



ROAD NOISE

Bonneville Chapter Newsletter – Qtr 1, 2019 - www.ncrs.org/ut/

INSIDE THIS ISSUE:

Chairman's Letter

Cover 1-2

2019 Board Roster

Page 3

Annual Calendar

Page 4

Kirkham Tour

Page 5-7

C1 Spring Restoration

Tech Session

Page 8-11

Charity Event – ACS

Page 12

2018 Q4 TF Report

Page 17

Chairman's Letter

Greetings Bonneville NCRS,

As we are in our eighteenth month of winter, or at least so it seems, there are signs of hope that spring is in the air. This winter has really been a pretty good winter for replacing our water reserves, but it just seems to drag on. I'm so looking forward to those summer cruises and car shows. Aside from it just being that time of year for a season change, and the daffodils pushing skyward, we have already had the Auto-Rama which is kind of a harbinger of spring. Jeff Klekas entered his C3 and took home an award, and Corvettes were well represented. Steve Kalm photo documented the Corvettes and put them on our Facebook page if you are interested.

This upcoming weekend is the annual Moab car show and cruise which is kind of a kick-off to the car show, cruising season. (I hope the weather behaves for those trekking to Moab for this event.) After this weekend the weather should start becoming more predictably nice where we can uncover our Corvettes, charge the batteries, detail them and get them ready for a season of enjoyment. Last night when I uncovered my C5 I got two mosquito bites. What's up with that this early? I suppose that is one bonus of wintry weather, the mosquitoes leave us alone.

This first quarter of 2019 the officers of the club have made some great progress with "housekeeping" chores necessary for the club. We have updated and corrected our membership roster. We have revamped our web site, and our social media links. We have updated our incorporation status with the IRS to comply as a non-profit corporation. We have built an activities roster for upcoming events. I want to thank the officers of our group for all the help in keeping the chapter going in the right direction.

(con't Pg. 2)



ROAD NOISE

Bonneville Chapter Newsletter – Qtr 1, 2019 – page 2

Chairman’s Letter con’t...

Mark Pugmire gave us a very nice tech session on C-1 spring rebuilding. (Article included in this “Road-Noise”) Thank you Mark for your efforts in sharing your restoration expertise.

I have included a brief activities log for the upcoming year. Some of these events are dates to be determined, and some of these have known dates. These are just events that we have spoken about at our monthly meetings, and are not to be considered totally inclusive. If there are options for cruises or shows that are not considered here, please let Jeff Zornow, our activities coordinator know, and we can consider adding them to the list.

Date	Location	Activity Description
24 March	South Towne Center	Auto-Rama
16 May	UVU University	Auto Expo Swap Meet
TBD	Q-1 TBD	Chapter Judging
5 June	Ogden 25 th Street	25 th Street Car Show
8 June	Layton Park	Sounds of Freedom car show
16/17 June	Bountiful Park	Coats for Kids Car Show
TBD/July	Eaglewood Golf Course	Festival of Speed Car Show
TBD	Corey Peterson’s home	Summer BBQ/Car Show/Charity Event
TBD	TBD	Chapter Q3 Judging Event
TBD	Murdock Chevrolet	Murdock Chevrolet Car Show
01 September	Brigham City Park	Peach Days Car Show Parade
TBD	Huntsville Utah	Shooting Star lunch and Cruise
TBD	George Baker’s home	Mount Nebo Breakfast/Cruise
TBD	The Commons SLC	Christmas Dinner



I look forward to a great summer season where we can get together and enjoy the camaraderie and share our Corvette hobby.

Again, thank you all for your support with our club.

Alan Rohlfing

NCRS Bonneville Chapter Chairman



NEW 2019 Board and Chapter Info

Bonneville Chapter Newsletter – Qtr 1, 2019 – Page 3

Name	Insight
Alan Rohlfing	Chairman, Membership Administrator, Contact Person – 801-298-1808 – imavette2@yahoo.com
Mark Pugmire	Vice – Chairman 801-451-0880 – Mark1.Puamire@aol.com
Donn Denicke Corey Peterson	Judging Chairman – 435-882-3808 – ddenicke@msn.com
Jeffery Zornow	Activities Chairman – 801-598-0700 – jefferyzornow@mac.com
Ray Northway	Treasurer – 847-212-3104 - rniorthway@yahoo.com
Don Lanoy	Secretary and Membership Coordinator – dlanov@outlook.com
Michael Joseph	Chapter Top Flight Coordinator & Newsletter Editor – 801-392-5015 – miosenh39@comcast.net
Steve Kalm	Webmaster & Facebook – 801-648-9069 - stevenkalm@aol.com
Rex Marshall	Tech Session Coordinator

Bonneville Chapter (Utah)

Est. in 1992. Takes its name from the pre-Historic Lake Bonneville. Host to the 2005

Nationals at Park City. A numbers of Members are nationally recognized experts

Contact:

Alan Rohlfing (Chairman) – 801-298-1808
imavette2@yahoo.com

WEBSITE – <http://www.ncrs.org/ut/>



2019 Overview Calendar

Bonneville Chapter Newsletter – Qtr 1, 2019 – Page 4

Date	Event
Mar	<i>Membership Meeting – First Tuesday of the Month (7PM)</i>
Apr	<i>Membership Meeting – First Tuesday of the Month (7PM)</i>
May	<i>Membership Meeting – First Tuesday of the Month (7PM)</i> <i>May 16 - UVU University Auto Expo Swap Meet</i>
Jun	<i>Membership Meeting – First Tuesday of the Month (7PM)</i> <i>Jun 5 - Ogden 25th Street Car Show</i> <i>Jun 8 – Sounds of Freedom Car Show (Layton Park)</i> <i>Jun 16/17 – Coats for Kids Car Show (Bountiful Park)</i>
Jul	<i>Membership Meeting – First Tuesday of the Month (7PM)</i> <i>TBD – Festival of Speed Car Show</i>
TBD	<i>Summer BBQ/Car Show/Charity Event (Corey Peterson's)</i> <i>Chapter Judging event</i> <i>Murdock Chevrolet Car Show</i> <i>Peach Days Car Show/Parade</i> <i>Shooting Star Lunch and Cruise</i> <i>Mount Nebo Breakfast and Cruise</i> <i>Christmas Dinner</i>



Kirkham Motorsports Visit

Bonneville Chapter Newsletter – Qtr 1, 2019 – Page 5



NCRS Bonneville Chapter Visit
Kirkham Motorsports
– March 16, 2019

By Steve Kalm

The members of the NCRS Bonneville Chapter met at [Kirkham's Motorsport](#) in Provo, UT to take a guided tour of the facility where they produce the finest aluminum bodied replicas in the world. The Kirkham family were incredibly gracious hosts, and gave us the behind the scenes look of everything that goes into creating these amazing Shelby Cobra replicas. Since 1994 they have built over 800 replica 427s and 289s. They produce most of the parts in-house down to the nuts and bolts, keeping the shape and function of the original parts, while adding their unique touch to make the part better and more durable than the originals ever were.





Kirkham Motorsports Visit (cont.)

Bonneville Chapter Newsletter – Qtr 1, 2019 – Page 6



The all-aluminum bodies for the Cobras are produced in their plant in Poland and are shipped to the Provo facility for assembly. The welding of the strips of aluminum that form the front of the car is absolutely seamless on the exterior, but when you look through the headlight hole along the front fender you can see the unbelievable

craftsmanship that makes these bodies what they are.

You can get a variety of finishes from polished aluminum, matt finished, or a variety of colors in either finish.



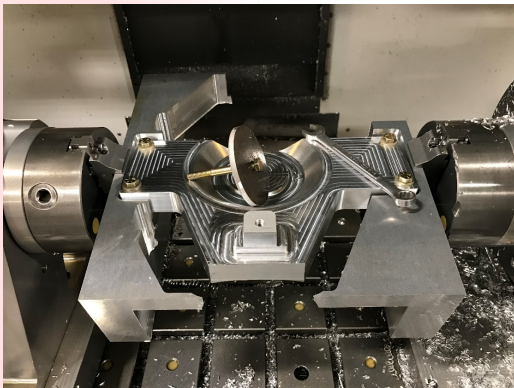
Let your mind go wild as you spec out your dream car.





Kirkham Motorsport Visit (cont.)

Bonneville Chapter Newsletter – Qtr 1, 2019 – Page 7



They have the most modern CNC machines in many different sizes that allows them to make all of the parts they need, and also allows them to make their own jigs and machines to create whatever they need. They don't stop at just Cobra parts. They contract with vendors and automotive racing teams from around the world to make the one-off part needed to complete a racecar, or the palates of parts required for other custom applications. If it can be made of metal, they can make it for you.

“Kirkham’s Motorsports is a quality-focused company, pushing the performance envelope without forgetting originality.” (Source: Kirkham’s Motorsport Website)

Our club would like to thank the Kirkham family for allowing us to experience this remarkable facility. And thanks to our own Carlos Scheidecker for setting up this event.



1954 C1 Spring Restoration

Bonneville Chapter Newsletter – Qtr 1, 2019 – Page 8

C1 Spring Restoration by Mark Pugmire

Before you begin working on the restoration of your rear springs on your C1, you need to decide what do you want to accomplish. Are there issues with the springs and does your car sag in the rear end or to one side or another! Or do they just need to be freshened up in appearance and restored? Are there broken springs? Bent or wound up springs from past abuse at one point in the car's life? Was your car once a featured attraction vehicle in Joie Chitwoods Thrill Show, especially the jumping portion of the show?

How does the car sit? Does it lean to one side or the other? Is it the fault of a weak or overly strong front spring or is it really a problem with the back end of the car? You can isolate the problem to the front or rear of the car by lifting the car up on jack stands slightly in the front, then examine the rear. If it still lists to one side, chances are you have a weak rear spring that may need to be re-tensioned or worked on by a qualified and trusted spring shop.

Once you have determined the goal in mind and what you have to deal with, remove the springs from car and compare how they sit unloaded. That may also tell you what is needed before you take them apart.





1954 G1 Spring Restoration (cont.)

Bonneville Chapter Newsletter – Qtr 1, 2019 – Page 9

Early on in the following process, do this: Disassemble your springs and order a spring liner kit. These are a combination of a stiff dark gray fiberboard with a stapled center piece that fits in the groove of the spring, reinforced with metal tips and rivets placed along the spring at key points. They also have a waxy cloth coating near the ends to perhaps preserve and lubricate the friction between the springs. The reason I say to order them early in the process is that sometimes there are big delays in getting them as I believe there are only a couple manufacturers that make a correct reproduction. You can't be in a hurry with this overall rebuild. There are lots of steps to take and each one can take more time than you would think. Sometimes you will wait weeks or months for the spring liners or other parts to arrive if on backorder or unavailable at the time. I know this from personal experience.

Order a banding kit. You will need this to re-band the springs together when they are all restored. These are 6-8" metal bands that wrap around a rubber piece and are crimped in place with a metal clip.





1954 C1 Spring Restoration (con't)

Bonneville Chapter Newsletter – Qtr 1, 2019 – Page 10

C1 Spring Restoration (con't)

Order two center bolts also if needed. Generally recommended and keep in mind that they will be extra long and will need to be cut off. All of the above items are available from either Paragon or Corvette Central or other Corvette reproduction companies.

Order new bushings for the ends of the springs.

Get or borrow a crimping/banding tool. I bought mine on EBay for \$10 and had to customize it to make it look like it made an original crimp. Plus, without the crimp, the bands don't grip and they slip and your banding effort ends up too loose.

When you disassemble the spring assembly, make sure you inspect the spring leaves for damage, excessive wear or breakage. I found two broken leaves on the last springs I restored. These can also be tough to find, particularly if you need a correctly-dated bottom spring leaf. Add time for the search and for shipping those items.





1954 C1 Spring Restoration (con't)

Bonneville Chapter Newsletter – Qtr 1, 2019 – Page 11

C1 Spring Restoration (con't)

Keep one spring set/side separate from the other by tying pieces of wire through the hole on those spring components for the driver's side for later identification and pairing. The pieces of wire will withstand the media blasting and painting process. Then you won't mix and match incorrect springs if and when you are trying to preserve correct ride height for your car.

Send all parts to a media blaster to remove rust and scale.

Inspect when you get them back and clean and paint individual spring leaves. Allow painted springs to dry several days or even a week if using a slow-curing paint like Eastwood Chassis Black. That way your liners won't stick to the paint when they are reassembled.

Assemble springs/leaves in the correct direction and configuration by lining them up with a long punch to index in the hole (they only go one way correctly) and insert liner kit between the leaves and then insert and tighten the center bolt. Grind off excess length off of threaded bolt end. Peen end of bolt to prevent nut from walking off.

Band springs with the crimp on the top of the spring (the inside of the curve when looking at the installed springs on the car...not the outside curve that faces toward the ground) in the three indented locations on the springs.

Sometimes this is the toughest part, feeding the band through the rubber and positioning them correctly and getting them tight enough around the spring. Pre-bending the metal straps will help them stay in place. Vice grips, small pliers and screwdrivers can be used to work the bands into place in the slots of the rubber liners. Another set of hands can be helpful too. When banded, insert new bushings in the spring ends and you are done.

Start on the other set when complete!

Install on your chassis.

Enjoy your new freshly restored springs!

Mark



Charity Event

Bonneville Chapter Newsletter – Qtr 3, 2015 – Page 14

American Cancer Society

This is our annual fund raiser for the American Cancer Society. We started it in 2014 at our Independence Party/Summer BBQ at Corey's and decided it would be a good time each year. We selected the American Cancer Society because two of our oldest and best members were struck down from its effects. We will never forget them.

Please remember we will be collecting for this wonderful organization at this years BBQ at Corey's



John Edward Kennedy

1931-2011



Frank M. Fountain

1941 - 2012

NCRS Chapter Award Program Quarterly Reporting Form

Chapter Name: Bonneville Chapter State: UT

Reporting Quarter 1 2 3 4 Number of members on Feb. 1, 29
(Check One) (see definition)

Contact Name: Alan Rohlfing Phone # 801-298-1808
e-mail address: imavette2@yahoo.com

Required Activities

Check requirements completed.

1. Host one Chapter Judging Meet – Date of event: _____
2. Conduct one technical seminar. – Date of event: March 5, 2019
3. Conduct one judging school. – Date of event: _____
4. Conduct one membership meeting – Date of event: Jan 8, Feb 5, March 5
5. Conduct one stand alone chapter charitable event. – Date of event: _____
6. Conduct one chapter road tour. – Date of event: March 16, 2009
7. Conduct one chapter social event – Date of event: December 11th
8. Chapter website maintained and linked to www.ncrs.org (need chapter web address by January 1) Address: www.ncrs.org/ut
9. Must submit proof or IRS filing each year by year end.

Items 1 through 7 and 9 must have supplementary documentation such as sign-in sheets documenting attendance. Each required activity is to be a separate entity.

Variable Activities

1. _____ Number of members to have their car(s) judged at a hosted Chapter/Regional judging meet.
2. 1 Number of technical articles published in the chapter newsletter (send newsletter).
3. _____ Number of members that judged or tabulated at a hosted Chapter/Regional judging meet.
4. _____ Number of members that drove their Corvette to a chapter meeting or event.
5. _____ Number of members that drove their Corvette on a chapter road tour.
6. 27 Number of members that attended at least one chapter event.
7. Setup a FACEBOOK page, with minimum 1 video posted of NCRS Chapter Event
8. Set up an NCRS display at a non-NCRS Car event to promote NCRS
9. _____ Amount your Chapter donated to a 501-3C charity. (see new guidelines)

(Need a copy of the canceled check or documentation from charity)

All activities must be conducted according to NCRS Chapter Guidelines.

All items must have supporting documentation (such as sign-in sheets).

Report Schedule: The NCRS Chapter Award Program will be based on the calendar January 1 thru December 31

First Quarter due April 10th

Second Quarter due July 10th

Third Quarter due October 10th

Fourth Quarter due January 10th

All reports & supporting documentation must be sent to: B

Revised November 2005
Revised March, 2006
Revised July, 2007
Revised June 2018

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