

PARTS-GZ-DZOB-051



June 30th is the Birthday of the Corvette
Here are Number 1 & Number 250,000



SOUTHERN CALIFORNIA CHAPTER



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Keeping your Email address up-to-date is important, so please contact our Webmaster, Ed Vignone, at sccncrs@ncrs.org with any corrections. Email is the method used to notify members of calendar changes and events that take place between issues of the Bonding Strip.

Please send your correct Email address to sccncrs@ncrs.org and add sccncrs@ncrs.org and socalchapt@cox.net to your Spam Checker **friends** list. Also SCC mail is often flagged as spam because of the numerous email addresses in their BCC (Blind Carbon Copy) fields. Members can protect SCC mail from being flagged as SPAM by putting SCC 's return addresses (sccncrs@ncrs.org and socalchapt@cox.net) into their email program's *Address Book*.

The board has a meeting at Harbor Chevrolet in Long Beach on the second Monday of each month. Members are welcome to attend.

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SCC/NCRS 2009 Board Members



Chairman: Don Troyer, 1234 Sierra Vista Ave., Alhambra, CA 91801
H 626.289.0904 atroyer2@earthlink.net



Vice Chairman: Allen Morris, PO Box 3238, Mission Viejo, CA 92690-1238 H
949.367.9000 amorrismv@aol.com



Secretary: Diana Wright, 6727 Kurl Way, Reseda, CA 91335
H 818.705.4884 wryteone@aol.com



Treasurer: Larry Wright, 6727 Kurl Way, Reseda, CA 91335
H 818.705.4884 glvette@aol.com



Judging Chairman: Jerry Louer, 425 Atwood Drive, Corona, Ca 92879 H 951.734.9818
pnjlouer@sbcglobal.net



Membership Chairman Darold Shirwo, 8484 Wilshire Blvd., Beverly Hills, CA 90211
H 310.278.2000 W 310.278.2000 dshirwo@aol.com



Public Relations: Boyan Brkic, 22100 Providencia St., Woodland Hills, CA 91364
H 818.227.9533, bbrkic@msn.com



TABULATION: Pat Louer, 425 Atwood Drive, Corona, Ca 92879 H 951 734-9818
pnjlouer@sbcglobal.net



Communications: Barbara Vignone, 5 Via Pasa, San Clemente, CA 92673
H 949.248.0931 F 949.248.2960 C 949.292.3396 sccncrs@ncrs.org



Historian/Webmaster: Ed Vignone, , 5 Via Pasa, San Clemente, CA 92673
H 949.248.0931 C 949.292.3397 sccncrs@ncrs.org



Tech Advisor: Brian Quadt, PO Box 2939, Seal Beach, CA 90740
C 949.244.7862 Qracer@yahoo.com



Activities: Bob Crane 416 Mountain View Ct, Orange CA 92869
714 458-6395 bcrane@socal.rr.com



Bonding Strip Editor: Jamie Fiffles, 1700 Tambor Drive, Glendale CA 91208 H 818.246.5745 jamied-
fiff@aol.com



Bonding Strip Circulation: Don & Carol Troyer, 1234 Sierra Vista Ave., Alhambra, CA 91801
H 626.289.0904 atroyer2@earthlink.net



Consortium Representative: Barbara Vignone, 5 Via Pasa, San Clemente, CA 92673
H 949.248.0931 F 949.248.2960 C 949.292.3396 sccncrs@ncrs.org



NCRS Region IX Representative: Ed Vignone, , 5 Via Pasa, San Clemente, CA 92673
H 949.248.0931 F 949.248.2960 C 949.292.3397 sccncrs@ncrs.org

Send Address Corrections to: Darold Shirwo, 8484 Wilshire Blvd., Beverly Hills, CA 90211.

Calendar of Upcoming Events

July 2009

12-16 **National Convention— San Jose, CA**

17-20 SACC National Convention - Ventura, CA

August 2009

10 Board Meeting 7 PM - Harbor Chevrolet, Long Beach

September 2009

14 Board Meeting 7 PM - Harbor Chevrolet, Long Beach

17-19 New England Regional—Marlborough, Massachusetts

26 The 10th Annual "Cruisin For A Cure"

October 2009

11 Chapter Picnic, Board Meeting 2 PM - Rusty and Verity Hobbs Home in Fallbrook

15-18 Texas Regional - (NEW!) Killeen, Texas

25 Chapter Judged Meet at "The Commons" Calabasas

November 2009

9 Board Meeting 7 PM - Harbor Chevrolet, Long Beach

December 2009

6 Holiday Brunch, Board Meeting 2 PM- at Almansor Court, Alhambra



To the following new Members

Peter & Ann Koretz

Peter J. Mueller

Justin Berenbaum

John & Bridgette Pratt

George & Isabella Loveren

John Drake

Photo Contributors:

Many thanks to Ed Vignone, Mason McNay, Ron Bartow, and Boyan Brkic who contributed photos for this publication.



Chairman's Comments

by Don Troyer



Spring is the time for a regional and this year the Western Consortium hosted the Lake Tahoe Regional in May. A group from SCC drove up together on Wednesday without incident. The Horizon Casino Resort was a perfect location for the event. Three display cars were placed inside the Casino, including chapter member John Tidwell's Duntov Display 62. NCRS members from at least 22 states made the trip to South Lake Tahoe for the Regional and they were not disappointed. The view and the weather were perfect. Everyone should have used plenty of sun screen, but a few didn't. They were easy to spot. The top of the parking structure provided ample room for the cars. With six Special Display, twelve Sportsman, two Corvette Challenge Award cars, two Bowtie possibilities, five Founders Award candidates, seven Performance Verification entries and 39 Flight Award entries a real variety was present. A few people had swap meet items out, which drew a lot of interest. SCC was responsible for judging, which was headed up by our Judging Chairman, Jerry Louer. He did an excellent job organizing and making everything go smoothly. Thanks to all the chapter members that attended and helped to make this a great event.

Summer is now upon us and that means, of course, the National Convention. This year's convention will be held in San Jose July 12-16. As I write this, chapter members are preparing for the trip. Some will join Jerry Louer on the National Road Tour taking Highway 1 up the coast to take in the beautiful scenery. Others will take 101 to get there early to help with preparations and still others will arrive just in time for the convention to start. SCC is taking care of registration this year. Diana Wright has put together a team to get everyone checked in as quickly as possible. It will be another great convention as a number of interesting tours and seminars are planned.

The number of cars attending is less than expected, but this will allow all cars to be placed inside the convention center. Thanks to the following for providing sponsorship for this years convention: Corvette Mike, GM Down Under, J&D Corvette and Rusty and Verity Hobbs. If you missed this years convention, think San Diego 2012. An event not to be missed.

The SCC Board has been busy planning the upcoming events for the remainder of 2009. At the end of September, there will be a charity event, Cruise for a Cure. This event will have cars and trucks of every description. Free prostate cancer screening is provided during the day and each year a few positives are found. All the money collected is donated to the City of Hope for prostate cancer research. In early October, we will kick back and enjoy (no car judging) a BBQ picnic and membership meeting in Fallbrook. Rusty and Verity Hobbs will host the chapter membership at their ranch. Note that this is free to members, what a deal! Later that month, we will have our annual Fall Judged Meet in Calabasas. These events will give you an opportunity to get your Vette out and drive it. We always end the year with a holiday brunch. This year we will return to Almansor Court in Alhambra. As you can see, there are a lot of upcoming events planned. Be sure to check the calendar and inside your Bonding Strip for the details, announcements and any registration forms.

The Bonding Strip has ads from a number of businesses. Some have been with us for many years and some are new this year. When you need parts or services, consider these companies. They may be able to provide you with what you need. When you contact them, tell them you are a member of the chapter and saw the ad in the Bonding Strip. This will encourage them to continue the ad next year. If you work for or own a business that could benefit from an ad, consider placing one. The rates are very reasonable.

Hope to see you all at the convention or at least at one of our future events.

NCRS Region IX

Representative Report

By Ed Vignone



Since my last report we had a Regional in Lake Tahoe and I just returned from the NCRS National Convention in San Jose. Both were very successful. The weather in Lake Tahoe was beautiful and member participation was excellent. The San Jose National had over 370 registered members and around 160 Corvettes for Judging and/or display. Corvette enthusiasts from all over the world were in attendance: US, Canada, Netherlands, New Zealand and the United Kingdom.

At the National membership meeting Chapter Top Flight Awards were presented to the following Region IX Chap-

ters: Arizona, Northern California and Southern California. Pins were also presented to those who donated to the NCRS Foundation Scholarship Program.

A listing of Presidents Award, Member of the Year Award and Judging Awards will be printed in the fall 2009 edition of the Corvette Restorer.

We had a National Board Meeting on July 17th, 2009. As soon as I receive the minutes from the NCRS Secretary I will present it for Newsletter publication.

Next year's National Convention will be in Charlotte, NC at the Lowe's Motor Speedway. If last years Regional is any indicator it should be an great event.



Join SCC/NCRS in supporting "Cruisin For A Cure"

The 10Th Annual Cruisin For A Cure

Saturday, September 26, 2009

SCC will pay **\$10** of SCC member's **\$40** registration fee if you register through our Chapter by **August 1, 2009**.

We will have reserved parking for the event.

Complete the registration form and return it by **August 1, 2009** (with \$30 check made out to SCC/NCRS)

Send to **Treasurer:** Larry Wright, 6727 Kurl Way, Reseda, CA 91335.

For SCC/NCRS information, call Allen Morris at 949-367—9000.



Cruisin For A Cure- Orange County Fair & Expo Center, Costa Mesa, CA Car Show 7:00 AM - 5:00PM.

Open to all American made rods, customs, muscle & classic cars Corvettes, trucks, specialty vehicles, Cruisin' all day!

Limited to 3,300 entries. Show info— 949-752-5115 Ext 10

Call the Doubletree Hotel and mention "Cruisin For A Cure" for special rates Tel: 714-825-3333

Name: _____ Street _____

City: _____ State: _____ Zip: _____

Make: Model: year: _____

E-mail: _____@_____

The undersigned agrees to indemnify and hold harmless Cruisin' For a Cure volunteers, Jonsson Cancer Center Foundation, UCLA Jonsson Cancer Center, or employees from the Jonsson Cancer Center, State of California, the District Agricultural Associations, County of Orange County, or Citrus Associations, City of Costa Mesa, Orange County Fairgrounds, Orange County Marketplace and their officers, agents, servants, directors, employees, or volunteers, and against all liability of less or damages that the participant or family, relatives, or guest may sustain or incur as a result of claims, cost or judgments arising from the participants involvements to the "Cruisin' For a Cure" show. Participant(s) acknowledge he/she/they have liability insurance as required by the State of California Department of Motor Vehicles-CYC 16020 section (a-d) **Please fill in the required information below.**

Company: _____ Policy # _____ Expiration Date: _____

Signature _____ Date _____

No Hassle Replacement of Midyear Headlight Motor Switch

By Ed Vignone



The switches used for rotating the headlight open and closed on the 1963 through 1967 Corvettes are shown in figure 1 and 2. On the air conditioned corvettes the motor switch is close to the steering column. On the non air conditioned cars the motor switch is under the headlight switch.

In either case it is difficult to install the switch since there are three attachment parts, (Figure 3 and 4.) that have to be held in place from beneath the instrument panel. The ears on the switch have to be placed inside the edge of the Instrument panel then the flat nuts are held in place while the screws are inserted through the panel switch ears and finally into the flat nuts. Needless to say there aren't enough fingers to easily accomplish the task.



Figure 5. Adhesive

To simplify this assembly procedure affix the flat nuts to the back of the switch ears.

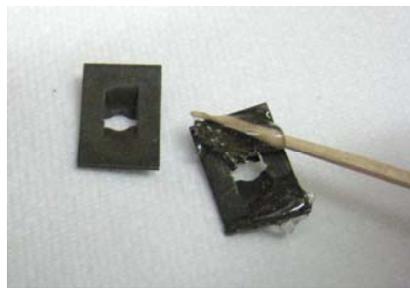


Figure 6. Adhesive application

Clean the Nuts and ears with alcohol and then apply Automotive Goop or another adhesive to the inside surface of the nuts. See Figures 5, 6 & 7. Place the nuts on the switch ears and let dry overnight.



Figure 7 Nuts attached to Switch ears

The switch is now ready to install. Attach the cable and then simply hold the switch in place and attach the screws. Finished installation is shown in Figure 8.

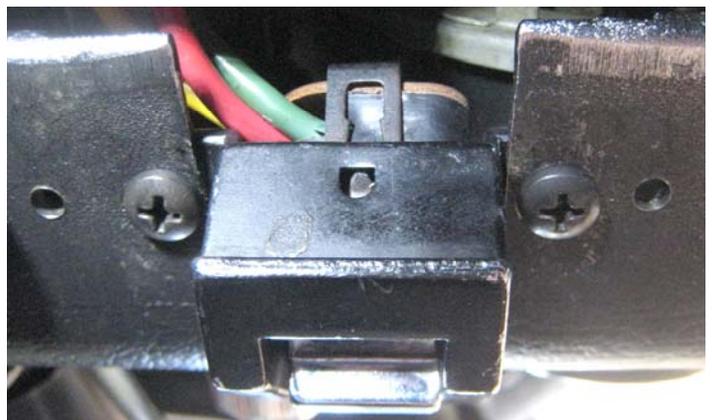


Figure 8. Completed Installation

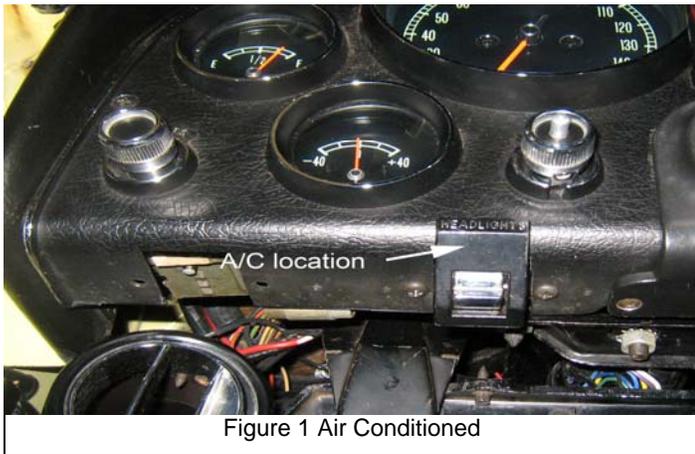


Figure 1 Air Conditioned



Figure 2. Non Air Conditioned



Figure 3. Back of Switch show-



Figure 4. Screws and Flat

NCRS LAKE TAHOE REGIONAL 2009

Ron Bartow reports: The largest Alpine lake in North America is no doubt beautiful, but from May 14-16, 2009, Lake Tahoe had some serious beauty competition in the form of fiberglass. Dozens of NCRS members from all across America converged in this idyllic setting to share, learn, and enjoy Corvettes spanning five decades of production.

The Horizon Casino on the Nevada side of the lake was the host hotel, offering up the entire upper level of their

parking structure for our uses. As it turned out, this was barely enough room as so many members found this location too hard to resist.

Having enough room for all the Flight Judged vehicles was only one aspect as there had to also be plenty of room for the large contingent of Sportsman® cars, as well as a couple of very special display Corvettes. Additionally, several Corvettes were there to take on the

(Continued on page 11)



We're Here!



And Ready!



Nice Office Guys!!!



Last Bonding Strip Cover Car 40 Years Later!

Flight Awards

DeeAnna & Steven Shrefler	1960	Top Flight
Jamie Gesundheit	1964	Top Flight
Mark Berns	1966	Top Flight
Rob Myrick	1966	Top flight
Bob Behlman	1966	2nd Flight
John Seely	1967	Top Flight
Ed Hoffman	1993	Top Flight

Star Award Candidates

Darold Shirwo	1964	4 Sections
Bruce Fosdike	1982	4 Sections

Sportsman Entry

Art McNay	1964
Glory McNay	1976
Sharyl Ingham	1990
Jerry Louer	2001
Ed Vignone	2000

Congratulations to ALL!



Steven & Dee Anna Shrefler's 1960 Top Flight



Jamie Gesundheit's 1964 Top Flight



Mark Berns 1966 Top Flight



Bob Behlman's 1966 2nd Flight



Rob Myrick's 1966 Top flight



John Seely Backs His Top Flight 1967 In Position



Ed Hoffman's 1993 Top Flight



Without Our Volunteers None of it Would Happen

NCRS Lake Tahoe Regional cont.



Lilyana & Luka Brkic approve!



Was this 67 the Progressive Slot Prize???



Darold Shirwo's Bowtie Candidate 1964



Bruce Fosdike's Bowtie Candidate 1982



Art McNay's Sportsman 1964



Glory McNay's Sportsman 1976



Ed Vignone's Sportsman 2000



Jerry Louer's Sportsman 2001

(Continued from page 8)

formidable challenge of the NCRS Performance Verification®. There was even a spot set aside for vendors, and many treasures exchanged hands over the course of the meet.

The Lake Tahoe area can still be on the cool side in the spring, but this set of days lay right in the path of a record setting heat wave. The first day of the meet, the weather forecast called for a near record temperature of 72F. Somehow we all managed to make it through that one.

The first night's welcome reception was supposed to be followed by dinner on your own. I doubt anyone went out to dinner afterwards, as the large quantities of great food and appetizers had everyone's hunger satisfied. No one needed to resort to Donner party antics.

Judging spanned two days to give all the cars their due. Many of NCRS' National Team Leaders were present, along with our National Judging Chairman, Roy Sinor. Roy presented a one hour question and answer session about all things related to NCRS judging.

Many people poured a large amount of effort into preparing to make this a very special event.



SCC Members Enjoy a very Special Event



Norm Shier's 1986 Founders Entry

California welcomes all our friends!

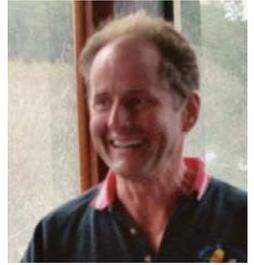
San Diego



2012 National Convention

All SCC members should plan to participate!

Trailing Arm R&R Tech Article



Last issue we highlighted trailing arm rebuilding. This issue we present trailing arm replacement courtesy of; Ron Bartow.

When the rear wheel bearings are about to go on a 1963 – 1982 Corvette, they have the decency to warn you. It's not much of a warning, but it is there. It may start as a rhythmic ticking timed with your speed. It may sound like an intermittent grinding noise. Either way, there aren't a lot of miles between driving and stranded when the sounds start.

But what's involved with changing the wheel bearings on one of these? Well, there have been other articles written that cover the actual rebuilding of a trailing arm assembly. The focus on this article is the actual act of removing and replacing the trailing arm assembly itself. This may be more useful to you, as you may opt to purchase a trailing arm assembly already rebuilt, or choose to do the rebuilding yourself as well.



<The photo on the left shows a freshly rebuilt trailing arm assembly I received. It came ready to bolt in, fully greased, and with parking brakes assembled.

The tools needed to change a trailing arm assembly are basic: wrenches, ratchet and sockets, pliers, hammer and punch, jack and jack stands.

To start any project like this one I'd recommend utilizing the Chassis Service Manual for your year Corvette. I bought mine from the NCRS store. These manuals cover all the basic shop work the dealership would have preformed. The manual includes things like proper torque specs, and sequences for disassembly and reassembly along with some photos.

Here are some more photos and some tips to help you in your trailing arm project:

With the wheel cover off and the car still on the ground, loosen the lug nuts. Then, with the car chocked, you can jack the car up and set the jack stand in place. >



<With the wheel removed we can see the trailing arm assembly.

To remove the connection at the spring, you need to relieve the spring tension. I use the padded jack to raise the spring slightly. >

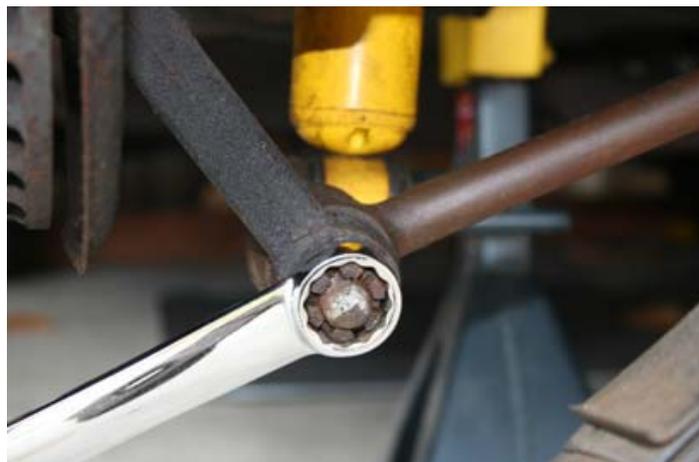


With the cotter pin removed from the lower castle nut, you can then use a pair of open end wrenches to remove the bolt assembly. >



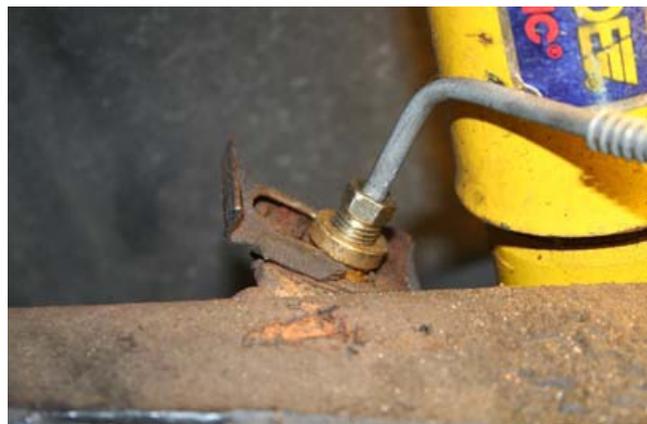
< After removing the bolt, slowly release the spring tension by lowering the jack.

The strut rod and shock absorber both attach to the trailing arm. Remove the cotter pin and castle nut at the rear, and the long nut and washers from the front shock mount. The top mount of the shock will not need to be removed. >



< This is the piece the shock and strut rod attach to. Notice it's knurled at the front shoulder on the castle nut side. This piece can be gently tapped out with a hammer and a punch. Tap from the castle nut side (rear of car) You can then lower the strut rod out of the way.

The brake line is connected to this tab on the trailing arm. Remove the clip and disconnect the metal brake line from the rubber hose. >



< Be careful with the brake fluid. It will leak out, and unless it's silicone, it will mess up paint. □

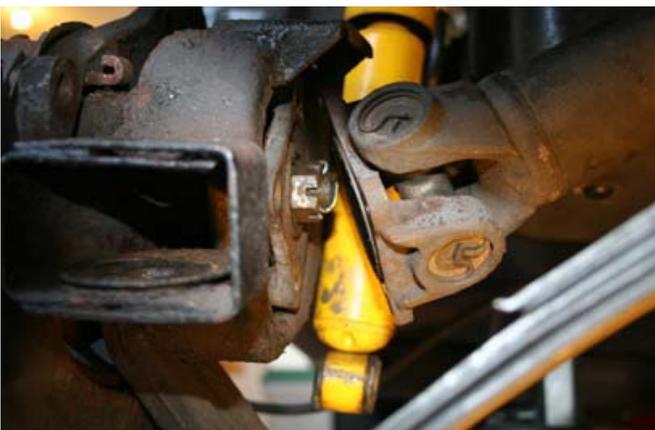
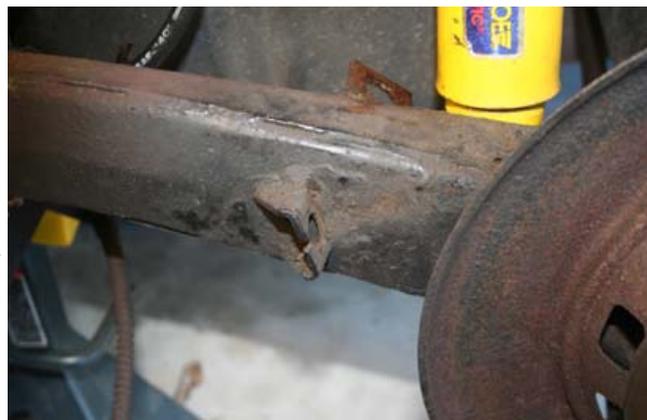
This shows the caliper removed from the trailing arm. Two bolts hold the caliper on. They are accessed from the back side with the metal brake line removed. Again, be careful with that brake fluid. It will leak out as you squeeze the brake pads taking off the caliper. >



< You can now remove the brake rotor.



A spring clip holds the parking brake cable at this tab. Remove the clip and pull the cable toward the front of the car. The end of the cable has a ball end attachment point that can now be removed. With the cable slack, pull the cable toward the rear of the car and slide it free from the parking brake lever behind the trailing arm. >



Next, remove the half shaft bolts. There are four of them that may have French locks holding them in place. French locks are metal tabs that bend up next to one side of a nut to keep it from turning. If you have these, just bend them down flat.

< This photo shows the half shaft removed.

This is the last attaching point left, the front. Be sure to take note of the number of shims in place on both sides of the trailing arm now. You may wish to mark them before they fall on the ground. The varying thicknesses space your trailing arm for proper alignment. With the trailing arm supported by the floor jack, remove the cotter pin. You will need to hold the bolt still from the back side with another open end wrench while you remove the castle nut. With the nut off, gently tap the bolt back through with a hammer and punch. The trailing arm will now be free. The only other attachment point you may have is a sway bar on a big block car. This is a very straightforward item to remove. >





The core and the rebuilt unit side by side. The bearing's wear and the rusted parking brake assembly were quite evident. >

< With the trailing arm removed, this is the perfect time to clean out the inevitable debris that will have accumulated in the forward pocket of the chassis. I was able to remove about two handfuls of dirt from this one side.



< The reverse order works well for reassembly. Here is the rebuilt trailing arm in place.



One note is that all those holes in the brake rotor should line up with a hole. This will allow for your parking brake adjustments and will not block the designed bearing grease escape paths. This was safety item the engineers put in place to get over-heated grease out without greasing your brake pads. >

Technical Articles Needed

Free NCRS Portfolio

The Bonding Strip needs you to share your latest Corvette repair or restoration in a technical article. With digital cameras and word processors it's a snap to write an article. Just send in a Microsoft Word, Word Perfect or a text document along with some photos and we will take care of the rest. The SCC Board will provide an embroidered NCRS portfolio and luggage tag as an award in recognition of those members



Embroidered NCRS Portfolio

who write three articles which are accepted for publication. Send articles to: Jamie Fiffles; Email: jamediff@aol.com; Phone: 818-246-5745; 1700 Tambor Drive, Glendale, CA 91208

Another year at Bloomington Gold, 2009

by John Piovesan— GM Downunder.

We flew in on Thursday afternoon. Did a quick inspection of the grounds late that afternoon, checked out the parts swap meet and looked for deals in the Gold Mine. Later on we went across the street to the exhibition hall to view some of the rarest corvettes in the world. Snacks were served followed by movie presentation. That was a treat.



Friday was a long and busy day. We were up very early. Rusty was off to the judging field. I was off to start my inspection of 320 Corvettes that were being sold at the Mecum Auction. Lots of average cars. Some with rust and body issues. Some with engine pad issues. Some were just plain bad. On the flip side, there were some fantastic examples of fully restored and well documented cars. Some very rare COPO cars, L88's, L89's, felines and one off cars. Overall a great cross section and variety of corvettes across the Auction block.



The Gold Mine car coral was also buzzing by now. Lots of private party sellers trying to persuade potential buyers to buy there cars. The swap meet also was crowded with people looking for those lost treasures.



Over 300 corvettes were on the judging field. A spectacular site to see on this fabulous golf course setting.

Owners waited in anticipation as judges buzzed around there cars like bees, scratching notes on their holy grails called judging sheets. For those of you that have had cars judged at NCRS events, this event seemed to show more of a worried and an intense look on the owners faces. The judges had a mission to accomplish. With speed and intensity they worked through their sheets and finished their tasks as expected. No rain, but it was in the low 90's with lots of humidity. Lots of bottled water consumed and lots of perspiration.



This year the Auction was in the air conditioned convention hall. That was nice. It was also broadcasted on live television on HD TV. The auction started at 3.00 pm. Time to do battle. The chemistry and intensity of the show changed dramatically. Auctioneers pumped up the packed audience as cars started to come though the Auction Block. The words "SOLD, SOLD, SOLD" blended in with "THE BID GOES ON" echoed through the hall exciting the crowd.



The auction block was packed with potential buyers including me. By the end of the night, 9.30 pm, I had made 3 purchases. A 17,000 original mile 79, a 74 convertible 4 speed and a 67 convertible. All in all not bad. For the rest of the night it was time to take a break and catch up with friends at the host motel, watching the HD TV replay. I guess I was on TV. That was embarrassing, looking at my tired face, it was long day.



Saturday was another early morning. First priority was finish inspecting auction cars. With all our notes completed, we were back to the Gold Mine. There I did a deal on a 69, 427 roadster. Four cars so far. The auction started early today and was live on TV again. I tried buying several cars, but was unsuccessful. Prices seemed to be higher. All the big money cars went through, most of which did not meet their reserves. Auction results can be viewed at www.mecumauctions.com.



The auction in summary was nowhere near as strong as in years past. There were less cars for sale than usual. Most of the bid prices on cars that did not meet reserve, and were very low. If they sold at low prices, the cars had issues. Not many of the high dollar cars changed hands. The auction sale rate was low from years past. Probably a reflection of the economy. The good thing is most people were happy to keep their cars rather than give them away, therefore in my opinion keeping the corvette market alive.



Following the auction we spent a lot of time waiting to pay for the cars and getting truckers organized. Saturday night we had a sigh of relief, we were done. Sunday we did not stay for the survivor muscle cars, as we had an early flight out back to CA.



All in all a hectic, but fun and prosperous trip!



National Convention 2009!

San Jose California July 12-16, 2009

The NCRS National Convention was just held in Beautiful San Jose California and the SCC was out in force!

Here is a small taste of the event, and a list of SCC members Awards. A full story with many more photos to follow in the next issue.





Awards and Recognition received by SCC Members

Master Judge

Ron Bartow
Randy Hines

John Piovesan

200 Club Master Judge

Dennis Hakim
Gary Hiltunen
Mike Ingham
Marv Stober

300 Club Master Judge

Bob Grauer

400 Club Master Judge

Ed Vignone

Red Hat Master Judge

Bruce Fosdike
Jerry Palmer
John Tidwill

Master Tabulator

Linda Hiltunen
Pat Louer

Founders Award

Darold Shirwo

Sportsman Award

Ron Bartow
Jerry Louer
Art McNay
Glorie McNay
John Tidwell
Ed Vignone

Ladies Choice
Bruce Fosdike 1982

American Heritage
Vic Preisier 1960

Top Flight
Ed Duenes 1960
Dave Ferguson 1955
Frank Fountain 1957
Mark Francois 1965
Peter Mueller 1968
William Shenk 1953
Allen Tremain 1957

3rd Flight
Alice Westbie 1967

Bow Tie
Bruce Fosdike 1982

2 Star
Darold Shirwo 1964

Year of the 59
Robert Brown

Duntov Display
Randy Hines 1965
Jerry Palmer 1962
Richard Smith 1963
Richard Smith 1963

Duntov Mark of Excellence
Mark Berns 1966
Jaime Gesundheit 1965
Dan Holstein 1964
Jeff Reade 1958
Steve & Dee Anna Shrefler 1960

McLellan Display
Bruce Fosdike 1982
Allen Tremain 1986

Hill Mark of Excellence
Ed Hoffman 1993



SCC Fall Meet Information

Sunday, October 25, 2009

at The Commons

4799 Commons Way

Calabasas, CA 91302



THE COMMONS

The Commons at Calabasas is European-village styled open-air shopping center. It offers over thirty-five shopping, dining and entertainment locations all within walking distance of the judging field.

Judging Field:The judging field is located at the far west end of the parking lot, near the Johnny Rockets restaurant. Trailer parking will be in a lot southwest of the judging field. Sportsman parking is adjacent to the judging field.

Accommodations: The Country Inn and Suites hotel is an easy walk .3 mile from the judging field.

Hotel Reservations: (800) 456-4000, Telephone: (818) 222-5300
Fax: (818) 591-0870, Email: cx_cala@countryinns.co

Attractions: The Commons is an outdoor mall which has an abundant amount of shopping, from children's clothing to authorized Rolex dealers. There are plenty of restaurants for all tastes and budgets. There is even a movie theatre for those who wish to take a break from the cars and an outdoor duck pond for children.

Just 2 blocks away and within walking distance is the famous, "Sagebrush Cantina." This is a Mexican restaurant and bar, which is a very popular hangout for all ages. Adjacent to the "Sagebrush Cantina" is the Leonis Adobe Ranch, which offers a



peak into the old days of Calabasas. The Leonis Adobe's ownership history can be dated back to the King of Spain. There is also a cottage, the Plummer House, which is the oldest residence in Hollywood. The Leonis Adobe is open Sunday through Friday from 1pm-4pm and on Saturdays from 10 am to 4 pm. Their contact phone number is 818 222-6511.

For those of you who come on Saturday, there is a Farmers Market within walking distance from the hotel. It is open from 8:00 am to 1:00 pm across the street from the Sagebrush Cantina.

Directions: South and East of Calabasas



US-101 N toward VENTURA (You are really going west)



Take the VALLEY CIRCLE BLVD exit-
EXIT 29- toward MULHOLLAND DR. 0.2 miles



Turn LEFT onto VALLEY CIRCLE BLVD. 0.1 miles



Turn RIGHT onto CALABASAS RD. 0.5 miles



Turn LEFT onto COMMONS WAY. 0.1 miles



End at **Johnny Rockets Parking Lot**
4799 Commons Way # J, Calabasas, CA 91302

Direction : North and West of Calabasas



US-101 S toward LOS ANGELES. (You are really going east)



Take EXIT 30 toward PKWY CALABASAS. 0.1 miles



Keep LEFT at the fork to go on CALABASAS RD.
0.7 miles



Turn RIGHT onto COMMONS WAY. 0.1 miles



End at **Johnny Rockets Parking Lot**
4799 Commons Way # J, Calabasas, CA 91302



SCC Fall Meet Registration

Sunday, October 25, 2009
at The Commons

4799 Commons Way, Calabasas, CA 91302

Judging School Saturday evening at the Hotel 5:00 PM



THE COMMONS

Area Hotel: Country Inn & Suites Calabasas, 23627 Calabasas Road, Calabasas CA, 91302
The Discounted rate is \$103 if reserved before September 23, 2009 (Mention NCRS).

Reservations: (800) 456-4000, Telephone: (818) 222-5300 Fax: (818) 591-0870, Email cx_cala@countryinns.com Event Information: Contact: Boyan Brkic, Home: 818.227.9533, Cell: 818.517.5016 Email: bbrkic@msn.com or Andy Richmond, Home# 818 757-3335, Cell# 818 359-1758, email Andy@richmondmanagement.com

Cars must be in place by 8:00 AM Sunday, with a judges meeting at 8:30 followed by an owners meeting.
We do request that you mail in the registration form on or before September 1, 2009.

The following information will be used on your judging summary sheet if you are having a car judged.

Fees:

Meet Registration Members \$20.00 (spouse & children under 23 yrs) \$25.00 Postmarked after Oct. 1, 2009	\$ _____
Meet registration Guests 1/2 of members registration. \$10.00	\$ _____
Flight Judging \$ 50.00	\$ _____
Sportsman Award \$10.00 (without ribbon \$3.00).....	\$ _____

Make checks payable to SCC/NCRS and Mail registration form and fees to:

Jerry Louer 425 Atwood Ave. Corona, CA 92879 Phone: 951.734.9818 Email: pnjlouer@sbcglobal.net

Total \$ _____

Member, Spouse _____ Guest _____

Address _____ City _____ State _____ Zip _____

E-mail: _____ Chapter Affiliation (if any): _____

Phone (Home): _____ Work: _____ Cell: _____

NCRS National Membership Number (see mailing label on your Driveline or Restorer): _____

Please enter the following car for Flight Judging 53-92, Sportsman Award, Bowtie display/Special interest Display (no fee).

Year _____ Complete Vin # _____

Horsepower _____ Exterior Color _____ Interior Color & Fabric _____

Convertible Coupe, Corvette Driven Corvette Trailered, Need trailer parking

Judging Classes: 53-55, 56-57, 58-60, 61-62, 63-64, 65, 66, 67, 68-69, 70-72, 73-74, 75-77, 78-79, 80-82, 84-86, 87-89, 90-93

Notice: There will be a limit of 10 cars and/or 4 cars per Division. First come first serve. No cars accepted after October 19 2009.

I would like to help with:

Name _____ Flight Judge, Judg-
ing 1st Choice _____ 2nd Choice _____
 Observer Judge, Tabulate

Name _____ Flight Judge, Judging
1st Choice _____ 2nd Choice _____
 Observer Judge, Tabulate

All registrants (even if you are not having your car judged) must read and sign the hold harmless agreement as follows: Whereas owner voluntarily enters his/her vehicle in the NCRS event described above, it is agreed as follows: (1) that in consideration of SCC/NCRS and NCRS permitting the undersigned owner(s) to participate in this event, the owners(s) will insure his/her vehicle against loss, damage, and liability and will provide proof of such insurance being in effect at the time of the event. (2) That the owner(s) does hereby agree to indemnify and hold harmless the SCC/NCRS and NCRS, all its officers, directors, agents, employees or assigns for any such acts of omissions which may result in the theft, damage, or destruction or injury occurring during or as a consequence of this event, wherever located. (3) That owner(s) in attending this event does so voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or of injury to his/her self or others and hold SCC/NCRS and NCRS harmless therefrom. (4) The vehicle must be insured and "registered" to the person showing the vehicle for judging.

Please fill in the required information below. You must also provide/bring proof of in-force liability insurance and current registration for the Corvette to be judged.

Company _____ Policy # _____ Expiration Date _____

Signature _____ Date _____

SCC CHAPTER PICNIC

GENERAL MEETING

October 11, 2009 11 AM – 4 PM

Verity & Rusty Hobbs Ranch Fallbrook
665 Burma Rd. Fallbrook, Ca. 92028



The chapter has been invited to the ranch home of Verity & Rusty Hobbs for our annual picnic and general meeting.

The picnic will include a new “white elephant” sale. Come out and enjoy a leisurely day with fellow chapter members. This is a great chance to take your Corvette out for a Sunday drive.

All Southern California Chapter members, families or companions are invited to a barbecue lunch provided by the chapter. Children over 22 years and non member guests must register at \$10 per person.



After the picnic, the chapter will hold a “white elephant” sale. Bring car related objects, such as parts, tools, books, and clothes, to sell and cash to buy. Please do not bring food, non car stuff, or trash to sell.

Directions:

The ranch is located at the intersection of Burma Rd. and Sleeping Indian.

From the I-15 freeway, exit at Ca-76 (Pala Rd.) and go West.

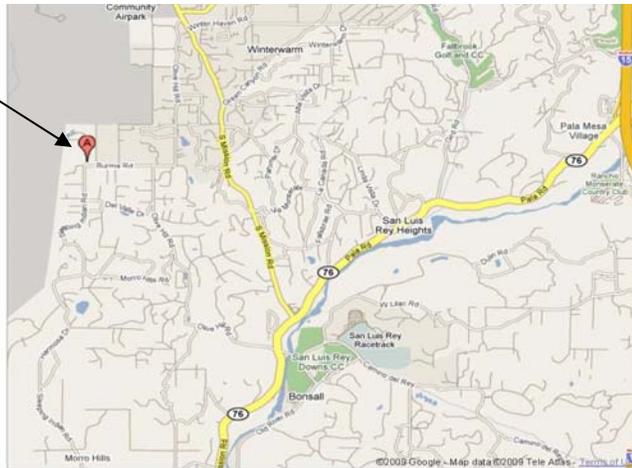
Turn right on Olive Hill Rd. at the McDonalds. Olive Hill Rd. intersects Burma Rd.

Turn left on Burma Rd. at Olive Hill Rd.

At the end of Burma Rd. (at Sleeping Indian Rd.) on the right side is the ranch.

If coming from the I-5 freeway, exit at Ca-76 and go East. Turn left on Olive Hill Rd at the McDonalds.

665 Burma Rd. Fallbrook, Ca. 92028



You must register in advance

Please use the form below:

PICNIC REGISTRATION

Member, Spouse/Companion (free) _____

Children (free) _____

Phone _____ Email: _____

Names of children over 22 and non-member guests @ \$10 per person _____

Address _____ Total number _____

Address _____

Send registration postmarked before 1 October to: Bob Crane, 416 Mountain View Court, Orange, CA 92969
Make checks payable to: SCC/NCRS

Are You Corvette Crazy?



See How Many of These Corvette Facts You Know!

- In 1951 a group of Harley Earl's "Special Projects" crew began work on a GM sports car. Bob McLean designed a general layout for the car which was originally code named, "Opel."
- William Durant, the founder of GM, said a wallpaper pattern he saw in a Paris hotel in 1908 inspired the bow tie logo. Supposedly, he ripped off a small piece of it and brought it back to Detroit.
- Myron Scott, at the time Chevrolet's Chief photographer, is credited with coming up with the Corvette name, drawing from the small, fast warships of the "Corvette" class.
- The Jaguar XK120 is believed to have been the inspiration for the first Corvette.
- The original front emblem and horn button on the "Autorama" show circuit Corvette featured crossed American and checkered flags. It was later discovered that using an American flag on a product trade mark was against the law and the emblem was changed shortly before the New York Motorama.
- Corvette was not the first to be made with a fiberglass body, but it was the first to be built by a company the size of Chevrolet.
- Corvettes have been assembled in three different cities. Flint, Michigan, St. Louis, Missouri, and Bowling Green, Kentucky.
- While many were involved in its design and production, Belgium-born Zora Arkus-Duntov is generally considered to be the "Father" of the Corvette.
- On Tuesday, June 30, 1953 Corvette #1 Serial Number E53F001001 rolled off the assembly line, and Corvette production began.
- Want the rarest Corvette? In 1953 the first two Corvettes, VIN Numbers 1 and 2 were said to have been destroyed, but no records prove that fact and there are no witnesses to the destruction. Who knows? They still might be out there somewhere.
- The first Corvettes were literally "rolled" off the assembly line. The early production line was not prepared for grounding to a fiberglass body and thusly the first cars would not start.
- The first five Corvettes to come off the assembly line did not have an outside rear view mirror.
- Its radical fiberglass body was the only really new component on the 1953 Corvette. Everything else was directly off the Chevrolet parts shelf. Because of this, the first Corvette was essentially a regular 1952 Chevrolet under the skin.
- Of the 300 (some sources argue 314) Corvettes hand built in 1953 only 183 were sold because of "average" performance at a relatively high price, \$3513. The popular Jaguar XK120 sold for \$3345; \$168 less than the Corvette.
- 1953 Corvettes were offered in any color you wanted... as long as it was Polo White with Red interior.
- A heater and an AM radio were the only Regular Production Options (RPO) offered with 1953 Corvettes.
- Production moved to the St. Louis facility for the 1954 model year.
- New 1954 exterior color options of black, blue, and red were added along with an optional beige interior choice.
- Although the Powerglide transmission was listed as a \$178 option, no 1954 Corvette was ever shipped with a manual transmission.
- The 1955 Corvette finally achieved "true" sports car status with the introduction of 265 cubic inch, 195 hp V-8 engine and 3-speed manual transmission.
- To commemorate the new V-8 engine, 1955 Corvettes featured an enlarged, gold "V" in the "Corvette" script on the front fender panels.
- Optional engines in 1956 had 9 fin alloy valve covers, 1957 had 7 or 9 fin alloy valve covers, and the 1958 had 7 fin alloy covers on optional engines.

To Be Continued... ..

Condensed Minutes

EXECUTIVE BOARD MEETING

By Diana Wright, Secretary

SCC EXECUTIVE BOARD MEETING MAY 13, 2009



The meeting was opened by Allen Morris, acting Chairman, at 7 pm at Harbor Chevrolet.

Board members attending: Darold Shirwo, Brian Quadt, Ed Vignone, Jerry Louer, Pat Louer, Bob Crane, Larry Wright and Diana Wright. Guests: Dave & Mary Moffatt and Les Rajczi.

Secretary's Report: Pat made a motion to approve the minutes as read. Ed seconded. All in favor.

Treasurer's Report: Larry stated that we are in fine shape. Darold made the motion to approve the report. Brian seconded. All members were in favor.

Officer's Reports:

Darold stated that we have 190 members, two of which are new members.

Brian said that we had two articles in the Bonding Strip this last issue. One written by Wendel Hans and another by Boyan Brkic. Brian also mentioned that the cover of the latest Newsletter was Great. Good job, Jamie.

Ed had no Regional Rep. Report.

Bob stated that there has been a lot of Activity going on in the Chapter. He hopes all members will come out for the fun events.

Barbara sent out the quarterly report for our Top Flight Chapter Award. Thanks for keeping track of all our great events.

Old business:

Road Tour to Tahoe for the Regional: There will be 6 Corvettes and one tow vehicle.

2009 Regional in Lake Tahoe: Allen has made a plan for parking the cars on the judging field. John Tidwell came up with a new way of marking each space for the cars. Darold, Marv, Randy & Larry will assist Allen on placing the field.

2009 National in San Jose: Jamie was not present for a report on the car he is building for the race. Pinewood Derby Race, that is!

Jerry and Pat are leading Scc Road Tour once again. So far there are 6 cars signed up. It will be a fun trip, I know, I've been on the Tour with them.

Calabasas Fall Meet: Andy Richmond & Boyan Brkic are in charge this year. The date set for this event will be Oct. 25th.

Chapter Picnic: Don Troyer is checking on the availability of the same place we used last year. The date is Nov. 8th. Darold suggested a white Elephant Auction for this event. Prefer Corvette related items, if possible.

Respectfully submitted,

Diana Wright



Chapter Shirts and Sweatshirts

Polo Shirts \$25 Sweatshirt \$30

Contact: Diana Wright

6727 Kurl Way, Reseda, CA 91335

H 818.705.4884 wryteone@aol.com



SCC/NCRS Membership and Renewal Application

Name _____ Address _____

City _____ State _____ Zip _____

Phone: home _____ work _____

E-mail address _____ Nation NCRS Membership # _____

(Note, you have to be a member of the National Corvette Restorers Society to join the SCC/NCRS Chapter)

Corvettes Owned _____

You have my permission to publish my name, address and phone number in the annual SCC roster.

Yes [] No [] _____ Signature _____

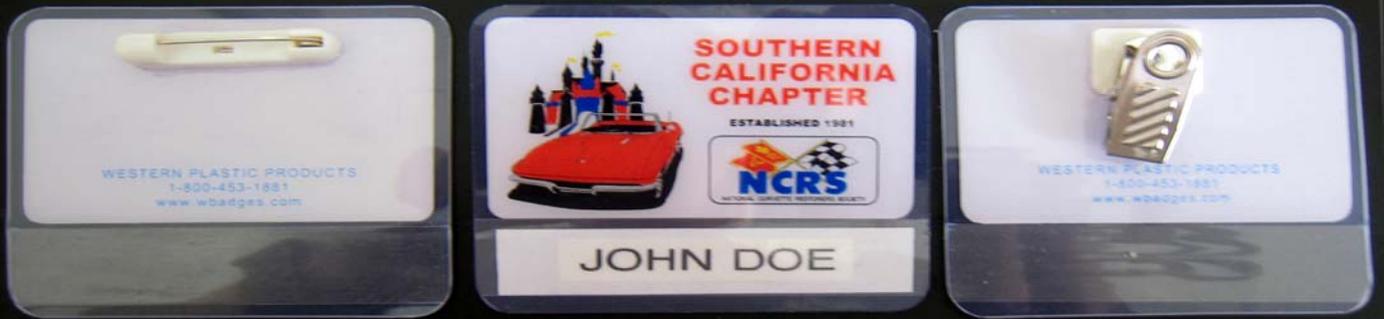
Make \$28.00 annual membership fee check payable to SCC/NCRS and mail to:

Darold Shirwo 8484 Wilshire Blvd., #605 Beverly Hills, CA 90211 (310) 278-2000

Membership in the SCC/NCRS includes a subscription to the chapter newsletter The Bonding Strip, which is published four times per year and includes details on chapter activities, tech tips, free classified advertising for members and discounts to chapter meets and functions.

Chapter Badges \$5.00

Includes Shipping



Select Pin or Clip Type

Contact: Darold Shirwo

8484 Wilshire Blvd., #605 Beverly Hills, CA 90211

(310) 278-2000 dshirwo@aol.com

Pediatric Cancer Research Foundation (PCRF)

NOTICE!!! PCRF is accepting Cellular Phones that are no longer needed. You can give your old phones to any SCC Board Member or send them to PCRF 9272 Jeronimo Road, Suite A-107A, Irvine CA 92618

Members Classifieds

Corvette for Sale: Contact Carlos 805-929-0838 or my1963vet@aol.com

1970 Convertible 454 (NOM) 4 speed, 3.08:1 posi, both hard and soft tops; power steering, needs paint (originally Bridgehampton Blue) \$8500.

Corvette for Sale: Contact; Jerry Palmer; 559-924-4331(H)
559-998-3702(W), NCRS Member #15845

1962 Corvette Vin# XXXXS105138 Triple Black, HT only, 327/250hp, 4 sp, numbers match, original engine is not a restamp. Original seats/door panels/HT. Outstanding driver and show car. Duntov Award in San Antonio, 2006(98.6). Car was featured in The Restorer, Fall 2006(Vol 33#2).. Asking \$69, 000.



Corvette for Sale: Contact Joe LaGreca 909-889-1957 (daytime) or joe.lagreca@att.net

1984 Corvette, VIN #1G1AY0780E5100885 Complete car, needs assembling....\$2500

Parts for Sale: Contact; Jim Sanders at 951 780 1389 or sand370@pacbell.net for the following;

1969 Corvette 427/390hp (LM) # 512 long block with headers. Date L25 8 (Dec 25 1968) \$2600.00.

1972 Corvette 454/270hp (Blank pad) # 289 long block. Date G7 72. This engine has been professionally restored but never installed. \$1500.00 1975 Chevy "over the counter" 427 long block with 4 bolt mains \$2000.00, Buy all three for \$5900.00. Buyer responsible for shipping

Parts For Sale: Contact Carlos 805-929-0838 or my1963vet@aol.com for the following;

5 repro KO wheels and hardware, nice condition, \$1150.00, will sell 4 for \$1000. Pair of rear springs that fit a 1953-59, Part # 3751438 Dated: 352E3 Rust free California springs, \$300 PR. Intake manifold "244" A103 \$100. Pair of stock exhaust for 1997-2004; on car less than 500 miles \$50. 2 Z0-6 tires; one left front, one left rear only 11,000 miles, good for a race car. 1964 wheel covers - set of 4 - NICE SET \$350. Complete set of 1963 rear window stainless \$2000. Set of 1964 seat frames.

Parts for Sale: Contact Gary Hiltunen, 530-259-5997 or E-mail arunner@frontiernet.net for photos and prices for the following,

1953-55 Reproduction exhaust extensions. Both short (early) and long (late) styles available. 1953-1962 windshield post tab repair \$65 ea plus shipping.

Parts for Sale: Contact Joe LaGreca 909-889-1957 (daytime) or joe.lagreca@att.net for the following;
Original '62 grill..\$300.00 Original '64 clocks..professionally restored..(1) mechanical, (1) quartz...\$375 ea. Original glovebox doors..professionally restored..(1) 64/65 and (1) 66/67...\$175 ea.

License Plates For Sale: Contact: Allen Morris 949-367-9000

California 63-69 (black-yellow) Have about 75 pairs. All different condition and pricing. You will be able to put these plates on your car July 2009. Call for your needs and pricing.

Corvette Wanted: Contact: Greg Linton 403-286-4193 linton@telusplanet.net

I'm looking for a 58-60 driver for my Dad

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The Garage

Lake Forest Automotive (LFA) was created in March 2007 with one thing in mind "If you build it they will come". The Classic Car Business has never been hotter than it is today and why not bring the enthusiasm to Orange County. Southern California has always been a haven for car enthusiasts, sellers, buyers and collectors. Lake Forest Automotive offers over 25,000 sq. ft. of Classic Car Heaven in a beautifully designed indoor showroom; [Classic Cars](#), [Automotive Art](#), [Memorabilia](#) all for Sale. Schedule a [Special Event](#) or just [Store your Classic](#).

Who needs the stock market? Were betting on good old-fashioned American Classics with our money!

It's often difficult to describe what makes a particular car or era appealing but this is what seems to drive the passion for those of us who choose to pursue their dreams of ownership. Who can resist the 1953 50th anniversary Buick Skylark perhaps still the single most sought-after Buick Classic ever. How about those who want muscle, it seems this is arguably the hottest market right now with the AMC AMX in huge demand, not to mention the 1970 Chevrolet Chevelle SS 454. Cadillac, Chrysler, Pontiac, Ford, Mercury, Chevrolet, Pre-war or Post-War; we could go on for hours listing and debating which classic is the best, but that's the point, it's our passion.



LFA wants to help you experience the passion, stop by our showroom when your in town and take a walk down memory lane, your sure to be glad you did. Heck you might even pull some money out of the fickle game we call the stock market and lay some money down on that 1955 Packard Caribbean Convertible your dad had when

he was a teenager. Doesn't it want to make you drive down Pacific Coast Hwy in your 1948 Willy Jeepster with the top down and those big shinny white walls glistening in the sunshine, or maybe it's a 1949 Woodie?

LFA is owned and operated by Lake Center Drive, LLC. Directors; Gary Kataris, Wayne Diaz, and Mike Lowther.



Lake Forest Automotive (LFA)

704 West Katella, Orange

Phone: 714-532-2290 Fax: 949-597-1178

Email: Dan@lakeforestautomotive.com



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The Southern California Chapter represents members of the National Corvette Restorer's Society from Central California through the Mexican border. It was formed in 1981 and we currently have over 200 members. Any membership inquirers and change of address should be sent to :

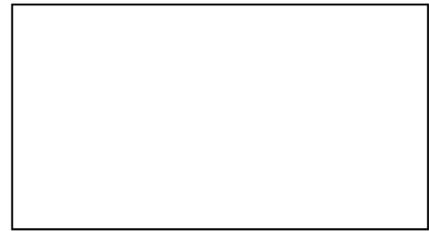
Membership Chairman

Darold Shirwo,

8484 Wilshire Blvd., #605

Beverly Hills, CA. 90211

Return address:



SCC/NCRS Bonding Strip

Circulation:

Don & Carol Troyer,
1234 Sierra Vista Ave.,
Alhambra, CA 91801

Mail to:



Advertising Rates for the Bonding Strip

The Official Publication of the Southern California Chapter of the National Corvette Restorer's Society Effective January 1, 2008

Yearly rates are based on a calendar year. All funds payable to SCC/NCRS. Payment terms are net 30 from date of billing. Rates do not include additional artwork services, as required. Photographs should be high resolution at least 300 ppi. Advertising copy should be submitted to the Editor no later than 15 days before the first month of the issue advertising is required to run in. Submit all advertising and payment in full to the editor.

Business Card Advertising. Business cards must be no larger than 2-inches by 3 1/2-inches. Larger cards will be reduced to fit.

Yearly Rates; SCC members: \$20.00 , non-members: \$30.00

Commercial advertising	Yearly Rate	Per Issue Rate
Full Page (8.5" x 11")	\$250.00	\$65.00
1/2 Page	\$140.00	\$35.00
1/4 Page	\$75.00	\$20.00
1/16 Page	\$50.00	\$15.00

Members Classified "Wanted and Parts for Sale" are free, However, they can not be carried over to the next issue unless requested before the Editorial/Advertising Deadlines.

The Bonding Strip Editorial/Advertising Deadlines

Following is a list of Deadlines for submitting material to be printed in future issues of The Bonding Strip

- Volume 1.** February - April issue: January 10,
- Volume 2.** May - July issue: April 10,
- Volume 3.** August - October issue: July 10
- Volume 4.** November - January issue, October 10

Send editorial contributions and advertising to the Editor, Preferred media for submissions is by e-mail and or attachment in MS Word® or its equivalent , or by mail on computer disk. Chapter email sccncrs@ncrs.org