

PARTS-GZ-DZOB-05H



**Bruce Fosdike's Triple Crown 1982**  
Story on page 8!



**SOUTHERN CALIFORNIA CHAPTER**



# Table of Contents

2011 Board Members	Page 3
Calendar 2011—2012 & New Members	Page 4
Chairman's Comments.... by Don Troyer	Page 5
Region IX Representative Report—Ed Vignone / NCRS Firefox Club Store	Page 6
SCC Trip to the Nethercutt Museum	Page 7
SCC Cover Car, Bruce Fosdike's Triple Crown 1982	Page 8-9
Tech Article— Rare Air, by Jim Gessner -Air Conditioned 1965—67 Corvettes	Page 10-11
Tech Article— A Tale of Two Heads, by Jamie Fiffles	Page 12-15
Tech Article Submission Info / Classified	Page 16
A Mid-Years Journey to Joplin, by Fred Ross	Page 17
SCC Fall Meet Info	Page 18
SCC Fall Meet Registration Form	Page 19
SCC Judging School Story & Info	Page 20
National Convention Awards & Recognitions / "Crusin' For A Cure" Info	Page 21
SCC Executive Board Meetings, by Brian Quadt	Page 22-24
SCC Membership Renewal Form	Page 24
Member Classified Ads / Chapter Badges / Chapter Shirts	Page 25
Advertisements	Page 26-27

## Photo Contributors:

Many thanks to Bruce Fosdike, Fred Ross, Ed Vignone, & Jamie Fiffles who contributed photos for this publication.

Keeping your Email address up-to-date is important, so please contact our Webmaster, Ed Vignone, at [scncrs@ncrs.org](mailto:scncrs@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.

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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 Calendar 2011 - 2012

## August 2011

- 8 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch
- 14 Pomona Swap Meet
- 26 Judging School - Charlie Bacon Residence
- 27 Fall Meet - Big Bear Airport, Contact: Bob Crane  
714.458.6395 bcrane@socal.rr.com

## September 2011

- 12 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch
- 24 Cruisin For A Cure, Costa Mesa, CA
- 25 Judging School - GM Down Under

## October 2011

- 6 - 8 Regional: NCC/SCC - Sacramento, California
- 10 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch
- 16 Pomona Swap Meet
- 20-24 Regional: Texas, Waco Texas

## November 2011

- 14 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

## December 2011

- 4 Holiday Brunch - TBD
- 5 Pomona Swap Meet

## January 2012

- 9 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch
- 25-28 Regional: Florida, Kissimmee Florida

## February 2012

- 13 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

## March 2012

- 8-10 Regional: Arizona, Tucson Arizona
- 12 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

## April 2012

- 9 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

## May 2012

- 3-5 Regional: Northwest, Seaside Oregon
- 14 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

## June 2012

- 7-9 Regional: North Central, Rochester Minnesota
- 11 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch
- 30-July 4 NATIONAL CONVENTION San Diego CA

## July 2012

- Jun 30- 4 NATIONAL CONVENTION San Diego CA
- 9 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

Note: Board Meetings are open to all members



**WELCOME**

To the following new Members:

**Gary R. Kranz Sr.**



## Chairman's Comments

by Don Troyer



The year is into the second half already, how time flies. The number of members that volunteer to judge at our judged meets has been steadily decreasing. The judging chairman, Jerry Lour and John Piovesan, have increased the number of schools to allow everyone the chance to refresh and learn. Some members are familiar with C-1 and C-2, but are reluctant to judge C-3 and C-4s. A school was held on May 15 at GM Down Under using C-4s. Everyone attending had a chance to go over different sections of the cars. Another school which will use the same format has been scheduled for July 24. There will also be a school Friday evening, August 26, prior to the judged meet in Big Bear.

Bob Crane made arrangements for members to visit the Nethercutt Collection and Museum in Sylmar on May 21<sup>st</sup>. This is a unique museum with a collection of musical instruments, antique furniture and antique automobiles. The auto collection included over 250 American and European automobiles dating from 1898 to 1997. After the tour, the group went to lunch at a local restaurant.

The second week of June, a number of chapter members attended the Ontario Regional in London, Ontario, Canada. Flying to Detroit, crossing into Canada and making the two hour drive to London went smoothly. The meet was held at Fleetwood Farms which has an extensive collection of rare Cadillac's. We enjoyed visiting some of the local attractions. Also took a drive to Chatham to see the RM Sport & Classic Car and Motorcycle collection. The guides provided us with information about each car and motorcycle. Great tour!

NCRS had a booth at Barrett-Jackson Orange County to sell Technical Information Manual & Judging Guides and memberships and to provide information to prospective members. Chapter members helped out during the four days of the auction. This year the booth was located in the vendor area.

The SCC Board has planned the following upcoming events for the remainder of 2011. August 27 is the date for the annual

Fall Judged Meet. It is being held at the airport in Big Bear. Some members may remember the great meets we had in Big Bear in the 80's. This is a great location. At the end of September, there will be a charity event, Cruise for a Cure, at the Orange County Event Center. 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.

A Road Tour to the California Regional in Sacramento, in October, has been arranged. Contact Darold Shirwo for the details. The chapter is responsible for the judging and helping put on the regional. If you are attending and can spare some time to help, let me know. Thursday will be very busy laying out parking for the cars and positioning them. If you want to receive one of the top NCRS awards with your car at the 2012 San Diego Convention, you must take it to Regional's to complete the prerequisites. This will be the closest regional you can attend for a number of years. The annual holiday brunch and chapter 30<sup>th</sup> anniversary celebration will be on December 4<sup>th</sup>. To provide a variety, different types of events are planned during the year. If you have an idea, notify a board member with your suggestion. Be sure to check the calendar, the website and inside your Bonding Strip for the details, announcements and any registration forms.

As I write this, we are preparing to attend the National Convention in Novi, Michigan. The Convention in San Diego is now less than one year away. If you have never attended a convention, this should be the one. It is close enough that you should have no excuse for not attending. A few have volunteered to help but many more will be needed. It takes a large group working together, from now to the end of the convention in 2012, to make everything at the convention take place in an organized manner. If you would like to help in some way, contact me.

**2012 Convention Chairman-**Darold Shirwo  
**Cochairman-** Don Troyer



## Region IX Representative Report

By Ed Vignone



I just returned from the NCRS National Convention in Novi, Michigan. I was not able to attend the National Board meeting due to a last minute re-scheduling of the meeting to accommodate those Officers and Board members who wished to go to the GM Proving Grounds. I will provide the minutes of the National Board Meeting when I receive them.

The Michigan Chapter did a great job organizing and running the Convention. The large air conditioned Suburban Collection Showplace provided more than adequate accommodations for all the Corvettes, vendor's booths, registration, meeting rooms, judging schools and dining rooms.

At the National Membership Meeting Vito Cimilluca granted this year's Presidents Award to Darold Shirwo, which I presented to him. Darold Shirwo has been an active member of NCRS since its inception (member # 100) and has contributed significantly to the Chapter, Regional and National Organization.

Many Region IX members participated in the Road Tour, judged, and supported registration. A highlight of the meet was the presentation by Bruce Fosdike to the membership of a promotional video for the 2012 San Diego National Convention. The promotional video was enthusiastically received by the members.



## NCRS Firefox Clubstore

A new feature that has been added to the NCRS Firefox Clubstore is to add our chapter name below the NCRS logo on any article of clothing. It was kept simple, so the SCC chapter logo is not a possibility.

You can view this by going to the store and selecting an article of clothing. There is a "view sample" selection which will show the logo with the New England Chapter name. To select your chapter select the "club name" and then you will get a list of chapters to choose from. NCRS hopes this gives everyone another option for our chapter members.

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

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# SCC Trip to the Nethercutt Museum on May 21, 2011

About 20 people met at the Nethercutt Museum on May 21, 2011 in Sylmar, California. The museum has a collection of automobiles dating from the late 1800s to post WWII. One of the most interesting was an old Rolls Royce chassis. Its wires were encased in stainless steel tubes running throughout the structure. The front of the building housed a beautifully restored red 57 Corvette, my favorite.



At 10 a.m. we walked across the street to the Nethercutt Collection. A guide took us and several other groups through the area. We assembled in the lower salon which also had a collection of cars dating from the early 1900s to the late 1940s. We soon left the lower salon and went up one level to the grand salon. There we viewed the collection's most rare and expensive cars. The cars spanned a time frame from the 1910s to the 1930s, which included Duesenbergs, Cadillacs, and Maybachs. A car owned by Fatty Arbuckle was on display along with his picture. On a level above the ground floor was a player piano originally programmed by George Gershwin to play Rhapsody in Blue. It was amazing to hear the piano just as it was played by Gershwin.



On the mezzanine, above the grand salon, was an assortment of automobile collectables and antiques. Above that was the music room. Our guide operated several of the automated musical instruments located around the room. In the center was a giant Wurlitzer Theater Pipe Organ, that played several songs automatically. Our last stop was a walk through of a train located at the back of the museum parking lot. It consisted of the steam engine and coal car (1937 Canadian Pacific) and a 1912 Pullman passenger car. We left the museum shortly after 12 and had a great lunch in a Mexican Restaurant in Sylmar before returning home. - Bob Crane



# Cover Car!

## Bruce Fosdike's Triple Crown 1982

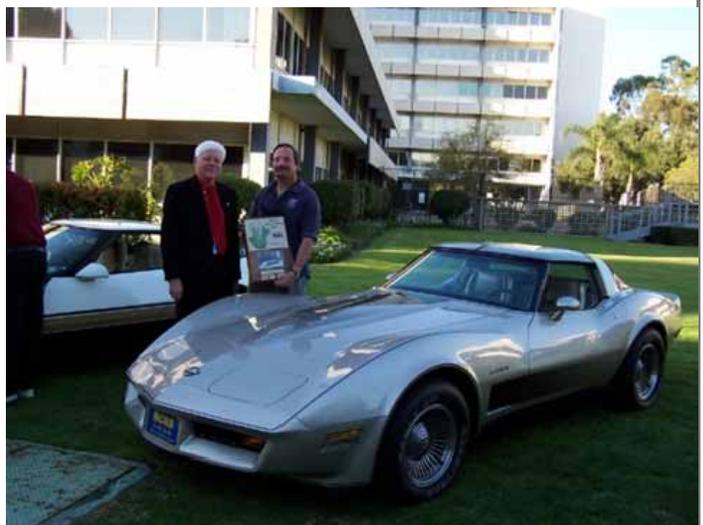
If you are like me, you have skimmed through this issue of the Bonding Strip looking for pictures and articles that might be of particular interest to you and are now returning to read the remainder, including personal interest stories like this one. So welcome. Just like my predecessors I have been given the chance to tell my story, so I will do my best to make it an interesting one.

Like you, I have always been interested in cars. My first car was a 1967 Pontiac GTO convertible. I purchased it in 1976 from the original owner. He was a family man that took excellent care of it, but it did not fit his family image anymore. I, being of sound mind (at least I thought so) and 16, raced it on weekends among other things. I even jumped it from the field entrance at San Diego stadium. It got about 4 feet off the ground. In other words I had no idea what I had! What a fool, because I sold it and purchased a newer model thinking it would be better – a 1972 Vega. (Did I just hear a big 'oh no!') Ah to be 16... and stupid.

Later after high school I rescued an old junker belonging to a friend from the wrecking yard because it looked interesting. It was a 1957 Devin SS. For those not familiar with this type of vehicle, it was an American answer to the racing Jaguar of its day and looked liked one too. Again, not knowing what I had, I attempted to bring it back to life without any experience or knowledge. Well, after about 10 years and many mistakes I gave the car away before moving under pressure from the better (and more sensible) half. I remember her saying "you're not taking that thing to the new house, or its 7 wire wheels"! (it had extras) I recently found an SS at one of those high priced exotic car dealers. It had a pending sale for \$285,000. I had to show the wife!

Well, this article is not just about my previous exploits with other car makers, but my relationship with the Corvette Mark. Just as with my predecessor with the GTO, I had a string of compact sensible family sedans over the next 15 or so years. Debbie and I had been married for 17 years without children and had decided that it was time to change this situation. We had been working on this goal for about 6 months when I was told by a friend (with several kids of his own) that I had better get anything (car) that I wanted BEFORE I had a child, as afterward it just won't happen. I took his words to heart. American muscle is what I wanted, and went looking for a Corvette. After some research, I decided to get a 1982 Collector's Edition as it had all of the bells and whistles being the last of the C3 body style. In a national Corvette Auto Trader I found an '82 Collectors 30 minutes from my house in Temecula. It had belonged to an older woman (in her 50's) who had bought it new, but it had begun to be too much for her, hence the sale. It had been stored in the garage for the last 8 years and had 21,000 miles on it (this was 1997). There was a mouse living in the spare tire and evidently living on the valve stem and a portion of the wiring harness. It had some dust but otherwise was in good condition, and even had a factory CB! I Drove the car to the gas station, as it was empty, and made an offer. I came home excited and told Debbie all about it. She was excited for me, more than I thought she would be and we went to pick-up the car the next day. I got it home and started going through the car to clean it up. It was then that Debbie dropped the bombshell! She told me that she was pregnant and that she had found out the day that I bought the car. She put off telling me on the fear that I might not complete the deal and let my dream go. Crazy woman! To this day I don't know how she contained herself for those 2 days!

I had never owned a Corvette and wanted to know more about them to prevent making the mistakes that I



With Dave McLellan at a special lecture featuring Dave and his engineering experience, 2003 Los Angeles

had made earlier in life. I spoke with a representative from a local Corvette Club, but they had mostly new cars. He told me about another organization that specialized in the older cars and had the information that I was looking for. I joined NCRS/SCC and had my car judged at the next spring meet in nearby San Marcos. There I met Pat Collins and Arland Dower, as well as many other friendly faces. I remember Pat as the Judging Chairman, and Arland, as you will see below. At the meet I had to leave the car to take a Battalion Chief promotional exam for my department. I left the car represented by my now pregnant wife who knew nothing about the car or how anything worked. I left instructions that the judges could do whatever they needed to judge the car. I came back several hours later and was met by Arland holding the handle to my rear compartment door. It had broken off when he attempted to open it for interior judging. He felt awful, but I told him in the most sincere way that it was OK because if it broke on him (someone that knew what he is doing on these cars) it would have assuredly broken on me. [Arland, I hope it is OK to give you up a little.] Pat and the judges told me that the car was very original and that I needed to strive to keep it that way. I received a Chapter Top Flight.



So I spent the next year or so going through the car with a fine tooth comb making sure that I did not change the originality but cleaned and repaired as needed. I decided to go for the proverbial Performance Verification in preparation for a McLellan. Pat gratefully trailered the car for me to Albuquerque. Some of you will remember getting stuck in the snow storm near Flagstaff. I know; I slept in my Toyota Truck at a Truck Stop to wait for the road to open the next morning. I failed to obtain a PV due to the original windshield wipers leaving a streak on the windshield, the brakes squeaking once on the 10 mile drive, the rear glass not staying at the halfway position as it was supposed to (it was 95 degrees outside!), and the oil pressure being low at idle. I came back disheartened even with everyone saying not to, as it was not the norm to get a PV on the first try. I made some corrections and took the car to the National in Sun Valley where I was successful this time around. I then took it back to Sun Valley the next year (1999) and got Top Flight with 99% and received the Dave McLellan Award.



The car took a few years hiatus as I waited to qualify for a Bowtie Award. I displayed it at several venues including the Monterey National. It was later the next year when I was told by one of my firefighters that my car was in Vette Magazine. They used it in their 50<sup>th</sup> anniversary kick-off 3<sup>rd</sup> edition as part of the NCRS article. I went out and grabbed 3 copies. (Only 3??? -Editors note)

I also took it to Plastic Fantastic in San Diego and received Best in Concours Class as well as Best Paint of the Show. People would come by and congratulate me on the awards, but would walk away scratching their heads and mumbling when I told them it was a factory paint job! Later I made the decision to take the car to Chicago for Bloomington Gold. It is a long story and I will not tell it here, but needless to say it was not a good experience. If you are thinking of going for Bloomington ask me about it before you register, and I will be more than happy to tell you the story. I was successful in receiving a Gold, Survivor, and a Benchmark. I then left the car in its trailer in Chicago, and returned that fall for the Chevy Vette Fest and received the Triple Crown (Top Flight, Bloomington Gold, and Vettefest). I know; all this for an '82? Well, yea, why not.

As you can see from the pictures I just could not stop at one Corvette. At one time I had 4 – a '65 coupe, a '98 convertible, and 2 1982's. I had to include this picture of my daughter Lorien since she has the same pose as Mike McCloskey on the cover of the Restorer earlier this year. Sorry Mike, she's cuter. Well, the Blue '82 was bought and sold as a project for a friend, so I am back to 3. No, I have no plans to have one of each type.

In 2009 I took the car to San Jose and received the Bowtie Award. My future plans are to bring the car to San Diego for its 5<sup>th</sup> star. And that will just about do it for this vehicle. Now I look forward to seeing what I can do with the '65 coupe. I have included the stories of my wife because there would be no joy in this hobby without her. She was the one that told me the day of the bombshell, "now you have your baby and I have mine". But I have noticed that many of our fellow NCRS members have been married a very long time, as opposed to the U.S. average nowadays. Just think, could the Corvette hobby be acting as a marriage counselor? Or is it that people who own and enjoy these cars are just a little more stable than the rest? Who knows, but I wanted to leave you thinking.

Bruce Fosdike Member #28749

# RARE AIR.....

## AIR CONDITIONED 1963-67 CORVETTES

a Tech Article by Jim Gessner

Today we walk onto a new car lot we see that every new 2011 car has Air Conditioning. Back in the 50's and 60's however, it was a real luxury item.

Walter P. Chrysler and his engineers created the first air conditioning system for the new Chrysler building in New York in 1931. They developed the system for Pullman (railroad) cars in 1936, and their AIR-TEMP Division built many cooling systems during the war to cool hospitals and food coolers, and medical supplies. Packard however, was the first to offer automobile air conditioning systems in 1940, and Cadillac in 1941, and Chrysler finally produced units in DeSoto models in 1942. It was not until the mid 50's, that automotive air conditioning production became readily available to the general public.

Noland Adams wrote in his book "Complete Restoration & Technical Guide Vol 2, that the first Corvette to received air conditioning was in 1963. Records show the engineering plans were released December 11, 1962, and that the first car he recorded with factory air was vin #13224 built in mid April 1963. The option was expensive and cost \$421.80 and remained there thru 1965. For some strange reason, the cost dropped to \$412.90 in 1966 and remained there thru 1968.

I get calls all the time from people looking for a mid year 350hp, or 427 car with air in a convertible.

People do not realize how rare these cars were when new, as only 11997 (10.14%) cars had air in 1963 thru 1967 models.

Now 44 to 48 years later, how many are left? In 63 they made only 278 total cars with air, and 52 were in convertibles. Some records show 99 convertibles. Whatever, they were rare. The rarest were in the Split Window coupe with the N03 Big 36 gallon gas tank. Only 2 were made, a red / red powerglide car, and a silver / black 4 speed car.



Note the extra rubber insulation around the radiator. All small block air cars had this to help with forcing more air thru the radiator for overheating problems



The photo below shows the extra plumbing on K-19 Cal Smog cars with air conditioning. One has to remove the R/F tire and gain access thru the inner fender rubber flap to remove the # 2 and # 4 spark plugs when doing a tune up.



Inside air ducts in the center dash, and one each under the right and left dash supply cold air to the interior.



A center duct AC thermometer will read 34 degrees on a good running AC System



Photo of rare 1965 engine pad with the 365hp solid lifter engine and air conditioning. Note the crooked F0518HK engine stamp. Many "Original" 365hp air cars in 1964 and 1965 have similar stamps, that is they are crooked. Perhaps the AC mounting bracket was on the engine when the stamp was applied.

Other rare combinations were in 1964 and 65, having the solid lifter 365hp engine and air conditioning. 138 and 133 in convertible models were only produced. Now add rare color combinations, (red with white-red / nassau blue with white-blue etc.) and you probably have one example of 3 or 4 ever made.

The following chart I made with Noland's numbers from his RESTORATION GUIDE. When you study it, you will see just how "RARE AIR" 1963-67 Corvettes are, especially when you study the engine combination of production. [www.vettefinderjim.com](http://www.vettefinderjim.com)

**COMPLETE AIR CONDITION PRODUCTION 1963 THRU 1967 CORVETTES :**

**Courtsey Noland Adams : Complete Restoration & Technical Guide Vol0 2**

**Vol 2**

	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>
Conv. 250hp, manual trans	?	28	51		
Conv. 250hp, auto trans	?	48	51		
Conv.300hp, manual trans	52	228	262	300	247
Conv. 300hp, auto trans	?	138	210	364	335
Conv. 350hp, manual trans			165	372	336
Conv. 365hp, manual trans		138	133		
Conv. 390hp, manual trans				342	298
Conv. 390hp, auto trans				20	138
Conv. 400hp, manual trans					199
Conv. 400hp, auto trans					16
Coupe. 250hp, manual trans	?	68	72		
Coupe. 250hp,auto trans	?	121	83		
Coupe. 300hp, manual trans	226	470	394	304	343
Coupe. 300hp, auto trans	?	463	438	714	486
Coupe. 350hp, manual trans			337	492	444
Coupe. 365hp, manual trans		243	227		
Coupe. 390hp, manual trans				533	408
Coupe. 390hp, auto trans					229
Coupe. 400hp, manual trans					325
Coupe. 400hp, auto trans					?
<b>TOTAL PRODUCTION ALL 5 YEARS</b>	<b>278</b>	<b>1988</b>	<b>2423</b>	<b>3520</b>	<b>3788</b>
<b>Total Corvette Production</b>	<b>21513</b>	<b>22229</b>	<b>23562</b>	<b>27720</b>	<b>22940</b>
<b>% per year/total</b>	<b>1.30%</b>	<b>8.90%</b>	<b>10.30%</b>	<b>12.60%</b>	<b>16.50%</b>

# A Tale of Two,,, Heads

A Technical Tale, uh Article By Jamie Fiffles

It was the best of times, it was the worst of... Just kidding.

194 years after that other tale, and across the ocean, in upstate New York near the great Falls, in the last months of the year nineteen hundred and sixty nine, Chevrolet was bolting together the very, very last of its legendary 427 Tri-Powers. Never again would those porcupine valves inhale through 6 barrels of Holley carburetion.

As in Mr. Dickens tale it was an age of reason, foolishness and most certainly incredulity. It was a season of light when it came to performance, but a season of darkness was coming... A few decades later one of those very last 427 Tri-Powers made its way into my possession. A '69 3x2 convertible had been one of my "some day" wishes since I tried to talk my Dad into the one I stood in awe over on the showroom floor in Evergreen Park IL back in the summer of '69. Instead, he bought for us a 9 passenger Country Squire wagon that year, I guess my Mom would have had a hard time carting us 5 kids around in that Tri-Power...

My "new" and long time coming '69 L68 convertible presented itself as a fairly low mile, basically original car and at the time of purchase I really did not have the notion of anything to do with Flight judging, and had never looked into what it took. I of course made sure the engine was original and numbers matching, but that was about it. Once I had the car for a few weeks and was impressed by what I thought was a fairly original car I started to do some research on what it took to achieve Flight status and purchased a copy of the TIM&JG (NCRS Technical Information Manual & Judging Guide).

Within the world of NCRS are the paramount issues of correctness and originality. Everything else comes from, and is dependent on those two parameters. There are of course a multitude of areas within our Corvettes that each of us address when we are preparing our cars for judging. But before any of the details can happen we need to take the first steps to make sure the major components of the car are correct before you can move onto the details. That being said when I first acquired the TIM&JG that is what I did.

After going through all the major components using the TIM&JG, and finding that all the easily visible numbers and date codes were matching or correct I was pleased. I then started into the not so visible numbers, and proceeded to pull a valve cover to check the head numbers and dates,,, uh oh, wait a minute... Those numbers (3919840) are correct, but for an L71 435HP car, this is a L68 400HP car???? Even stranger the intake with its original date coded carbs was the correct 3937795 casting for a 400HP oval port car. Why is it bolted to rectangular port heads? Something clearly wasn't right here.



Having worked on a plethora of big block Chevy's over the years I knew the intake to head bolt pattern was the same on oval and rectangular ports, but who would do such a thing, and why? Well I guess the why is easy, if you have an original Tri-Power setup for the car, and you're selling it, stands to reason that you would get more for it with that setup than a single four. Through some tedious detective work I would soon also discover the "who."

Before I tracked down the "who" in this tale, I needed to make this engine right. But not before I contemplated finding a square port intake and setting the engine up as the more powerful 435HP car. But I was hooked by the NCRS bug, and since we all know a properly setup oval port Big Block is a much better machine on the street than a rectangle port engine, (sorry you rectangle port people), and the L68 is actually rarer than the L71 with only 2,072 being built versus 2,722, I decided to find a correct set of heads. And this is where the Tale really begins...

Though this tale focuses on a late '69 car, the story is very indicative of what many of us have, and will go through, in pursuit of those lofty goals of correctness and originality.

My first step; look in the TIM&JG and see what casting number the correct heads should be; 3931063, check! Look at the casting date and stamping of the block and determine what date range I need to find; block cast J229, (October 22 1969), check! Engine stamping T1104LQ, (November 4th), check! Okay, no problem, Find a set of heads around October 22, no later than November 2nd, So,,, ebay, Pomona swap meet, Craigslist, internet, here I come! It shouldn't be that big of a problem to find them...

Six months later, no dice, no luck, nothing, what's going on here? Every pair of heads I found with the correct casting number was dated very early in '69 and my car was very late, with a Trim tag date of November 20, the last 30 days of production of a long production year. Within the NCRS guidelines of six months I could correctly find a set of head dated all the way back to the end of May, but I felt that was pushing it, as all the research I did showed that heads and blocks were usually fairly close in date, never more than a week apart as a rule. Besides that, early May was the latest set of heads I could find, nowhere close to October!

While all this was going on I decided to track down previous owners as the only one I knew about was the person I bought the car from. He had owned it for four years and brought it out to Arizona from Ohio. He only knew the person he bought it from and had that name but no contact number and some receipts. This part of the story will eventually make a whole separate story of how to track down previous owners, but to shorten it for our tale I will suffice to say that within a week I tracked down and talked to all five of the previous owners going back to 1971. Only the original owner from its first year eluded me.

In the midst of talking to these past caretakers of my car I found the fourth owner Tom, who lived in Bellville Ohio. Tom had the car from 1974 through 1999, and it was he that had pulled off the original Tri-Power intake and swapped the heads to the high horse units way back in 1975, because "that's what you did, everyone knows you can't make those complicated 3 carbs run right, and a big 'ol Holley and single plane intake runs way better anyway." I'm sure many a 3x2 setup met that same fate. But to his credit he did keep the original heads and intake, and they went with the car when he sold it in '99, jackpot! Those heads could still be around! I've got to find owner number five!

Found him! Owner number five Steve, was north of Bellville in Mansfield Ohio, he was the "who" that bolted on the oval port intake to the rectangular port heads when he sold the car. He put it back as a Tri-power with the original setup that came with the car, bless him. But he didn't swap the heads, why? "Didn't know there was a difference, just had those heads redone and it seemed

to run fine, sold those other heads to a guy I knew that use to do some work for me, his name was Tony but I haven't seen him in years and don't have his number" curse him...

So as this trail went dead I had started becoming a regular on the NCRS Technical Discussion Board, the number one resource for information there is! The wealth of knowledge on there is astounding. If you haven't spent time on there you're missing out. In doing so, I discovered that the reason I couldn't find a correct pair of heads was that the TIM&JG listing of the head casting number was not entirely correct for a late '69 car, ah ha! It is now one of the items that the new rewrite of the 68-69 TIM&JG will address. That's why every set I found was early '69. Turns out because of the long production run of '69's into the normal 1970 model year Tonowanda started to use the new '70 3964290 head castings around August for the end of '69 production on 427's. Why? Who knows, maybe than ran out of the 3931063 castings and the 3964290 heads where already being made for the Chevelles, Impalas and trucks? Or as Terry MacManmon suggested on the Tech board that they just started to clear out the old castings in preparation for 1970 model run? One NCRS member even verified that his August '69 built car has one of each head!

Either way now I could start looking for a different casting number with the correct dates. But wait, of course there's another catch here... 1970 was the change over to the small tapered seat "peanut" spark plug, from the earlier larger spark plug with a gasket. What did this mean? Well all the new 3964290 heads now had their spark plug holes and seats machined for tapered plugs for 1970. BUT, the Vette ran long into the model year and was spec'd with a non-tapered gasket style spark plug for 1969 that used a different spark plug hole seat and machining process! To this day I have not determined if these heads were modified from the tapered seat stock by recutting the spark plug seats at Tonawanda or the bare casting was originally machined to the "old" spec. either way they only did it for the last couple months of 1969 for 427's. Remember this was in the days before all the mid-year part changes and going by VIN or production date to determine the correct part. Back then if it was a '69, the parts counter guy look it up as just a '69.

So let's analysis all this,,, I need a particular casting number that is forty years old, that was cast within a range of a couple weeks, AND specially and exclusively machined for a Corvette only??? How many can that be??? How many of that minute amount have survived??? How many would be available? My quick thought was a very, very low number. But lets do the math; around 200 cars built a day back then,,, 39% big blocks,,, 10 days of production,,, OMG that's only??? The pickin's were looking pretty slim, to say the least!!!

But never the less I started my search, a fruitless one. There was nothing around, anywhere. I started to expand my date range, back and back. You know how frustrating it is to finally find a set that was at the outer range date wise and try to explain in an email or over the phone about checking the seat of the spark plug holes? Let it be known that flat seat spark plug holes for late '69 3964290 castings are IMPOSSIBLE to find. Think about the percentage of Corvettes built during that time to all the other Chevy's built, truly a needle in a hay stack.

Months went by and I resigned myself to the fact that I would never find a set of "Corvette" heads from this time period. I decided to find myself a set of heads with the correct casting date and then find a machine shop that could recut the spark plug holes and seats to work with the '69 Corvette gasket style spark plugs. It seemed like a reasonable solution to me. Still I had not even found any set of heads from October '69, it was not going to be a cakewalk.

I set out by exploring all the other Chevy makes club websites; Chevelles, Camaros, Impalas and pick-ups, looking in their classifieds sections for this casting date, They all have a serious following and great clubs and sites. My research on the discussion board had shown that the heads

were usually within a week either way of the date of the engine block during this time period. Since my block was Oct 22<sup>nd</sup> I was looking for a set around there, but still nothing.

Then one day about ten months after this pursuit started I came across a pair for sale on a Chevelle site that were dated J22 9 & J28 9 (Oct. 22 & 28 1969) that were in Tucson. Wow! One's the same date as my block and the other is less than a week later, after the block! This was the closest I had ever come to my dates by months! I emailed and called, left messages... I hoped he still has them as the ad was posted over six weeks ago, they could have been sold! Finally I received an email back! He still had them, \$250 plus shipping would buy them, cheap at three times the price! I finally spoke to him over the phone, said his name was Tony and he told me he had had them for about ten years, dragged them around a lot, and he was going to use them on his Chevelle but never did. They were pretty rusty, but they "were good heads and would clean up, no problem." Ship them, now! I said.

The two heavy boxes arrived in my driveway one day later on the big brown truck. I opened them up and received a most astounding shock! Yes you guessed it, they were flat spark plug seat heads! October 1969 Corvette heads!!! I had long given up even asking the question about the spark plug seats and had no hopes of finding a set! I was beside myself, and I had to call Tony right away to find out the story on these "needle in a haystack" heads.

Now if you have been paying attention to detail you may have noticed that I was about to receive yet another even more astounding shock, one that could only happen in the world of NCRS. If you scan up a few paragraphs you have probably figured it out. Yes, Tony "got those heads from a guy he did work for back when he used to live in Ohio, Mansfield Ohio, he had a gold '69 Tri-Power Vette, his name was Steve"...

And that my friends is the Tale of Two Heads...



# 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 who write three articles which are accepted for publication.

Send articles to:

Jamie Fiffles- Email: [jamiedfiff@aol.com](mailto:jamiedfiff@aol.com),

Phone: 818-246-5745



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# A Mid-Years Journey to Joplin (On Bias-Ply's no less...) by Fred Ross

Several people attended the Regional meet in Joplin Missouri, in May where I achieved a Regional top flight on my 1966 327/300, but few got there as I did, as I received the award for longest driven (I drove the car from California to the regional at Joplin on bias ply tires)

I did not have a lot of time to stop and sightsee as I was on a tight schedule to get to Joplin and back in as few days as possible. But I did have a few interesting stops...

Mr. D's in Kingman, AZ is a must stop! The picture of the 66 in front looked right out of a postcard setting. I took the scenic drive along old route 66 for several miles before getting back on I-40 east. What was surprising is that the side pipes are not that loud at highway speed, but the wind noise and whistles about drove me nuts!

The trip was actually uneventful, except for one driver error.. After getting gas along route 66, I forgot to release the parking brake! I am not sure exactly how long I drove with the parking brake on (at least 50-75 miles), but then when I went to brake for an intersection - I discovered little to no brakes! Fortunately, after releasing the parking brake and allowing everything to cool down, braking ability was partially restored and the trip continued although I certainly tried to avoid the need for any quick stops!

It was quite an experience cruising along Route 66 in an classic car - people waved and I drew a crowd at every gas station and restaurant who wanted to know all about the car and my trip, etc.

Gas mileage averaged 16-17 mpg, no mechanical problems, no overheating, but of course listening to a 1966 radio for 15 hours was no fun, so I did eventually resort to the iPod.

I arrived at Joplin, MO, around midnight the 2<sup>nd</sup> day. The next morning after going thru registration and parking the car inside for judging, one of the judges was looking over the engine compartment and motioned for me to look at my upper radiator hose. I was surprised to see that the fan belt had worn a groove in the bottom of the upper hose and was about 1/32"s of an inch from completely wearing thru! Fortunately, I found a local auto parts store about 3 miles away that had one in stock that I could walk to. It was a nice day, so off I went. I also purchased a new fan belt that was about 1 inch longer, so I could readjust the lower the alternator just enough to eliminate the problem for the return trip. I kept the worn thru upper radiator hose as memento of the trip.

On the return trip, I stopped in Oklahoma city to have lunch with family, and out of nowhere - it started to rain and HAIL! We quickly put the car in my uncle's garage until the storm blew over. I was a little nervous for the next few

hours until I finally cleared the storms about the Oklahoma-Texas border and did drive thru a few 3 inch per hour downpours (just a couple of drip leaks where the convertible top meets the top of the front window)

I stopped at THE BIG TEXAN - home of the free 72 oz. steak (if you can eat all the steak without a stroke or heart attack, the steak is free (just had a snack and coke)

My relatives in Oklahoma said "you have to take the detour to old Route 66 thru Oatman" - WHAT A MISTAKE! - that was 40 miles of the worst road you can imagine at top speeds of 30-40 mph. Seeing the mules wandering around OATMAN and a few old gold mines was not worth the wear and tear on my nerves going around every blind hairpin corner on a road barely wide enough for 1 1/2 cars!

I was going to drive straight thru - non-stop from Joplin to California on the way home but got really tired about 3am and found a clean hotel (I don't even know where), the night manager was nice enough to let me park in a handicap spot directly outside the manager's office and under a 24/7 security camera.

I made the mistake of going thru Vegas on the way home during the morning rush hour, but did not overheat despite moving at 5-10 mph for about an hour!

(Sounds like a great adventure Fred, we all need to drive those early cars more often- Editor)



# SCC/NCRS Fall Meet



**Saturday August 27, 2011**  
**BIG BEAR CITY AIRPORT**  
**501 W. Valley Blvd.**  
**Big Bear City, CA 92314**



**Directions:** Especially for trailers and ease of getting to the Airport.

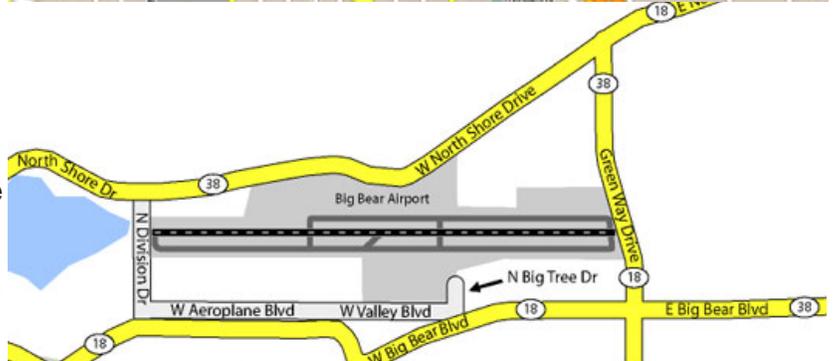
**From Redlands, CA:** From I-10 take the Hwy 38 exit to Big Bear. Travel on Hwy 38 (about 45 mi) to the Stop Sign, and then turn left to get to the airport. The airport is on the right about a mile and a half. It's an easy climb to Big Bear and you are close to the airport without going through the town. We will not be at the Airport Friday. Must park trailers where you stay.

**Host Hotel:** Best Western Chateau, 42200 Moonridge Road, Big Bear Lake, CA 92315 909-866-6666 Rooms are set aside for National Corvette Restorers Society for Friday and Saturday. Rate: \$99.99 + Tax. A free hot breakfast is included. This is close to the Airport.

**Friday Evening:** Judging and Tech Session at the Bacon Estate. No charge for this, but must RSVP to Bob Crane 714-458-6395 by August 10, 2011. We will leave Hotel at 3:30 PM sharp for 4:30 PM start time. NO HOST Dinner will be after the session as long as you RSVP.

Cars must be in place by 7:30 AM Saturday, with judge's meeting at 8:00 followed by an owner's meeting. Registration by August 10, 2011.

**Fees:** Meet Registration Members \$10.00 (Free Lunch for Workers Only)





# Fall Meet Registration

## Saturday August 27, 2011

BIG BEAR CITY AIRPORT  
501 W. Valley Blvd.  
Big Bear City, CA 92314



**Host Hotel:** Best Western Chateau, 42200 Moonridge Road, Big Bear Lake, CA 92315.

Phone: 909-866-6666. Rooms are set aside for National Corvette Restorers Society for Friday and Saturday. Rate: \$99.99 + Tax. A free hot breakfast is included

**Event Information: Contact: Bob Crane 714.458.6395 bcrane@socal.rr.com**

Cars must be in place at **7:30 AM Saturday**, with a judge's meeting at 8:00 followed by an owner's meeting. **We do request that you mail in the registration form before August 10, 2011.**

**Friday Evening:** Judging and Tech Session at the Bacon Estate. No charge for this, but must RSVP to Bob Crane 714-458-6395 by August 10, 2011. We will leave Hotel at 3:30 PM sharp for 4:30 PM start time

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

<b>Fees:</b> Meet Registration Members \$10.00 (spouse & children under 23 yrs)	.....	\$ _____
<b>\$15.00 Postmarked after August 10, 2011</b>	.....	\$ _____
Meet registration Guests 1/2 of members' registration: <b>\$5.00, Postmarked after August 10, 2011, \$7.50</b>	.....	\$ _____
Flight Judging <b>\$ 50.00</b>	.....	\$ _____
Sportsman Award <b>\$10.00 (No Ribbon \$3)</b>	.....	\$ _____

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

**1868 Parkview Circle Costa Mesa CA 92627 Email: JOHN@GMDOWNUNDER.COM Total \$ \_\_\_\_\_**

Please enter the following car for  Flight Judging 53-96,  Sportsman Award,  Previous Award display/Special interest Display (no fee). Please print legibly.

Year \_\_\_\_\_ Complete Vin # \_\_\_\_\_

Horsepower \_\_\_\_\_ Exterior Color \_\_\_\_\_ Interior Color & Fabric \_\_\_\_\_

**Horsepower, Exterior Color, Trim Color and Fabric entries are mandatory for all vehicles. In addition 1963 through 1996 vehicles must include all numbers and characters from the Trim Tag or Service Parts Identification Label with respect to Build Date, Paint Code, and Trim Code plus Body Number for 1963 through 1967 vehicles.**

Build Date \_\_\_\_\_ Paint Code \_\_\_\_\_ Trim Code \_\_\_\_\_ Body No. \_\_\_\_\_

Convertible  Coupe  Corvette Driven  Corvette Trailered,  Need trailer parking

**Notice: There will be a limit of 10 Corvettes. First come first serve. No cars accepted after August 10 postmark.**

I would like to help with:

Flight Judge,  Observer Judge,  Tabulate  Flight Judge,  Observer Judge,  Tabulate

Name \_\_\_\_\_ Name \_\_\_\_\_

Judging 1st Choice \_\_\_\_\_ 2nd Choice \_\_\_\_\_ Judging 1st Choice \_\_\_\_\_ 2nd Choice \_\_\_\_\_

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): \_\_\_\_\_

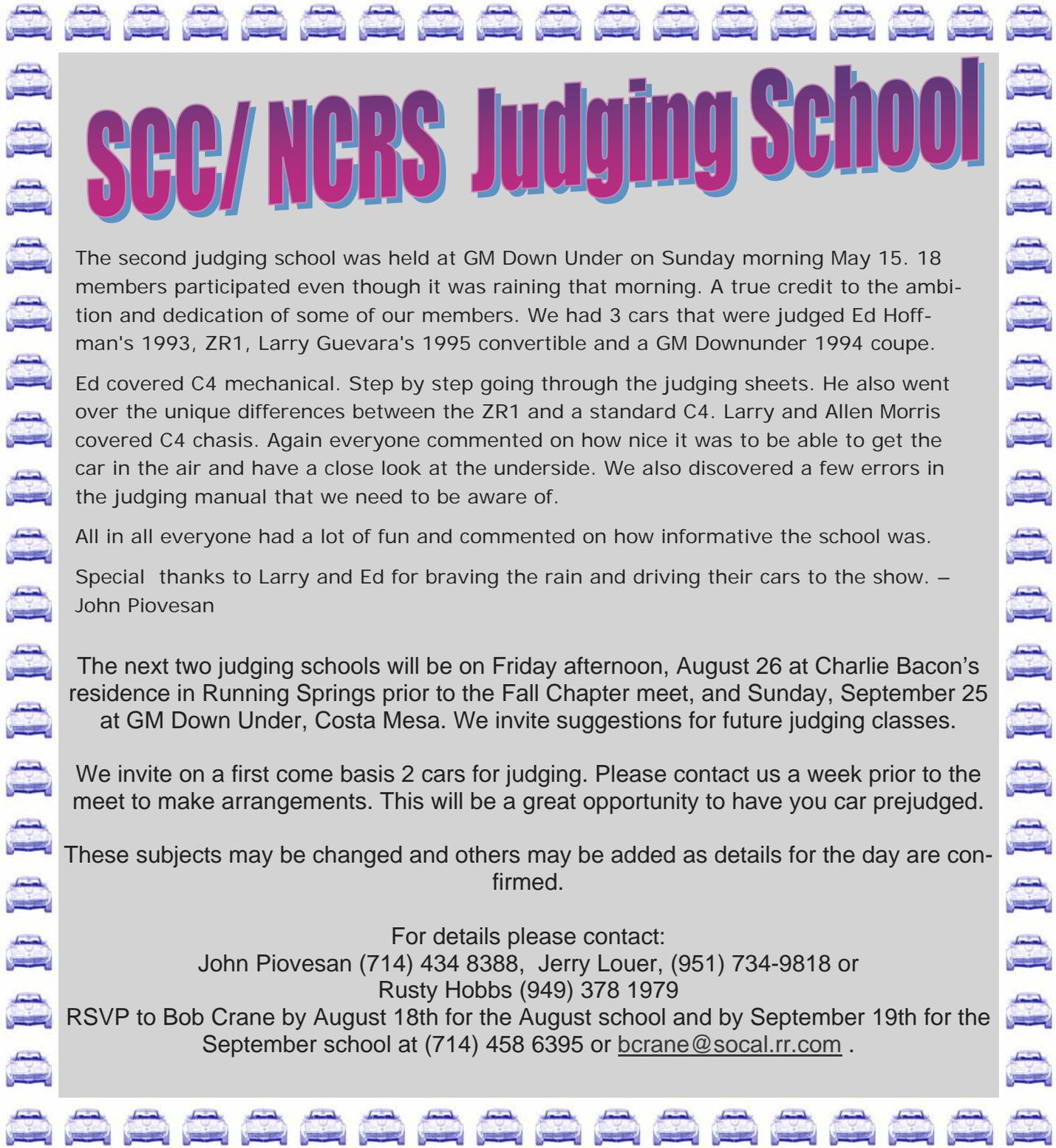
All registrants (even if you are not having your car judged) must read and sign the hold harmless agreement as follows: Whereas owner voluntarily enters his/her vehicle in the NCRS event described above, it is agreed as follows: (1) that in consideration of SCC/NCRS and NCRS permitting the undersigned 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 there- from. (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 \_\_\_\_\_

**Web Site: <http://www.ncrs.org/scc/> 19 Email address: [scncrs@ncrs.org](mailto:scncrs@ncrs.org)**



# SCC/ NCRS Judging School

The second judging school was held at GM Down Under on Sunday morning May 15. 18 members participated even though it was raining that morning. A true credit to the ambition and dedication of some of our members. We had 3 cars that were judged Ed Hoffman's 1993, ZR1, Larry Guevara's 1995 convertible and a GM Downunder 1994 coupe.

Ed covered C4 mechanical. Step by step going through the judging sheets. He also went over the unique differences between the ZR1 and a standard C4. Larry and Allen Morris covered C4 chasis. Again everyone commented on how nice it was to be able to get the car in the air and have a close look at the underside. We also discovered a few errors in the judging manual that we need to be aware of.

All in all everyone had a lot of fun and commented on how informative the school was.

Special thanks to Larry and Ed for braving the rain and driving their cars to the show. – John Piovesan

The next two judging schools will be on Friday afternoon, August 26 at Charlie Bacon's residence in Running Springs prior to the Fall Chapter meet, and Sunday, September 25 at GM Down Under, Costa Mesa. We invite suggestions for future judging classes.

We invite on a first come basis 2 cars for judging. Please contact us a week prior to the meet to make arrangements. This will be a great opportunity to have you car prejudged.

These subjects may be changed and others may be added as details for the day are confirmed.

For details please contact:

John Piovesan (714) 434 8388, Jerry Louer, (951) 734-9818 or  
Rusty Hobbs (949) 378 1979

RSVP to Bob Crane by August 18th for the August school and by September 19th for the September school at (714) 458 6395 or [bcrane@socal.rr.com](mailto:bcrane@socal.rr.com) .

**Nominations are open for the SCC Chapter Board**

# 2011 National Convention

Novi, Michigan

The following are awards and recognitions received by the Southern California Chapter and members:

**Southern California Chapter – Top Flight Chapter Award**

**Southern California Chapter – Chapter Charter**

**Darold Shirwo – Presidents Award**

**Wendel Hans – Restorer Author Recognition Award**

**Mike McCloskey – Restorer Author Recognition Award**

**Sharyl Ingham – Master Tabulator**

**Ed Hoffman – Red Hat Master Judge**

**Sharyl Ingham – 200 Club Master Judge**

**Mike Ingham – 300 Club Master Judge**

**Larry Wright – 300 Club Master Judge**

**John Tidwell – 400 Club Master Judge**

**Jerry Louer – Sportsman Award**

**Glorie McNay – Sportsman Award**

**John Tidwell – Sportsman Award**

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



**The 12th Annual Show - Saturday, Sept. 24, 2011**

Corvettes have reserved parking for the event.

Orange County Fair & Expo Center, Costa Mesa, CA Car Show 7:00 AM to 5:00PM.

Gates open to participants at 4:30 AM Open to all American made rods, customs, muscle & classic cars  
Corvettes, trucks, specialty vehicles, and EVEN SOME NEW RIDES

Call the Doubletree Hotel and mention "Cruisin For A Cure" for special rates Tel: 714.825.3333 General show info or questions, Vendor/Exhibitor information: call 949.752.5115 Ext. 10

## Condensed Minutes

### EXECUTIVE BOARD MEETING



By Brian Quadt , Secretary

#### SCC/EXECUTIVE BOARD MEETING Apr. 11, 2011

##### OPEN MEETING

The meeting was called to order by Chairman Don Troyer at 7:00 p.m. at Harbor Chevrolet. Board members in attendance were Don Troyer, Allen Morris, Brian Quadt, Verity Hobbs, Ed Vignone, Barbara Vignone, Bob Crane, and Rusty Hobbs. Absent were John Piovesan, Darold Shirwo, Pat Louer, Jerry Louer, Jamie Fifles and Rob Myrick.

##### SECRETARY'S REPORT

Don Troyer stated the Secretary's Report had been disseminated. A motion to approve the minutes of March 14, 2011, was made by Rusty Hobbs, seconded by Barbara Vignone, and passed.

##### TREASURER'S REPORT

Treasurer Verity Hobbs stated the Chapter is solvent. As our Certificate of Deposit will expire soon, Allen Morris made a motion for Verity to transfer that account to a new C.D. at the highest rate possible. Verity stated she has billed all Bonding Strip advertisers and will phone all those who have not paid.

Verity will call Jamie Fifles and ask him to remove all non-paid ads from the Bonding Strip. Motion to approve the treasurer's report made by Allen Morris, seconded by Rusty Hobbs and passed.

##### OFFICER'S REPORTS

Historian- Ed Vignone is working on old photos and would like to transfer them to disc or flash cards. He also stated that the website is updated as he receives new information. Chairman Don Troyer asked Ed to republish old photos from 1980-81 as appropriate.

Communication- Barbara Vignone presented an updated quarterly report of required activities to successfully complete the Chapter Flight program. We need more technical articles.

##### REGIONAL DIRECTOR

Regional Director Ed Vignone attended the National Board meeting in Novi. One hotel has been added for the 2011 National Meet, and a shuttle will be available to transport attendees to various activities at the convention. He toured the Suburban Collection Showcase (Convention Center). Ed will send Jamie Fifles photos of past events for publication.

##### OLD BUSINESS

Cruise to the Sun (April 2)- Allen Morris said we had 15 cars attend from NCRS. Next year's date may change so as not to conflict with Easter.

Judging School at GM Down Under on May 15- John and Jerry both absent. We need information on the next judging school at GM Down Under on May 15, so Ed will contact Jerry for details and make a flyer.

Nethercutt Museum Tour May 21, 2011 – Bob Crane has received only 6 reservations thus far. Ed and Don will notify Jamie to print the flyer, and Ed will send an Email blast.

Fall Judged Meet – Allen Morris agreed to explore Big Bear Lake as a location for the SCC Fall judged meet. Too much snow to drive there yet.

Road Tour to Sacramento- SCCNCRS may have a road tour to Sacramento on October 5.

California Capital Regional Meet-To be held in Sacramento at the Red Lion Inn October 6-9. Sacramento will supply black lanyards. Registration form and schedule are coming together. GM Down Under will supply shirts for the judges from our chapter. Help is needed at Registration and parking, as well as stuffing goodie bags.

Cruisin' for a Cure- Treasurer Verity Hobbs has one reservation at this time. Don Troyer said we will continue to advertise the event.

Holiday Brunch- Rusty Hobbs has nothing to report at this time.

2012 National Convention- Ed Vignone was in favor of permitting our chapter to run the event our way. It seems more efficient for us to conduct operations testing on Founders Cars on the 4<sup>th</sup> of July. Discussion ensued.

Bonding Strip – Closing date for articles is April 10. We need more technical articles.

Events for 2012 – This item was tabled until the next meeting.

##### NEW BUSINESS

2012 Spring Meet – Will be held on March 24, 2012 at the Old Creek House in Palm Springs.

##### CLOSE MEETING

There being no further business at this time, Allen Morris made a motion to adjourn the meeting. Ed Vignone seconded. The motion passed and Don Troyer adjourned the meeting at 8:15 p.m. The next meeting will be held May 9, 2011, at 7 p.m. at Harbor Chevrolet in Long Beach.

#### SCC / Executive BOARD MEETING May 9, 2011

##### OPEN MEETING

The meeting was called to order by Chairman Don Troyer on Monday, May 9, 2011 at 7:00 p.m. at Harbor Chevrolet. Board members in attendance were Don Troyer, Allen Morris, Brian Quadt, Verity Hobbs Darold Shirwo, Ed Vignone, Barbara Vignone, Bob Crane, Rusty Hobbs, John Piovesan, and Jerry Louer. Board members absent were Jamie Fifles, Rob Myrick, and Pat Louer. Larry and Diana Wright were our guests for the evening.

##### SECRETARY'S REPORT

Don Troyer stated the Secretary's Report had been disseminated. A motion to approve the minutes of April 11, 2011, was made by Allen Morris, seconded by Rusty Hobbs, and passed.

##### TREASURER'S REPORT

Treasurer Verity Hobbs stated the Chapter is solvent. In response to last month's discussion she has moved the SCC Chapter Certificate of Deposit to Capitol Source Bank. A motion to approve the Treasurer's report was made by Allen Morris and seconded by Bob Crane. Verity will call Jamie Fifles and ask him to remove all

*(Continued on page 23)*

non-paid ads from the Bonding Strip. Motion to approve the treasurer's report made by Allen Morris, seconded by Rusty Hobbs and passed.

#### OFFICER'S REPORTS

There were no officer reports.

#### REGIONAL DIRECTOR

Regional Director Ed Vignone stated that Newsletter editor Jamie Ffiles did not have room for the National NCRS Board minutes in this issue of the Bonding Strip, so Ed emailed them to everyone.

#### OLD BUSINESS

Judging School at GM Down Under on May 15- John Piovesan said he has three cars to judge: an '89 a '93 and a '93 ZR-1. The hours will be 9:00 'til noon with no lunch. Rusty will bring coffee and drinks, and Allen will arrive with donuts.

Nethercutt Museum Tour May 21, 2011 – Bob Crane has received 14 reservations.

Fall Judged Meet – Allen Morris and Bob Crane drove up the mountain and booked the Big Bear Airport on Saturday, August 27, 2011 for this event. There is a coffee shop at the airport which will be able to provide lunch and snacks. Many details have already been worked out with airport personnel, and they are enthused about having us for the day. Allen and Bob also explored the Big Bear Chateau; a Best Western Resort. They reserved rooms for the group at \$99 per night. Allen needs a check from Verity for a \$250 deposit to the Big Bear Airport District. Ed Vignone made a motion to approve, Rusty Hobbs seconded, and the motion passed.

Road Tour to Sacramento October 5- Darold will provide details of a proposed road tour to the meet.

California Capital Regional Meet-To be held in Sacramento at the Red Lion Inn October 6-9. Don Troyer will contact the Red Lion Inn to clarify details of the change in ownership and confirm existing reservations. GM Down Under will supply shirts for the judges from our chapter.

Cruisin' for a Cure- No update at this time.

Holiday Brunch- Rusty Hobbs is negotiating with the Dunes and plans to meet with them tomorrow.

2012 National Convention- Darold said National does not want to change the existing schedule, other than they will allow us to offer transport to a nearby fireworks display at the same time as our awards banquet. Discussion ensued and the Board decided to work with the existing schedule.

Bonding Strip – Closing date for articles is July 10.

Events for 2012 – The 2012 Spring Meet is scheduled to be held March 24, but the location has yet to be determined.

#### NEW BUSINESS

Barrett Jackson is seeking volunteers to assist at their Orange County Auction on June 24-26.

#### CLOSE MEETING

There being no further business at this time, Allen Morris made a motion to adjourn the meeting. Barbara Vignone seconded. The motion passed and Don Troyer

adjourned the meeting at 8:35 p.m. The next meeting will be held June 13, 2011, at 7 p.m. at Harbor Chevrolet in Long Beach.

#### SCC BOARD MEETING June 13, 2011

##### OPEN MEETING

The meeting was called to order by Chairman Don Troyer on Monday, June 13, 2011 at 7:00 p.m. at Harbor Chevrolet. Board members in attendance were Don Troyer, Allen Morris, Brian Quadt, Verity Hobbs Darold Shirwo, Ed Vignone, Bob Crane, Rusty Hobbs, John Piovesan, Rob Myrick, Pat Louer, Jamie Ffiles, Carol Troyer and Jerry Louer. Board members absent were Barbara Vignone. Gary and Linda Hiltunen were our guests for the evening.

##### SECRETARY'S REPORT

Don Troyer stated the Secretary's Report had been disseminated. A motion to approve the minutes of May 9, 2011, was made by Allen Morris, seconded by Rusty Hobbs, and passed.

##### TREASURER'S REPORT

Treasurer Verity Hobbs stated the Chapter is solvent. A motion to approve the Treasurer's report was made by Ed Vignone and seconded by Allen Morris and passed.

##### OFFICER'S REPORTS

A. ACTIVITIES Bob Crane displayed Port Authority brand shirts ordered for the Solid Axle club. Bob stated we could buy similar shirts at \$35 per, plus a \$300 set up cost for the NCRS logo. Minimum order would be six shirts. Item tabled after discussion. Rusty Hobbs made a motion for John Piovesan to pursue shirts priced under \$55. Bob Crane seconded the motion. Passed.

##### REGIONAL DIRECTOR

Regional Director Ed Vignone stated that the National Board changed the scheduled date for the Board meeting in Novi. As a result, Ed will not be able to attend as the required flight schedule change would include a heavy penalty.

##### OLD BUSINESS

Judging School at GM Down Under on May 15- John Piovesan said the May 15 Judging School went well. There were no complaints regarding using Sunday instead of Saturday, and the elimination of lunch was fine as many wanted to head for home immediately following the school. John will write an article for the Bonding Strip.

Nethercutt Museum Tour May 21, 2011 – Bob Crane had about 15 people in attendance for the tour. A good time was had by all. He will write an article for the Bonding Strip.

Barrett-Jackson "Orange County" June 24-26 The NCRS booth is manned.

Fall Judged Meet – Allen Morris said Rusty Hobbs will bring registration tables and cones, also a pop-up for shade. There will be a Judging School at Charlie Bacon's place in Running Springs at 4:30pm Friday. All those interested will leave the hotel at 3:00pm.

Road Tour to Sacramento October 5- Darold asked for the road tour to begin at his home. A second meeting spot will be at the Holiday Inn at Magic Mountain.

California Capital Regional Meet- Don Troyer has spoken with the Red Lion Hotel and reservations appear to be going smoothly.

Cruisin' for a Cure- Allen Morris asked that all checks from Chapter members be sent to Verity Hobbs. She will forward one check and registration forms to him so he can forward those materials to the event.

Holiday Brunch- Rusty Hobbs stated that the Dunes will charge \$42 with a boatramp view. Newport Beach Country Club is over \$40. After some discussion Darold made a motion to hold the event at Newport Country Club on December 4<sup>th</sup>. Brian Quadt Seconded and the motion passed.

2012 National Convention- Darold Shirwo said he has met with the Town and Country Hotel, and everything is under control. We cannot modify their contract. There will be a dinner alternate to the awards banquet at "The Lighthouse" on the 4<sup>th</sup> of July for viewing fireworks. Darold made reservations for 100 people. The cost is less than \$40 per person. Bruce Fosdike is preparing a video to advertise the National in San Diego.

Bonding Strip- Closing date for articles is July 10. Jamie Fifles said he may have a technical article

on air conditioning. Darold asked him to run a continuous ad for volunteers for the 2012 National Convention.

The 2012 Spring Meet- The 2012 Spring Meet is scheduled to be held March 24, possibly in Palm Springs. Darold asked the Board to consider a site near San Diego as that will be the area of our National Meet. Rusty and others will investigate. It was decided to table this item until the July Board meeting.

#### NEW BUSINESS

Discussion ensued regarding holding a regular monthly judging school on the same weekend each month. No decision was made, but the next judging school will be held Sunday, July 24 from 9am until noon at Rusty and Verity Hobbs' home in Newport.

President Don Troyer stated he received a check from National for our two charities. He has disbursed the funds to those two charities.

#### CLOSE MEETING

There being no further business at this time, Rusty Hobbs made a motion to adjourn the meeting. Darold Shirwo seconded. The motion passed and Don Troyer adjourned the meeting at 8:47 p.m. The next meeting will be held July 11, 2011, at 7 p.m. at Harbor Chevrolet in Long Beach.

### 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.

### 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

**Parts For Sale:** 1953-55 Reproduction Exhaust Extensions both short (53-E54) & long (L54-55) available. Windshield post tab repair \$65 ea plus shipping. Gary, 530-259-5997 or [arunner@frontiernet.net](mailto:arunner@frontiernet.net) for information and photos of tips.

**Parts For Sale:** Borg-Warner T-10 4-speed transmission, aluminum T10-1C main case dated E 24 2 (May 24, 1962), T10-7D tailhousing dated 5 20 62 (May 20, 1962), sidecover dated 5 22 62A (May 22, 1962), assembly stamping WG1723 (July 17, 1962), noisy reverse gear, needs rebuilding, \$400. Contact Mike Ingham at 510-420-0968 or [michael.ingham248@gmail.com](mailto:michael.ingham248@gmail.com)

**Parts For Sale:** Disc brake conversion kit for 56-62. Everything you need for a bolt-on conversion. Works with standard master cylinder. Used only 50 miles. NCRS will not accept it for PV so I removed it. Great for driver. Sells new at Corvette Central for \$600. Buy this kit for \$300. Mike McCloskey #8767 [clutchmccloskey@yahoo.com](mailto:clutchmccloskey@yahoo.com) or Ph. 661-257-4330

**License Plates For Sale:** License Plates For Sale: California 63-69 (Black-Yellow) plates. Have about 40 Pairs. All different condition and pricing. Also have a perfect 62 Yellow set with sticker. Call for your needs and pricing. Allen Morris 949-367-9000

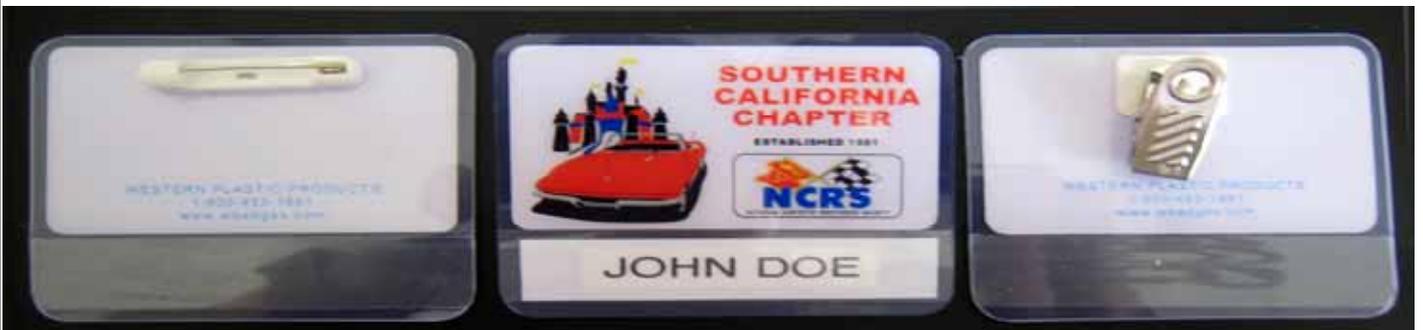
**Wanted:** Set of nice knockoff spinners and lug nuts (1964) and original '64 console for powerglide and power windows (no holes for seat belt holders). Darold Shirwo - [DShirwo@aol.com](mailto:DShirwo@aol.com), 310 278-2000

**Wanted:** One or two 1964 front brake drums in serviceable condition. Casting number on drum is 3828671 and should have a 'flat' style spring but will take without. I need the drum with an 'X' by the lug nut holes which is for metallic pads. The center steel section should measure about .130" or more (thick web). I have 3 of the 4 original drums on my car, looking for number four. Any J65 metallic shoes or springs would be a plus. Dan Holstein 858 673 4603

Please email Member Classified submissions to: [jamiedfiff@aol.com](mailto:jamiedfiff@aol.com)

## Chapter Badges \$5.00

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Select Pin or Clip Type

Contact: Darold Shirwo

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

(310) 278-2000 [dshirwo@aol.com](mailto:dshirwo@aol.com)

## 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](mailto:wryteone@aol.com)



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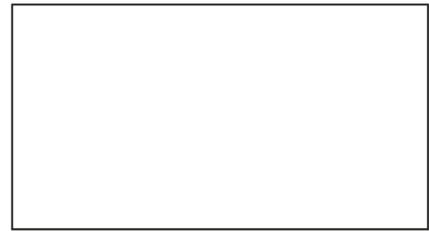
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### Advertising Rates for the Bonding Strip

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 attachment, or by mail on computer disk in MS Word® or its equivalent. Chapter email [scncrs@ncrs.org](mailto:scncrs@ncrs.org)