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**John Seeley's 1965 Fuelie
Duntov Award Winner!**
Full Story page 6



**SOUTHERN
CALIFORNIA
CHAPTER**



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Photo Contributors:

Many thanks to Beverly LeGate, John Seeley, Rich Norbrothen, Vinnie Peters and Don Troyer , Ed Vignone, 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.

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The board has a meeting at 7:00 pm on the second Monday of each month. Members are welcome to attend.

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

SCC/NCRS Calendar 2019/2020

September 2019

9 **Board Meeting-** Penske Chevrolet 18605 Studebaker Rd, Cerritos

19-21 All California Regional at Lake Tahoe NV & CA

October 2019

11-12 SCC Fall Meet

24-26 Texas Lone Star Regional. Frisco, Texas

November

3 Southern Nevada Chapter Meet

11 Penske Chevrolet 18605 Studebaker Rd, Cerritos

December 2019

8 Holiday Brunch & General Meeting: Almansor Court Alhambra CA

2020

July

19-23 National Convention - French Lick, Indiana

Note: Board Meetings are open to all members

WELCOME

To the following new Members:

Richard Blaisdell

Dominic Colomac

Steven Levin

David Liebowitz

John Schiller

Dominic Smith

Ron Mosher

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 inquiries and change of address should be sent to :

Membership Chairman

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

or the NCRS/ Southern California Chapter.

CHAIRMAN'S REPORT by Darold Shirwo



We are halfway through another year and the national is now past and many of our friends took the long journey to the nationals and many of them came back with the awards they rightfully deserved.

We should give a round of applause for Jerry and Pat Louer who, again, led our road tour far, far away. Lake Tahoe regional is coming fast and make sure you have room reservations and anyone with a car to be judged read Mike Ingham's instructions and we will look forward to a meet and greet there.

Lest we forget we have another chapter meet coming up in Temecula and it will be another stupendous event put together by Bev and John Legate and make sure you send in your registration and make room reservations as soon as possible or the block will be gone,

Don Troyer has made arrangements for our annual Holiday Brunch at Almansor Court which has been a mainstay for us over the years and the club will be subsidizing the cost so do not forget to come and be with Corvette people.

For those of you that have not already heard our dear friend Carlos Vivas passed away last month after an unfortunate accident. He was one of our formative members, and was not only our judging chairman for many years he was a founding father for the Central Coast Chapter. He was as active with the CCC club as he was with ours. Carlos and Sherry have some of the finest C2s that exist and have built a first class garage/museum for the cars, memorabilia, and we have had many meets there. I first met Carlos and Sherry many years ago at Pomona when I was looking for a Jim Beam 1957 Corvette and there it was waiting for me and I started a friendship with them which has lasted these many, many years. Carlos was able to not only restore, but counsel aficionados on the art and restoration of the cars. If you had a question Carlos was the first one to give advice and then if needed, put his hands on to get it done right. In the years that I have known the Vivas I have had nothing but love and respect for them. When I took my '64 to San Jose for Bowtie I had Carlos go through the car from front to back, to see if it would make the grade. After minor tweaking, he said it would pass with flying colors. Well the long and short is that notwithstanding Carlos input a gentleman by the name of Bill Sangray stuck it to me and I did not get my bowtie! When I told Carlos what Sangray had done he was in a state of shock and said that Sangray must have been drunk, blind or unconscious when he was judging.

So much for past events and I am going to make a contribution to the NCRS foundation in memory of Carlos and if anyone else wants to do so I think it would be a great tribute to his memory. - "Save the Wave".

We are sad to report the loss of two SCC Members...

Carlos Vivas, 69, passed away June 30, 2019 at his home in Nipomo, California. Both Carlos and his wife Sherry are long time Corvette enthusiasts. Carlos operated a Corvette restoration shop in Southern California and when Sherry retired, they moved to Central California.

Carlos held positions as Judging Chairman and Technical advisor in the Southern California Chapter and was a Charter member in the Central California Chapter.

He authored many technical articles to help his fellow enthusiasts and supported the Corvette hobby. He and Sherry organized the New Year's Day Garage Tours for many years.

Martin McDonough, a long time NCRS and SCC member, passed away on May 3rd, 2019 at the age of 83. He is survived by his wife Barbara.

He was a very active member of NCRS and helped to start both the New England and the North East Chapters of NCRS, serving on their Board of Directors. He was a resident of Massachusetts until moving to Pahrump, Nevada in 1998.

Marty was a NCRS Master judge which earned him his Black Hat. Although owning a number Corvettes over the years, his pride and joy was his 1964 Big Tank Fuelie.

He will be missed by all who knew him.

COVER CAR! John Seeley's 1965 Fuelie

The Long and Winding Road..... Leads Back to a Duntov Fuelie!

By John Seeley

My Corvette journey begins back at the beginning of 2008. Well in hindsight that is actually when my Corvette purchase journey began. The true journey began sometime in the late 60s or early 70s. My father was taking care of a midyear Corvette that belonged to his pilot friend. My mom and dad had already been divorced for many years and on one of my visits with my dad, we drove the mid-year over to Van Nuys airport



to tend to one of my dad's planes. I don't remember much from that day; in truth I only remember riding in that fabulous silver mid year. I don't remember the year of the car, just that it was a silver coupe and those large front fenders. The car left enough of an impression that I knew then, that I would own one. I didn't know when, how or where but I just knew I had to have one.

Growing up I started working on cars as a teenager and never stopped. I was always taking stuff apart to try to figure out if I could put it back together again. I had a lot of cars through the years but I always longed for that mid year Corvette. I digress I believe so let's jump back to 2008. I had decided it was time and I finally had what I considered enough funds for a pretty nice mid year. But I didn't just want any mid year, I wanted the legendary fuelie. I didn't know much about them except that they must have been engineered and built by geniuses back in the day. I started the search at the typical places, recycler, craigslist and other specialty Corvette websites. Finally I found one! It was within a couple hundred miles of home so I decided to go take a look. I was not very impressed. Supposedly a real fuel car, the engine

and original fuel injection were out of it and in the garage. It had a stock 350 small block in it and boy was it rough. My oh my, did it rattle and shake on the test drive. It was however in my price range, so I was considering it. When I returned home I made what was probably my single smartest move in life....that is, of course, outside of marrying my wife. I reached out to somebody in the NCRS. I was smart enough to know most of these guys knew what was going on. It didn't take long for me to find out the man I needed to talk to was Jim Gessner.



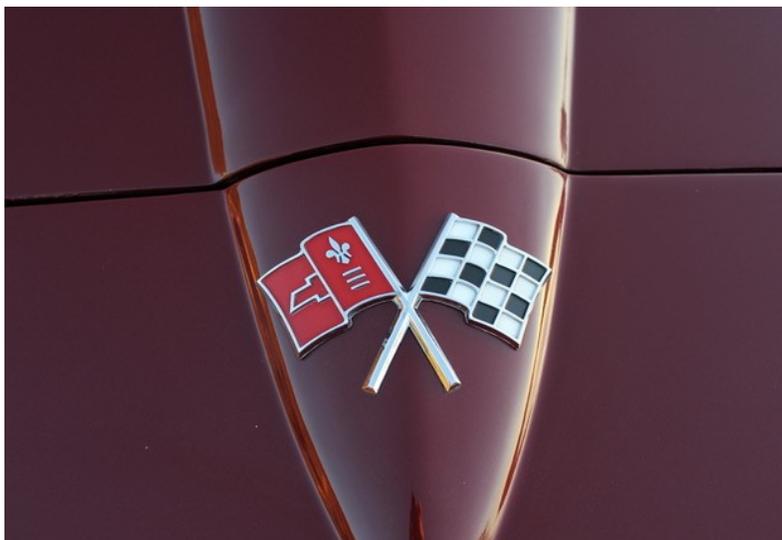


Jim was a long time NCRS member and was a fuelie expert. When I called Jim to ask him questions about the car I had gone to look at, he said "You mean the Milano Maroon car in Fresno?" I was dumbfounded that he even knew about the car being for sale. He immediately told me that Charlie Bacon had already been up to look at the car and it was not a real car. Steer clear of it, "you want a car with good bones" and of course paperwork if possible. The search would continue.

I had many conversations with Jim and he was keeping his eyes peeled for me. He did come upon an original fuel car that he thought might be for sale but maybe just a bit out of my price range. It was another Milano Maroon fuel car. This one was real though. I pressed him to find out if the car was for sale and if so an asking price. I was deter-

mined to have a fuel car! The owner ultimately decided the car was not for sale. The search would continue. He guided me to many cars for sale, but never the right one. Then I got an email. "John I found your car". It was a fully restored Duntov car from 15 years prior with great history and beautiful color combo of Tuxedo Black over Teal Blue interior. Only "problem," it was an all original 67 300hp car and wasn't a fuelie. I did fly up to Reno and test drove and inspected the car and fell in love with it. It wasn't a fuelie but it was a mid year and it was beautiful. I purchased it on the spot. I had my midyear!

Fast forward to late 2012. I had already been to a few regionals with the 67 car and really enjoyed all the new friends I was meeting in the NCRS. I arranged to meet Jim and his wife Dee for breakfast. During breakfast, Jim asked me if I remembered the Milano Maroon fuel car from a few years back. Yes I



remembered it; I still had all the pictures he sent me of it as it was always a dream car of mine. He explained that the owner had had a heart attack and passed away recently and that it would likely be coming up for sale. I told Jim to keep me in the loop on it. By this time I was lucky enough to have a 09 Vette in the stable also. My wife's first response was "what would you do with another Corvette?" to which I replied, "drive it of course!"

Well we are into January of 2013 by the time some info shakes loose on who is selling the cars for the widow of the owner. I set up an appointment to go down to Los Angeles and take a look at the car and test drive it. To my surprise the car only had 5 more miles on it then in the pictures I had seen, almost 4 years before! It showed 34,495 miles, total miles that is. The car was nice and it surely

was original and drove just like the 67, tight with no rattling! So now it's time to talk turkey. We start negotiating a price and ultimately we are about \$20k apart. It is then that I do something I have never done in my life with a car I really wanted. I walked away. I figured I had ultimately made a very fair offer and it just wasn't going to get done. I was not to have a fuel car after all. I figure maybe I will hear back from him in a month or so, but nothing. More nothing. Then three months later I get the call. The car is still for sale and they are willing to deal! I was back in the game!

This time it was much easier, well almost. Their low price was my high price so we had a deal. By this time I have seen pictures of all of the paperwork, POP etc. on this car and I ask for it. He is not sure he still has it. After explaining I will not pay that price for the car and that that info was worth \$10k, it didn't take long for him to find it. It was done. I owned a fuelie!

(Continued on page 8)

(Continued from page 7)

Now what was I going to do with the car? Of course I had to start cleaning it up and documenting the numbers I hadn't already verified upon a couple of inspections. Those numbers all seemed to mean it was a very original low mileage fuelie. The only item that really seemed not original to the car was the rear end. I found out later that the original 3:08 rear per the POP had been removed by Ed Mueller (Previous owner of Grand Sport #002) when he owned the car in the 80's. He said the car was to darned hard to drive with that rear end ratio so he had a 4:11 unit put in. Unfortunately that original 3:08 rear end was long gone to history. It needed a basic tune up and such, so I did all of that. I knew better at the time then to start messing with the injection unit. The car ran way too good for that. As I learned more about the car and the small idiosyncrasies of the mechanical fuel injection it became a real joy, then it hit me. I have to get the car judged at an NCRS event and see how it would do, I was very pleased to have scored a 96+ without doing a thing to the car.



Now I naturally had to fix the items that were not up to snuff. This included doing some clean up on the front end. The car had been bumped in the nose back in the 60's or early 70's and was repaired in a very average way for the time. That done, I got the bright idea of trying to get a Duntov award with the car. Everything worked on the car except the antenna and the clock so how hard could it be? Yeah... Right...Boy was I wrong. I had heard horror stories about passing the Performance Verification, let alone two scores of 97+ at a minimum of a Regional and the final at a National. But I was determined to do it. I prepped the car for my P.V. attempt at the Tucson Regional being held in March 2015. Trailered the car there, unloaded it and double checked everything, we were good to go! Day of the P.V. comes and we push the car out to start up for the test drive. When instructed to start it by K.C. (65 team leader) it started immediately but also squirted up a stream of gas from the fuel pump that hit the hood! K.C. started jumping around waving his arms telling me to shut it off. At that time I am thinking of what Jeff Reade had told me. He had helped do some of the P.V. prep work when my back was acting up. He explained at the time, that he could tell the fuel pump was an original piece because it had the yellow stripes on the diaphragm rubber that stuck out of the edges. He explained that it would fail eventually and asked if I wanted it rebuilt. My reply was something like "If it ain't broke don't fix it!"...Yeah...Right! A valiant attempt was made by my copilot for the trip, Duke Williams, and me to replace it in a reasonable amount of time but to no avail. The P.V. would have to wait.

Upon returning home I rebuilt the pump myself. When the pump was apart I could see the date of manufacture of the pump and it was November of 1964. Considering the engine was built in February and the car's birthday is March 3rd 1965, this was likely the original high performance 48003 pump that came on the car. It lasted for 50 years until that day for the P.V. Now it didn't help that I drove the snot out of the car over the previous month and put a few hundred miles on it to make sure everything was in order.

Next up was the Denver National in July 2015. I was going to need to prolong my three-year window for the Duntov so I needed to get a 97+ there. Although the trip was uneventful and ultimately I did get a 97 score, most of the week was spent in bed as I slipped a disc in my lumbar spine on Monday morning. Cold packs all day followed by a brief trip to the hall and back to bed. I was able to be at the car for judging for the majority of the time, it did require leaning on some of my good NCRS buddies to help me out. Trip home was uneventful also with my wife, Hilary, doing a beautiful job towing the car for 1200 miles!



Upon returning home, I ended up having surgery on my back that September so the car and my back got a chance to heal for a few months. A funny side note as I was itching to drive the car a couple weeks after the surgery, so I jumped in it with my son to head to the cellular store to get a new phone. Mistake number one as my back was in no shape to drive the car and I struggled through that. Then came mistake number two. I had my 24-year-old son drive the seven miles home with me as a passenger. He stalled it a few times but was able to get us home safely. Upon exiting the car he noted that the car was too hard to drive, to which I replied "Son, this is a man's car; your Honda is a boy's car". I thought it was pretty funny, but to this day he does not.

Next up was Bend Oregon for a second attempt at the P.V. at the Bend Regional in 2016. Prepped the car again and trailered it up to Bend with Don Hooper as my co-pilot this time. Trip up went smoothly and it was a truly beautiful weekend in Bend. Met more great friends and this time the car passed the P.V. Not without a small hiccup as I had to adjust the parking brake slightly to get it to hold on a steep hill. Highlight of the drive was running up through the gears and having K.C. tell me that my car was one of the best performing fuelies he has ever ridden in. If you know K.C. he does not just hand out compliments like that unless he means it. I am sure he has ridden in a few also! Needless to say I was extremely pleased to get that out of the way.



The next 2 years were some of the hardest as I waited for the National Convention in Vegas in 2018. I wanted to still drive the car as much as possible but was tempered by the fact that I had the National coming up. I did not want to ruin my chances in any way by possibly damaging the car somehow that would make the car struggle to get to the 97+. I had scored a 97.3 in Denver and didn't want to cut it that close again. In that two years I made some minor fixes on items that were deficient in Denver. Lots more time, energy and money were spent trying to do this. The one thing I always had in my favor was that it was an all original low mile car that had never been messed with.

Fast forward to Las Vegas 2018. Second national that my wife and I had attended, only this time I was not hobbled by the bad back. The car scored very well in judging and scored over 98%! I breathed a large sigh of relief as the journey to Duntov was finally complete! It was the first time I had been on the Duntov journey and most likely the last. It was fun and I met an awful lot of really nice people along the way. Also learned a lot about my car.

I need to extend gratitude and thanks to a few people who really helped me out on this journey. First is Don Hooper who helped me with the car more times than I care to remember. Duke Williams was also a wealth of info on the journey as well. Jeff Reade helped me when I was down and out of it health wise. He runs a first class operation at American Motoring Memories. He and his crew are all top notch guys who know what they are doing and to top it off he does it at a fair price. Thank you to all three of you. Of course none of this could have taken place without the love and support from my wife, Hilary. She has always been my rock. I know she doesn't understand the obsession sometimes but she has always supported me when I take these journeys.

Now where is that winding road? I need to shift some gears in that Duntov fuelie!



2019 NCRS NATIONAL CONVENTION GREENSVILLE, SC



California Chapters Awards

California Top Flight Chapter Awards
Central California Chapter
Northern California Chapter
Southern California Chapter



Sharyl Ingham accepts the Northern California Award



Beth Bartow accepts the Central California Award



Ed Vignone & Jerry Louer accepts the Southern California Award

California Chapter Members Awards

2019 NCRS National Convention California Awards*

California Members Awards		
Name	Corvette Year	Award
Jerry & Pat Louer	2001	Sam Folz Award
Jerry & Pat Louer	2001	Top Flight
Jerry & Pat Louer	2001	Lady's Choice
Jerry & Pat Louer	2001	10+ Road Tour Pin
Mike Vietro	1967	Duntov
Dennis Lombardo	1992	Top Flight
Harry Inman	2017	Sportsman

*For all awards see the Corvette Restorer.



Dennis Lombardo Diamond Foundation and Top Flight Awards



Mike Vietro (1967) Duntov Award



Jerry & Pat Louer (2001) Folz, Top Flight Award and Ladies Choice Awards

Recognition Awards	
Master Tabulator	Margaret Craig
Master Judge "200 Club"	Mike McGue
Master Judge "400 Club"	Mac Cross



California Chapters Sportsman Awards
2014 Mac Cross
2017 Harry Inman
2019 Michael Johnson



Foundation Award
Dennis Lombardo
Sharyl & Mike Ingham



TECH Article- **Replace Your Harmonic Balancer Seal**

Joe LeMay in Joe's Garage

Before my engine was rebuilt, there were a few oil leaks that I figured would be corrected with a rebuild. Since the rebuild, there was one leak that I could not identify the source. I would find oily dirt attached to the front of the engine block around the timing cover. There would be oil residue at the inner tie rod ends and where they attach to the third arm. On the timing cover, there is the harmonic balancer seal that keeps oil from leaking out of the timing cover. I used a different harmonic balancer on this rebuild and had sleeved the balancer where it contacts the seal. That is a part that can wear. Inspect the balancer if you have a leak from that area.



The harmonic balancer seal is usually replaced when the timing cover is removed. If you do have a leak and are not planning to drop the oil pan to remove the timing cover, there is another way.

Normally the timing cover is placed on a flat surface and the harmonic balancer seal can be tapped in with a lightweight hammer. With the timing cover installed, it may be possible to bend the timing cover if using a hammer to drive the new seal into place. I found a very easy solution that prevents bending the timing cover.

You have first removed the balancer. Then the task is to remove the old seal without damaging the timing cover. I found a very easy method where the seal popped off. The rubber seal is cased in soft metal material. It drills very easily. Drill a 7/64 hole into the seal. Screw in a #6 sheet metal screw. Attach a vise grip to the screw with the handles pointing to the front of the car.

If you have the geometry correct, a screwdriver should be able to be slid into the vise grip jaws where the jaws are attached to the handles. Then place the screwdriver tip on the crankshaft, and pry the seal free. Mine came out with little effort and no damage to the timing cover.

Then to install the new seal without hammering it in place, you will need to create a press. I used the harmonic balancer bolt and washer, a piece of flat stock, and a spacer to clear the crankshaft snout. The spacer is made from a 2" plastic conduit coupling. This spacer is the exact OD of the seal OD. I had to cut down the spacer slightly to accommodate the balancer bolt, or obtain a longer 7/16-20 bolt.

The new seal I used is an SKF 17286, available from NAPA. It is a dual lip seal. I put a thin coating of Indian Head gasket sealer on the OD of the seal and assembled the press as shown. I used a 1/4 drive ratchet and it required very little effort to press the seal in. Once the seal is fully seated, there was an increase in the pressing effort, and that was all it took to install the seal.



Replacing the seal did solve the oil leak issue, and I now have a cleaner underside to the car.

The "Real McCoy" By Jim Gessner

The Real McCoy was GM's first factory raced Corvette at the 12 hours of Sebring endurance FIA Sebring event. Previous to Sebring, it was raced at Daytona Beach in the "flying mile" driven by Duntov breaking records of approximately 151 mph.

After Daytona, it was taken to Sebring Airport and was modified to run the 12 hour endurance race. ZORA DUNTOV got all the credit for the car, but the 56 Race Program really belongs to GM engineer, FRANK BURELL.

John Baldwin, formerly from Long Island, bought his first Corvette in 1962, and had a very close relationship with the local Chevy dealer, SAM GILES of GILES CHEVROLET. Sam had two sons, Bruce and Gary and daughter Linda.

We all grew up together within 2 miles of each other. Long story short, I told Gary if he ever came across Corvettes with race items like big tanks, or big brakes I wanted to buy them. I did purchase many cars from Gary and his Dad over the years, and worked piece meal on many of their customers high performance Corvette cars.

Fast forward to 1976, Gary had purchased a rolling frame at an auction in Thompson, CT. It had big brakes, and home made backing plates. Only the rear half of the body. Also had Halibrand wheels, and a H.T rear diff.. The chassis was 1955 chassis #194. No person knew what it was. I put it in storage for 20 years.

In 1997, John went to Michigan and filled a 40 foot tractor trailer full of Corvette parts and GM literature collected by Frank Burrell.

In the paperwork, were inter office GM interoffice mail stating that engineering #6901 was 56 SEBRING #1 car, vin # VE55S001194. This was the chassis I had in storage.

With parts was the original 307 cu in V8 engine, both ZF 4 Speed Getrag transmissions and tons of 56 Sebring race parts. I could now complete the the race car.

Corvette collector HARRY YEAGGY heard I had the # 1 "Real McCoy" and wanted it for his collection. In the conservation , Harry wanted a no hit body, therefore the car was finished with a 56 production body modified to the specs of the prototype.



"Real McCoy" retains the original chassis, and CHASSIS NUMBER"" drivetrain, fuel tank, suspension, brakes right down to the cere-metallic shoes and original wheel cylinders, backing plates with hand formed metal scoops, original Firestone SS 170 tires, 6:70 fronts, 7:10 rears, on 1956 "ONLY" Halibrand wheels with spare.

The Intake, carbs, mech fuel pump, are all experimental. Speedo was converted to tach by AC model shop, with tag affixed. The Intake was milled to clear no notch valve covers. 086 original coil, 440 Packard wires with special wire looms etc., duel fan belts with 5 V generator pulley, riveted duel harmonic pulley and duel electric fuel pumps.



The Radiator is " radiator is THE ORIGINAL extra wide core", [only one ever seen], Body scoops and duct work to cool brakes, openings in front inner fenders to cool front brakes,

Fuel pump rod is hollow, motor mounts are shimmed for engine alignment.

There are two four speed German ZF TRANSMISSIONS that are numbered 1309 and 1311. The 1311 unit is NOS and never used. The 762 cylinder heads are dated Nov. 55. These were not in production until April-May 1956.

The car finished 1st in C/M class, and 9th overall in the March 24,1956 SEBRING race, driven by John Fitch and Walt Hansgen. SEE CORVETTE NEWS, VOL 1, #1.

The restored car was shown at 2003 SEBRING HALL OF FAME and also received 2003 Best in Class Ault Park Concours. It got a higher score than the two "original" Grand Sports that year, and was judged by Dave McLellan. The car also was inducted into the BLOOMINGTON GREAT HALL in June 2014.

Car is for sale. Call JIM GESSNER 909-557-4870 for an appointment to see the car"





FALL Flight Judged Meet Registration Form

FRIDAY & SATURDAY OCTOBER 11TH & 12TH, 2019

Holiday Inn Express 27660 Jefferson Avenue, Temecula, CA 92590

Event & Judging Questions Beverly & John LeGate Co-Judging Chairs 408-981-1200

Hotel: Holiday Inn Express, 27660 Jefferson Avenue, Temecula, CA 92590 951-699-2444

MENTION NCR BLOCK HELD UNTIL SEPTEMBER 11, 2019 \$165.00 King or Two Beds

THIS IS A FIVE-POINT TWO-DAY JUDGED EVENT!

Cars must be in place by 8:00 AM Saturday, with a Judge's Meeting at 8:15 AM followed by an owners meeting.

We do request that you register ON-LINE or mail in the registration form on or before October 1, 2019.

OPERATIONS CHECK FRIDAY October 11, 3 PM BY APPOINTMENT. FLIGHT & CONCOURS OWNERS WILL BE CONTACTED.

Fees: Meet Registration Members \$20.00(spouse & children under 23 yrs.) \$25.00 Postmarked after Sept. 25, 2019 \$ _____

Meet registration Guests 1/2 of members' registration: \$10.00, Postmarked after Sept. 25, 2019, \$12.50 \$ _____

Flight Judging \$ 75 \$ _____

Sportsman Award \$13.00 (No Ribbon \$3) \$ _____

Concours Judging \$ 50 { } Stock { } Modified \$ _____

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

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

PO Box 2739 Ramona, CA 92085 408.981.1200 beverlylegate@yahoo.com

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 53-2002, [] Sportsman Award, [] Concours { } Previous Award display/Special interest Display (no fee). Please print legibly.

Year _____ Complete VIN # _____

PRIORITY GIVEN TO FIRST TIME FLIGHT JUDGED OWNERS!!

Notice: There will be a limit of 10 Corvettes. First come first serve. No cars accepted after October 1, 2019 postmark.

Horsepower _____ Exterior Color _____ Interior Color & Fabric _____

Horsepower, Exterior Color, Trim Color and Fabric entries are mandatory for all vehicles. In addition, 1963 through 2002 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. _____ Three Cars Per Division Limit

[] Convertible, [] Coupe, [] Corvette Driven, [] Corvette Trallered, [] Need trailer parking Miles Driven _____

I would like to help with:

[] Flight Judge, [] Observer Judge, [] Tabulate **JUDGING CERTIFICATE YES OR NO!** [] Flight Judge, [] Observer Judge, [] Tabulate

Name _____ Name _____

Judging 1st Choice _____ 2nd Choice _____ Judging 1st Choice _____ 2nd Choice _____

Ops Interior Exterior Mech or Chassis (circle two) _____ Ops Interior Exterior Mech or Chassis (circle two) _____

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): _____

REGISTRATION OPENS FRIDAY AT 1PM. ALL ACTIVITIES WILL BE AT THE HOLIDAY INN EXPRESS.

JUDGING SCHOOL TBA FRIDAY 5-6PM # ATTENDING

FRIDAY NO HOST DINNER TBA 6:30PM # ATTENDING

SEE OUR FLYER ON OUR NCRS SOUTHERN CALIFORNIA WEBSITE FOR CURRENT TIMES & LOCATIONS.

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, 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.

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 meet, driving tests and/or road tours.

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. PLEASE INCLUDE COPIES OF YOUR CURRENT INSURANCE AND REGISTRATION CARD IF MAILING FORMS.

Company _____ Policy # _____ Expiration Date _____

Signature _____ Date _____

2019 FALL Flight Judged Meet

This is a 2-day 5-point judged event.

Cars must be in place by **8:00 AM Saturday**.

Judge's Meeting at 8:15 AM followed by an owners meeting.

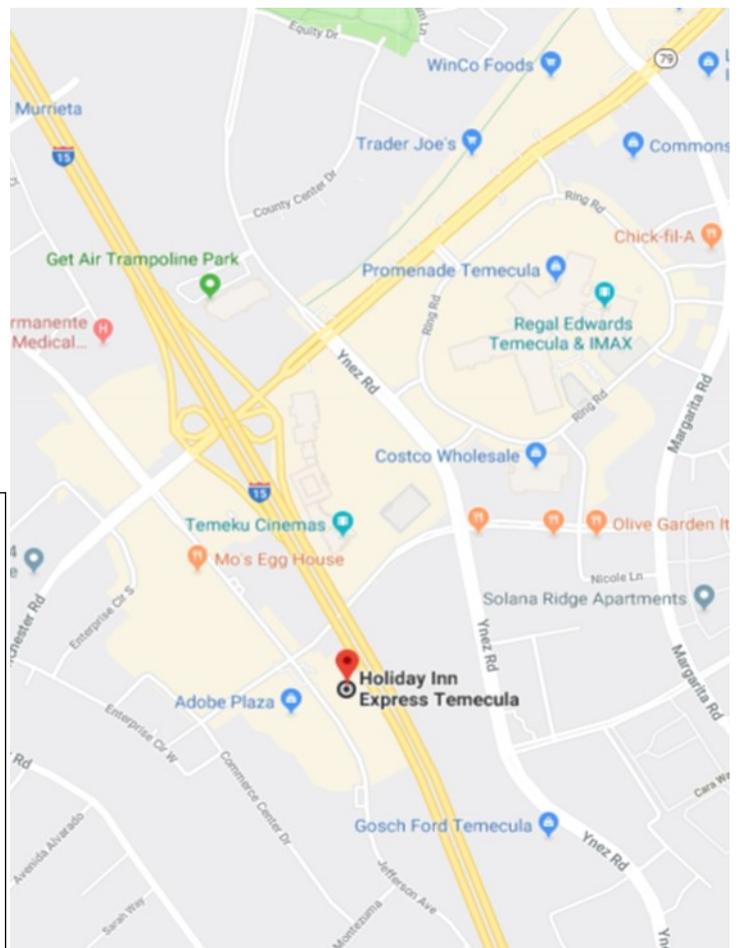
We request that you register **ON-LINE** or mail in the registration form on or before October 1, 2019.

Holiday Inn Express Temecula

www.ihg.com

[27660 Jefferson Avenue, Temecula, CA 92590](https://www.holidayinn.com/locations/usa/california/temecula) · (951) 699-2444

Holiday Inn Express 27660 Jefferson Avenue, Temecula, CA 92590



Holiday Inn Express 27660 Jefferson Avenue, Temecula, CA 92590

Event & Judging Questions Beverly & John LeGate Co-Judging Chairs
408-981-1200

Hotel: Holiday Inn Express, 27660 Jefferson Avenue, Temecula, CA 92590 951-699-2444

MENTION "NCR" BLOCK HELD UNTIL SEPTEMBER 11, 2019 \$165.00

*The Southern California Chapter
Invites you to attend our*

Annual Holiday Brunch and General Meeting

**Almanson Court
Sunday December 8, 2019,
at 11:00 AM**

Join fellow club members for our annual holiday brunch. The buffet includes seafood, omelets, champagne, and many great brunch favorites.

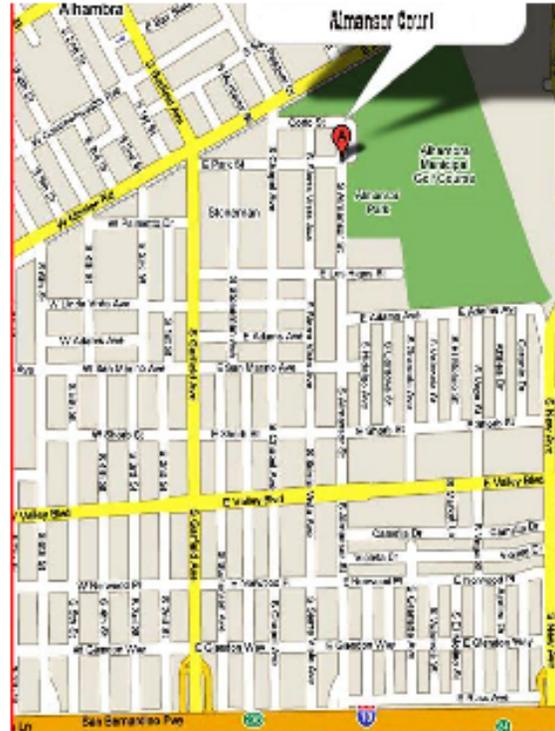
The Almanson Court is located at 700 South Almanson St., Alhambra, 91801 (626) 570-4600.

West on the 10 exit New Ave.

East on the 10 exit Garfield Ave.

General membership meeting, officer installation and brunch will start at 11:00 AM

To register for the annual Holiday Brunch, General Membership Meeting and Installation of Officers. send this form with payment to Verity Hobbs before December 1st, 2019.



The Chapter will subsidize the meal cost if you register early. The cost is \$35 per person if received by November 18th. After November 18th until the cutoff date of December 1st, the cost is \$50 per person.

Charity Auction!! We are going to have an Auction for Charity. Bring those Corvette parts, books, memorabilia, home goods, and anything you think someone else would enjoy.

Names _____ Email _____
Address _____
Member # _____ Corvette Driven: Year _____

Mail your check & registration to:
Verity Hobbs, PO Box 2316 Newport Beach, CA. 92659 Phone: 949.378.3419
Information contact Don Troyer, atroyer2@earthlink.net 626 289-0904
Persons _____ @ \$35 each until November 18th,
_____ @ \$50 until the cutoff date of December 1st. (after November 18th)

Make Check out to SCC/NCRS. Total Enclosed _____

2019 Lake Tahoe Regional

Presented by Northern, Southern, & Central California NCRS Chapters

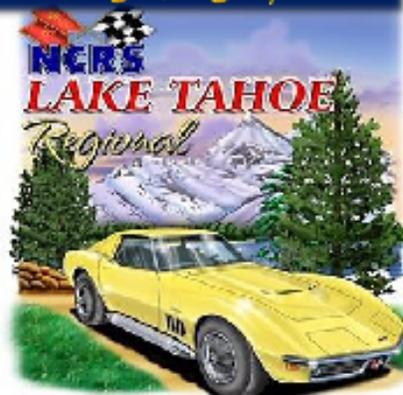
What happens when all three of California's NCRS Chapters join forces? Only the best kind of NCRS Regional for our members. Mark your calendars for September 19th – 21st and plan on attending the closest Regional Meet you will have for quite some time.

What makes a Regional Meet different from a Chapter Meet?

A Regional Meet will have everything you would expect from a Chapter meet plus the ability to have your Corvette go through the PV (Performance Verification) judging, Advanced Judging School, Seminars, Special Corvettes on display, Vendors, Sightseeing excursions, and more.

Where will this event be held?

The host hotel will be the MontBleu Resort Casino & Spa located at 55 Highway 50, Stateline, NV. The registration desk will open in the lobby on Thursday September 19th at 8:00am – 4:00pm. All Corvettes *without exception* will need to be in place by 4:00pm on Thursday. A special room rate has been arranged for our group. A block of just 90 rooms will be available only until August 18, 2019: Use Code: **STNCRS9** Room rates are \$82 Wednesday and Thursday, \$172 Friday and Saturday, plus tax. www.montbleuresort.com 1-800-648-3353



What can we expect besides Corvette judging?

While preparation is ongoing, some of the events planned include a Judging School led by National Judging Chairman Dave Brigham, as well as a two-part Advanced Judging School, along with a C1 and C2 Corvette seminars, off campus excursions, and an Awards Banquet.

Could the chapters use any help?

Help is always appreciated. Many hands lighten the load. Yes, there are several ways and positions where you could help; Trailer parking, Judging Field placement, Tour chaperones, Registration, and more. There are several people you may wish to contact to volunteer.

- | | | |
|-----------------------------|---------------------------------|--|
| • Mike Ingham | Event Schedule & Judging | michael.ingham248@gmail.com |
| • Sharyl Ingham | Tabulation | sharylingham@gmail.com |
| • John Tidwell | Judging Field Layout & Security | sampanjohn@earthlink.net |
| • Ernie & Melissa Bornstein | Day Tours & Activities | melbornst@yahoo.com |
| • Barbara Vignone | Registration | bvignone@cox.net |

Be a part of making this a regional meet we can all be proud to call our own. Volunteers appreciated.

See you in Tahoe!

Lake Tahoe Regional, September 19-21, 2019

SCHEDULE OF EVENTS (Tentative and subject to change)

Wednesday, Sept. 18, 2019

9:00 pm to 6:00 am Security - Trailer Parking Lot

Thursday, Sept. 19, 2019

8:00 am to 4:00 pm Registration Desk Open (Hotel Lobby)
8:00 am to 4:00 pm Vendors Open
10:00 am to 4:00 pm Operations Checks (Cold start required.)
PV - by appointment with National Team Leader only
All cars must be in place by 4:00 pm - no exceptions
4:30 pm to 5:30 pm Judging School - Dave Brigham (Aspen A/B/C)
6:00 pm to 7:30 pm Welcome Reception - Cash Bar (Opal)
Evening Dinner on your own
9:00 pm to 6:00 am Security - Judging Field & Trailer Parking Lot

Friday, Sept. 20, 2019

6:30 am to 8:00 am Judges and Tabulators Breakfast & Judges Meeting (Evergreen A)
8:00 am to 4:00 pm Registration Desk Open (Hotel Lobby)
8:00 am to 4:00 pm Vendors Open
8:15 am to 8:25 am Owners Meeting on Judging Field
8:25 am to 8:30 am OJ Meeting on Judging Field
8:30 am to completion Flight Judging - 53-55, 58-60, 63-64, 65, 67BB, 68-69, 84-89, 90-96
9:30 am to 11:30 am Advanced Judging School - **Part 1** (Aspen A/B/C)
Noon to 1:00 pm Judges and Tabulators Lunch (Evergreen A)
1:30 pm to 3:30 pm Advanced Judging School - **Part 2 (you must attend parts 1&2 to receive points)**
3:30 pm to 5:00 pm Seminar - C1 Front Suspension Explained - Joe Calcagno (Aspen A/B/C)
9:00 pm to 6:00 am Security - Judging Field & Trailer Parking Lot

Saturday, Sept. 21, 2019

6:30 am to 8:00 am Judges and Tabulators Breakfast & Judges Meeting (Evergreen A)
8:00 am to 4:00 pm Vendors Open
8:15 am to 8:25 am Owners Meeting on Judging Field
8:25 am to 8:30 am OJs Meeting on Judging Field
8:30 am to completion Flight Judging - 56-57, 61-62, 66, 67SB, 70-72, 73-82, 97-02
9:30 am to 11:30 am Advanced Judging School - **Part 1** (Aspen A/B/C)
Noon to 1:00 pm Judges and Tabulators Lunch (Evergreen A)
1:30 pm to 3:30 pm Advanced Judging School - **Part 2 (you must attend parts 1&2 to receive points)**
1:30 pm to 3:00 pm Seminar - Judging C-2 Chassis Items - Gary Bennett & Jim Rand (Aspen A/B/C)
~4:00 pm Cars Released
6:00 pm to 7:00 pm Cocktail Hour - Cash Bar (Club Blu)
7:00 pm to 9:30 pm Awards Banquet (Evergreen B/C/D)
9:00 pm to 6:00 am Security - Judging Field & Trailer Parking Lot

Sunday, Sept. 22, 2019

6:00 am Security ends
Noon Check-out time

Registration and Information: Sharyl Ingham 510-420-0968
Local Information: Ernie Bornstein 530-542-0485
Judging Chairman: Mike Ingham 510-420-0968

HOTEL RESERVATIONS

The MontBleu Resort Casino & Spa, 55 Highway 50, Stateline, NV 89449 www.montbleuresort.com 1-800-648-3353
A BLOCK OF 90 ROOMS WILL BE AVAILABLE UNTIL AUGUST 18, 2019: Use Code: STNCRS9
Room rates are \$82 Wednesday and Thursday, \$172 Friday and Saturday, plus tax.

****MAKE RESERVATIONS EARLY****

Judged, PV, and display cars must remain in place until Judging & Tabulation is completed on Saturday.



YOUR CHAPTER NEEDS YOU!



USE YOUR TIME AND TALENTS TO FURTHER THE SOUTHERN CALIFORNIA CHAPTER OF THE NCRC AND THE ENJOYMENT OF CORVETTES



CHAIRMAN: PRESIDES OVER THE MEETINGS OF THE BOARD AND REPRESENTS THE CHAPTER TO THE NATIONAL ORGANIZATION; SUBMITS ALL REQUIRED REPORTS; OVERSEES THE ANNUAL SCHEDULE OF EVENTS.



(Requires the ability to roughly herd stray cats in a generally uniform direction and report to the National Organization regarding your success.)



VICE-CHAIRMAN: PRESIDES OVER MEETINGS WHEN THE CHAIRMAN IS ABSENT; ADVISES THE BOARD CONCERNING CHAPTER BUSINESS; CONDUCTS CHAPTER EVENTS.



(You are able to take over the meeting when the Chairman is not there and plan activities)



JUDGING CHAIRMAN: PLAN AND EXECUTE JUDGING ACTIVITIES AT ANY CHAPTER JUDGED MEET AND SEND REPORTS TO THE NATIONAL JUDGING CHAIRMAN.



(You are organized, can get those cars registered, take care of supplies and send in results.)



A tough job, but YOU have the ability to handle it! We need you here!



SECRETARY: RECORDS AND SENDS OUT MINUTES OF MEETINGS; COMMUNICATES WITH CHAPTER OFFICERS AND OUTSIDE ENTITIES.



(Write down what you think we said in such a way that others can understand us. Can you read and write and keep your head while those around you are talking? This is the job for YOU!)



TREASURER: MAINTAIN THE CHAPTER FUNDS; ACCOUNT FOR ALL MONIES BELONGING TO THE CHAPTER. RECORD, MAINTAIN, SIGN AND REPORT ON FINANCIAL ACTIVITIES.



(You are able to use a calculator, know a friendly bank manager, can sign checks, and keep a true record of financial transactions.)



NEWSLETTER EDITOR: RESPONSIBLE FOR THE PUBLICATION OF THE CHAPTER "BONDING STRIP" AT LEAST QUARTERLY. GATHER MATERIALS AND PHOTOS, PREPARE THEM FOR PRINTING OR ELECTRONIC DISTRIBUTION IN A SUITABLE FORMAT.



(Got a computer? Know Photoshop? Willing to hound members to send in their stuff?)



MEMBERSHIP CHAIRMAN: COLLECTS MEMBERSHIP FEES AND FORWARDS TO TREASURER. KEEPS AN UP-TO-DATE LIST OF MEMBERS AND ENCOURAGES NEW APPLICATIONS.



(Excel, anyone? Good at keeping data and money transactions? This is the place for YOU .)



APPOINTED POSITIONS



HISTORIAN: SAVE AND MAINTAIN INFORMATION AND DOCUMENT SCHEDULED EVENTS.



(Take and disseminate pictures and videos, maintain archives, keep a storage locker.)



WEBMASTER: MAINTAIN THE CHAPTER WEBSITE, INTERACT WITH OTHER CHAPTERS THROUGH INTERNET TECHNOLOGIES.



(Computer whiz. Love spending time on a computer? This job is for you.)



TECHNICAL ADVISOR: CONTACT AND PROVIDE SPEAKERS FOR CHAPTER EVENTS. PROVIDE TECHNICAL SUPPORT TO MEMBERS.



(Know cars and how to maintain them and share that information with the less able.)



YOUR CHAPTER CANNOT PROSPER WITHOUT YOUR HELP! YOU HAVE SKILL AND ABILITY YOU CAN SHARE WITH FELLOW ENTHUSIASTS. YOU ARE NEEDED NOW!



Minutes of SCC Board Meeting-

by Ralph Haun

SCC NCRS BOARD MEETING

June 10, 2019

OPEN MEETING

The meeting was called to order by Chairman Darold Shirwo at 7:08 PM at Penske Chevrolet in Cerritos. Board Members present were Darold Shirwo, Allen Morris, Ed Vignone, Jerry Louer, Pat Louer, Beverly LeGate, John LeGate, Don Troyer, Carol Troyer, Gary Hiltunen, Rich Norbrothen and Ralph Haun. Board Members absent were Verity Hobbs, Jamie Fiffles, Ed Hoffman, Rob Myrick, and Bob Crane.

Guests attending included Barbara Vignone, Linda Hiltunen, and Harry and Connie Inman.

SECRETARY'S REPORT

Minutes of the previous meeting had been distributed to the Board for review/corrections.

Ed made a motion to approve the corrected minutes which was seconded by Allen and the motion passed unanimously.

TREASURER'S REPORT

The Treasurer was not present, but Ed presented her report which had also been distributed to the Board via email. Allen made a motion to approve said report. This was seconded by Bev and it passed unanimously.

OFFICER REPORTS

Jerry advised that the chapter currently has 135 members.

OLD BUSINESS

Bonding Strip: Ed noted that articles are needed for the next issue. He also noted that no tech articles have yet been received.

Spring Meet: Beverly stated that there was nothing further to report about the successful Spring Meet.

Fall Meet: It was noted that general information and registration information for the Fall Meet will be published in the July Driveline and the September Bonding Strip. Bev is still searching for a Friday evening restaurant. Allen suggested asking Tom Rohner for restaurant recommendations. Beverly also noted that three vehicles are already registered.

2019 Activities: The Holiday Brunch was briefly discussed. There was no new information on the Brunch. The restaurant facility has been reserved. The Reagan Tour was also discussed and approximately ten board members indicated they will be attending. Darold

brought up the driving Museum in El Segundo and no interest was shown. The Chapter Award for 2019 was then discussed.

National Meet, 2019: Jerry reported four cars have signed up for the Road Tour to Greenville with three leaving from So Cal and one joining along the way.

National Meet 2021: Interest was expressed in details for the event. Barbara will be doing registration, and will attempt to get more information on the meet.

Tahoe Regional: Bev is looking for contributors and advertisers. Ed made a motion that SCC put an ad in the Regional program. This was seconded by Allen and the motion passed.

Reagan Museum Tour: Discussed above under item D.

VCCA Bakersfield: Darold reported this was a good event with a good BBQ, however SCC attendance was small.

Misc: Don reported he had received the Matching Funds check from National. He will give this to Allen to deliver to PCRF. Don also reported that long time SCC member Marty McDonough had passed on March 3rd.

NEW BUSINESS

Tech Sessions: Bev needs to speak with Joe LeMay about Tech Sessions.

Misc: Jerry brought up the recruitment of new board members for SCC now, rather than waiting until election time. After discussion, Darold suggested an article in the Bonding Strip might be a good way to do so. Ed will prepare a draft and submit to the board. On a different subject, Jerry suggested that we obtain an overall view of annual income and expenses with a breakdown for the board to analyze and possibly improve. Darold will ask Verity to provide this information. Finally, due to the National, there will be no SCC board meeting in July.

CLOSE MEETING:

There being no further business, it was moved by Allen and seconded by Beverly that the meeting be closed. The motion was approved and the meeting was closed at 7:58 PM.

SCC NCRS BOARD MEETING

August 12, 2019

OPEN MEETING

The meeting was called to order at 7:00 PM at Penske Chevrolet in Cerritos by Vice Chairman

Allen Morris. Board Members present were Allen Morris, Ed Vignone, Verity Hobbs, Don Troyer, Carol Troyer, Rich Norbrothen, Bob Crane and Ralph Haun. Board Members absent were Darold Shirwo, Jerry Louer, Pat Louer, Beverly LeGate, John LeGate, Gary Hiltunen, Jamie Fiffles, Rob Myrick, and Ed Hoffman. Proxies had been received from most absent members. Guest attending was Barbara Vignone.

SECRETARY'S REPORT

Previous minutes had been distributed to the board, and after corrections of the Driveline and Bonding Strip dates for publishing information on the Fall Meet, Ed made a motion to approve the corrected minutes. This was seconded by Don and the motion passed.

TREASURER'S REPORT

Verity reported on the account balances and noted that net income was dropping some compared to previous years. The board then discussed various expenses and other methods for increasing net income. Some of the topics were the storage facility, holiday brunch charges, subsidized lunches, and the number of pages needed/cost for the Bonding Strip. At this point Ed made a motion that in 2020 spectator lunches not be subsidized, which was seconded by Verity. The motion did not pass and further discussion was tabled until the next meeting. Next, Allen made a motion to increase the vehicle judging fee to \$95. This was seconded by Ralph and it passed. Finally, Ed made a motion that the Treasurer's Report be approved. This was seconded by Bob and it passed.

OFFICER REPORTS

Rich noted that our Chapter Top Flight award needs a road tour plus membership recruiting at a non-NCRS event. Ed has updated the SCC website and requested that the board review it. Also, Ed received an email from Jerry stating that SCC presently has 118 members.

OLD BUSINESS

Bonding Strip: Don and Ed are working on the next issue. Tech articles are needed. Printing costs were discussed. Barbara and Ed are also working on an article to help recruit new members for the chapter's Board of Directors. A draft of this was circulated to the board for comments.

Fall Meet: To be held October 11-12th in Temecula. Ed reported for Bev that seven vehicles are registered to date.

National Meet 2019: Members attending thought highly of it. Details on the Road Tour

will be in the next Bonding Strip. A representative from French Lick, Indiana was present at this meet to give details on the 2020 National.

D. National Meet in 2021: This is being held in

the Palm Springs area and it was briefly discussed.

Tahoe Regional: September 19th-21st at State-line, Nevada. Most board members present tonight will be attending.

Reagan Museum Tour: Seven board members attended and all enjoyed it.

Holiday Brunch: Being held December 8th in Alhambra. Verity moved that the cost for members be increased from \$25 to \$35 which was seconded by Ed. The motion passed unanimously. A charity auction will be held and Ed is preparing a flyer.

Misc: There was no miscellaneous Old Business.

NEW BUSINESS

Tech Sessions: Allen noted that Bev is planning one for the next meet.

Misc: Allen brought up that we need to be thinking of ways to grow our membership, and with this objective, Don suggested giving an NCRS Concours judging presentation to other Corvette organizations such as the Solid Axle Corvette Club. The SCC Board of Directors positions were again discussed along with the need for significant recruitment. Several of the current board members indicated that they may not, or probably will not run in 2020. Allen then reported on Chevrolet's recent introduction of the C-8, which was held in Tustin and where he had been in charge of some invitations. Also, the recent passing of Carlos Vivas and the failing health of Les Rajczi were noted.

CLOSE MEETING

There being no further business, it was moved by Bob and seconded by Verity that the meeting be closed. The motion was approved and the meeting was closed at 8:34 PM.

SCC Chapter News



The Lake Tahoe Regional is fast approaching, scheduled for September 19-21, 2019 at the MontBleu Resort Casino & Spa, located at 55 Highway 50, Stateline, Nevada.

As of today, July 26th, we have cars registered for judging in every class except 1953-55 and 1973-82. That said, we welcome additional judging entries. Registrations for flight judging or PVs will be accepted through August 18. Registrations to attend will be accepted through August 31.

The block of rooms we have reserved at the MontBleu is available through August 18 so don't delay if you are thinking about attending. Please register online at: <https://www.ncrs.org/forums/register/event-subscription.php>

CHAPTER BADGES

\$5.00

Includes Shipping



Clip Type

Jerry Louer 425 Atwood Drive Corona CA 92879 951.734.9818
pnjlouer@sbcglobal.net



By Gary Hiltunen

On June 29th, a small but enthusiastic group of SCC members, Ed & Barbara Vignone, Don & Carol Troyer, Gary & Linda Hiltunen and Rich Norbrothen met at the Ronald Reagan Library in Simi Valley for a tour through history.

The library built on a 100-acre hilltop offers a timeline of Ronald Reagan's life, from his birth in Tampico, Illinois, to his career as a movie star, spokesperson for the General Electric Co., Governor of California and eventually the 40th President of the United States.

Some of the library highlights include an exact replica of the Oval Office complete with a jar of jelly beans, a piece of the Berlin wall and personal items of Ron and Nancy's many years together.

In addition, the Reagan Library includes the fabulous Air Force One Pavilion displaying the Boeing 707 used by six Presidents from Richard Nixon to George Bush.

The final leg of our journey through history was a special exhibit, "The World of da Vinci". The display included over two dozen recreations of fantastic machines from his Folios (notebook's).

I'm sure we all got in our 10,000 steps and what a great way to do it, with friends.



Maned Flight & a Double Continuous Organ created from da Vinci's folios



Mona Lisa

**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**

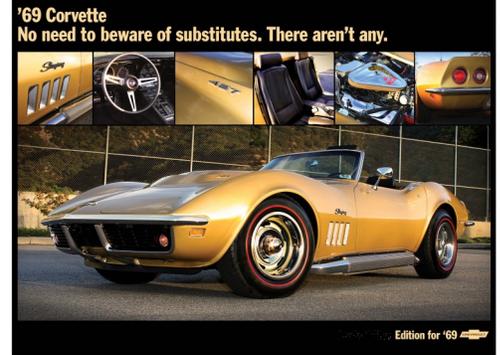


**Sales - Service - Parts - Restoration
714-630-0700 - CorvetteMike.com**



Members Classifieds

Corvette For Sale: 1969 427, 3x2 400HP, L68, Tri-Power, Convertible, 4-Speed, Side Exhaust, Riverside Gold. Top Flight! Every deduction from last Judging has been corrected. Original Born With Matching Numbers Drivetrain, Engine LQ code, M20 Trans. Original Bore Block! 3:55 Original Rear End, absolutely correct and beautiful. Correct, and date coded throughout! Every Part Restored to NCRS specs. Fiber-optics Nice and Bright. 44K miles! Side Exhaust (Original Factory Mufflers and Insulators that came with the car, not Repros. Has its Original Spare and Original Date Coded Jack. Dealer Installed L-88 Hood, Factory, not a Repro. Very Last of the 427 Tri-Power cars, last month of production. Link for hundreds of detail pictures available. \$79K OBO. Jamie Fiffles 818-246-5745, Jamiedfiff@aol.com



Corvette for Sale: 1966 194376S109366 327-350 HP Coupe, 4 speed, 60,000 miles, original numbers matching motor, drivetrain and interior, factory A/C, PB, PW and AM/FM, silver with black interior, original selling dealer invoice listing all options with matching NCRS selling dealer documentation, ownership history and original key, \$60,000. Orange County, California, Ted Wilm, Phone: 415-806-3403, Email: ted.wilm@pwc.com, Member #41786

Parts For Sale: Starter 1108430 for 71-75 350 with turbo. Has date for 73 or 74. 1988 Corvette Electrical Diagnosis Service Manual Supplement ST-364-88 EDM and Supplement ST-364-88S \$40. 1989 Corvette Service Manual ST-364-89 \$80. 1990 Corvette Service Manual ST-364-90 and Electrical Diagnosis Service Manual Supplement ST-364-90-EDM \$100. 1984-90 Front Spoiler, replacement used for a short time, \$40. Don Troyer 626 289 0904 atroyer2@earthlink.net

Parts For Sale: 1984-90 Front Spoiler, replacement used for a short time, \$40. Don Troyer 626 289 0904 atroyer2@earthlink.net

Parts For Sale: 1958-62 1 pair "New" Headlight bucket sub-bodies complete, 1961-62 Orig. Trunk Latch excellent cond., 1961-62 Trunk Latch Wire and retainer on lid, 1956-57 Brand New never used 2x4 Air Cleaner assemblies includes 2 Filters, 1959-62 Large O22 Brake Master Cylinder rebuilt and restored w/ stainless steel sleeve and correct Cap, 1961-62 #441 & #442 Original Horns rebuilt and restored, 1967 Original Big Block Hood, 1965-67 Original Small Block Hood, 1965 NOS Rocker Paned Moldings #3859798, 1963-65 NOS Corvette Stingray Rear Emblem #3797414, 1969-73 NOS License Lamp Assembly bezel #1919715, L1969-73 NOS Front Side Fender Emblem (Stingray) #3956216, 1968-72 NOS Low Beam AC Delco Headlight Bulbs #4001 part# 595601 in orig. AC Boxes, tested and working, 1965 Orig. Horns #487 & #488 dated 5-A-Z rebuilt and restored, 1963-67 Orig. Soft Top Rear Bow in excellent condition. Len 626-358-1466 NCRS #7644 L-SMarino@hotmail.com

Parts For Sale: 1963 T- 10 4 speed from Vin # 4086. Close ratio. Side cover 10-10-62, tail 9-28-62, main case K 16 , assembly date WL 2122, vin stamping 3104086. I bought this trans in the late 70's in the San Fernando Valley and never used it. \$1500. 1963 T-10 empty case. Main K 24 62, tail 9 27 62, side cover 10 19 62, bearing retainer 10-3-62, assembly stamping WL 52-2. No Vin \$425. 1965 Chevrolet master parts book \$40. 1968 Chevrolet master parts book \$40. 10-66 dealer master price schedule \$15. 1972 Chevrolet special equipment catalog and 1976,78 and 80 Chevrolet power service parts \$30 for all 4. 1966 390hp tach NOS \$100. 1963 steering wheels blue and black decent condition but worn mostly smooth \$90 each. Chip Werstein 818-554-6560 or chipsgarage@aol.com.

Parts For Sale: 1959L-62 Large "O22" Brake Master Cylinder, Rebuilt and Restored with stainless sleeve, 1961-62 #441 & #442 orig. Horns rebuilt and restored, 1965 #487 & #488 rig. Horns rebuilt and restored with Date 5-A-2, 1967 Orig. Big Block Hood, 1965-67 orig. Small block Hood, 1963-67 NOS Power Window Switch, 1966 NOS orig. Hub Caps, spacers, and Repro Spinners #3964518, 1965 NOS orif. Rocker Panel Moldings #3859798, 1963-67 NOS Deck Lid Latches #3838257 mint, 1963-65 NOS Corvette Stingray Rear Emblem #3797414, 1969-73 NOS License Lamp Assembly Bezel #1919715, 1969L-73 NOS Front Side Emblem (Stingray) #3956216, 1965-67 NOS Corvette outside Door Handles complete LH5718143 & RH5719142, 1959-61 orif. Crank Case Vent Tube w/ orig. Strap, 1968-75 NOS Low Beam A/C Delco Headlight T Blubs, #4001 #FF595601 in orig. boxes, tested and working, 1969 Carb rebuilt & restored #7029202 for 300HP Auto, date A-9, 1963-67 orig. soft Top Rear Bow in excellent cond.. Len 616-358-1433 NCRS #7644

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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 - August issue: April 10,

Volume 3. September - October issue: August 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 sccncrs@ncrs.org