

# The Bonding Strip



## Hunting for the Rare and Elusive Tanker

*Full Story page 6*



**SOUTHERN  
CALIFORNIA  
CHAPTER**



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## Welcome New Members



*Russ Ries & Jan Zander*

Please Vote for Mike Ingham our Region IX Director and current NCRS President for another term in office. The Ballot is in the Sep/Oct Driveline or Click on the following link: [www.ncrs.org/forums/register/vote.php](http://www.ncrs.org/forums/register/vote.php)

# SCC/NCRS 2020 Board of Directors



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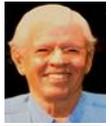
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This edition of the Bonding Strip has been designed for Internet optimization. There are links to Pages in the "Table of Contents", email addresses and webpages. For Microsoft OS, CTRL click or just click on the link. For the Mac OS simultaneously click with left & right Mouse buttons on the link.

**Photo Contributors:** Many thanks to GM, Michael Johnson, Ralph Haun, Ed Vignone, John and Sophia Tidwell who contributed photos for this publication.

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## CHAIRMAN'S REPORT

by Darold Shirwo



Your Executive Board and I continue to hope you are all doing well, staying healthy and doing everything you can to stay safe and keep others safe during this pandemic crisis.

This is most certainly a trying and frustrating time as we have had our hobby sidelined during these very active months when we should be enjoying the weather, friends and driving our Corvettes to events so that we can socialize with our fellow enthusiasts our friends. Other clubs have started to create ways to get together and we are trying to do the same thing.

As you see in the Bonding Strip calendar and elsewhere that in keeping with current state guidelines and the restrictions imposed we have canceled previously scheduled events not only on the chapter level but also on the national level.

The board will continue to monitor the ongoing developments regarding the crisis and if and when we see light at the end of the tunnel we will work toward reestablishing events.

Other chapters have been taking steps to initiated events that are in compliance with restrictions and as they develop we will work to the same ends.

We will continue to publish the Bonding Strip and we have asked for it before but if you have any articles that can be printed please contact Ed Vignone so he can put it/them in the Bonding Strip.

In closing I wish for you all to continue to be healthy, staying safe out there and doing your part to help us end this crisis and get our lives and hobby back on track.

As always - "Save the Wave".

### WE are SCC/NCRS

The Southern California Chapter represents members of the National Corvette Restorer's Society from the Central California border to the Mexican border. It was formed in 1981 and we currently have over 135 members.

Any membership inquiries and change of address should be sent to: Membership Chairman, Jerry Louer 425 Atwood Drive Corona CA 92879 951.734.9818  
[pnjlouer@sbcglobal.net](mailto:pnjlouer@sbcglobal.net)

For National NCRS profile changes to avoid missing Chapter news. Here is a link to your member profile:

<https://www.ncrs.org/forums/register/change-address.php>

Opinions stated herein are those of the authors and do not represent those of NCRS, Inc. or the NCRS/ Southern California Chapter.

Email is the method used to notify members of calendar changes and events that take place between issues of the Bonding Strip.

## Hunting for the Rare and Elusive Tanker

By Michael Johnson

When you ask Corvette enthusiasts what the most coveted Corvette would be to own, you will probably get as many answers as there are enthusiasts. It is something different to everyone, some go for a '57 fuelie, or a '67 L71, or a C3 ZR-1 or ZR-2, or a C4 ZR-1 or Grand Sport. C2 tankers catch my interest, the cars built with the 36.5-gallon gas tank in the rear that takes up most all the luggage space, at a \$202 price. Somehow the addition of that tank, and almost as importantly, the story of why anyone would order it, along with a host of other options, is intriguing to me.

They are quite rare Corvettes. Initially the big tanks were for special race prepared cars, with fuel injection, big brakes, HD suspension, and not many other options. The bigger tank allowed longer time on the track without refueling, but later became less popular with racers, due to weight distribution/handling issues, and more popular with other buyers for a variety of reasons.

They started in 1959, as an option with a 24-gallon tank, and no soft top was available with them since the tank took up so much space in a C1. No numbers are known for how many were produced for each year, until 1962, when it is known 65 of them were made, out of 14,531 total produced. For C2s, when the tank size went up to 36.5 gallons, there were 63 made in '63, 38 made in '64, 41 made in '65, 66 made in '66, and only 2 made in '67, as the big tank option was halted and fell out of favor it seems.

I first started looking for a tanker when several threads appeared on the NCRS TDB, where people were discussing their tankers. I started researching the critical characteristics and talking to people who owned them. I had contacted one member (an NCRS Southern California Chapter member, Marty McDonough) who had one and asked if he might want to sell. He said he was not interested, so time passed and I noticed him again talking about his tanker, but now saying he would be interested in a sale. I contacted him immediately, and we made a deal. It is an Ermine White '64 FI tanker, unrestored with low miles, but hard use in Ohio winters; it had the original window sticker, and some previous owner history, and had been owned by the current owner for 30+ years. My lessons in "Tankerology" came immediately into use.

Thanks to Bill Gould's research, I also contacted the 2<sup>nd</sup> and 3<sup>rd</sup> owners of the car, but alas the original owner had passed, and only stories from the 2<sup>nd</sup> owner about her (yes, a woman) existed, but also some great old pictures (Picture 1 shows owner #2 picking up the car) and



stories of the car in the '60s (Picture 2 shows the car after it was stolen in 1968 near Boston and painted with a black stripe on the tail and hood patches to camouflage it).

It turns out the car was originally owned by a lady in Cleveland, Ohio, where it was delivered at Humphrey Central Chevrolet. It has a list of 13 options on the window sticker, including J65 metallic brakes, 3.08 posi rear, leather saddle tan interior, power windows, and F40 suspension. When some probable Goodyear Blue Streak tires were swapped for the Power Cushions at delivery (shown in handwritten notes on the window sticker), the total was over \$6,000, quite expensive for the day. Chronographs were soldered on the speaker grill (still there and they still work) and an oil temp gauge was installed in the glove box door, along with an 8-track tape player and speakers cut into the tank cover, all installed by the original lady owner. All this led the former owners to conclude the car was ordered for competitive road rally duty, but no records have yet been found to prove that.

The car had been through 6 owners before me (one wrote a history of the car in Vette Views in 1977), but little had been done to it except maintenance (and some chrome plating of engine parts) over the years, and when things were replaced, like the shocks, brakes, and



rear leaf spring, the owner keep the original parts. It still showed all the original unique tanker marking, like the dyslectic backward "N" + "03"

put on the bodies in the lower body assembly process of the St. Louis plant (Picture 3 shows this marking on the back bulk head behind the tank, and the "364" body number), to mark it for numerous modifications and fabrications for the big tank in the lower body shop, before being mated with the birdcage and upper body section in the main line of the body shop, as so well described by John Hinckley. In restoring the engine, the original markings on the back of the heads were also visible, so the car is a great example of an original tanker. I have decided a full restoration will be done, and has just been completed, preserving as many of the original parts as possible, including the entire interior. But, in her unrestored state she won a high Top Flight at the Laughlin Regional, and, dressed in racing trim,

took the top award, the Denise McCluggage Award for vintage race cars, at the Santa Fe Concorso show, competing against Bobby Unser's Rislone Eagle that won the 1968 Indy 500 (Picture 3A)

It seemed like after all the due diligence and education on "Tankerology" I had done, thanks to the NCRS TDB, and talking with various tanker experts, that like potato chips, one would not be enough. I looked at numerous others, but wanted something a bit different, well documented, and of course not too outrageously priced, though that is relative in the tanker world. As luck would have it, a friend who knew of my search contacted me about a very different one for sale by the longtime owner. It was a total frame off restoration, and so unusual were the options, much more due diligence was required. It too was a '64 FI, but it



had J56 brakes, F40 suspension, TI, and P48 wheels among the 15 options it originally

came with. And it was Tuxedo Black exterior with a white leather interior (Picture 4). Speaking to former owners and verifying what was known, I couldn't resist it either. Unfortunately, the original owner, a naval aviator (Miramar Naval Air Station) in San Diego who ordered it through Guaranty Chevrolet and transferred to Ft. Carson, Colo., had passed, so no information about the why of ordering such an unusual car could be found, but a conversation with his brother revealed some interesting details about the car. It had sat in various stages of neglect (some outside) in Ohio since the mid 1970s, repainted resale red on the outside, but maintaining its' original white interior and many parts in boxes until it was restored in 2010 or so.



But just when I thought I had enough, another opportunity presented itself in the NCRS Classifieds, as by

now a friend in California was letting me know when something unusual was for sale. This was a silver/black '66 427 tanker (Picture 5) for sale by a long time NCRS member in Sacramento, California, who has owned it for the last 35+ years, and the original owner gave him a statement about the "why" of ordering the car. It says that he (a doctor in Tennessee) ordered it for his daughter for her high school graduation and he checked every option box he could see, which also required he order the 390 HP 427 since he wanted A/C. Yes, again a fully loaded car, this time with 18 options on the window sticker, and an unrestored car again with the tanker markings, but by '66 they had changed some. I really liked all the characteristics of the car, so made a deal. It turned out after all the previous owner research was finished, I was the 20<sup>th</sup> owner of the car, so the first 15 years of its' life it had 18 owners! The car was restored to its' former original glory and is my favorite driver now.

Soon another '64 tanker came on sale, again J56



brakes, P48 wheels, and a fuelie, with very low miles (13,000) and all original with a window sticker too (Picture 6). This one black with a silver interior, and ordered by a GM executive out of Denver, Colorado (Luby Chevrolet). I fell in love with it and a deal was done.



The same owner also had a '63 Z06 tanker (Picture 7), white with tan leather and ordered without a radio at Ernie Porter Chevrolet in Pasadena, and raced by the

[Continued on Page 8](#)

original owner around the California tracks for a few years. This car had a few more questions to answer and investigation to be done, so the process of buying it took a while, but eventually, a deal was made and it was in my garage, that by now was quite full.

I needed to build a new garage, so that was being done when I found (actually a friend convinced me it was) the perfect fit for my collection, 1 of 2 1967 tankers built,



this one white with bright blue interior, an L79, and most all options available (Picture 8). It was part of

the Richard Cohen Tanker Collection (Long Island Corvete Supply) that was sold when he passed away a few years ago. It won a Duntov back in the old days, 1990, but is still in perfect shape, well documented, and mostly original parts.

So now I have 6 tankers, all a bit different, but all have some things in common. They are all loaded up with options, and most likely the original owners wanted exactly that. They all come from long time NCRS member owners who treasured the cars. Only the white '64 and '63 Z06 were raced. I am busily taking all of them through NCRS judging, and really want people to see these unusual cars. The black/white '64 won a high Top Flight score at the Las Vegas Nationals, and the silver '66, white/tan '64, and black/silver '64 all won high Top Flight Regional scores. I hope to have them all through the Nationals soon, so please visit. This may be all the tankers I need for now; my garage is full and my wife says that is it. But.....if the right one comes along..... a '65 396.... who knows? I plan to take at least 3 of them to the National in Palm Springs (they had been entered for French Lick, but the plague hit) for judging, Lord willin' and the COVID creek don't rise.....

## Trivia Questions Nov 2020

1. The 1990 Corvette ZR1 had an LT5 engine which was designed by Lotus. What factory built the engine?
2. What are the years that Corvettes had no manual transmission?
3. First Corvette with independent rear suspension.
4. This C1/1953 – 1962? generation was often referred to as what?
5. The 1955 model offered what engine as an option?
6. What year was the Corvette completely redesigned with the addition of a duck tail with four round lights.
7. The 425 bhp (317 kW) 396 cu in (6.49 L) big block was introduced in what year.
8. In 1978, the Corvette's 25th anniversary was celebrated with a two-tone Silver Anniversary Edition and a what?
9. The original project name for the Corvette was?
10. The Corvette has been produced in what three different cities?

[Trivia Answers page 13](#)



# SCC/NCRS Spring Meet at Corvette Mikes

## Friday March 5 - 6<sup>th</sup>, 2021

Location: 1133 North Tustin Avenue,  
Anaheim, California 92807



Judging Questions: Beverly & John LeGate 408-981-1200, [beverlylegate@yahoo.com](mailto:beverlylegate@yahoo.com)

Due to the Covid-19 pandemic, our JUDGING schedule will be broken into two days of flight judging enabling our teams to social distance.

**Nearest Hotel:** Extended Stay America, 1031 N Pacific Center Dr., Anaheim, CA 92806. **Reservations:** 714.630.4006

### Schedule: Corvette Mikes

Friday Registration: Noon - 5 PM

Friday Flight Judging: 1 TO 5 PM Operations Check and Exterior to be completed.

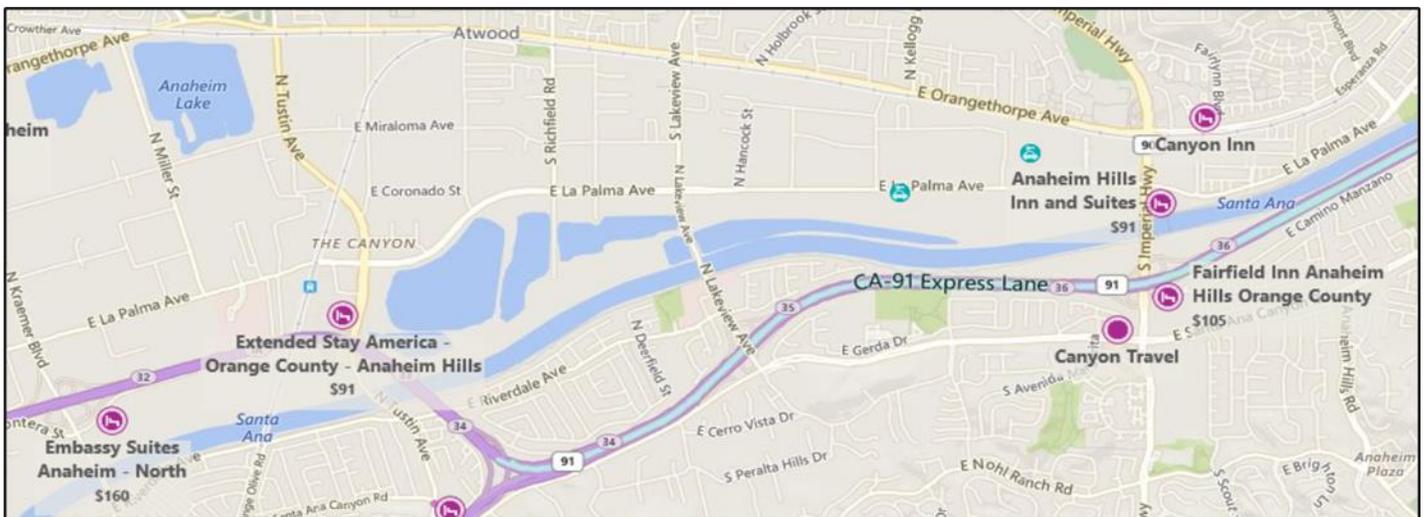
Friday Judging School: 4 - 5 PM,  
Subject **TBA**

Friday Night Dinner: **TBA**

Saturday Corvettes in place 8:00 AM  
Judging will begin 8:30 AM

Friday - Parking for flight judged cars overnight outside the showroom (Confirm with Beverly).

Trailer parking across the street directly where transporters park to deliver cars (Eagle Drive).



## The latest from TechCrunch

Kirsten [Korosec@kirstenkorosec](mailto:Korosec@kirstenkorosec) • August 28, 2020

### GM shifts Corvette engineering team to its electric and autonomous vehicle programs.



*2020 Chevrolet Corvette Stingray, Image Credits: GM*

GM is moving the engineering team responsible for the mid-engine Chevrolet Corvette to the company's electric and autonomous vehicle programs to "push the boundaries" on what its future EV battery systems and components can deliver, according to an internal memo.

The memo, sent by Doug Parks, GM's executive vice president of global product development, purchasing and supply chain, announced that the Corvette team would move from the automaker's global product team to the autonomous and electric vehicles program that is led by Ken Morris. The shift will go into effect September 1, according to the memo. The change was first reported by InsideEVs.

"General Motors is committed to an all-electric future. I'm excited to be putting the team that re-defined supercar performance, design and attainability in key roles to help us integrate and execute our EVs to those same high standards," Morris said in an emailed statement.

In the memo, Parks said the move will "help this already dynamic team further push the boundaries on what our future EV battery systems and components can deliver when it comes to excitement and thrilling performance for our customers.

The Corvette team is familiar with delighting customers and critics alike, having launched the mid-engine Corvette to world acclaim and becoming one of the most awarded cars in automotive history."

The change won't disrupt the entire Corvette team. Tadge Juechter will remain executive chief engineer for Global Corvette and will continue to lead the team as new variants hit the market. Corvette's chief engineer Ed Piatek will now be chief engineer of "future product" and will continue to report to Tadge. Under this new role, Piatek will work across the organization on future EV programs, according to the memo. Josh Holder, who has been Corvette's program engineering manager, will be promoted to chief engineer for Global Corvette, replacing Piatek.

The organizational change follows a series of announcements and investments from GM into electric vehicles and automated vehicle technology. In January, the automaker said it would invest \$2.2 billion into its Detroit-Hamtramck assembly plant to produce all-electric trucks and SUVs, as well as a self-driving vehicle unveiled by its subsidiary Cruise. GM will invest an additional \$800 million in supplier tooling and other projects related to the launch of the new electric trucks.

GM will kick off this new program with an all-electric pickup truck that will go into production in late 2021. The Cruise Origin, the electric self-driving shuttle designed for ridesharing, will be the second vehicle to go into production at the Detroit area plant. Last month, GM said it was on track to deliver 20 electric vehicles by 2023, most of which will use the company's new modular EV architecture, called Ultium.

GM is already building a nearly 3-million-square-foot factory that will mass produce Ultium battery cells and packs, the cornerstone of the company's strategy to bring those electric vehicles to market in the next three years. The Ultium Cells LLC battery cell manufacturing facility in Lordstown, Ohio is part of a joint venture between GM and LG Chem that was announced in December.

Classic Car or Model Unscramble (May be two words)	
SCRANBLED NAME or MODEL	UNSCRAMBLED NAME or MODEL
1. GESDERBUEN	
2. TECVREOT	
3. LSNAGWEVKO	
4. REFARIR	
5. TAYOOT	
6. MANNTOSRTAI	
7. BLYSE	
8. RHILABNOGIM	
9. RIVPEP	
10. MHREUM	
11. OROMEL	
12. DBELLMISOO	
13. GOEDD	
14. OSLYCRERLO	
15. KUTBADREES	
16. LAICCALD	
17. SPRHOCE	
18. CONTIPA	
19. ROLENEAD	
20. DORF	
21. LEAST	
22. APRKDAC	
	<a href="#">Answers on page 13</a>

***CHEVY HAS STARTED MAKING RIGHT-HAND-DRIVE CORVETTE C8'S FOR TESTING***

The Chevrolet Corvette C8 will be the first generation of the sports car to be available in right-hand drive from the factory for the United Kingdom, Japan, and Australia. A [newly released image from Chevy](#) offers our first look at the cabin. As you'd expect, it's the mirror image of what the rest of the world gets.

Chevy said that it made the decision to offer the right-hand-drive Corvette because offering only an eight-speed, dual-clutch gearbox made the process easier to swap the steering wheel. In addition, putting the engine behind the driver makes repackaging things at the front axle a simpler .

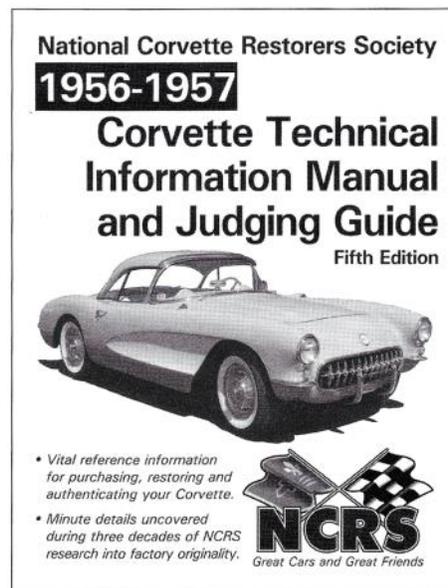
# BRINGING YOUR CAR TO NCRS STANDARDS

By Ralph Haun

I recently attended a meeting of the Solid Axle Corvette Club. There were a few nice Corvettes that I was admiring while speaking with the owners. Two of these owners who had very nice cars (and what I would call "drivers") stated that they were NCRS members, although not "active". When they found out I was also NCRS, both made the same comment. They said they would like to bring their cars up "to NCRS standards" and wanted advice on how to proceed. My advice to them and to anyone else interested is as follows:.

1. Obtain the Technical Information Manual and Judging Guide from the NCRS. You can order it by phone at: 513.385.8526 or online at: [www.NCRS.org/shop](http://www.NCRS.org/shop) as listed in your Driveline publication.
2. Go through this Judging Guide page by page and compare what it describes to your Corvette.
3. Make a list (I use notebook paper) of the all items you wish to improve. As you make these improvements, line out the item on the list (do not erase). Periodically, start a new list, transferring any unfinished items to the new list. I date and save my old lists so I can easily see what I have done.
4. If you wish to make your car even better, you can attend the judging events that your NCRS Chapter puts on a couple of times each year. Talk to the Judging Chairman and tell him you would like to be an "observer judge". You will then work with two experienced judges on judging cars like yours - and you can judge with any of five teams (interior, exterior, chassis, mechanical, or operations). You will be awarded "points" each time you do this and after enough experience you may become a judge yourself. This is a great way to make your car one of the best.

I hope this helps. I would not have even thought to mention it had I not been asked this same question.



*Editor Note: Ed Vignone, [vignone@ieee.org](mailto:vignone@ieee.org)*

**2021 Corvette Guide is Available. A link to Corvette Order Guide is: <https://www.corvetteblogger.com/docs/2021-Corvette-Order-Guide.pdf> or send me an email request at [vignone@ieee.org](mailto:vignone@ieee.org) and I will send you this 50 page document.**

**ANSWERS to UNSCRAMBLLED NAME or MODEL**

**1. DUESENBERG**

**2. CORVETTE**

**3. VOLKWAGEN**

**4. FERRARI**

**5. TOYOTA**

**6. ASTON MARTIN**

**7. SHELBY**

**8. LAMBORGHINI**

**9. VIPER**

**10. HUMMER**

**11. LOREMO**

**12. OLDSMOBILE**

**13. DODGE**

**14. ROLLS ROYCE**

**15. STUDEBAKER**

**16. CADILLAC**

**17. PORSCHE**

**18. PONTIAC**

**19. DELOREAN**

**20. FORD**

**21. TESLA**

**22. PACKARD**

**Answers to Trivia Questions Nov 2020**

**1.A: Mercury Marine's in Stillwater, Oklahoma.**

**2. A: 1953, 1954, 1982, 2020**

**3. A: 1963**

**4. A: The "solid-axle" models**

**5. A: A 265 cu in (4.34 L) V8 duck tail with four round lights.**

**6. A: 1962**

**7. A: 1965**

**8. A: A Pace Car for the Indianapolis 500.**

**9. A: "Project Opel"**

**10. A. Flint, Bowling Green, and St. Louis**





# SOUTHERN CALIFORNIA CHAPTER



**PLEASE JOIN  
OUR CHAPTER  
AS  
JOE LEMAY  
PRESENTS:**

## **"GETTING THE EASY & INEXPENSIVE POINTS"**

THIS IS AN **NCRS ONE POINT JUDGING SCHOOL**

**OCTOBER 31<sup>ST</sup> @ 9 AM ON ZOOM**

NCRS REGISTRATION WILL BEGIN ON OCTOBER 1<sup>ST</sup>. OUR NCRS MEMBERS WILL REGISTER ONLINE (JUST AS YOU HAVE IN THE PAST ON THE NCRS NATIONAL WEBPAGE.) AN **APPROVAL EMAIL CONFIRMATION** WILL BE SENT TO YOUR NCRS EMAIL. THE INSTRUCTIONS FOR JOINING OUR ZOOM JUDGING SCHOOL WITH A LINK TO THE ZOOM PRESENTATION WILL BE SENT TO YOU.

QUESTIONS: JOE LEMAY 714-720-4853 OR BEVERLY LEGATE 408-981-1200



### **Members Classified**

**Parts For Sale:** July 59 T-10 Restored \$1400, "2268" Generator w/4" Pulley Rebuilt \$400, NOS 62 Grille in Box \$500, "553" Bellhousing No cracks or Repairs \$375, "461X" Heads J-4-1 & J-12-1, J-16-1 & J-17-1 Magged OK \$750pr, 58-62 Kick panels pair w/ Speaker Holes \$60 Contact: Don Goodwin Member #3195 at, [goodwin@dslextreme.com](mailto:goodwin@dslextreme.com)

**Parts For Sale: REPRODUCTION 1953 to 55 EXHAUST EXTENSION** **First style**, short extensions, were used from 1953 to 1954 (vin # 2628).. \$875.00. **Second style**, long extensions, were used after vin #2628 in 1954 thru 1955. \$1525.00. Both styles are made from extruded polished stainless steel, as original. The long extensions have the correct rolled end and metal formed deflector.

They all have correct appearing insulators with a die formed steel reinforcement and brass adjusting tabs. **I reproduce these myself here in the US.** Gary Hiltunen Member #3642. For photos and any questions email : Gary at [polowhite53@gmail.com](mailto:polowhite53@gmail.com).

## **SCC/NCRS BOARD MEETING**

August 10, 2020

The Zoom Meeting was opened at 4:05 pm.

### **BOARD IN ATTENDANCE:**

Darold Shirwo, Don Troyer, Ralph Haun, Gary Hiltunen, Verity Hobbs, Harry Inman, Bev LeGate, John LeGate, Jerry Louer, Pat Louer, Rob Myrick, Barbara Vignone, Ed Vignone

GUESTS: Joe LeMay

Secretary's Report: Moved by Bev, second by Jerry to approve. Report approved.

### **Treasurer's Report:**

Verity reported we are solvent. Ralph moved to accept the report and Harry provided the second. The report was accepted. There was discussion regarding an ad for which we have not received payment. Verity will send one more invoice and then we will drop the ad if necessary.

### **Officers' Reports:**

Membership - Jerry reported we are at 137 members. He has sent out membership information to 13 perspective members.

Judging – Bev reported she talked with Joe LeMay. (He is expected to sign on later in the meeting,) He will send Ed information to send to members regarding a tech video session. The joint activity with SACC at the Automotive Museum in El Segundo is still on our calendar, although we are not sure if the Museum will be open in November. Bev reported that the Arizona Chapter will have a Fall meet with cars located in separate garages. We will monitor their results to see if it is something we would want to consider.

### **Old Business:**

Bonding Strip – Ed reported that it should go out by next week.

Future Events - On hold during the Covid-19 restrictions.

Holiday Brunch – Additional planning was tabled until we were closer to the date. If held, we will charge \$25 per person and Ed will send out a flyer to all members.

Spring Meet – The Meet is scheduled for March 5th and 6th in Long Beach. We will cover this during “Old Business” at a future BOD meeting.

By Laws – Barbara moved the By Laws be accepted as presented. Harry provided a second. By Laws were accepted. Ed will send page for Darold's signature.

### **New Business:**

Charitable Donations: Gary suggested we make donations to local food banks as this is a particularly difficult time for many. Barbara and Ed will determine what needs to be done to receive National matching funds. We need to identify local food banks for the next Board Meeting. Discussion was tabled until our next meeting.

Presentation: Barbara suggested Gary Hiltunen do the presentation for our Board that he presented at the NCC meeting. Gary said he could have it ready for our next meeting. Rob Myrick informed us about full screen format to make a presentation easier to see.

Video Judging School – Joseph LeMay will put together information for a 1 point judging school lasting about 1 hour on Saturday, October 10th. He will look into it for our next meeting. Ed will send a flyer requesting member input. Joe will send details to Ed.

Close Meeting: Jerry moved, and Ralph provided the second to close the meeting. The meeting was adjourned at 4:45 pm.

The next meeting is scheduled for September 14th at 4 pm.

Respectfully submitted,

Barbara Vignone, Secretary

## **SCC/NCRS BOARD MEETING**

September 14, 2020

The Zoom Meeting was opened at 4:05 pm. by Jerry Louer

### **BOARD IN ATTENDANCE:**

Don Troyer, Ralph Haun, Gary Hiltunen, Verity Hobbs, Harry Inman, Bev LeGate, John LeGate, Jerry Louer, Pat Louer, Barbara Vignone, Ed Vignone

GUESTS: Ted Wilm

### **Secretary's Report:**

Moved by Ed, second by Ralph to approve. Report approved.

### **Treasurer's Report:**

Verity reported we are solvent. Barbara moved to accept the report and Harry provided the second. The report was accepted.

### **Officers' Reports:**

Membership - Jerry reported we are at 137 members.

Judging – As of now, there are 6 cars and 23 judges registered for the Spring Meet.

### **Old Business:**

Bonding Strip – Ed is working on the next Bonding Strip and it should go out early.

Future Events - On hold during the Covid-19 restrictions.

Holiday Brunch –Additional planning was tabled until we were closer to the date. Verity reported that the Spaghetti Factory only needed one-week notification to cater.

Spring Meet – The Meet is scheduled for March 5th and 6th in Long Beach.

### **New Business:**

Nominations for 2021: Barbara received one nomination for the coming year's Board.

Board of Directors 2021: The Board was asked if they were planning to serve next year. Don replied he would not, and he was not interested in serving in another position on the Board.

Region IX Representative: Everyone was encouraged to vote for our Region IX representative. Mike Ingham is running unopposed. Ed will print a reminder in the Bonding Strip.

Charitable Donations: After discussion, Gary suggested we donate \$500.00 to the Second Harvest Food Bank. Ed moved and Ralph provided the second. It was approved unanimously. Barbara will send the information to Joan Burnett to have the charity approved for matching funds.

Award Committees: A Committee is needed to consider the Distinguished Service Award and Support Team Achievement Award. Jerry asked for volunteers. Verity, Barbara and Bev volunteered.

Remembrance: We received the news that Dick Wittington, a long-time active member of NCRS, recently passed away. Ed will include a remembrance in the Bonding Strip.

Presentation: Gary Hiltunen gave a presentation on '53 to '55 exhaust extensions. Thank you, Gary, it was highly informative.

Ralph moved to close the meeting and Ed seconded the motion.

The Zoom Meeting was adjourned at 4:48.

The next meeting will be on October 12th, 4p.m. Zoom Time.

Respectfully submitted,

Barbara Vignone, Secretary

### **Dick Whittington Obituary**

October 14, 1945 ~ September 12, 2020 (age 74)

Mr. Richard Odell (Dick) Whittington, age 74 of Wilkesboro passed away Saturday, September 12, 2020 at Wake Forest Baptist Health in Winston Salem.

Dick was born October 14, 1945 in Wilkes County to Odell Whittington, Jr. and Grace Dean Rhodes Whittington.

He is survived by his wife Reba Hawkins Whittington and sister Susan Whittington.

He was a long time NCRS (member of the Year in 1997) and Carolinas Chapter. He served as NCRS Region IV director, Life member of the National Corvette Museum, National Auctioneers Association and a number work related Associations. The NCRS community will miss Dick!



## My Early California Racing & NCRS

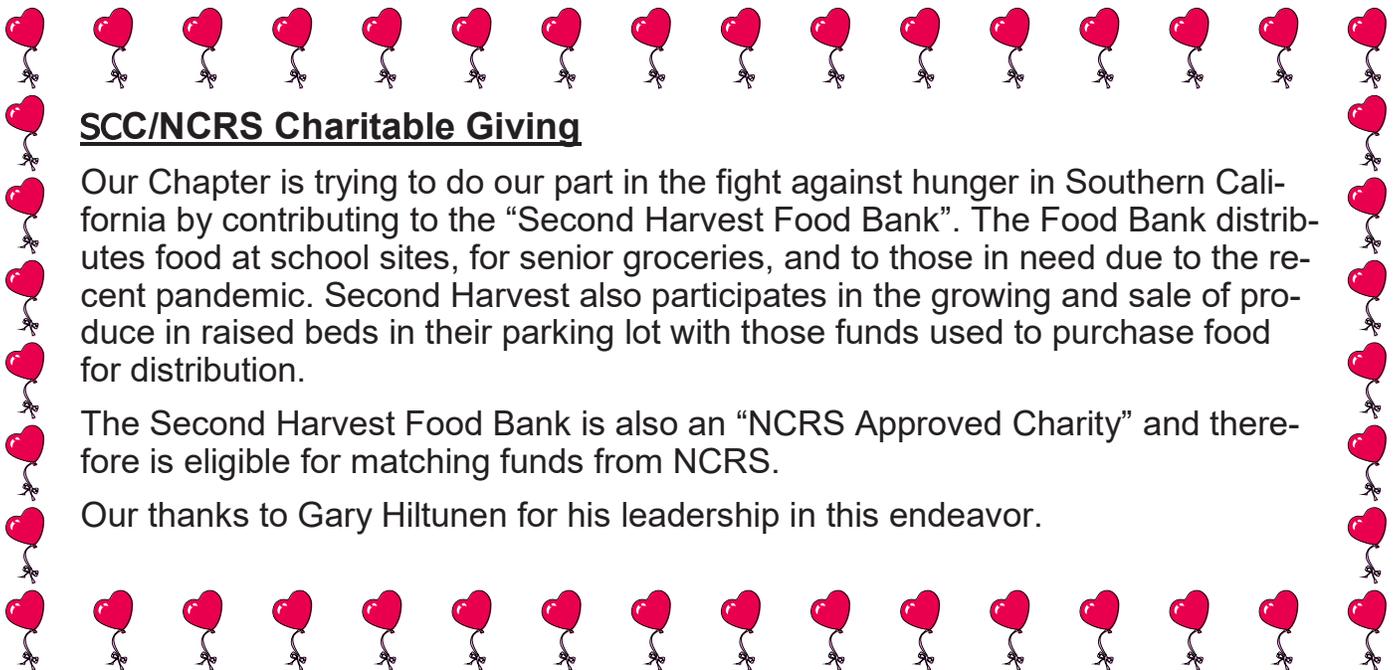
By Ralph Haun

My fascination with cars started when I was just a kid, and long before I could drive. I remember when I was eleven or twelve, my mother got a new Ford coupe. I secretly loaded the trunk full of exceptionally large rocks - as I loved the car but just knew it would look better if it were lowered. I got in big trouble. Starting about age fourteen, I would regularly walk a couple miles to hang out at the racing garage of Ak Miller. Ak was a very well known racer and was one of the founders of the National Hot Rod Association (NHRA); he was also a founder of the Southern California Timing Association (to this day they put on California Dry Lake's Racing and co-sponsor Bonneville); plus he was a founder of a local car club called the Road Runners. Over time I joined all three and remain a Road Runner and NHRA member today. Ak was famous for his land speed racing, his Pikes Peak racing, plus racing in Italy and Mexico. He was also called "The Best Hot Rodder in the World" by Hot Rod Magazine. At his garage you would regularly find famous racing personalities like the Unser brothers, Wally Parks, and many others. Ak built fast cars - and I had a lot to learn. Later I began participating in organized racing, plus a little "organized" street racing. My third car was a used Fuel Injected '58 Corvette. I modified the engine plus did some other modifications in my home garage. I had Ak rework the heads and I used a Clay Smith cam, although I kept the displacement at 283CI. In 1961 it achieved an SCTA land speed record of 142.40 MPH at California's El Mirage Dry Lakes *standing* mile; a record of 126 MPH in the half mile; and it was also a regular at the drag strips. My friend and I painted this car in the friend's home garage with 22 coats of hand rubbed lacquer. It was my daily driver and weekend racer. My future wife and lifetime companion Diane, who also liked cars, was originally attracted to me because she noticed the Corvette - proving, I think, that good cars can bring good luck. Today, the '58 can be found in The Registry Of Corvette Race Cars, C1 Solid Axle, page 7. [www.registryofcorvetteracecars.com](http://www.registryofcorvetteracecars.com)

Fast forward to about 2004. By this time I had obtained a Master's Degree, served in combat (Vietnam), and pursued a career in business. Although no longer an active racer, as a "car guy" I had owned a number of desirable & pretty fast cars including hot rods. I decided I wanted another C1 Corvette and found a '57 that I liked. It was for sale at Corvette Mike's here in Southern California. The car was built in late May of '57, was fairly solid, ran OK, and had a nice paint job. It turned out that in spite of its selling points, there was not too much that an NCRS judge would like about it. It still had its original four speed, but the injection unit was gone, lots of things were worn out, the replacement interior was rather poor, the suspension had been changed, etc., etc. You get the idea. The new paint job was actually too nice as it was a two stage, plus some prior body damage had been repaired poorly. But it was a west coast car and had very little rust. Having been away from Corvettes for many years, I bought it, and then joined the NCRS as well as the Solid Axle Club. I started to OJ with the NCRS to learn more about my car, and over the following ten years I would work as time permitted to bring the '57 to NCRS standards. What you see in the pictures is that it is a black '57 fuelie with red interior. What you do not see in the pictures is that it is 283HP, 4 speed, 4:11 Positraction with both tops. Only 6339 1957 Corvettes were built, and of those only 713 had the 283HP Fuel Injected engine. In June of 2011 the car received a 98.8% Chapter Top Flight. In 2012 it earned a 98.4% Top Flight at the San Diego National Convention, and then it achieved the required 100% PV Award on the first try at Lake Tahoe in 2013. This dreaded "PV" included driving

the ten mile road test over “Kingsbury Grade” at 7300 plus feet in altitude. Not bad for a fifty six year old car with the first year of mechanical fuel injection – (which did need a little adjustment the prior evening for the high altitude). It then received its *Duntov Mark of Excellence Award* in 2014 at the Kansas City National. This was only the 58<sup>th</sup> Duntov ever awarded to a 1957 Corvette. The judging score was 98.99%. I like to call that 99% (and it’s hard to get all the needed credits when you have two stage paint). Another good thing that came from all this was the knowledge gained by the owner. Being a person who has always worked on my own cars, I did all the work that was not too difficult. The harder work that maybe required a lift, or the very technical stuff - I let others do. These others include Jeff Reade, Chip Werstein, Doug Prince, Al Knoch, Mike Vietro, Kye Yeung and Daniel Espino. I give them all my sincere thanks. And I want to thank NCRS Team Leaders John St. Peter and Dave Heitzman who gave me some schooling along the way. Also, my thanks go to Dave Ewan, who is possibly the most knowledgeable ’56-’57 Mechanical Team Judge in NCRS history. All these people helped me earn these awards in one way or another. The parts needed were mostly found in The Driveline, on E-bay, and from David Sokolowski, plus a few other sources. Finally, I would also like to note the many terrific people I have come to know and the friends I have made in the NCRS - which is like a large fraternity. Good memories have been created.

When the ’57 received its Duntov, it seemed there was not much left to do, but after having helped me search for over a year and a half, Jim Gessner - well known and respected in Corvette circles, found what I wanted, a 1967, big block 400 HP, air conditioned convertible. It is fully documented with all owner history, tank sticker, car shipper, POP, and it includes most service records. Further, it is fairly low mileage with a seemingly never hit body in very original condition – and it still has the original factory frame stencil and most of the original frame markings. To top it off, it has a rare group of desirable factory options and after only a few months of pretty steady work, this ’67 received a 98.4 Top Flight Award at our recent local chapter event, plus it has also achieved the Bloomington Gold Award..... *So the fun continues – which also reminds me of a quote by John Hennessey - - “Never Lift”.*



### **SCC/NCRS Charitable Giving**

Our Chapter is trying to do our part in the fight against hunger in Southern California by contributing to the “Second Harvest Food Bank”. The Food Bank distributes food at school sites, for senior groceries, and to those in need due to the recent pandemic. Second Harvest also participates in the growing and sale of produce in raised beds in their parking lot with those funds used to purchase food for distribution.

The Second Harvest Food Bank is also an “NCRS Approved Charity” and therefore is eligible for matching funds from NCRS.

Our thanks to Gary Hiltunen for his leadership in this endeavor.

## ***FUTURE CORVETTE INFORMATION***

**Motor Trend (™) reported recently that The 2022 Z06 is coming and it'll be motivated by a powerful DOHC V-8 engine.**

### **“2022 Chevrolet Corvette Z06: Twin-Cam, Flat-Plane**

Unlike the LT2 engine of the Stingray, the Z06's V-8 will forgo pushrod valves and a cross-plane crank for dual-overhead cams and a flat-plane crank. The resulting engine should possess the rev-happy nature and aural thrills of the mechanically similar V-8 in the Corvette C8.R race car.



While we originally believed the Z06 would embrace forced induction by way of two turbochargers, a source within Chevy recently informed us such a setup will be reserved for the more powerful C8 ZR1 and Zora models, the latter of which is due to embrace a gasoline-electric hybrid powertrain. Instead, the Z06 will pack a naturally aspirated 5.5-liter V-8 aft of its cabin. Thanks to its race-car-like construction, the more than 600-hp engine is due to spin its crankshaft to an insane 9,000 rpm. How Chevy will quell the powerplant's vibration (an inherent issue of V-8s with flat-plane cranks) remains a mystery. Nevertheless, we're sure the bow-tie brand's learned a few tricks from the C8.R's 5.5-liter engine.

### **2022 Chevrolet Corvette Z06: Carbon Fiber Fever**

In addition to the added power, the 2022 Corvette Z06 will welcome a number of weight-saving measures. Don't worry, creature comforts will still abound, and there's no indication the Z06 will ditch the likes of the Stingray's large digital gauge cluster or touchscreen infotainment system.”

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## C8 News

### 2021 Corvette Right Hand Drive, the United Kingdom, Japan, and Australia

GM has announced that the Chevrolet Corvette C8 will be the first generation of the sports car to be available in right-hand drive from the factory. A newly released image from Chevy offers our first look at the cabin. As you'd expect, it's the mirror image of what the rest of the world gets.

Chevy said that it made the decision to offer the right-hand-drive Corvette because offering only an eight-speed, dual-clutch gearbox made the process easier to swap the steering wheel. In addition, putting the engine behind the driver makes repackaging things at the front axle a simpler job.

Chevy Has Started Making Right-Hand-Drive Corvette C8s For Testing.

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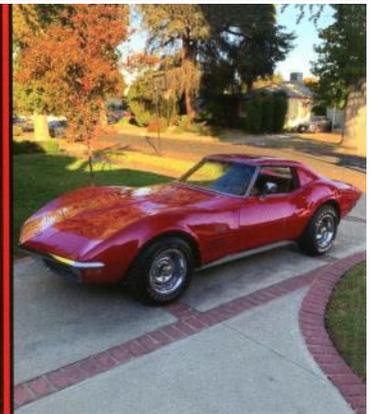
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1/4 Page (3.75 x 2.25")	\$75.00	\$20.00

**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 - 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 at [vignone@ieee.org](mailto:vignone@ieee.org). Preferred media for submissions is by e-mail and attachment, or by mail on computer disk or Flash Drive in MS Word® or its equivalent.