

The Front Bumper

CHAIRMEN'S MESSAGE

I am happy to say that Summer is here, but going by much too quickly. Reminder to get your cars ready to drive. Hoping that all the restoration projects will be completed to drive & show in 2019.

I just returned from the National Convention in South Carolina and once again there were old friends and many nice cars. There were (6) chapter members attending from the NW Chapter. I encourage you all to attend future national conventions. (see schedule in our activity report).

Past Events - recap

June 28 / Chapter Judging Meet in Woodinville / We just completed a great judging meet Woodinville. We had the opportunity to judge 2 quality cars. Neither car nor car owners had gone through the judging process before. And both expressed to me that it was a great process and learned a lot about their cars. The meet was well attended with judges from the Washington, Canada and Arizona.

April 28 / NW Chapter Mini Judging meet - Wilsonville, OR. / We judged two cars that had never been judged before. 1961 & 1956. There was a good turnout by NW Chapter members. Thanks to Dean Sprecher for hosting.

May 25 / BC Chapter Judging Meet – The BC Chapter once again hosted a great judging meet & tech session. That chapter is getting new blood with Brent Connor stepping up as chapter chairman. Two cars were judged.

Upcoming Events (see more specific information on judging meets at our chapter website)

Terminator Party 2019 / this activity is not scheduled do to lack of a volunteer to host this event (contact Dan Johnson, if interested)

December 1, 2019 / NW Chapter Holiday Brunch – (location – Budd Bay Cafe)

August 20-24, 2020 / NW Chapter will be hosting the Regional Judging Meet at the Eagle Crest Resort in Redmond, Oregon. (More information will be provided when plans get firmed up).

“ Open Call for volunteers or nominations for officers” per our chapter ByLaws, contact Dave McLeod with interest.

It is your club...get involved

We will be calling for volunteers assist with our 2020 Regional Meet in Redmond, Oregon. Those of you that have expressed an interest in having more events...now is your chance to help shoulder the load and volunteer. Bob Johansen will send out a list for members to sign up for specific duties.

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Chapter By-laws (updated)

Dave McLeod has completed the update of our chapter By-Laws. It incorporates all the past addendums/revisions to our By-Laws that were written in 1978. (a copy can be found in this issue of the Front Bumper)

National NCRS Business

If you have questions or concerns regarding NCRS National Issue...please contact our Regional Director, Bob Johansen. Bob is your contact to the National Board and he can address your questions/concerns. Bob's email address is rjohansen@comcast.net

Any questions or concerns about your chapter...please feel free to contact me directly.

Respectfully, Dan Johnson / Chapter Chairman

NW Chapter NCRS / Events Calendar

September (TBD) / Terminator Party (location – TBD) (need host volunteer...contact Dan Johnson)

September 18 – 20 / Lake Tahoe Regional (Northern California Chapter) – Lake Tahoe, CA

October 24 – 26 / Texas Regional – Frisco, TX

December 1 / NW Chapter Holiday Brunch – (location – Budd Bay Cafe)

2020

May 28 – 30 / Rocky Mountain Regional – Loveland, Colorado

July 19 – 23 / NCRS National Convention – French Lick, Indiana

August 20-22 / NW Regional – Eagle Crest Resort in Redmond, Oregon

October 22 – 24 / Texas Regional – Frisco, TX

2021

May 13 – 16 / Arizona Regional – Scottsdale, AZ

June 10 – 12 / Heartland Regional – Cedar Rapids, Iowa

July 18 – 23 / NCRS National Convention – Palm Springs, California

October 21 – 23 / Texas Regional – Frisco, TX

2022

- **July xx – xx / NCRS National Convention – Mobile, Alabama**
(bold items denotes revised information from the previous list)

Updated on 07-25-2019

AREA COORDINATORS

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Seattle Area - Bob Johansen
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This Day in History

Courtesy Motor Trend Staff

Ever since the all-new 2020 Chevrolet Corvette broke cover, we've been reporting on the C8 'Vette's series of new firsts. Its mid-engine layout tops the list, followed closely by its controversial new look. Now we have another: its first crash in the real world occurred on August 10th, 2019.

From the looks of the photo that first circulated on the Instagram handle Wrecked Muscledcars, the Elkhart Lake Blue 2020 Corvette crash occurred on a winding mountain road reportedly somewhere along California Route 120 between the towns of Moccasin and Groveland. It appears two other vehicles were involved in the crash, a Ford Ranger and a Chevy Equinox.



Important News From Corvette & High Performance Meet!

After 45 years of organizing and promoting the Corvette & High Performance Meet, we're taking a break. We will not be producing an event in 2020. The future of the event beyond next year has not yet been written. We would be open to discussions with interested parties who might want to perpetuate the show. We are retaining the event name as part of our business activities but could possibly provide support for a new venture by either a business or a club.

Thanks for all of the good times since we started in 1975 and there is no way to describe the incredible experiences we have shared over the years through the stages of the Corvette and Muscledcars hobbies. Thanks for all of your support and please pass the word that we are not scheduling our February event next year. For email contact, please send your questions or comments to LWJohnson@corvettehp.com or call at 360-786-8844.

The Johnson Family and all of our loyal staff.





A few images from the Summer Judging Meet at Dan & Lisa Johnson's

Michael Murphy of Medina brought his 1967 Roadster in for its judging debut where it earned a Top Flight.





Rick Geier of Longview brought his 63 Coupe for its judging debut- where it earned a Second Flight. Rick has owned the coupe for over 40 years.





Bob & Valerie Johansen's Duntov
Awarded 1969 L89



Above John Paul is reminding membership present that many things in Dan's garage are fragile....

John & Shelly Hopkins - Duntov Awarded 65 Convertible

Dave & Donna Berger's 1999 Top Flight Coupe



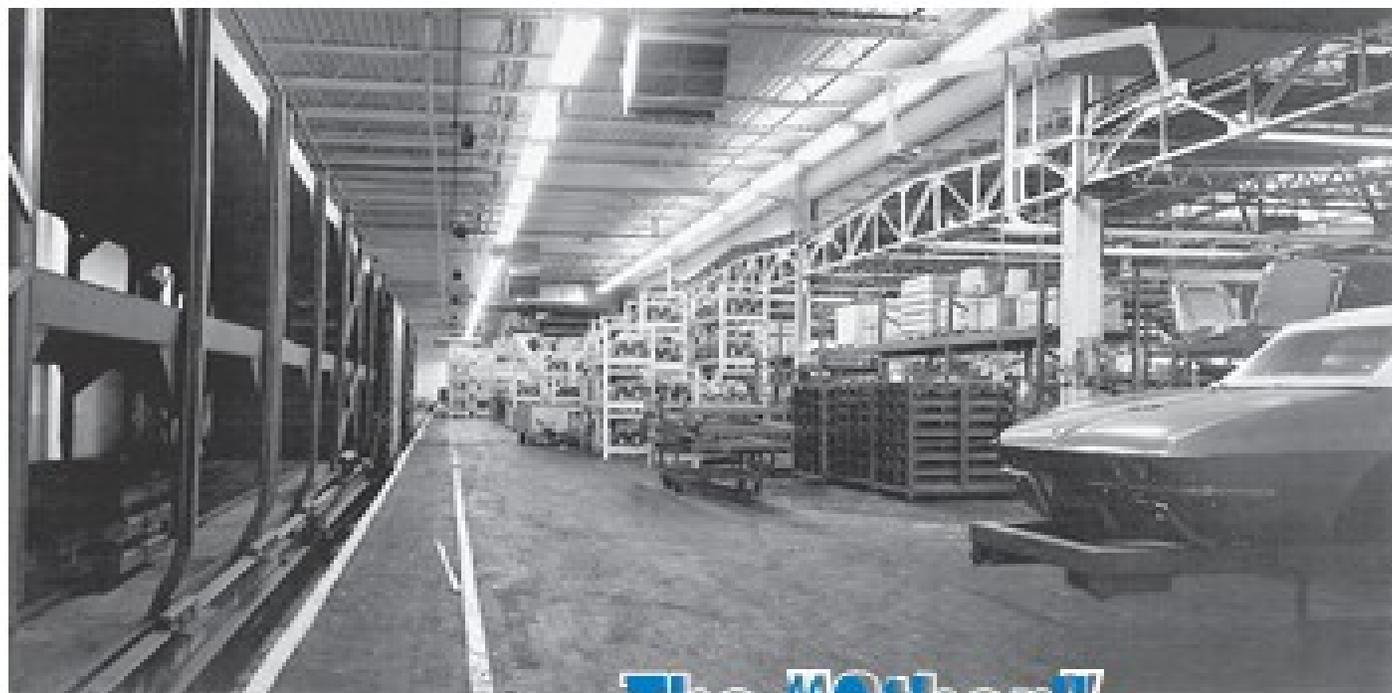
Jim Durham was reunited with his 65 Coupe that found its way back to Washington after spending some time in California.

The Chapter would like to thank the Johnson's for hosting the event and organizing our lunch.





■ technical the “Other” Corvette Body Builder



The “Other” Corvette Body Builder

Many new mid-years Corvette owners aren't aware that there were two plants that built '64-'67 Corvette bodies; half were built at St. Louis, and half were built under contract by the A.O. Smith Corporation in Ionia, Michigan. This month we'll examine a brief history of A.O. Smith (and its predecessor, the Mitchell-Bentley Corporation), and describe the product they produced and shipped to St. Louis for final assembly.

In the Beginning: The Ionia Manufacturing Company produced truck and bus seating, and during World War II produced Jeep components, seats, and tarps for the military. After the war, contracts were secured to build wood, wood/steel, and all-steel station wagon bodies for GM and Chrysler. In 1953, the name of the company changed to the Mitchell-Bentley Corporation, and their product line expanded to include interior trim parts, interior plastics, and bucket seats for Dodge trucks. They also built hundreds of Glaspar fiberglass kit car bodies and over 500 fiberglass/aluminum bodies for the Nash-Healey sports car. By the end of 1964, when station wagon body production ceased, Mitchell-Bentley

A. O. Smith helps St. Louis keep up with production
by John Hickley

had built over 400,000 station wagon bodies for GM, Chrysler, and Ford.

Chevrolet Knocks On The Door: As GM brought production of station wagon bodies in-house, and that business opportunity was fading for Ionia, in mid-1963 Chevrolet asked Mitchell-Bentley to submit a proposal to build 12,000 Corvette bodies per year, as there was some thought at the time of relocating Corvette production to a proposed new plant in Flint. The Mitchell-Bentley proposal was accepted, and they began production of 1964 Corvette bodies in the Ionia plant in late January 1964, using fiberglass body panels molded by other outside suppliers.

At about the same time, the Ionia operation was sold by Mitchell-Bentley to the A.O. Smith Corporation, and it became known as the Dow-Smith Division of A.O. Smith. Construction was also started on a major fiberglass molding facility on the same site, in order to bring Corvette panel production in-house.

The A.O. Smith-Built Corvette Body: A.O. Smith built the Corvette bodies using a duplicate set of body assembly tooling supplied by Chevrolet, and designed and built many of the smaller fixtures and hand tools themselves from Chevrolet drawings and their own production-development efforts. A.O. Smith had

The “Other” Corvette body builder technical

Left: An A.O. Smith tri-level car being unloaded on the St. Louis body receiving deck inside the plant. Note the convertible body on its build truck being hauled away on the right. (Photo Joe Trybalec)

a large staff of production engineering personnel from the Mitchell-Bentley operation and produced complete and highly detailed assembly process sheets covering every single panel, part, fastener, adhesive, primer, paint, and sealer necessary to build, paint, and partially trim the Corvette body.

They were paid on a contract basis by Chevrolet for each body, and were very careful to thoroughly document every single operation and support it with labor-time studies in order to justify their charges. The A.O. Smith process sheets filled a 500-page book, and each sheet not only had an illustration and part numbers like the Chevrolet Assembly Manual, but also included detailed step-by-step assembly instructions, along with the required tool and fixture numbers. Only two of these A.O. Smith Assembly Process documents are known to exist today.

The Body Shop Process: The A.O. Smith Corvette body was built in essentially the same manner as the St. Louis body, with several minor exceptions: The front fender rear side panel was bonded in place in the off-line front clip bonding fixture versus the St. Louis process of bonding it in place after the front clip was bonded to the body on the main line. Different size rivets were used to attach the door hinge pillar reinforcement to the front upper corner of the door inner panel. All the various riveted-on underbody brackets and reinforcements for body mounts, seat and seat belt anchors, the shifter opening reinforcement, and the radiator support were primed with green zinc chromate primer versus the St. Louis process that coated these parts with black dip primer. A.O. Smith didn't have a black dip-prime paint system, so they used the same zinc chromate paint system that was installed for the birdcage to paint the Body Shop-installed plain steel parts.

The cowl-mounted female hood latches and the cross-car hood release cable weren't installed until after the Paint Shop at Ionia, and showed no under hood blackout overspray. Those horns were installed in the Body Shop at St. Louis, and show under hood blackout as a result. The birdcage assembly tooling at Ionia didn't include provisions to dispense the notches in the sills and sill reinforcements

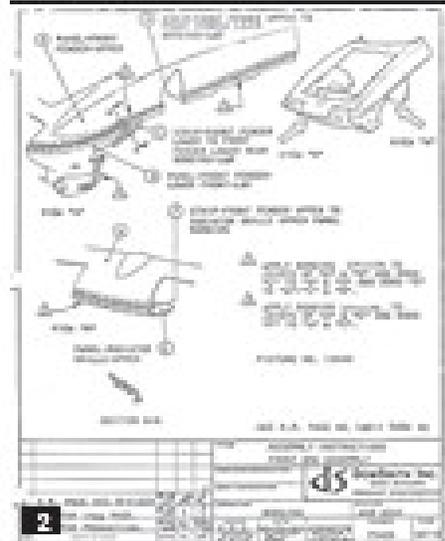
required for later assembly clearance for units with RPO N-14 side exhausts so no orders for units specifying side pipes were ever allocated to A.O. Smith. All bodies for side pipe-equipped Corvettes were built at St. Louis.

The Paint Shop Process: The A.O. Smith paint shop used the same process and materials that were used at St. Louis, except for the 1967 big-block hood. The physical layout of the A.O. Smith paint shop wasn't conducive to the time-consuming and labor-intensive masking required to paint the contrasting colors on the big-block “stinger” hood and header panel, and their personnel were never able to master the masking process. As a result, it's generally accepted that very few 1967 big-block bodies (or none) were built at A.O. Smith after the first few weeks of 1967 production.

The Body Trim Process: The Trim Line process at A.O. Smith was quite simple, as the only parts installed were those required to make the car watertight and safe for rail shipping.

A.O. Smith installed all glass – windshield, side glass, and backlites; they also installed the stainless front and rear outer reveal moldings and the outer wipe seals and window regulators for the side glass. Weather-strips for the doors and deck lid were also installed, along with the trim tag; the VIN plate was installed at St. Louis when the body was loaded on their Trim Line. The trim tag on A.O. Smith cars had an “A” prefix for the body number, and character spacing and alignment was different from the St. Louis trim tags. The A.O. Smith trim tags also didn't show the ECL code suffixed to the trim number like St. Louis tags did.

All door hardware, including glass run channels, outside handle, lock cylinders, inside remote door release and lock rods and spindles, and access hole covers, plus power window conduits and wiring and the cross-car power window harness were installed on the Trim Line. Both styles also received the main body harness and accelerator lever. The lock cylinders for the ignition and spare tire lock and the keys were placed in a plastic bag and taped to the lower instrument panel brace for use at St. Louis.



1 Finished Corvette bodies on a tri-level rail car at the A.O. Smith plant in Ionia, Michigan, awaiting their trip to St. Louis. (Photo Robert Adams)

2 One of the 500+ A.O. Smith assembly process sheets, including the illustration, parts, assembly instructions, and fixture and tool numbers required.

3 The large-head rivets A.O. Smith used at the front upper corner of the door inner panel. St. Louis used a different type of rivet with a smaller head at this location.

4 An original A.O. Smith underbody, showing the green zinc chromate primer on riveted brackets and reinforcements. (Photo Robert Pollard)

■ technical | the “Other” Corvette Body Builder



5 A St. Louis underside, showing the black dip-primed riveted brackets and reinforcements.

6 The hood latch and release cable were installed AFTER paint at A.O. Smith, and exhibit no under hood blackout overspray.

7 The 1967 big-block “ringer” hood caused masking and painting problems at A.O. Smith, so very few were built there.

8 An A.O. Smith trim tag – note the character double-spacing and alignment, the “A” prefix on the body number, and lack of an ECL code suffix on the trim number.

9 A St. Louis trim tag – note the character single-spacing and alignment, the “S” prefix on the body number, and the presence of the ECL code suffix on the trim number.

10 The totes from A.O. Smith rolled right into the St. Louis plant through these doors for unloading. (Photo: Joe Trybalec)

On coupes, all trim from the belt line up was installed – inner back window garnish moldings, vinyl trim panel behind the back window, headliner, halo panel, dome light (and top compartment lamp on convertibles), top and side windshield inner garnish moldings, inside mirror, sun visors, and the painted caps on the lock pillar. The convertible top was sub-assembled off-line and installed with its deck lid latching hardware, plus the trim strip at the front of the deck lid. If the car called for a hardtop, it was built up and installed, and the soft top was stowed for shipping. Soft top-only cars had a protective cover for the top taped in place. Exterior trim installation included the parking lamps, license lamp and rear license plate bezel.

All the rest of the interior trim and hardware (dash mats, carpets, brake and clutch pedals, steering column, seats, door trim panels, seat belts, storage compartment cover, quarter trim panels, side vents and kickpads, sill plates, heater, wiper linkage, main dash panel and eyebrow pads, duster, glove box, shift console, instrument panel harness, and lower windshield inner garnish molding,

etc.) were installed later at St. Louis.

Final Assembly And Shipping: Holes in the cowl and dash for the heater, wiper transmissions, dash grommets, fuse block and steering column were taped over, and the finished body was vacuumed out and water-tested. Following the water test and final inspection, the completed body on its wheeled build truck was loaded on a tri-level railroad car and shipped to St. Louis. Transit time varied from four days to two weeks. The train came right into the plant at St. Louis, and the bodies were unloaded into a scheduling area, where they were stored until they were required for production.

Summary: The Body and Paint Shops at St. Louis operated only on the day shift from 1964-1967, producing half the bodies required; the other half came from A.O. Smith. As you might expect, a rivalry developed between St. Louis and A.O. Smith in terms of producing the best quality painted body, and regular joint quality audits fostered a continuing competition between the two for continuous quality

improvement, which benefited the customer during the mid-year era.

The original Chevrolet plan to move Corvette production so Flint never came to fruition, and the contractual arrangement with A.O. Smith for finished bodies was phased out at the end of the 1967 model year, following a four-month strike at A.O. Smith that forced St. Louis to run their body and paint shops on a six-day, twelve-hour schedule in order to maintain production during the strike at Ionia.

The huge A.O. Smith fiberglass molding plant in Ionia continued to supply many Corvette body panels and assemblies to St. Louis after 1967, all the way through the C3 era. In 1971, the Ionia plant was sold to General Tire and Rubber and became part of GTR's "GenCorp" division.

When St. Louis was re-tooled in late 1967 for production of the new 1968 body styles, the second shift was reinstated in the body and paint shops, and all bodies were produced in-house from that point until the plant closed in 1981 when Corvette production was moved to Bowling Green.

To the Moon: The cars of the Apollo 11

Astronauts by: Jeff Peek



It was one of those historic “Where were you when...?” moments. Famed CBS news anchor Walter Cronkite reacted in awe and disbelief, removing his glasses much like he did when he somberly reported the death of President John F. Kennedy three years earlier. Only this time, Cronkite was smiling.

“Oh, *boy!* Whew! *Boy!*” Cronkite said with a chuckle, then he turned to his television co-host, former NASA astronaut Wally Schirra. “Wally, say something. I’m speechless.” Schirra, equally overwhelmed, appeared to wipe a tear. Yes, it was *that* big, *that* historic, *that* emotional.

Fifty years ago, on July 20, 1969, the first men landed on the Moon. Shortly thereafter, Neil Armstrong and Edwin “Buzz” Aldrin walked on it.



Neil Armstrong

Buzz Aldrin on the moon

Reaching the Moon was once considered an inconceivable dream. Then, in 1961, JFK challenged his fellow countrymen to make it a reality, boldly setting a deadline to get there “before this decade is out.” America delivered. In a late-1960s world that sometimes seemed to be spinning out of control—there were race riots, assassinations, the Vietnam War, and anti-war protests—Apollo 11 brought unity. Better yet, reaching the Moon wasn’t just an American accomplishment. It was much bigger than that.

An estimated 500 million people—125–150 million of them in the U.S.—were glued to television broadcasts on that historic day. Appropriately, Armstrong got it right when his feet touched the Moon’s surface and he called the achievement “one small step for [a] man, one giant leap for mankind.” Life would never be the same—for them or us.

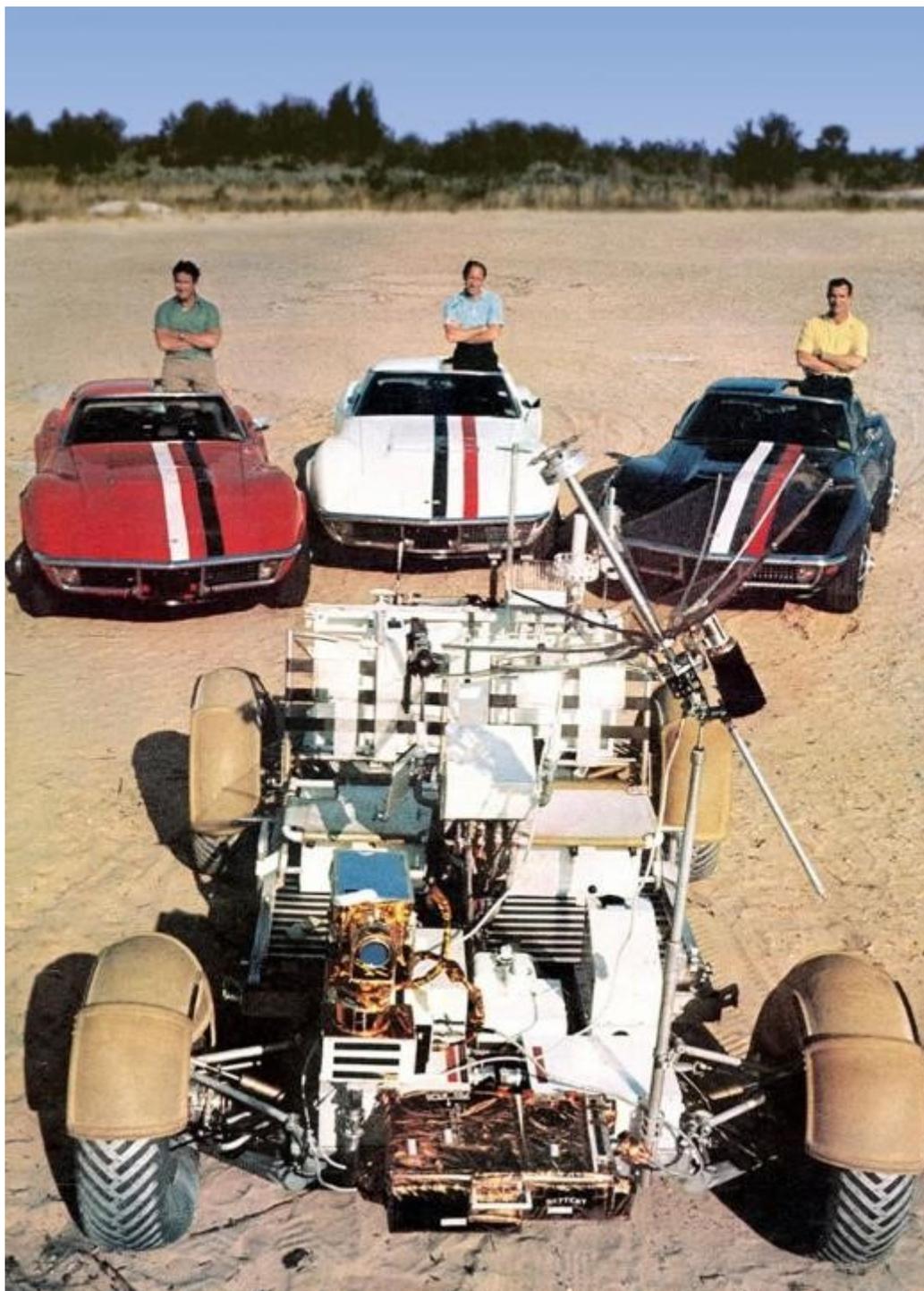


NASA

The Apollo 11 crew in 1969. From left to right: Neil Armstrong, Michael Collins, and Buzz Aldrin.

When Armstrong, Aldrin, and command module pilot Michael Collins splashed safely into the Pacific Ocean on July 24, 1969, they were heralded as heroes. After being quarantined for 21 days to make sure they hadn't brought back anything harmful, the three were celebrated from coast to coast and around the globe: 24 countries, 27 cities, 45 days.

So what do the first men on the Moon have to do with cars? Frankly, in the whole scheme of things, not much. But leading up to the mission and again following the astronauts' return, they had to get to work somehow. And they didn't get there by rocket ship. They got there via automobile.



Everyone who knows anything about NASA knows the Chevrolet Corvette was the astronauts' car of choice in the 1960s. After Corvette aficionado Alan Shepard became the first American in space on May 5, 1961, GM president Ed Cole presented him with a white 1962 Corvette. That ruffled some feathers—both at GM, where some thought it set a bad precedent, and at NASA, which prohibited astronauts from endorsing a product or company.

Jim Rathmann offered a solution.

Rathmann, winner of the 1960 Indianapolis 500, owned a Chevrolet-Cadillac dealership in Melbourne, Florida, not far from the Kennedy Space Center. He convinced Cole to agree to a special GM program that allowed astronauts to lease up to two Chevys per year for \$1 each.

NASA: Apollo 15 crew: James Irwin, Alfred Worden, and David Scott

Six of the seven original Mercury astronauts took full advantage of the program by leasing both a family wagon and a Corvette. Of those Corvettes, the only models that carried special paint schemes were the gold 1969 coupes driven by the crew of Apollo 12 (Charles “Pete” Conrad, Richard Gordon, and Alan Bean) and the red-white-blue 1971 ‘Vettes driven by the crew of Apollo 15 (Dave Scott, Jim Irwin, and Alfred Worden).

All of the leased Corvettes were returned to Rathmann’s dealership at year’s end and were then sold to the public. Only a handful have resurfaced in the decades since; Texas collector Danny Reed owns three of them: a ’69 coupe driven by Bean, a blue ’71 driven by Scott, and a white ’71 driven by Worden. All three are on display at the National Corvette Museum in Bowling Green, Kentucky, through July 30. (Alan Shepard, by the way, became the only original Mercury astronaut to walk on the moon when he served as commander of Apollo 14. His 1968 Corvette convertible is also on display at the National Corvette Museum.)

What about the cars of the Apollo 11 crew? Aldrin was photographed getting out of his Corvette upon reporting for final training on July 9, 1969. Similar photos were taken of Armstrong and Collins, and although there isn’t a Corvette in sight, it’s likely both drove one.

A 1967 Sting Ray that Armstrong leased from Rathmann two years prior to walking on the Moon is now owned by retired Florida Sheriff Joe Crosby, who has preserved the car in near-original condition. It even has the GM “Protect-O-Plate” it came with, which reads, “N. A. Armstrong.” The car was originally purchased by a NASA employee the day after Armstrong turned it in (and then leased the silver ’68 mentioned above). Crosby bought it in 2012.

Aldrin enjoyed European cars in addition to the Corvettes he leased. While serving in the U.S. Air Force, he bought an Austin-Healey Sprite in Germany in the late 1950s and had it shipped back with him when he returned to the U.S. Aldrin also drove a Saab after leaving NASA in the early ’70s, and he publicly endorsed the technological advancements in the 1972 Volkswagen Beetle.

Less is known about Collins’ preference in cars, but he surely took part in the \$1 lease program like his fellow astronauts.

Not that it matters. Armstrong, Aldrin, and Collins will never be lauded for their preference in cars anyway. They will be remembered for their courage on a historic mission that reached for the stars and united humanity. As Cronkite so aptly put it, “The date’s now indelible. It’s going to be remembered as long as man survives: July 20, 1969.”

5 things we learned about the C4 ZR1 from Corvette chief engineer McLellan by: [Brandan Gillogly](#)



Dave McLellan served as Corvette's chief engineer from 1975 until he retired from General Motors in 1992. His work spanned two generations of America's Sports Car and brought the Corvette to the world stage by ushering in the return of the ZR1. McLellan had a lot to say about the Corvette's evolution when he stopped by Hagerty headquarters and gave a talk in the Drum, surrounded by his own 525-hp C4 ZR1 and its C6 and C7 successors. Here are our favorite bits of trivia from his half-hour lecture.

Photo credit: Delaney Johnson

1. Corvette engineers had hoped to upgrade the C4 ZR1

McLellan wasn't happy about the S-10 ZR2, Chevrolet's off-road version of its compact pickup launched in 1994. McLellan had planned for a "serious upgrade" of the ZR1 that he hoped could wear the ZR2 name and carry on the legacy established by the 1971 ZR2. We like the current Colorado ZR2 quite a bit, but it certainly could have used just about any other name.

2. Initial C4 ZR1 prototypes were turbocharged

Early in the C4's model run, engineers were already looking for ways to boost power. Chevrolet experimented with twin-turbocharged small-block V-8s before the Lotus-designed DOHC LT4 was developed.

3. Its media launch traced the Monte Carlo Rally route

For the European media debut, 15 ZR1 Corvettes were flown to Geneva, Switzerland, and the press drive took them to the south of France on some winding mountain roads. One of the press vehicles crashed when a journalist ran out of talent and nearly ended up driving over a cliff.

4. The Corvette team set FIA endurance records with the production ZR1

A 175.885 mph 24-hour endurance record was set in a 1990 Corvette on a Texas track nearly eight miles long. McLellan said he was confident in the LT5 because it had been tested to 500 hours of full-throttle testing. (The current speed record over a 24-hour period stands at 200.635 mph and is held by the experimental Volkswagen W12 concept.)

5. Porsche and Lotus competed on designing the LT5 cylinder head

Lloyd Reuss wanted a four-valve, four-cam engine; and, with much of Chevrolet's engine development tasked with keeping emissions in line on all the regular production cars, outside help was needed. Both Lotus and Porsche worked on their own designs for Chevrolet's consideration. The Lotus design was selected and Mercury Marine handled the engine production.

BYLAWS

NORTHWEST CHAPTER OF NCRS, INC.

ARTICLE 1. NAME.

- 1.1. The name of the organization shall be Northwest Chapter of the National Corvette Restorers Society ("NW-NCRS").

ARTICLE 2. PURPOSE, OWNERSHIP AND ASSETS.

The purpose and goals of the Northwest Chapter ("Chapter") shall parallel those of the National Corvette Restorers Society, Incorporated ("NCRS"). These are: The Chapter shall be both fraternal and educational so as to serve as a medium for the exchange of ideas, information, and automotive parts and accessories between Members and admirers of the Chevrolet Corvette Automobile, to aid the Members' effort to preserve and restore the vehicles in their original, as-manufactured condition, and to encourage the preservation and study of printed technical and historical material.

The Chapter shall operate in a manner consistent with the bylaws and regulations of NCRS.

The assets of the Chapter shall be owned and its powers shall be exercised exclusively for educational purposes within the meaning of Internal Revenue Code §501 (c) (7).

The Chapter shall be non-commercial (except that commercial activities are permitted to the extent allowed by law and which are related to the exempt purpose of the Chapter), non-discriminatory, non-sectarian, non-partisan and non-profit.

ARTICLE 3. MEMBERSHIP.

Membership is open to all persons who are members in good standing of NCRS.

Chapter membership is a Family Membership.

A Family Membership ("Family") consists of up to two adults, as listed on the Membership application or renewal form, and children under 18.

Membership entitles the family to one (1) copy each of the Chapter Newsletter (The Front Bumper), the Membership Roster, and of other Chapter mailings, and to one (1) vote in accordance with Paragraph 7.4.a

Each of the persons listed in accordance with this Article shall be considered a "Member".

Any Member may participate in Chapter activities and serve the Chapter in any capacity.

Membership dues shall be payable by January 1 of each year and will be considered delinquent by January 31 of each year. No Member may vote whose dues are not paid for the current year.

Membership dues shall be fixed by the Board of Directors. A current schedule of dues shall accompany all Membership applications.

Each new applicant for Membership shall apply on a form approved by the Board of Directors and shall agree to abide by all Chapter and NCRS requirements. The new Member must submit payment of dues with the application. The applicant shall become a Member effective upon receipt of the application and dues payment. Applications with dues

received on or after September 15 are deemed to apply to the next calendar year, with no fees required for balance of the calendar year during which the dues were received.

- 3.5. Membership may be terminated in the following manners:
- a. Resignation. Any Member in good standing may resign from the Chapter upon written notice to the Chapter Chairman
 - b. Lapse. Membership will be considered as lapsed and automatically terminated if such Member's dues remain unpaid after the delinquency date specified in Paragraph 3.3
 - c. Expulsion. Conduct of any Member having the appearance of violation of NCRS or Chapter requirements may be subject to review by the Board of Directors for appropriate action, including, probation or expulsion. Prior to any Board action in this regard, the Member shall have the opportunity to submit, in writing or in person, the Member's position on any charge.

Article 4. Areas.

- 4.1. Chapter Areas are defined in relation to their primary population centers as follows:
- a. Seattle Area - Northwestern Washington and Puget Sound
 - b. Portland Area - Northwestern Oregon and Southwestern Washington
 - c. Eugene Area - Willamette Valley and Southwestern Oregon
 - d. Boise Area - Eastern Oregon and Southern Idaho
 - e. Spokane - Coeur d'Alene Area - Eastern Washington and Northwestern Idaho

Article 5. Officers, Board of Directors, and Advisors to the Board.

- 5.1. The Officers of the Chapter shall be eight (8), and consist of the Chairman, Vice Chairman, Judging Chairman, Secretary, Treasurer, Newsletter Editor, Web Master, and Membership Chairman.
- 5.2. The Area Coordinators shall be five (5) representing the Areas as described in Article 4.
- 5.3. The Board of Directors ("Board") shall consist of the Officers and Area Coordinators and all 13 are voting members.
- 5.4. Advisors to the Board of Directors shall consist of Past Chairman, Legal Counsel, National Regional Director and Assistant Judging Chairman. Advisors are appointed by the Board, and are not voting members of the Board.
- 5.5. In order to be a candidate or hold any office in the Northwest Chapter of the National Corvette Restorers Society, the person must be a paid up member and in good standing with both the Northwest Chapter of NCRS and the National NCRS organization and must remain so during the entire term of the office.

Article 6. Responsibilities and Duties of Officers, Area Coordinators, and Advisors.

- 6.1. Chairman.
- a. The Chairman shall be the principal Executive Officer of the Chapter. The Chairman shall have the general powers and duties customarily vested in the presiding Officer of the Chapter. These duties shall include: presiding at all meetings of the Membership and of the Board, and at all Chapter-wide functions; representing the Chapter to the National organization; and ensuring

the submission of all forms and reports required by NCRS, the State of Oregon, the United States of America or any other governmental entity.

- b. The Chairman has oversight responsibility for the annual schedule of events, and is responsible for scheduling, coordinating and the management of the primary Summer Judging Event, with the support and participation of the Vice Chairman and other Members.
- c. The Chairman shall be responsible for preparation of a bi-monthly written report, to be published in each issue of The Front Bumper, informing the membership of activities, events, and the status of the Chapter.

6.2. Vice Chairman.

- a. The Vice Chairman shall attend all meetings of the Board, and advise and consult with the Directors concerning Chapter business. The Vice Chairman will preside in case of the Chairman's absence.
- b. The Vice Chairman shall be responsible for coordinating other sanctioned Chapter events, which shall include providing advice and counsel to the Area Coordinators for events in the Areas. The Vice Chairman will also assist the Chairman as needed in the execution of Chapter events.

6.3. Area Coordinators.

- a. Area Coordinators should represent the views and perspectives of Members located in their geographic area of the Region. Area Coordinators shall represent the Chapter to interested Member prospects, and work to promote the purposes of the Chapter and of NCRS in their Area.
- b. Area Coordinators will hold at least one Chapter event per calendar year in their Area. Event examples include, but are not limited to: a Chapter judging meet, judging school, technical session, social event, road tour, etc. Such events will be coordinated with the Vice Chairman, and scheduled with sufficient lead-time to be included in the regularly scheduled Chapter newsletter published not less than thirty (30) days prior to the event. After such event, a report shall be submitted to The Front Bumper for publication.

6.4. Judging Chairman.

- a. The Judging Chairman shall be responsible for planning and executing judging activities at any judged event or judging school, whether it is a Chapter or Regional event. In the event of a hosted National, the Judging Chairman shall give assistance to the National Judging Chairman and Team Leaders. This shall be accomplished in strict compliance with the established rules and standards of NCRS, with which this Chapter is affiliated.
- b. The Judging Chairman shall make appropriate notifications to the National Judging Chairman, including forwarding all meet judging results, flight award information, and lists of judges used.
- c. The Judging Chairman shall be responsible for maintaining at appropriate levels the Chapter's supply of flight award ribbons, judge's certificates, judge's identification ribbons, clipboards, pencils, and any other judging supplies needed to conduct a judging event.
- d. The Judging Chairman shall be responsible for maintenance and transportation of all supplies needed by the tabulation team, and for oversight of the tabulation team functions.

6.5. Secretary.

- a. The Secretary shall keep the minutes of all meetings of the Board of Directors and of all Membership meetings. The Secretary shall be responsible for communications of the Chapter with both outside entities and among the Directors of the Chapter.

- b. The Secretary will ensure coordinated communication among the Newsletter Editor, the Web Master, and the Membership Chairman, according to policies approved by the Board.

6.6. Treasurer.

- a. The Treasurer shall be responsible for the general financial management of the Chapter and its funds, receiving and accounting for all monies and other assets belonging to the Chapter.
- b. The Treasurer shall submit financial reports to the Chairman as required, sign financial records of the Chapter, present financial reports at each Board meeting, make all bank deposits, all disbursements as approved by the Chairman and/or the Board, prepare or cause to have prepared all financial statements, financial reports, tax reports and returns, make financial recommendations to the Board, make a periodic review of the Chapter's financial statements, and exercise such other duties as from time to time pertain to the office of the Treasurer.
- c. The Chairman and or the Treasurer shall have the authority to deposit funds, write checks, transfer funds, open and close various bank accounts. Reporting on any banking activity shall be the responsibility of the Chairman and or the Treasurer at the next board or general membership meeting. Documentation retention shall be the responsibility of the Treasurer.

6.7. Newsletter Editor.

- a. The Newsletter Editor shall be responsible for the publication of the Chapter newsletter, The Front Bumper, and other such publications as directed by the Board. The publications will be laid out, edited and printed under the direct supervision of the Editor, whose responsibilities include soliciting original material, editing and verifying, assembling suitable reprint material and seeking permission when necessary, including his or her own original material relating to the Club in any of its many facets, and managing publication cost structure and mailing expenses, including delivery to the Post Office on a timely basis. The newsletter is due in the member's hands the first part of January, March, May, July, September, and November of each year.
- b. The Editor shall be reimbursed for all out-of-pocket expenses approved by the Board, and may be paid for services rendered.
- c. The Editor shall apply the highest standards of journalism in verifying all material to be published by the Chapter.
- d. The Editor should, in all spoken and printed word, reflect the best interest of NCRS and the Chapter, and reflect Board policy as interpreted or conveyed to him by the Chairman of the Board.

6.8. Membership Chairman.

- a. The Membership Chairman shall keep an accurate up-to-date list of Members to be used for the purpose of mailing of official Chapter publications, and shall publish a Membership Roster at the direction of the Board.
- b. The Membership Chairman shall be responsible for the collection of Chapter Membership fees and the forwarding of same to the Treasurer, for the renewal of existing Members, for the surveying of non-renewed Members, for acquiring and maintaining an inventory of NCRS items to promote NCRS, and shall oversee publicity programs that may include brochures, mailers, new Member information, and the placement of advertising designed to promote NCRS, the Chapter and its

quest for new Members.

- c. The Membership Chairman, or his/her delegated representative, shall be responsible for transporting or providing membership materials to any site at which the Chapter or a Chapter Area will be conducting any informational or membership activities.

6.9. Assistant Judging Chairman.

- a. The Assistant Judging Chairman is a volunteer position, appointed by the Judging Chairman.
- b. The Assistant Judging Chairman is responsible for assisting the Judging Chairman in performing the duties of the Judging Chairman's office.

6.10. Web Master.

- a. The Web Master shall be an Officer of the Board and shall promote the use of computer and Internet technologies to further the purposes of the Chapter. The Web Master shall work with the Secretary to recommend and implement policies regarding the Chapter's use of Internet resources as a communication device.
- b. The Web Master shall maintain the Chapter website, including developing content, posting content, removing obsolete content, managing the mail lists including the Chapter mail list, maintaining domain names, and maintaining connection services.

6.11. Advisors to the Board of Directors.

- a. Advisors are specific Members of the Chapter whose advice and counsel are sought by the Board. They are expected to attend Board meetings and to offer the benefit of their experience and background to assist with Board decisions.

Article 7. Meetings.

- 7.1. Membership. Chapter meetings will be held at least four (4) times per calendar year including at least one meeting during the winter and one during the summer, each designated respectively, the Winter Meeting and the Summer Meeting. The Winter Meeting shall be held in Puyallup in conjunction with the annual swap meet or at another site in approximately the same time frame, as designated by the Board, in time for at least sixty (60)-day advance notice to the Membership. The Summer Meeting shall be held in conjunction with the judging event held by the Chapter. The Spring and Fall Meetings shall be held in a place and at a time designated by the Board. Members will be advised of said membership meetings at least sixty (60) days in advance, normally through The Front Bumper.
- 7.2. Annual Meeting. The Annual Meeting shall be the Summer Meeting, which is to be held in conjunction with the annual primary Summer Judging Event conducted by the Chapter.
- 7.3. Board of Directors. The Board of Directors shall meet at least four (4) times each year. Two (2) of the meetings will be at the same place and prior to the Winter and Summer Meetings of the Membership. Additional meetings of the Board of Directors may be called by, or at the request of, the Chairman, upon thirty (30) days prior notice fixing the date, time and place of said meeting.
- 7.4. Authority. Roberts Rules of Order shall be the parliamentary authority regarding all Board and Membership meetings.

- a. Voting at Membership Meetings. Each Family Membership, as defined in Paragraph 3.2., in good standing and whose dues are paid for the current year, shall be entitled to one (1) vote at any Membership meeting of the Chapter at which the Member is present.
- 7.5. Quorum. A simple majority of the number of Directors fixed by Article 5 constitutes a quorum for the transaction of business at a Board meeting. Any number of Members present at a Membership meeting constitutes a quorum for the transaction of business at that meeting.
- 7.6. Manner of Acting. The act of the majority of the Directors present at a meeting at which a quorum is present shall be the act of the Board of Directors.

Article 8. Elections.

8.1. Nominations.

- a. The Chapter Nominating Committee shall be composed of the immediate past Chairman and two volunteer Members-at-large.
- b. An Open Call for volunteers or nominations shall be made by the Chairman at the Spring Meeting. This Call will also be published in the March issue of The Front Bumper.
- c. A slate of nominees for Officers and Area Coordinators will be published for the membership's consideration in the May issue of The Front Bumper. The publication shall include a note to contact the Editor if errors or omissions are detected.

8.2. Election of Officers.

- a. The slate of nominees, as corrected, shall be presented to the membership by the Committee during the Annual Meeting, and will be published in the subsequent issue of The Front Bumper, along with a ballot presenting all of the candidates for offices in the Chapter.
- b. The manner of voting shall be by paper/electronic ballot.
- c. Votes shall be cast, and ballots must be received by a pre-agreed upon individual not on the ballot, so as to be tallied, and the election results certified, in time for publication in the November issue of The Front Bumper.

8.3. Terms of Officers.

- a. Newly elected Officers and Area Coordinators will take office on the first day of the calendar year, and shall hold office for two (2) calendar years or until their resignation and a successor has been elected and qualified.
- b. If no Member runs or volunteers for an office, that office shall remain open. At any time, the Board shall have the authority to appoint a Member to an open office. That Member shall hold that office until the next scheduled election.
- c. Vacancies. Any vacancies occurring on the Board or among the Officers during the year shall be filled until the next annual election by appointment of the Board of Directors.

Article 9. Dissolution.

- 9.1. In the event of the dissolution of the Chapter, any assets of the Chapter shall be liquidated by assignment to another organization holding tax-exempt status as defined under Internal Revenue Code §501(c)(7).

Article 10. Amendments

- 10.1. Amendments to these Bylaws may be proposed by the Board of Directors or by written

petition addressed to the Secretary, signed by any Member in good standing. Amendments proposed by such petition shall be promptly considered by the Board of Directors and must be submitted to the Members, with recommendations by the Board, at the next Annual Meeting. Amendments are effective immediately upon approval by the Membership, subject to further approval by NCRS.

BYLAWS are updated to incorporate past amendments this 3rd day of November, 2018

- Chairman: Dan Johnson *Dan Johnson*
- Vice Chairman: John Paul Nelson III *John Paul Nelson III*
- Membership Chairman: Mary Reid *Mary Reid*
- Judging Chairman: Stewart Lowe *Stewart Lowe*
- Treasurer: Valerie Johansen *Valerie Johansen*
- Secretary: Dave McLeod *D. McLeod 43419*
- Newsletter Editor: John Hopkins *John Hopkins 59095*
- Webmaster/Judging Administrator: Marc Kramer *Marc Kramer 53515*
- Area Coordinator, Boise Area: Bert Lukens *Bert Lukens*
- Area Coordinator, Eugene Area: Karl Hallstrom *Karl Hallstrom*
- Area Coordinator, Portland Area: Dean Sprecher *Dean Sprecher*
- Area Coordinator, Seattle Area: Bob Johansen *Bob Johansen 5846*
- Area Coordinator, Spokane: Mike Doty *Mike Doty 27947*

For Sale & Wanted Items

Classifieds for Gary Hodges

Original 57-61 Side ignition shields over spark plugs (both sides) \$200 pair

1959 to 1963 T-10 4 speed parts, NO 57 or 58, misc. sold as one lot. \$500 plus shipping. (call or email for more information)

New Eckler 1956-1957 one piece nose . \$650 you pick up.

Gary Hodges 503.588.3883 gary@garyhodgesramjet.com

For Sale—Wayne Loren

C6 wheels and suspension parts :



NOS windshield wipers and blade holders for C5; 9-fin valve covers (very nice);

519 block cast March 1961; 3844459 intake manifold (300 hp) cast

J-5-3; single heads 3872702 cast D-1-6; 3731539 cast C-4-7; 3755550 cast D-29-9;

Complete T10 transmissions dated February 1959 and May 1960.

Single 1954 Washington license plate: 213-881A.

NOS Big block spark plug wire set 8912284 judgeably correct for 1968-69: will also work for 1965-66.

Some other stuff-call with your needs. Wayne 206-930-9370.

For Sale (Dan Johnson);

For Sale & Wanted Items

- FI Radiator Core support – (FI cars 1964 & 1965) GM # 3858963 (NOS) \$ 350.00 (OBO)
- 1965 FI emblems-pair / GM 3857572 (NOS in box) \$60.00 (OBO)
- 1957 FI emblems-pair / GM 3742212 (NOS in box) \$70.00(OBO)
- 1957, 1958 Master cylinder /used original #5456022 (small 022) with cap & boot \$200
- Steel wheels; dated (1) 1953, (1) 1954 & (1)1955. \$125/each photos available upon request
- C2 convertible top. Black - Al Knock never installed. No date code. \$100.00

Wanted (Dan Johnson)

- 1967 Lynndale Blue Roadster-must be very original (350HP or 427 motors considered)
- 1967 Yellow Roadster-must be very original (427 - any HP considered)

Dan Johnson / contact at 425-864-4068 or email danj@johnsonelect.com

For sale is a nice pair of '65 SBC double hump heads, casting number 3782461. The heads are dated Jan. 21st and April 26th, 1965. The pair have been professionally cleaned, inspected and appear to be in very good shape. The sale is for the bare heads as shown, no other components are included. Email, call or text John Sigmund with any questions. \$325 OBO for the pair. valkman57@sbcglobal.net 253-514-9581



For Sale & Wanted Items

One gallon of Marlboro Maroon Lacquer mixed by LDI in 2003 and never opened.
\$400.00

1967 Marlboro Maroon Hardtop in ice condition. \$1,000.00

Open to reasonable offers on both. Contact John Hopkins 360.620.5633



N o r t h w e s t C h a p t e r

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