the plugs. Having no plug gap guage among all the tools I'd packed, I had to improvise. Using the tapered tip of my Leatherman Tool, I shoved it in the gap as deep as it would go in one of the existing plugs, marked its location, then used this as a guide to adjust the new set. Not very scientific, not very accurate, but better than nothing.



While changing the plugs, I discovered a fresh exhaust leak where the right manifold connects to the side-pipe. Apparently, all the shaking encountered on the Dalton a couple days ago and today on the Cassiar had loosened the pipe enough to allow the gasket to blow. What next? How about the worst dinner of the whole trip, that's what. Only one restaurant(?) open in Dease Lake this time of year. It ain't Burger King. Y'don't get it "your way". Y'get it however and whenever they bring it. No options. It was awful. Made **423** miles today.



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

9/18/04 – Day 22: Out the hotel door at first light. OK, maybe 2<sup>nd</sup> light. Point is, we couldn't get out of there fast enough. No way we're eatin' breakfast there. Gotta be better down the road. Drove about 150 miles to **Bell 2 Lodge** before we stopped for food & fuel. Still running crappy so dumped in another bottle of IsoHEET. Food was only marginally better than yesterday. But, Hey, we're still alive. The car may not be running good, but it's still running. Life is good! We motor on, covering the LAST 26 miles of gravel that we'd see for the rest of the trip. See, I told 'ya. Life is good! The final 100 miles or so of the Cassiar Hwy was perfect asphalt winding through spectacular scenery.



Another fuel & junk food stop (yes, we're into junk food now...at least it's predictable) in **Kitwanga, BC** and we head east on the **Yellowhead Highway** (16) toward Prince George. We begin seeing things we haven't seen for several days. The trappings of civilization. Farms. Cows. Litter. Traffic. OK, not much traffic, but still, we're meeting other vehicles every few miles. Is this good? Or bad? Depends on your point of view, I suppose. I was kinda enjoying the solitude. My co-pilot wasn't. It's been a long day...**563** miles...and we finally stop for the night at the Blue Spruce in **Vanderhoof, BC**.

9/19/04 – Day 23: Back on the Yellowhead Hwy for about an hour before stopping for breakfast in **Prince George, BC** and what turned out to be the first decent fuel in the last 5-days, then hung a right onto southbound Hwy 97, the **Caraboo Highway**. This one runs through the Caraboo Mountain Range. Today, especially after passing through **Cache Creek**, we'd see some fantastic scenery as we wind along the **Fraser River**, sometimes close to the river, more often high on the canyon ridge. Wonderful road. Lots of tunnels through the rock outcroppings. (Memo to self: This would make a great weekend trip destination next summer) Finally, the '67 likes the fuel we're feeding it and it purrs like a kitten.



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

When the '67's happy, the occupants are happy. Funny how that works, isn't it. We wouldn't need the Iso-HEET again on this trip. Wanna buy some? Have 5 bottles left over.

Had a fabulous dinner at the HOME Restaurant in Hope, BC, then checked into the Best Western Hotel for our last night on the road. Tomorrow we cross back into the good old US of A. Covered **470** miles today.



9/20/04 – Day 24: Slept in this morning then went back to the Home Restaurant for breakfast... we love this place. We're in familiar territory now so, for the first time in nearly 6,000 miles, we've stowed the MILEPOST book with the luggage. Without the MILEPOST, navigating this trip would have been a whole lotta work. We found it to be absolutely accurate and that it had an answer for nearly every question that we had during the trip. Back on the road, we set the cruise control and headed west on Canada's Hwy 1 toward Abbotsford, BC. Crossing the border back into the USA at Sumas took all of 2-minutes. Sweet. Wanting to enjoy our few remaining miles, we stay on Hwy 9 for as long as we can. A couple hours later we're back in Seattle where we find...much to our chagrin...

TOO MUCH ASPHALT and TOO MANY PEOPLE. There's a part of me that really misses the solitude that we found on parts of this adventure. Still, it's good to be home. **175** miles today.

Reflections: 24 days spread over 4 ½ months. Just under 6,000 miles on the road and another 1,300 or so on the water. 376 gallons of fuel, most of it decent but some downright awful. As a result, we used 8-bottles of IsoHEET. 15.8 MPG overall. 3-quarts of oil. 2-sets of spark plugs. Rock chips? Yes. Road rash? Yes. Amazingly enough, after nearly 6,000 miles, some of them over downright rotten roads, the worst paint chip we suffered occurred while parked in a hotel parking lot in Anchorage. City stuff. That could just as easily have happened in Seattle. Do we care? Not really. That's what touch-up paint is for. Several minor challenges. No major mechanical problems. Never once did we have to revert to "tennis shoe" mode. We saw things and we did things that most people will NEVER do in a lifetime. It was an awesome adventure...

## ***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. [541-343-8980](tel:541-343-8980), or [dsmasset@comcast .net](mailto:dsmasset@comcast.net)"



Parts wanted: 40248 and 40366 fuel pumps; 1100696 alternator. Wayne at [206-930-9370](tel:206-930-9370).

Parts for sale: 519 block cast C-6-1; T10 transmissions dated Feb. 1959 and May 1960; 1966 BB 702 head; heads-539 550 896 461; NOS 547 ignition switch for 1958-60; teak wheel; welded wheel correct for 1961-62; two 891 distributors; very nice 9-fin valve covers; 3.70:1 open differential. Wayne at 206-930-9370.

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:206-567-5433) 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***

PARTS FOR SALE LEFT OVER FROM MY '71 BASE ENGINE AUTOMATIC COUPE:

Rochester Q-Jet 7041212 DL dated 0221 (1/22/71), rebuilt & unused \$475;

kick panels, black, original, unused, cut for A/C \$50/pr;

fan clutch dated 9-15-70 SC \$50; t

wo 3846559A dr side ram horn exhaust manifolds dated E13 & I8 \$50/ea;

3989036 psngr side ram horn exhaust manifold dated A28 \$50;

vent grills on body behind rear window, chrome plated \$25/pr;

sealed gas cap, new fits 70-74 \$15; gas cap gaskets (3) \$2/ea; '

68 coupe only rear window tray, restored \$150.

Have several other minor parts and pieces. Email Randy C. at [rkcorrigan51@gmail.com](mailto:rkcorrigan51@gmail.com) for questions, detailed list and pics if desired."

Need for 1954 corvette left door sill plate, shifter knob, and any other 54 parts. Bert Lukens  
[541 306 9958](tel:5413069958)

### 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 [danj@johnsonelect.com](mailto:danj@johnsonelect.com))



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

### **FOR SALE: TIRES, WHEELS and BOOKS**

Our cars and parts are gone, but tires, wheels, and two boxes of books are left.

For Sale are:

#### **Original Tires:**

Five Goodyear F70x15 Speedway Wide Tread tires. Four have date codes for 1972. Don't appear to have a code on the 5<sup>th</sup> tire. \$200 for set of Five.

Six Firestone Steel Radial 500 whitewall GR70x15 tires. Date codes are 1973 and 1974. \$200 for set of six.

#### **Street/work wheels and tires:**

Four Goodyear Eagle ST P225/70R 15 all on AZ wheels. \$150 for set of four for wheels and tires.

Four StarfireFliteline IV P215/70 R15 steel belted radials all on AG wheels (one bunged up). \$150 for set of four wheels and tires plus one AG wheel.

#### **Books and Magazines:**

Corvette Restorer Magazine Vols 10 through 42. A few issues are missing. FREE to a good home. Come and get them.

Numerous books, catalogues and manuals. More than 40 books including shop manuals, parts catalogues, wiring diagrams, AIMs from 1964-1974, Noland Adams Vol II Restoration Guide, etc. Priced at about half street price plus shipping.

**All items can be picked up in Sequim, WA. For more info or pictures email [spence@olympus.net](mailto:spence@olympus.net). John Spence #12612**

**1965 Tar Top Battery** with March Date Code from Restoration Battery. Long story short was getting the run around on a warranty claim and purchased another when this one finally arrived. Don't need two of them. 275 dollars. John Hopkins 360.620.5633

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