



Jerry Palmer's 1962
Duntov Award Winner—Story on page 6



**SOUTHERN
CALIFORNIA
CHAPTER**



Table of Contents

2014 Board Members	Page 3
Calendar 2014-2015 / New Members	Page 4
Chairman's Comments.... by Darold Shirwo / Chapter Shirts	Page 5
Cover Car!- Jerry Palmer's 1962 Duntov Award Winner	Page 6-7
SCC Fall Picnic	Page 8
SCC Holiday Brunch	Page 9
SCC Fillmore Train Ride—	Page 10
SCC 2014 Road Tour- Laughlin	Page 11
Tech Article— Clay and Your Corvette by Ron Bartow	Page 12-13
Membership Renewal Information	Page 14
SCC Member Highlights	Page 16
Tech & Restoration Help	Page 17
SCC Chapter Board Meeting Minutes /Chapter Badges	Page 18-20
SCC Spring Judged Meet— Info / Registration	Page 22
NCC Spring Judged Meet— Info / Registration	Page 23
CCC Spring Judged Meet— Info / Registration	Page 24
SCC member Classifieds	Page 25
Advertisements	Page 26-27

Photo Contributors:

Many thanks to Ed Vignone, Jerry Palmer, Ron Bartow, Don Troyer and Allen Morris who contributed photos for this publication.

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.

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

Phone: H 310.278.2000 W 310.278.2000 dshirwo@aol.com

SCC/NCRS 2014 Board of Directors



Chairman: Darold Shirwo, 8484 Wilshire Blvd., Beverly Hills, CA 90211
H 310-278-2000 W 310.278.2000 dshirwo@aol.com



Vice Chairman: Allen Morris, PO Box 3238, Mission Viejo, CA 92690-1238
H 949-367-9000 amorrismv@aol.com



Secretary: Ralph Haun, P O Box 4402 Laguna Beach, CA 926
949-494-6931 rehatcr@aol.com



Treasurer: Verity Hobbs PO Box 2316, Newport Beach, CA. 92659
H 949-378-3419 starppo@hotmail.com



Co-Judging Chairman: Don Hooper, 9645 Sylvia Ave. Northridge CA 91324
C 818-424-0479 H 818-772-6353, vintageingray@att.net



Co-Judging Chairman: Ed Hoffman, 28250 Deer Court, Canyon Country, Ca. 91351
H 661-250-0671 C 661-309-8086, ed_hoffman@yahoo.com



Membership Chairman Jerry Louer, 425 Atwood Drive, Corona, Ca 92879
H 951-734-9818 pnjlouer@sbcglobal.net



Public Relations: Rob Myrick
H 760-505-5738 cbrmyrick@cox.net



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



Communications: Rich Norbrothen 25931 Corriente Lane, Mission Viejo, CA 92691
949-632-7855 rnorbrothen@yahoo.com



Historian/Webmaster: Ed Vignone, , 5 Via Pasa, San Clemente, CA 92673
H 949-248-0931 C 949.292.3397 sccncrs@ncrs.org



Tech Advisor: Rusty Hobbs PO Box 2316, Newport Beach, CA. 92659
H 949-645-9353 starppo@hotmail.com



Activities: Bob Crane 416 Mountain View Ct, Orange CA 92869
714-458-6395 robertcrane@icloud.com



Bonding Strip Editor: Jamie Fiffles, 1700 Tambor Drive, Glendale CA 91208
H 818-246-5745 jamiedfiff@aol.com



Bonding Strip Circulation: Don & Carol Troyer, 1234 Sierra Vista Ave., Alhambra, CA 91801
H 626-289-0904 atroyer2@earthlink.net



NCRS Region IX Representative: Mike Ingham, 6047 Lawton Avenue, Oakland, CA 94618
510-420-0968 michael.ingham248@gmail.com

NCRS registered marks used in The Bonding Strip are NCRS Founders Award®, NCRS Master Judge Award®, NCRS Performance Verification Award®, NCRS Flight Award®, and NCRS Sportsman Award® are registered with the United States Department of Commerce and Trademark Office. The NCRS American Heritage AwardSM application is pending.

Web Site: <http://www.ncrs.org/scc/> 3 Email address: sccncrs@ncrs.org

SCC/NCRS Calendar 2014

Feb 2014

10 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

Mar 2014

10 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

15 Paramount Ranch Road Race- Agoura Hills

April 2014

11-12 NCC/NCRS Spring Judging Meet. Contact Sharyl Ingham 510-420-0968 or sharylingham@gmail.com

14 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

25-26 CCC/NCRS Spring 2014 Judged Meet & Tech Session, contact Bruce Fosdike 805-924-1930

May 2014

4 SCC Spring Meet—GM DOWN UNDER, contact Bob Crane 714-458-6395 or robertcrane@icloud.com

12 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

Jun 2014

5-7 Rocky Mountain Regional- Loveland, CO

9 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

Jul 2014

9-12 2014 NCRS National Road Tour- California
Contact Jerry Louer 951-734-9818

13-17 2014 NCRS Nation Convention- Overland Pk. KS

14 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

Aug 2014

11 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

Sep 2014

8 Board Meeting 7 PM - Harbor Chevrolet, Lng Bch

Note:
are open to all



Board Meetings
members

WELCOME

To the following new Members:

Harold Rogers

Jon Kern

Eric Tostenrud

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 160 members. Any membership inquirers and change of address should be sent to :

Membership Chairman

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

Opinions stated herein are those of the authors and do not represent those of NCRS, Inc.

Chairman's Comments

by Darold Shirwo



The New Year has started and the board wishes all members a very happy and healthy new year and success with all new year's resolutions.

Last year ended with our holiday brunch at the 94th Aero Squadron and it was well attended by three (3) dozen of our close friends and as is said, good food, good friends and a good time to be had by all; the club awarded the member of the year plaque to Jamie Fifles, our BS editor, who has more than earned the credit for all his hard work in putting our great publication out and this was dually recognized by his getting us the Golden Quill award.

This year will be another activities filled time starting with the annual Allen Morris Laughlin tour; we had our usual group including Allen and his lady Donna, Pat and Jerry Louer, Don and Carol Troyer, Steve and Nancy Radigan, Kent and Peggy Schoneman, Diane Wright with MJ, Sue and Pat and last but not least myself.

Allen toured us to Oatman for the shootout and lunch at the Oatman Hotel (Clark Gable and Carol Lombard's honeymoon location) with a stunning array of the local burros - they didn't nosh on anyone's Vette this time (Carlos eat your heart out) and we then stopped at Howard Foss's house to see his collection and drool over his magnificent '69 502 Camaro.

Saturday night dinner was in the Tropicana's steakhouse and we received marvelous overall treatment from Gilda, including birthday and dessert cake.

This year's agenda includes a tour to the Paramount Ranch on March 15, the Spring Meet at John P's shop on May 4, the tour to the Orange Empire Rwy on June 14, the tour to the Reagan Museum on September 20, the Fall Meet (to be announced), and the Holiday Brunch probably to be on December 7.

There is a new program being offered through our technical chairman (Rusty Hobbs) for members that need specific help with their car(s) and more information will be posted.

I look forward to seeing more of the new members participate in the many events we have planned for the year and may we all "SAVE THE WAVE".

Chapter Shirts

T-Shirt \$12 + \$4 Shipping
Denim Shirt \$30 + \$5 Shipping

Send shirt request with shirt type, size and a check made out to SCC/NCRS to: **Diana Wright**
6727 Kurl Way
Reseda CA 91335
818.705.4884
wryteone@aol.com



Cover Car! - Jerry Palmer's 1962

Duntov Award Winner By Jerry Palmer

The "FIND" of an Original 1962 Corvette

Having been bitten by the Corvette bug many years ago, I always keep my eye out for original cars in need of restoration.

My first Vet was a 1954 unrestored car that was featured in the February 2011 Bonding Strip. That car started my association with NCRS and the restoration "hobby". Since then I have restored 3 1962's all receiving the NCRS Duntov Award. My last car is the "Find". The NorCal chapter received a request for someone to inspect a 1962 car for a perspective buyer. After a few weeks of trying to get the buyer to make an appointment with the seller to inspect the car, the buyer called and informed me that he had looked at the car and considered it "not in good shape" and was not interested in the car. I contacted the seller and made an appointment to see the car. Off to Merced, Ca with my friends, John Tidwell and Bill Verboon to meet with the current owner. As he drove the car out of a barn, you could tell we had found an original 62 Vet. What the first guy didn't understand was this car was an original, unmolested 1962 red/black, 340hp 2 top car. After reading numbers and inspecting condition and discussions with my "assistances", I made an offer and the answer was "want to drive it home today?" Go ahead and take it and send me a check, two days later I returned with my trailer. I asked the seller if he had any of the trunk tools, said he didn't know but had some stuff in a box. Yep, there was an original jack, lug wrench and jack handle. We made our deal and departed for home.

Now the fun begins. I discovered I was the 3rd owner of the California 1962 Vet. My research showed the car had original paint, interior and the body had never been removed from the chassis. The 327/340 hp engine had original paint and all the numbers and parts reflected an original car.

In Discussion with the original owner I discovered the engine had been removed due to a cracked head and was rebuilt, balanced and the head was replaced. During the "body on" restoration I replaced the dash pad due to loss of foam and replaced the side bolster on the driver's side seat and restored the very worn seat belts. The remaining interior was cleaned without any other restoration. The chassis which had all original markings, including the frame stencil, front and rear end marking were cleaned and photographed. I had to replace the exhaust system and both rear axle straps. Now to the paint.... Yep there were numerous chips and dings that I was able to touch up with a very small brush, a little thin in spots but original paint.

The engine compartment is very original. The valve covers and intake manifold needed restoration due to age. I was unable to salvage the radiator so a DeWitt radiator was installed. All the chrome/bolts are original except the RH front bumper had to be rechromed due to a wall scrape.

I would have liked to try for a Bowtie award but there were just too many things that would have made it a "crap" shoot. The car is a great runner and a pleasure to drive. Oh, did I mention all glass in car and hardtop are original and in great condition

The car was PV'ed in Tucson Arizona and received the Duntov Award in San Diego in 2012 with a score of 98.7. I have included some pictures showing some of the originality of the car.

Just remember those original cars are still out there... "Keep looking".





Trunk panel (LH)



Trunk Floor



Trunk panel (RH)



Original rear emblem



HT correct original weather stripping



1968 service tag
53,813 miles.



Original engine compartment black out.
Notice heater "box" was not installed before black out.



Original gas cap area paint. Note door was open during painting then closed . Note rubber bumper mark on door.





SCC Fall Picnic



On Sunday, October 27th the SCC met at Yorba Regional Park in Anaheim.

A perfect afternoon of discussing Corvettes was had by all that attended.





We celebrated the year 2013 with our annual holiday brunch at the 94th Aero Squadron in Van Nuys and as usual the club picked up the difference of the brunch charge.

We had three dozen of our friends and family and as always Ed Vignone took lots of pictures.

The highlight of the brunch was the annual member of the year award which was given to Jamie Fiffles for his outstanding and relentless pursuit of a bigger and better Bonding Strip.

The weather was beautiful and we had a lot of our favorite wheels (Corvettes) in the parking lot.



The holiday brunch is also our annual general membership meeting and the new slate of officers was announced and installed.

To end the year with good friends, food and socializing gives all of us a chance to reminisce and anticipate 2014.



SCC Fillmore Train Ride

We all met at the Fillmore and Western Train station for a trip to Santa Paula on the F&W train; we had about two (2) dozen diehards (friends and family) and the train left the station at 12:00 noon.

The original plan was to have lunch on the train but the station master sandbagged us and most of us were upstaged by a group from Orange county.

The train went through the California green zone and we arrived in Santa Paula about an hour+ later.

For those of you that know the legendary Larry Pearson he was along for the ride.

In Santa Paula we laid over for a bit over an hour giving us a chance to shop and get a quick lunch.

We then headed back to Fillmore and stopped at local "bazaar" where we got to mix it up with the Koi population and buy knick-knacks.

Back in Fillmore close to four and we all headed home.

Notably no one got tagged by the highway patrol on the way to, or

from, Fillmore as the road is notorious for speed traps.



NCRS/SCC 2014 ROAD TOUR - LAUGHLIN



Wagon Master, Allen Morris, did it again, putting together another fun filled, relaxing weekend. The starting point for this year's road tour to Laughlin was the Flying J Truck Stop in Barstow. A few arrived before the meeting time and stopped at the outlet stores nearby. At 10:30 we were on the road to Laughlin. A stop was made at a rest stop and everyone looked over the hand made Indian jewelry that was for sale. We arrived at the Tropicana Laughlin right on schedule. Everyone checked in, parked their car, and relaxed for a few minutes. The group then met for lunch in a private room at the Dining Car.



The Schonemans from Kansas City and some late arrivals joined the group. After a very filling lunch, everyone scattered for shopping, gambling, and relaxing. In the evening, everyone met at the Italian restaurant for dinner. Since we had a late lunch, everyone said they were not very hungry, but the food all seemed to disappear.

Saturday morning the group met to continue the road tour to the town of Oatman, AZ. Oatman, on old Route 66, was a booming mining town during the early 20th century. It has come back to life as a tourist attraction. It's famous for the wild burros that roam around town.



This time about twenty burros were around with a number of young ones. On a previous trip, it was found that they like to chew on Corvette rear view mirrors.

After a wild west shootout show, we met for lunch at the Hotel restaurant. During lunch we enjoyed a singing/story telling cowboy. On the way back to Laughlin, we made a stop for a garage tour. Saw a couple great cars, also model car and memorabilia collections. Saturday evening the group met at the Tropicana Steak House in a private dining room for a January birthday celebration and dinner.



Tech Article- Clay and your Corvette

By Ron Bartow NCRS#33467



Over the years clay has been an important part of Corvette styling. When the engineers and designers wanted to get a better feel for a possible design, they would make various scale models of that design out of clay. Clay mock-ups, usually quarter or half scale, were used in wind tunnel tests. Full size clay models were used as a presentation centerpiece for the executives who had the power to give the go ahead for the new model or order them back to the drawing board.

But clay is more than a tool for designers and engineers. It can be an important part of your Corvette's exterior maintenance program. Not the same modeling clay used to make these models, but automotive detailing clay.

Clay bars can be found in easy to use kits that contain everything you need to get your own professional results.



A typical clay bar kit



There are several manufacturers of these clay bar kits. One kit happens to be made by one of our consistent sponsors although there are several manufacturers of automotive detailing clay kits.

So what is a clay bar kit, what does it do, and how does it work?

First, a clay bar kit usually consists of a bar of clay about the size of a hotel bar of soap, a soft terry towel, some detailing spray used as a lubricant for the clay, and some type of wax to follow up after the job is finished.

What the clay bar does for us is really clean any car's paint that has been exposed to contaminants. If you were to take your fingers and lightly brush them across the surface of your clean car, chances are you'd feel tiny specks, bumps, or general roughness. What you are feeling are things like tree sap, grit lodged in the top layers of paint, overspray, or any other environmental contaminants.

These contaminants can't be waxed away, and they haven't been washed away. You wouldn't want to try polishing them away since any you could break free would just be rubbing around on your paint, doing more harm. This is where the clay bar comes into play for us.

Starting with a clean, dry paint surface, it's a very simple process to use the clay bar. It is NOT a heavy scrubbing, elbow grease effort. The clay bar does the work. You just guide it to where it needs to clean. Working in small sections, you simply spray a little of the provided detailing spray, and then in a back

and forth motion, lightly move your clay bar across the surface until it glides without resistance. You are NOT using a heavy hand or a lot of pressure, and you do NOT use a circular motion.

After you feel the clay bar sliding easily, wipe the surface dry with the soft terry towel. Now try lightly brushing you fingers over the surface. It will feel like slick, clean glass. This is the feel of the paint no longer filled with all those nasty contaminants. After completing each section, knead the clay into itself and flatten it out to a similar bar size, now with a fresh surface exposed. Spray detail mist for lubrication, clay back and forth, wipe dry, knead, and continue across the entire car. While using the clay bar make sure you keep the surface wet. Don't let the clay rub across dry paint.

This is how the bar will look after just one typical section of your paint. Just fold the dirty part over on itself and knead it into another flat fresh surface.



One word of CAUTION: If you drop the clay bar on the ground, don't even think about using it again. It WILL pick up any grit and sand that it touches and you sure don't want to sand your beautiful paint.

A clay bar is usually good for use on about three cars before you should retire it for a fresh bar. You can always retire it early if you are inclined, but I wouldn't recommend trying to go cheap and stretch it out. The typical clay bar kit can be had for less than \$20. Typically, you would only use the clay bar once every six months; less often on a vacuum sealed car that never sees the light of day, and more often on a car that's parked outside under a Sugar Pine.

Using a clay bar really is an easy process and the results will be something you can truly enjoy. After you have finished with the clay bar, your whole car's surface will feel slick and clean. If you wish to buff or polish your car, now would be the best time since you no longer have any contaminants that will be buffed across (read scratching) your paint. After you have finished with the clay bar, or your subsequent polishing, you can apply the wax of your choice. Wax will go on much easier and go farther. Now go enjoy that gleaming gem!

NCRS Classified Ads now online.

You can now buy and sell your Corvette related stuff online to other NCRS Members or to the general public. No waiting, your ad will be seen the minute you post it online. If you are looking for that one part you need you can create a filter in the NCRS Classifieds that will email you the minute anyone posts an ad meeting your filter criteria. You can visit the Classifieds at <https://www.ncrs.org/classified>

Parts are not all that you can sell. Sell or buy cars or parts. Sell or buy memorabilia. Sell or buy a trailer and the tow vehicle to pull it. Post a wanted ad for a particular item that you are looking for. Oh and don't forget Tools. Got tools that you don't need any longer. Sell them to someone who needs them. Standard ads are \$2.50 and car ads are \$5.00. Less than Ebay or just about any other classified ad site you will find.

If you are a business and wish to advertise to NCRS members here is the perfect place to find Corvette owners and lovers. Place a banner ad on the NCRS Classified Ads page. Contact Eric Mortimer at 513-385-8526 or 513-385-6367 or email info@ncrs.org for advertising rates.

In order to log in you may need to reset your password at <https://www.ncrs.org/forums/register/initiate.php> to synchronize you password from the old functions of the site to the new Classifieds section. Enter your member number and your postal code to authenticate yourself. You don't have to create a new password just enter your current password twice and click on Reset! Of course it wouldn't be bad practice to change your password if it has been around awhile. Changing it here will change it throughout the site.

The users who have so far posted ads or used the site respond that it is easy to use and they are happy to have this new resource to buy and sell parts.

John Waggoner Web Administrator www.ncrs.org

1964 Chevrolet CERV II

Was auctioned on Thursday, November 21, 2013

Sold for \$1,100,000 Chassis no. P-3910 Engine no. T1212E 2-92199-A

The brainchild of the "Father of the Corvette"
Zora Arkus-Duntov's legendary Corvette engineering
test vehicle

The first known operating example of torque-
vectoring, all-wheel drive

Ex-Briggs Cunningham Automotive Museum, Miles
Collier, and John Moores



The 1950s were a Golden Age for American car companies, but this was not by chance; it was because of designers and brilliant engineers like Zora Arkus-Duntov. Indeed, few innovators can take credit for redirecting the entire focus of an industry.

In order to win, General Motors needed to stay on the cutting edge, and rumors kept circulating that the next Corvette would be mid-engined, in keeping with the developments at Ferrari and Ford, with its GT40. The rumors were largely based on facts, as Chevrolet had been one step away from such a car with its radically different "Chevrolet Engineering Research Vehicle II" (CERV II).

The most extraordinary characteristic about CERV II was Duntov's attempt at four-wheel drive.

He had been interested in a high-performance, four-wheel drive vehicle since 1935, when he witnessed the startling straight-line acceleration of the "integral drive" Bugatti T53 race car. He also witnessed the Bugatti's difficulty with maneuvering, as well as the trouble drivers had in managing it. "The problem of force transmission to the ground is almost always present in the design and operation of a racing car," Duntov wrote in a 1964 memo, "but in the mid-thirties, with 650 horsepower and under 2,000 pounds of running weight...this was a real problem. However, four-wheel drives visualized at that time did not promise to be satisfactory, and one case of execution did not meet with success." In the late 1950s, with Chevrolet General Manager Bunkie Knudsen and the engineering might of General Motors behind him, Duntov was able to tackle the problem.

The first Duntov Chevrolet CERV was completed in 1960, and it was aimed at open-wheel racing. While it featured advanced construction, it was a relatively conventional design that resembled contemporary IndyCars. Its most notable feature was an all-aluminum pushrod, 377-cubic inch small block that evolved from the 327, which went on to see use in racing Corvette Grand Sports in 1963. It was light and capable of 500 brake horsepower, making it the ideal powerplant to design into the next car.

Duntov began work on the successor in late 1961, intending "to incorporate all the features necessary to make it a successful contender, not only in sprints but in such long distance events as Le Mans and Sebring." His plan was for a run of six cars, originally designated the G.S. 2/3, "to permit selective usage as two-wheel drive (G.S. 2) [or] four-wheel drive (G.S. 3)." Using the Grand Sport label, as well as frequent references to the Corvette, suggests a familial relationship was on their minds.

Four-wheel drive and the 377 were the starting point for the G.S. 2/3, with members of the same team from CERV I on hand, including engineers and builders Walt Zetye, Ernie Lumus, and Bob Kethmann and stylists Larry Shinoda and Tony Lapine, who were responsible for the stressed fiberglass body. With them, Duntov was able to combine 25 years of thinking about advanced powertrains made with lightweight, Space Age, high strength materials in order to make his car possible. The target weight was a scant 1,400 pounds, and in the initial configuration, it was reportedly near to that, thanks to titanium hubs,



connecting rods, valves, and an exhaust manifold. The four-wheel drive system is equally unconventional. An 11-inch Powerglide torque converter and clutchless two-speed manual gearbox hang from the rear of the car. A driveshaft from where a harmonic balancer would normally be extends to a second 10-inch Powerglide torque converter at the front of the car, with a second semi-automatic transmission. Over the course of hundreds of subsequent skidpad laps through the sixties, Chevrolet tried numerous torque split ratios and gears, with Duntov aiming for 35% of the power delivered to the front end at low speed and 40% at high speed. Much of this technology is related to the automatic transmission that soon appeared in Jim Hall's Chaparrals via the Chevrolet GSIIa and GSIIb prototypes, with which Hall was more closely involved. Despite the similar names, these were completely different cars that had been built by Chevrolet R&D Chief Frank Winchell.



Ferrari's 248 SP race car was originally benchmarked as the G.S. 2/3's target. The Ferrari was ultimately not very successful, but as the Chevrolet came together during 1963 and 1964, it roughly coincided with Ford's GT40, and had it gone racing, it would have been a direct competitor. Interestingly, the G.S. 2/3 body "did not represent the best open car configuration, but rather the lower part of an aerodynamic coupe," which the six production cars were to be. Even so, with high-speed gearing and between 500 and 550 horsepower from the 377, Chevrolet saw 212 mph on the track. Geared for a sprint, it was capable of 2.8 seconds to 60 mph.

In the spring of 1964, around the time the car was completed, General Motors informed Knudsen and Duntov that any ideas they had for racing were off the table. Repurposing it as CERV II, Duntov staunchly defended the single prototype, writing, "We feel that in case we are not permitted to go racing, we should obtain permission to demonstrate it...It will show that although GM is not in racing, its engineering is more imaginative and more advanced than anyone else [sic]."

Demonstrations were limited and perhaps not necessary, as racing Corvettes, including the Grand Sport (itself something of a testbed for the 377 engine for CERV II) and Z06, appeared at the same time. CERV II became a test vehicle for future exotic Corvette ideas, and it saw major outings, at least in 1964, 1968, 1969, and 1970. These included tire testing both the original Firestones and new Goodyears, aerodynamic research, and top speed testing at Milford Proving Grounds. The bulk of test time seems to have come from Corvette test driver Bob Clift, who spent hundreds of laps investigating roadholding on a skidpad, where CERV II achieved up to 1.19 Gs in steady state cornering.

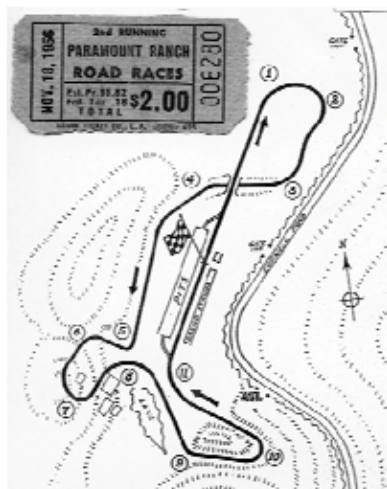
Around 1969, Chevrolet began testing CERV II with a new all-aluminum 427-cubic inch ZL1 V-8, which Duntov later said he "retrieved...in the nick of time from the crusher." He believed this powerplant was capable of 700 horsepower, and he said that he felt that the car was capable of breaking Mark Donohue's 221.160 mph closed course speed record. In its final (current) configuration, power is conservatively estimated at 550 horsepower, and it weighs 1,848 pounds.

Chevrolet's last test results are from 1970, after which it was placed into storage. As late as December 1974, when it was sent to the Design Staff Warehouse in Warren, Michigan, it was accompanied by not only a ZL1, but also a spare fuel-injected 377 with dual ignition and a third unspecified SOHC fuel-injected engine, as well as probably another 377. Multiple boxes of spares were also with the car, including 18 unique Halibrand CERV II knockoff wheels. These materials have since disappeared. Shortly thereafter, GM officially retired CERV II and donated it to the Briggs Cunningham Automotive Museum in Costa Mesa, California, where it was displayed for the next 10 years and was periodically shown and even exercised.

When the museum closed in 1986, noted collector and enthusiast Miles Collier acquired the collection, before it was eventually sold to noted philanthropist and car collector John Moores. Mr. Moores eventually chose to donate the car to the Scripps Research Institute, from which it was sold in 2001 to its present caretaker, benefitting SRI's important medical programs.

SCC Chapter & Member News

Join Us for a Trip Back to Yesteryear on a Vintage 1956 Racetrack



2903 Cornell Road, Agoura Hills

Saturday March 15

Meet at the Ranger Station at
11AM



1967 L-88 Sets World Record @ Barrett-Jackson!!!

\$3,850,000!

All of our mid-years just went up a notch in value, as VIN# 194377S115791 went across the block in Scottsdale Saturday evening.

Touted as the only Red on Red '67 out of the 20 built.

Details from the B-J site:

The 1967 L88 is extremely rare, 20 were produced. 20 of the most desirable Corvettes ever built. The true intent of the L88 was all-out performance on the racetrack. L88s were delivered without fan shrouds, they did not have chokes and were a bear to keep running until they came up to operating temperature, there was no radio and no heater. The L88 with 12.5:1 compression, hi-lift cam, 850cfm 4 barrel carburetor and aluminum heads was intentionally under-rated by GM at 430hp. Stock, as delivered L88s actually have been dyno-tested at 560hp. This vehicle is the only known 1967 red/red L88 produced, it has GM documentation in the form of a legible Tank Sheet (Order Copy) that has been validated by the GM/NCRS Document Validation Service. A L88 427 HD, M22 4-speed, J56 heavy duty brakes, J50 power brakes, F41 suspension, K66 transistor ignition, G81 4.56 posi-traction and shoulder harness. This is the only 1967 L88 to have attained an NCRS 98.2 Regional Top Flight 2001, 98.4 National Top Flight 2001, a Regional Performance Verification Award and the Ultimate award for Corvette restoration or preservation the NCRS Duntov Mark of Excellence Award 2001. Equipped just as the documentation indicates, this L88 is the best of the best.



Are you restoring something on your own Corvette? Do you have questions?



We're here to help! Don't hesitate! Contact our SCC Technical Advisor Rusty Hobbs at 949.645.9353. We'll get you through it!

Hey members!

For those of you who have been working on and restoring Corvettes since "back in the day" and can remember that mentor who helped you through your projects and answered all your questions, now is your chance to pay it forward. We are looking for members who have expertise and restoration experience with Corvettes who might be willing to serve as a mentor to other club members who might need someone to turn to for answers or help as they restore their car. If you would be interested in serving as a mentor and helping other Corvette owners, please contact Rusty Hobbs at 949.645.9353 and let him know for what year/years you would like to serve as a mentor.



CORVETTE

NEWS ALERT

from the National Corvette Museum

Chevrolet Unveils 2015 Corvette Z06



Today at the NAIAS in Detroit, Chevrolet unveiled the 2015 Corvette Z06 - touted as the most capable ever featuring a race-proven design, advanced technologies and world-class performance. The car features a track-focused Z07 performance package with lap times faster than the 2013 ZR1. This is the first Z06 to offer a supercharged engine, removable roof panel and has a paddle-shift automatic transmission available. Read the full release on our website.

New Corvette C7.R Shares Tech with New Z06



In conjunction with the unveiling of the 2015 Corvette Z06, Chevrolet also unveiled the new C7.R race car. The car was co-developed with the Z06, and represents the closest link in modern times between Corvettes built for racing and the road. The two cars share unprecedented levels of engineering and components including chassis architecture, engine technologies and aerodynamic strategies. The C7.R will make it's competition debut on January 25 at the 52nd Rolex 24 at Daytona. You can read more on our website.

Chevrolet Corvette Named 2014 Car of the Year!



In conjunction with the unveiling of the 2015 Corvette Z06, Chevrolet also unveiled the new C7.R race car. The car was co-developed with the Z06, and represents the closest link in modern times between Corvettes built for racing and the road. The two cars share unprecedented levels of engineering and components including chassis architecture, engine technologies and aerodynamic strategies. The C7.R will make it's competition debut on January 25 at the 52nd Rolex 24 at Daytona. You can read more on our website.

Want to See a Z06?



In just three months you'll have your chance at the NCM Bash April 24-26.

Sure, it was neat sitting at your computer, watching the 2015 Z06 reveal online, but what about getting to see it in person, and hear from the team that made it happen? Our Bash will give you that opportunity, and you can even ask questions, walk around the car and so much more. The Chevrolet team will also give an update as to how the Stingray is doing and what's coming down the pipe.

Our Bash event also has some old favorites and some new fun - including golfing with GM VIPs, road tours, a crash course on geocaching, seminar and book signing by former GM Corvette

Win a New Corvette!



Your next chance to win a Corvette is "Build Your Own" 2014 Stingray Coupe or Convertible Corvette Raffle or \$55k Cash Thursday, February 13, 2014 at 2pm CT - See more at:

<http://www.corvettemuseum.org/raffle/>

or call 800-538-3883 during normal business hours.

CORVETTE STINGRAY. 2014 NORTH AMERICAN CAR OF THE YEAR.

[Learn More](#)



It's official: Precision brings perfection. The all-new Corvette Stingray earned the title of 2014 Car of the Year at the North American International Auto Show (NAIAS) in Detroit. North American Car of the Year is just one of more than 20 awards and recommendations the 2014 Corvette Stingray has received since its introduction last Fall, making it the industry's most awarded car of the year.

Use this form for new member applicants. New members can also join on-line using the instructions below.

Dues are only \$28 and paid members will receive a one year subscription to the Chapter newsletter (The Bonding Strip) and the opportunity to place free ads therein.



SOUTHERN CALIFORNIA CHAPTER

ESTABLISHED 1981



PLEASE COMPLETE THIS FORM & MAIL WITH YOUR CHECK OR IF THERE ARE NO CHANGES TO THE BELOW INFORMATION AND A BADGE IS NOT ORDERED, RENEW YOUR MEMBERSHIP ONLINE
(See instructions below)

Name of Applicant- _____
Address _____
Area Code/Telephone Number(s) _____ CELL _____
E-Mail Address: (Print uppercase) _____
National NCRS Membership Number _____
You have permission to publish my name, address, email address, telephone number in a SCC roster!
Corvettes Now Owned: _____
Judges/Tabulators - name and level _____
Member of the National Corvette Museum? Yes() No()
Dues: 1 year @ \$28.00 \$ _____
Membership Badges for Significant other (\$5.00) \$ _____
Total Enclosed \$ _____

Make Check Payable to SCC/NCRS and send to: Jerry Louer (Membership Chairman) 425 Atwood Drive Corona, CA 92879

ONLINE CHAPTER MEMBERSHIP INSTRUCTIONS

1. Using your favorite web browser, go to the NCRS web site (WWW.NCRS.ORG).

Select the Membership Services button.

2. At the drop down menu, select the Chapter Membership "Join or Renew Online" button. A window comes up for you to enter your NCRS membership number and your zip code. Select the "Next" button. This will verify current membership in NCRS.

3. If you are a current NCRS member, a window comes up with your personal details. You have the ability to update your email address and phone number here, if they have changed. When your changes have been completed or if no changes are necessary, select the "Next" button.

4. A window will come up for you to select the chapter you wish to renew. Select the arrow at "Chapters for which this service is available*:" to produce a drop down menu where you will select "Southern California Chapter". Select the year you wish to add as a member and the number of years you wish to apply your membership and then select the "Next" button.

5. The Payment Details window will come up. Select the "Pay" button. This will take you to the PayPal portal. If you have a PayPal account, you can log in here to your account to pay your dues. If you don't have an account with PayPal or choose not to use your account, fill out the information form to pay with a creditcard or debit card and then follow the instructions.

6. Once payment is completed, you will receive an email about your renewal. The appropriate Southern California Chapter board members will also receive an email notifying them of your renewal. Your renewal payment will have been deposited in the Chapter PayPal account. No more filling out a form, writing a check, stamping an envelope, and mailing it off to the membership chairman who in turn gets the check to the treasurer and the info to the chapter administrator for database update.

**WANTED
YOUR
CORVETTE
TOP \$ PAID**

CORVETTE MIKE

**IS ON THE HUNT FOR QUALITY
CORVETTES FROM ONE TO MANY
CONTACT GINA VIETRO**

714-630-0700

GINA@CORVETTEMIKE.COM



**Sales - Service - Parts - Restoration
714-630-0700 - CorvetteMike.com**



Minutes of SCC Board Meeting-

by Ralph Haun

SCC BOARD MEETING, November 11, 2013

OPEN MEETING

The meeting was called to order at 6:54 PM at Harbor Chevrolet in Long Beach by Chairman Darold Shirwo. Board Members in attendance were Darold Shirwo, Allen Morris, Ed Hoffman, Rob Myrick, Rich Norbrothen, Verity Hobbs, Ed Vignone, Don Troyer, Bob Crane and Ralph Haun. Board Members absent were Pat Louer, Jerry Louer, Don Hooper, Carol Troyer, Jamie Fiffles, and Diana Wright.

SECRETARY'S REPORT

The secretary was not present. Ralph Haun took minutes in her place. A motion to approve the minutes of the previous meeting was made by Allen Morris and seconded by Ed Hoffman. Motion carried.

TREASURER'S REPORT

Verity Hobbs reported that the chapter had sufficient funds on hand and there were no irregularities. A motion to approve the Treasure's Report was made by Bob Crane and seconded by Allen Morris. Motion carried.

OFFICER'S REPORTS

There were no reports.

OLD BUSINESS

It was reported that the latest Bonding Strip was evidently very well received.

It was reported that the picnic was enjoyed by all attending with a total cost of \$417.68 and auction proceeds generated of \$289.00. SCC had eleven members in attendance and five guests. VCA had seventeen members attending. No one attended from the Solid Axle Club. Allen Morris made a motion to round the Pediatric Cancer Research Foundation donation amount to \$300.00. This was seconded by Bob Crane and the motion carried. Allen Morris will deliver the check.

The fall meet was deemed a big success and all enjoyed the museum location and complimented the CCC for its efforts.

The spring meet is to be held at Corvette's Down Under. Rob Myrick made a motion to comp the Judges registration fee. Ralph Haun seconded and the motion carried. Central California will hold their spring meet on April 26th and Northern California will hold theirs on April 11th.

The Train Ride to Fillmore went well with the exception of not having sufficient time to eat.

The Holliday Brunch is on schedule for December 8th at The 94th Aero Squadron, the same well received location as last year. Two banners will be auctioned. Allen Morris made a motion to invite Dick Guldstrand and have the chapter cover costs. This was seconded by Ed Vignone and the motion carried. Verity Hobbs suggested

sending a reminder to membership.

The nominations for Board of Directors reflect the same individuals as the current year with the exception of Rusty Hobbs being nominated as Technical Advisor and Ralph Haun as Secretary. Allen Morris reported that the road trip to Laughlin is on schedule and a room has been reserved. He suggested that VCCA members be invited to bring their Corvettes.

SEMA was discussed with Don Troyer noting that in three and one half days of walking he was not able to see all 5000 vendors.

NEW BUSINESS

Tours for 2014 were discussed. Members suggested preferences and Darold would like to pick four. Several choices include Paramount Ranch on March 15th, Orange Empire Railway on June 14th, and The Reagan Museum on September 20th.

Ralph Haun suggested again that the Regional Director's name be separated from the names of SCC Board of Directors in the Bonding Strip leading page to avoid confusion. Darold will follow thru.

It was reported that the Member of the Year committee has completed their work.

A "special meet" possibly held indoors in Simi Valley on February 9th or 16th was discussed. Frabrizo Sama is to be here from Italy. It was agreed to discuss this meet further at the December meeting.

Rob Myrick suggested designating specific individuals to provide help for new members with specific year Corvettes - with the help of the Technical Advisor. Ed Hoffman volunteered for '53-'55, Ralph Haun for '56-'57, Ed Vignone for '66, and Allen Morris for '75-'82.

CLOSE MEETING

A motion to close the meeting was made by Allen Morris and seconded by Ed Hoffman. The motion carried and the meeting was closed at 8:08 PM.

SCC BOARD MEETING, December 8, 2013

OPEN MEETING

The meeting was called to order at 1:23 PM at the 94th Aero Squadron Restaurant in Van Nuys by Chairman Darold Shirwo. Board Members in attendance were Darold Shirwo, Allen Morris, Bob Crane, Ed Vignone, Verity Hobbs, Rich Norbrothen, Don Hooper, Jerry Louer, Pat Louer, Don Troyer, Carol Troyer and Ralph Haun. Board Members absent were Ed Hoffman, Jamie Fiffles, Rob Myrick, and Diana Wright.

SECRETARY'S REPORT

The secretary was not present. Ralph Haun took minutes in her place. A motion to approve the minutes of the previous meeting was made by Ed Vignone and seconded by Pat Louer. Motion carried.

TREASURER'S REPORT

The treasurer reported the chapter had sufficient funds on hand with no irregularities. Funds received for the fall meet were split with the Central California chapter with SCC receiving \$237.05 for their share. The treasurer reported that a letter was received from PCRFB thanking the club for our charitable contribution of \$300.00 that Allen Morris had delivered to them. A motion to approve the treasurer's report was made by Ed Vignone and seconded by Ralph Haun. Motion Carried.

OFFICERS REPORTS

There were no officer reports at this meeting.

OLD BUSINESS

It was noted that we need to get all Bonding Strip information to Jamie Fiffles as soon as possible.

Publication is scheduled for January 10th.

The Spring Meet will be held at Corvette's Down Under on May 4th. Central California's meet will be held on April 26th and Northern California's on April 11th.

SCC Board of Directors will remain the same as 2013 with the exception of Rusty Hobbs as Technical Advisor and Ralph Haun as Secretary. The appointed directors will be: Rob Myrick – Public Relations; Pat Louer – Tabulation; Rich Norbrothen – Communications; Bob Crane – Activities; Don and Carol Troyer – Bonding Strip Circulation.

The Tour to Laughlin is on schedule for January 3rd to January 5. Allen Morris will be Wagonmaster.

Allen will notify membership of the final schedule.

Tours to Paramount Ranch - March 15; Orange Empire Railway - June 14, and The Reagan Museum - September 20 were discussed.

The Fall Meet was brought up with further discussion suggested for the January meeting along with the possibility of combining our meet with Central California.

Mentors for new member's vehicle questions were discussed. New members would be told they can contact Rusty and he will assign the mentor. Verity suggested that Ed Vignone send an email asking for mentor volunteers with the year(s) they volunteer for. Several members had already volunteered at the previous board meeting.

Ralph Haun suggested we send additional e-mail reminders of upcoming events to members to see if event turnout could be increased.

NEW BUSINESS

It was noted that future Regional meets will be held at Kissimmee, FL on January 22 -25 and Loveland, CO June 5-7. The National will be in Overland, KS July 13-17.

The SCC "Special Meet" will be held Feb 16th in Semi Valley. Primary emphasis will be placed on recruiting and training judges. Boyan Brkic will coordinate.

CLOSE MEETING

There being no further business, a motion to close the

meeting was made by Pat Louer and seconded by Ed Vignone. The motion carried and the meeting was closed at 1:39 PM.

SCC BOARD MEETING, January 13, 2014

OPEN MEETING

The meeting was called to order at 6:58 PM at Harbor Chevrolet in Long Beach by Chairman Darold Shirwo. Board Members in attendance were Darold Shirwo, Allen Morris, Ed Vignone, Don Hooper, Bob Crane, Don Troyer, Verity Hobbs, Rusty Hobbs, Rich Norbrothen, Pat Louer, Jerry Louer, Rob Myrick, and Ralph Haun. Board Members absent were Ed Hoffman, Jamie Fiffles, and Carol Troyer.

SECRETARY'S REPORT

Ralph Haun presented the Secretary's Report. There was no discussion or corrections and Ed Vignone made a motion that it be approved. Motion seconded by Allen Morris and it carried.

TREASURER'S REPORT

Verity Hobbs reported that the Chapter had sufficient funds on hand in both our bank account and in our PayPal account. There was no discussion and Allen Morris made a motion to approve the Treasurer's Report. This was seconded by Ralph Haun and the motion carried.

OFFICER'S REPORTS

Ed Vignone reported that the "Dreamweaver" update required two hundred dollars for the website and requested same. Jerry Louer made motion to approve the request. Allen Morris seconded the motion and it carried.

Don Troyer needs to make the IRS filing before January 31st and needs the proper ending balance of funds. Verity Hobbs will supply this to Don.

OLD BUSINESS

Bonding Strip. Jamie Fiffles would like additional information to finish the Bonding Strip. Especially needed are tech articles, and information on the picnic. It was reported that the Laughlin Tour and Train Ride photos are coming. Darold Shirwo will also write an article on the train ride.

Spring Meets. Northern California Chapter meet to be held April 12th at Suisun City with judging school on the 11th. Central California Chapter meet to be held April 26th in

Fresno and will include a Friday evening Tech session on paint. Southern California Chapter will hold their meet on May 4th at GM Downunder. It is preferred that registration be done on the NCRS website.

Laughlin Tour. Six members attended and including family/guests there were a total of twenty individuals. It was reported by Jerry Louer that

(Continued on page 24)

all those attending seemed to enjoy the tour.

Future Tours. The tour to Paramount Ranch will be held on March 15th. Bob Crane will arrange for attendees to drive their Corvettes at the Paramount Ranch Racetrack and will do a flyer on the event. It is believed that there will be no charge for driving on the track. Darold Shirwo provided the board with website information for the Orange Empire Railway tour scheduled for June 14th, and also website information for the Reagan Museum tour scheduled for September 20th.

Fall SCC Meet. This is planned to be held with the CCC, possibly on October 3rd-5th or October 10th-12th. The Paso Robles Winery area has been suggested for the location. Darold Shirwo is waiting to hear back from Central California on this meet.

Mentors. Rob Myrick reported a very good reception from some of our members who would like to use this restoration advice service. Rob will draft an email to solicit mentors and also a sample article for The Bonding Strip.

NEW BUSINESS

Florida Regional. To be held January 22nd-25th at Kissimmee. Don Hooper and Ralph Haun are attending.

Rocky Mountain Regional. To be held June 5th-7th at Loveland Colorado. Don Hooper will attend and suggested that member's hotel reservations should be made as soon as possible.

NCRS National Convention. To be held July 13th-17th at Overland Kansas. For those interested, Jerry Louer will lead a road tour, planned for four days and three nights. Each day's drive will be approximately four hundred miles and there will also be a sightseeing stop each day.

Holiday Brunch. Planned for either December 7th or possibly December 12th.

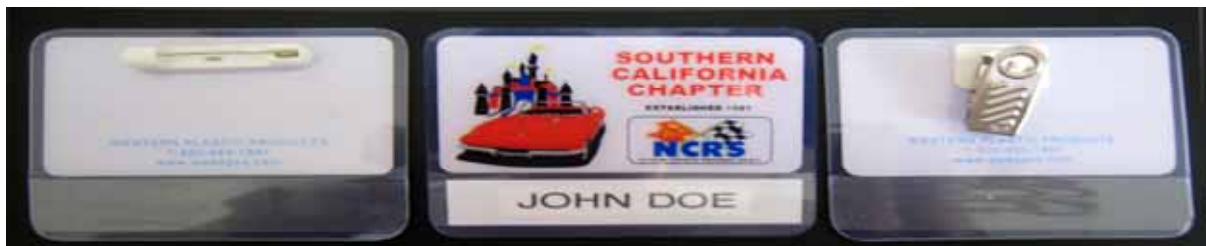
Tour to Italy. Darold Shirwo suggested that member interest be surveyed for a possible trip to Italy in the future. Darold will work on an itinerary.

BBQ. Boyan Brkic is considering hosting a BBQ for interested members when Fabrizio Sama visits the US from Italy.

Miscellaneous. It was noted that the Solid Axle Corvette Club will hold their annual meeting and brunch at the 94th Aero Squadron Restaurant on February 22nd.

CLOSE MEETING

There being no further business, a motion to close the meeting was made by Pat Louer and seconded by Allen Morris. The motion carried and the meeting was closed at 7:56 PM.



Chapter Badges \$5.00

Includes Shipping

Select Pin or Clip Type

Contact: Jerry Louer

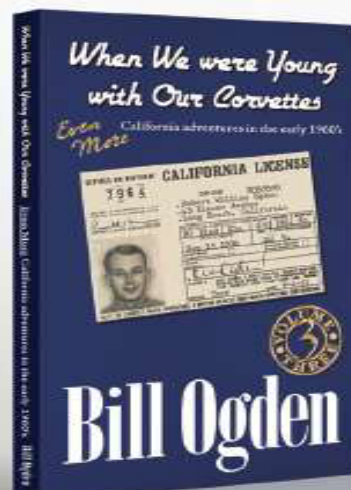
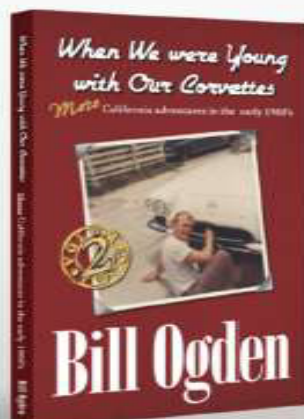
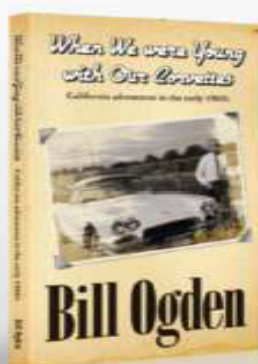
425 Atwood Drive, Corona, Ca 92879 H 951.734.9818 pnjlouer@sbcglobal.net

When We were Young with Our Corvettes

The Vette-centric travelogue set in the early sixties

Volume 3 — Now Available

**NOW ONLY
\$9.99**



All ★★★★★ Ratings

www.amazon.com or

email Bill at fortisrwo@aol.com



We're always with you.®

Obsess over every detail.

Including the right Collector Car insurance.

CALL 818.967.1103

You're as unique as the cars you collect. The Automobile Club of Southern California recognizes that. Want agreed-upon value coverage? Done. Want to use your favorite repair shop? We're flexible. All this and more, plus the discounts you have come to expect through the Auto Club. After all, you're saving a part of our automobile history. It's only fair that you save some money while you're doing it.

Get your **FREE** collector car insurance quote today.

CALL 888.235.9632 | **CLICK** AAA.com | **VISIT** your local Auto Club branch

Available in Southern California



Membership requires the separate payment of an admission fee and annual dues. Insurance provided to qualified Auto Club members by the Interinsurance Exchange of the Automobile Club. Copyright © 2011 Automobile Club of Southern California. All Rights Reserved. CA DOI Lic. #0003259

Web Site: <http://www.ncrs.org/scc/>

25

Email address: sccncrs@ncrs.org



Spring Meet Registration

Sunday May 4, 2014

GM Down Under

3197-D Airport Loop Drive Costa Mesa, CA 92626 714.434.8388



Event Information: Contact: **Bob Crane 714.458.6395** robertcrane@icloud.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 register **ON-LINE** or mail in the registration form on or before April 18, 2014.

Fees: Meet Registration Members **\$20.00** (spouse & children under 23 yrs) **\$25.00** Postmarked after April 18, 2014 \$ _____

Meet registration Guests 1/2 of members' registration: **\$10.00**, Postmarked after April 18, 2014, **\$12.50** \$ _____

Flight Judging **\$ 75** \$ _____

Sportsman Award **\$10.00 (No Ribbon \$3)** \$ _____

Join **SCC/NCRS (Must be a NCRS National member)** **\$28.00** Link: <http://www.ncrs.org/scc/app.html> \$ _____

ON-LINE REGISTRATION AND PAYMENT IS PREFERRED. Link:

https://www.ncrs.org/forums/register/event_subscription.php?uid=9783

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

Jerry Louer 425 Atwood Drive. Corona, CA 92879 Phone: 951.734.9818 Email: pnjlouer@sbcglobal.net Total- \$ _____

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

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 April 8, 2014, 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 _____

Registration fee will be refunded for Judges and Tabulators.

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 _____

NCRS Northern California Chapter Spring Judging Meet Registration Form

Friday/Saturday, April 11/12, 2014

You are all invited to attend NCC's Spring Chapter Meet to be held at the Hampton Inn & Suites Waterfront, 2 Harbor Center, Suisun City, CA 94585, 707-429-0900. A block of 20 rooms is being held until March 17th at the rate of \$89.00 + tax. The group code is NCC.

General Meet Information

Sharyl Ingham 510-420-0968 sharylingham@gmail.com
Dale Miller 707-429-0668 dbmiller3654@gmail.com

Judging Information

John Tidwell 530-432-2503 sampanjohn@earthlink.net
Mike Ingham 510-420-0968 michael.ingham248@gmail.com

Judging School Friday, 4/11, at 5:00 pm sharp

Event Schedule - Friday, 4/11

2:00 pm - 4:00 pm Registration
Dinner on own

Flight Judging Saturday, 4/12 at 9:00 am sharp

Event Schedule - Saturday, 4/12

7:00 am - 8:00 am Registration
8:30 am All cars in place

NCRS Membership Number: _____ Expiration Date: _____

Name: ----- Spouse/Companion: _____

Non-NCRS Guest _____

Address: _____

City: _____ State: _____ ZIP _____

Phone: _____ Email: _____

Note: Register online at www.ncrs.org starting February 1 and save \$10 on your family registration fee.

Event Registration

____ Family Registration Fee (required for all registrants)

\$20

____ Guest Fee (non-NCRS member)

@\$10 Each \$ _____

IN ORDER TO PROVIDE QUALITY JUDGING, WE RESERVE THE RIGHT TO LIMIT THE NUMBER OF CARS JUDGED. PREFERENCE WILL BE GIVEN TO CARS THAT HAVE NOT BEEN JUDGED BEFORE, AND IN ORDER OF DATE REGISTRATION WAS RECEIVED

Cut off date: April 1, 2014

CORVETTE REGISTRATION (One Registration form per car) (Circle ONE) Driven / Trailered

Year _____ CID/HP _____ Coupe _____ Convertible _____ Complete VIN _____

Ext. Color _____ Int. Color _____ Material (Circle ONE) Cloth / Vinyl / Leather

For C2 & Newer Body Build Date _____ Body # _____ Paint Code _____ Trim Code _____

Note: Corvette registrations must include a copy of current DMV registration or title, plus a copy of current insurance certificate.

____ Flight Judging Entry @ \$50 \$ _____

____ Sportsman Entry @ \$10 \$ _____

____ Special Display Bowtie - Duntov - McLellan - Hill - American Heritage (circle one) FREE

Note: All registrants must pay family registration fee. TOTAL \$ _____

Make check payable to: NCC/NCRS and send completed application to:

Sharyl Ingham, 6047 Lawton Avenue, Oakland, CA 94618 510-420-0968 sharylingham@gmail.com

No refunds after April 1, 2014

JUDGING/TABULATION PARTICIPATION (Check if needed: ☐ Please see reverse side for second judge/tab participant information.)

Name _____ Judging/Tabbing Level _____

I would like to judge: 53-62 _____ 63-67 _____ 68-82 _____ 84-96 _____ I would like to tabulate: _____

Chassis _____ Exterior _____ Interior _____ Mechanical _____ Operations _____

Anyone attending this event, whether you bring a Corvette or not, must register and sign the following Hold Harmless Agreement. Anyone bringing a Corvette, whether to be judged or not, must read and sign the following Hold Harmless Agreement. Proof of registration and in-force insurance must be provided at the Meet Registration Desk when you check in, BEFORE the car can be Operations Checked and / or placed in its final location.

HOLD HARMLESS AGREEMENT

I **AGREE** to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration. I **AGREE** to assume risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees, chapters and meet workers for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or others occurring during, or as a consequence of this event, wherever located. I **AGREE** to abide by the NCRS Policy on Drugs and Alcohol (revised 2006). The use of drugs or alcohol by anyone attending an NCRS event including NCRS members, family members, guests, and vendors is prohibited while participating in any judging meets, driving tests and/or road tours.

Signature: _____ Date: _____



CCC/NCRS

Spring 2014 Judged Meet, And Tech Session

Friday and Saturday April 25 /26th
At the Garage and Shop of Jim Capozzi

1513 N. Sierra Vista, Fresno CA

Hotel Suggestions – Holiday Inn Airport, 5090 E. Clinton, 559-252-3611

Piccadilly Inn Express, 5113 E. McKinley, 559-375-7720

For Event and Judging Information please contact: Bruce Fosdike 805-924-1930

Registration MUST be in by April 18th, 2014

Family Registration:	\$ 20.00	\$ _____	Registration must be in by April 18th
Non Member Guest(s)	\$ 10.00 ea	\$ _____	
Flight Judging	\$ 50.00	\$ _____	
Sportsman Award	\$ 10.00	\$ _____	
Total		\$ _____	

Checks are payable to **CCC/NCRS** and mail to: Bruce Fosdike, 1551 Leonard Place, Cambria, CA 93428

Name/s _____ **Guest** _____

Address _____

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

Phone (include area code) _____ **NCRS National Membership #:** _____

To help judge please list your preference. Judging Classes are: 53-57, 58-62, 63-67, 68-72, 73-77, 78-82, 84-89, 90-96

First Name _____ Level _____ 1st Choice _____ 2nd Choice _____

☐ Flight Judge ☐ Observer Judge ☐ Tabulate Circle preferred area - **Ops Mech Int Ext Chassis**

First Name _____ Level _____ 1st Choice _____ 2nd Choice _____

☐ Flight Judge ☐ Observer Judge ☐ Tabulate Circle preferred area - **Ops Mech Int Ext Chassis**

Vehicle Information

☐ Flight Judging ☐ Sportsman Award ☐ Bowtie display/Special interest Display (no fee).

Year _____ Complete VIN # _____

Horsepower _____ Build Date _____ Body Number _____

Exterior Paint Color _____ Exterior Paint Code _____

Interior Color _____ Fabric _____ Interior Trim Code _____

The above info is REQUIRED. Use Vehicle Trim Tag or Service Parts Identification Label for **Build Date**. 63 – 67 vehicles also need **Body Number**.

☐ Coupe ☐ Convertible ☐ Corvette Driven ☐ Corvette Trailered ☐ Need trailer parking

Release and Waiver of Liability (Hold Harmless agreement) – I AGREE: To insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration.

To assume risk of any and all damages or injury and to indemnify and hold harmless NCRS, it's officers, directors, agents, employees, chapters and meet workers for any acts or omissions which may result in the theft, damage or destruction of my property or injury to me or others occurring during, or as a consequence of this event, wherever located.

To abide by the NCRS Policy on Drugs and Alcohol (revised 2006). The use of drugs or alcohol by anyone attending an NCRS event including NCRS members, family members, guests, and vendors is prohibited while participating in any judging meet, driving tests and/or road tours.

Signature _____ Date _____

You must provide proof of in-force liability insurance and current registration for Corvette to be entered.

Members Classifieds

Corvette For Sale: 2000, magnetic red convertible, 35000 miles, auto trans, active handling, heads up, black leather dual power seats, power tele, AM-FM Stereo /w CD, garaged and covered since I purchased it new only driven to NCRS events. \$21,000

Contact: Ed Vignone at 949.248.0931 or vignone@ieee.org



Corvette For Sale: 1980 L-82 v/n 1z876as433915, ps, pb, pw, a/c, pdl, auto, am/fm/8track/cb. Dark claret (originally metallic brown), doeskin leather interior. 75,000 miles. Asking \$18,000. Howard Kreutzinger, (805)988-1430, hkreutzinger@crowellweedon.com. Member #5378.

Corvette For Sale: 1982 Collector's Edition Corvette. VIN# 1G1AY0787C5107619. 27,xxx miles, second owner for 15 years. Gymkhana suspension, AM/FM/CB Car is all original with only minor maintenance NOS parts. Awards – 5 star Bowtie, McLellan, Triple Crown, and several Concours d'Elegance trophies. Looks and operates as you would expect from a top NCRS car. Needs a nice home to an NCRS Member who would appreciate it. \$26,000
Bruce Fosdike (805)924-1930. Member #28749

Parts For Sale: (Does not include shipping).

76-78, Used-Excellent, Clutch, Fan (stamped AZ, 372502, 1.050, 1, \$150.00

73, Used-Good, Expansion Tank (73E date code), 3155416, 1.219, 1, \$50.00

76-77, Used, Fan, Engine Cooling, 7 blade, 469580, 1.064, 1, \$100.00

~~68-75, Used-Excellent, Header Panel, ABS Convertible as New, 333549, 14.050, 1, \$75.00~~ **Sold!**

73-75, NOS, Inulator, Hood, 6263599, 8.021, 1, \$60.00

63-67, NOS, Expansion Tank (no date code), 3155416, 1.219, 1, \$110.00

72-76, Used, Bezel, Instrument Cluster, Good used Condition, 9497604, 9.743, 1, \$75.00

73-76, Used, Receiver, Radio AM/FM (Needs Repair), 9344651, 9.650, 1, \$50.00

75-76, Used-Excellent, Emblem, Front w/nuts (minor nick @ 4 O'clock), 347915, 1.303, 1, \$75.00

Auto parts Washer with pump, bench top steel cabinet construction, use with mineral spirits and biodegradable cleaners

\$30 Contact: Ed Vignone at 949.248.0931 or vignone@ieee.org

For Sale: Complete Original 283/270hp, 1959 engine and 3 speed trans. Casting #3756519, factory stamp F1113CU. Would make a perfect driveline for a 1959 CORVETTE around vin #J59S101587. Has dated correct #3755550 heads, intake # 3731394, and 2x4 Duel WCFB original carbs with rear choke set up, generator #1102043, bell housing, 3 speed close ratio Saginaw # 3743368, with Corvette shifter, #3736493 water pump, original oil pan, dip stick. pulleys. What is a very fair value for the entire package? Email jim@vettefinderjim.com

For Sale: 1990 Corvette Service Manual ST-364-90 and 1990 Section 8A Electrical Diagnosis Service Manual Supplement ST-364-90 EDM. Both are in very good condition. \$80. Don Troyer, 626 289 0904, atroyer2@earthlink.net

Parts For Sale: Complete 18 volume set of "Corvette the Sensuous American" including shelf sleeves. \$450.00 Franklin Mint 1967 Corvette clear/red convertible model. \$100.00 Franklin Mint 1963 Corvette silver fiberglass coupe model. \$100.00 Shipping extra. . Bob Proodian 760-459-3459 mywinslow@hotmail.com

Parts For Sale: 53-55 reproduction exhaust extensions, windshield post tab repair \$65 plus shipping Gary, arunner@frontiernet.net or 530-259-5997

Parts For Sale: '58-'61 Dual Quad Intake (3739653) used, \$375, '64 Clocks (professionally restored) 1-mechanical, 1-quartz \$450ea., '64 Rocker Mouldings, new, \$250/pair, '66-67 Glovebox doors (professionally restored) \$225 ea., '63-'67 Bumpers..re-chromed (4-pc.) \$1275/set, '68-'69 Front Bumper..re-chromed \$300, '68-'69 Bumper Guards..re-chromed \$200/set, '70-'72 Front Bumper..re-chromed \$300, "70-'72 Bumper Guards..re-chromed \$200/set, '68-'73 Rear Bumpers..re-chromed \$600/pair, '70-'72 (454) Delco Radiator w/cooler (new in original box-GM` ` #3019190) \$450, '68 (427) Core Support..used/good condition \$400, '67 (327) Used Heads..casting #3890462 date L286 & L296 \$225/pair, '73 & '74 (454/LS4) Used Heads..casting #353049 & 336781 \$200/pair, and many other C-1, C-2 & C-3 parts **Joe LaGreca, 909-499-5873** or joe.lagreca@att.net

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

Please email Member Classified submissions to: jamiedfiff@aol.com

SELECT FROM DRIVER QUALITY TO RESTORED EARLY CORVETTES FOR SALE.
WE ALSO CONSIGN OR WILL BUY YOUR CORVETTE.

Please visit John or Rusty at
Corvettes by GM Down Under

3197-D Airport Loop Drive, Costa Mesa,
Ph (714) 434 8388

web site: www.gmdownunder.com

email: john@gmdownunder.com



California

PlayToys, Inc.

LIFE IS SHORT... **DRIVE** IT HOME
-Specializing in Classic & Muscle Cars-

Dana Hurt
1233 Enterprise Ct.
Corona, Ca 92882

(951) 270-1967
(951) 549-7442 fax
sales@californiaplaytoys.com

www.californiaplaytoys.com

Corvettes for Fun



**C and S Corvette
Parts and Interiors**



RESTORATIONS FOR:
NCRS and BLOOMINGTON GOLD QUALITY

P.O. Box 1963
Nipomo, CA 93444

(805) 929-0838

Call For Appointment
Carlos Vivas

Digital Wide Format,
Printing, Copying

Tim R. Anderson
Manager

"Your Printing
and Copying Specialist"

Ecopy
center, Too!

P 805.557.4552

F 805.557.4556

tim@copycentertoo.com

copycentertoo.com

822 Hampshire Road, Suite F
Westlake Village, Ca 91361

"Parts is Parts"

But NOS and Original used parts are Best,
Don't cut corners

Chevrolet Motor Division parts for '60's & early '70's cars

Pete Lindahl

505-663-0995 (H)

505-412-2389 (C)

pclindahl@comcast.net

Vette Brakes & Products, Inc. has notified the chapter that they give 10% off retail when buying direct from VBP to all Corvette Club members. 800.237.9991 VBandP.com



Save today!
HARBOR
CHEVROLET

3770 Cherry Avenue
Long Beach, CA 90807
harborchevrolet.com

Sales/Service/Parts (562) 426-3341
Internet Sales/Fleet (562) 753-0115



**Specializing in Corvettes
and American Classics**

- Total & Partial Restorations
- Engine & Trans. Overhaul
- Consulting, Sales & Service
- Rare Parts and Cars

Jeff Reade

11375 Playa Street • Culver City, CA 90230

Tel: (310) 397-3800 • Fax: (310) 397-6969

YOUR AD HERE!

Larry W.

422

Owners & Connoisseurs

of Fine Automobiles

Gary H.

3642

Crane's Corvette Supply

"1000's of New and Used 1956-82 Corvette Parts"

David Crane

Owner/President

Crane Manufacturing - Reproduction Parts

4687 Chateau Place

San Diego, CA 92117

Ph: (858) 864-2883

Fx: (858) 514-8398

Corvette4u@aol.com

www.CranesCorvette.com



PARTS

SERVICE

BODYSHOP

**2012 National
Convention Sponsor**

(800) 838-8353

www.jdcorvette.com

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 attachment, or by mail on computer disk in MS Word® or its equivalent. Chapter email scncrs@ncrs.org