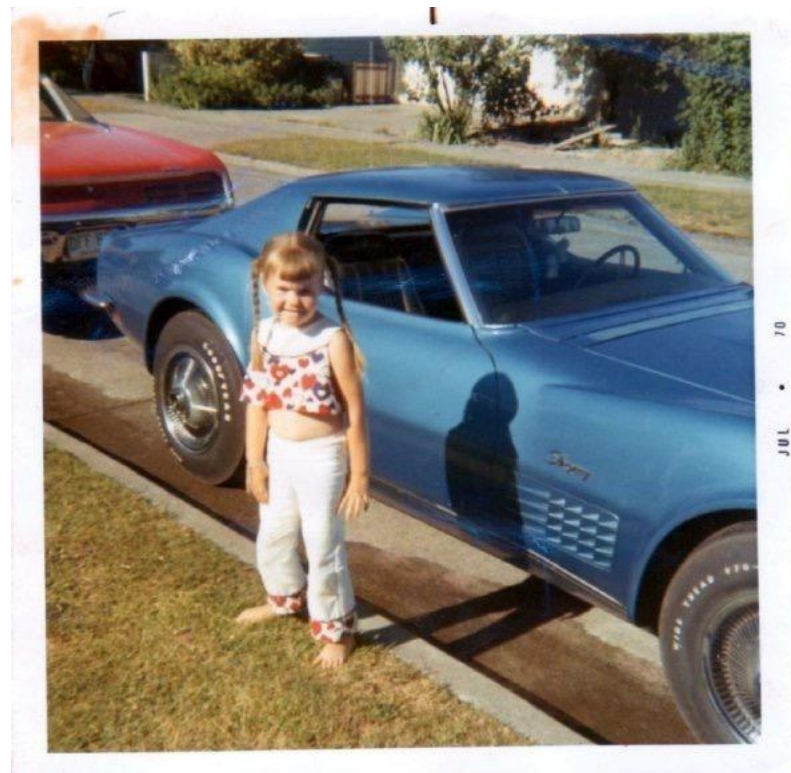


**NCRS Report – March 2021**  
**Danette Sawin**

**Restoration Journey – Part 1**

For those of you who may not know, I am in the process of restoring my mother's one owner 1970 Stingray. She bought it when I was five years old and it was basically parked in the garage since 1994. I removed it from the garage in December 2019 and discovered that while the years had been kind to her in many ways – there was a long way to go to bring her back to her former glory. My mother purchased her from Brooks Biddle Chevrolet in Bothell in May 1970. The actual birthday is 2/9/1970. It was the year the Chevy factory went on strike and it was a limited run production year. I had just turned 5.



*The picture above was taken in July 1970 – two months after my mother took delivery. (And yes, that is her 68 GTO behind it – my grandfather sold it one day while she was at work because she wasn't driving it!)*

The first task was joining NCRS. I knew that if I was going to do it right – I would need all the help I could possibly get. I sold my mint C5 convertible in order to be able to pay for body and paint. I then asked for recommendations for paint. Several members plus friends suggested Showcase Collision in Kirkland. While they may have been good in the day – I am now in a bad spot with them – but more about that later. I put the car in my garage for 2 months, hand cranked it (she wanted to run!) and did a preliminary assessment as to what was going to be needed for the job. I loaded her up on a flatbed and off she went to Kirkland in February 2020.



I then started my official NCRS journey by attending Chapter judging events, regional events and nationals in Palm Springs last summer. Ordered books from them, took judging seminars and soaked up everything C3 1970-72 that I could. I was excited beyond belief. I grew up in this car as a child – listening to the 8 track in the back playing The Doors, Stones, Guess Who and the Beatles – the soundtrack to my childhood. I still have the sleeping bag that I put in the back – I would camp out there and stick my Sesame Street 8 track in and drive my mother nuts. Here was this hot chick 25-year-old cruising Alki and I was hidden in the back playing Oscar the Grouch! And this was finally going to be mine. I wanted everything to be perfect – right down to the last nut and bolt. I wanted to do it for my mother as well as me. I wanted to be able to take her cruising just like she did me. She has onset dementia so this was/is going to be something very special.

The great thing about NCRS is the people. From the minute I joined my Intermountain Chapter – they made me feel like a real sister. CMCS member Gary Main was instrumental in this. He now lives in Idaho and is a vital member of that group. He participated with my mother in CMCS back in the day. I joined Intermountain because I have a house in Montana as well as Seattle and eventually I will be retiring there.

The obvious items were easy – restore the original wheels (found the P02 baskets in the basement!), new fuel tank, lines, rebuild the carburetor etc. but as is always the case with old cars – unexpected items arose. I was able to reach out to fellow local NCRS members to source some of the NOS parts and get advice on others. Part of the reason I am writing this is to hopefully educate folks who might be taking their car in for restoration. I have learned some very valuable lessons already. One thing is where you shop for parts – ZIP Corvette is fantastic! I have dealt with almost all of them in the past two years and have had some very bad experiences, however, ZIP is top drawer and they give a 10% restoration discount. I ordered several large items from them including OER Chrome, Tanks, etc.... When the water pump went – thanks to NCRS members I was hooked up with Bill Mock in OK – he took my original cast 1970 pump and overhauled it. Thanks to the NCRS connections – I was able to send out my precious parts with piece of mind.

Unbeknownst to me, the car had been in an accident around 1972 from what I can tell. The shop in Lake City that repaired the car used Bondo – yes, I said that right – Bondo on fiberglass. Let that sink in for a moment....



The entire front end had to be gone through inch by inch and re-fiberglassed. All of the Bondo had to be removed and redone to factory spec. I was not going to cut corners – it had to be perfect. It was painful to look at and I asked my mother what had happened and she told me that a car had hit her head on while she was in a turn lane in Seattle. Haury's Autobody in Lake City did the repair and actually reshot the whole car in a different color blue. Overspray everywhere – can I say “shoot me now” – I am cleaning up a huge mess plus taking it back to the factory Mulsanne Blue, which I have to say is a spectacular color.

I will leave Part 1 at this right now, but next month I will bring the bodywork full circle. None of this would have been possible without my NCRS friends and education that I have received. I have mentioned at the meetings that C1-C6 are now eligible for judging and all generations are welcome for display. NW Regionals are in August in Redmond, OR and Nationals is in July in Mobile, AL!! Would love to have some CMCS members join us ;)

As a footnote, I was leaving the General Membership Meeting this week and noticed an old school name tag. It was Frank Diss. The name immediately rang a bell. Frank and my mother had been friends. I approached him and when I told him who I was and showed him a picture of me in front of the car – he was dumbfounded – in a good way! He kept saying “the last time I saw you – you were this big (all of 3’)!” He also relayed how he had a recollection of working on her car a time or two! I almost wanted to cry – it was good memories with one of her old school friends from the club. This was 50+ years ago mind you. We talked about the cruise up to Mt Rainier and other events where I tagged along. This made my year – I called my mother on the way home and relayed the story. We were both blubbering by the end of the call. What a wonderful way to close up a meeting!