

The Bonding Strip



My Friend Jay Leno
By Mike McCloskey
Story on page 12



**SOUTHERN
CALIFORNIA
CHAPTER**



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This edition of the Bonding Strip has been designed for Internet optimization. There are links to Pages in the "TOC" (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.

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Welcome New Members



*Jim Press, Jim Wheeler, Keith Graham,
Daniel & Kristine Miller & David Lockwood*

SCC/NCRS Calendar 2021

	04-09-2021 - 04-10-2021 Florida Chapter 2021 Spring Event
	04-23-2021 - 04-24-2021 Northern California Chapter 2021 NCC Spring Judging Meet
	04-24-2021 Heart of Ohio Chapter NCRS Virtual School - Glove Box #2
	05-11-2021 - 05-12-2021 Arizona Chapter Arizona 2021 Mini Regional PV Meet
	05-13-2021 - 05-15-2021 Arizona Chapter 2021 Regional
	05-14-2021 - 05-15-2021 New England Chapter May 2021 Meet
	05-21-2021 - 05-22-2021 N Central Chapter 2021 Spring Chapter Meet
	05-22-2021 Adirondack Chapter 2021 Adk Chapter Spring Meet
	05-22-2021 Texas Chapter 2021 TX Chapter Meet - DFW
	06-04-2021 - 06-05-2021 Wisconsin Chapter WI Chapter Judging Meet
	06-08-2021 - 06-09-2021 Heartland Chapter Heartland Mini Regional PV Meet
	06-10-2021 - 06-12-2021 Heartland Chapter Heartland Regional
	06-11-2021 - 06-12-2021 Northeast Chapter 2021 Spring Meet
	06-26-2021 Texas Chapter 2021 TX Chapter Meet - Houston
	07-18-2021 - 07-22-2021 2021 National Convention- Palm Springs
	10-15 & 16-2021 SCC-NCRS Fall Meet Buellton, CA

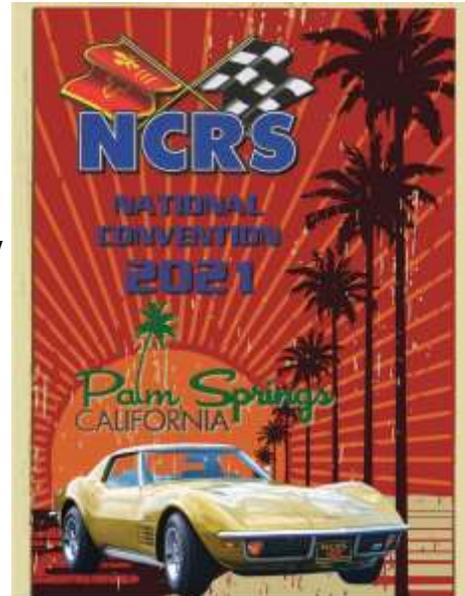
WHAT ARE THE 9 CHANGES IN THE LOWER PHOTO (Answers page 28)



National Convention Update from Mike Ingham NCRS President

NCRS Members,

I thought perhaps a brief update on our Convention in Palm Springs this July might prompt some of you to get off the fence. The NCRS Board is proceeding on the basis that the Convention will happen as planned. John Tidwell and I met with the Renaissance Hotel and Palm Springs Convention Center staff in mid-March to confirm some details and see how they are handling compliance with COVID-19 restrictions. We came away from those meetings feeling very positive about the Convention. The day after our meetings, the Palm Springs area moved into California's "red" tier, permitting limited indoor dining at restaurants once again, and as of today the area is poised to move into the "orange" tier. Barring a significant reversal in the COVID-19 trends here in California, we expect continued progress into even less restrictive tiers by July. If you have taken a "wait and see" attitude we certainly understand, but you risk nothing out of pocket by making your hotel reservation, and if you register for the Convention and then decide not to attend, your monies will be refunded promptly. The Convention is going to happen and I am looking forward seeing many of you in Palm Springs.



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C1 Fuel Gauge Troubleshooting

By Darold Shirwo

A while ago when I was getting one of my '57s ready for judging the fuel gauge was not working correctly so with my previous work experience I was able to diagnose the problem. I had worked for Stewart Warner in Chicago as an engineer in the instrument division from 1960 to 1965 and I was responsible for design, troubleshooting, quality control, redesign and customer service of all instruments Stewart Warner made including, all dash gauges, speedometers, sending units and electric fuel pumps. I also had the great pleasure of being the primary servicing engineer for Harley Davidson speedos and I got to go to Milwaukee every month to their plant and play with their goodies.

Considering my extensive experience in gauges, I took on the fixing of my '57s Fuel gauge - as a side note I also had to fix the Fuel gauge on one of my '54 Oldsmobile's but since the Oldsmobile sending unit was on top of the tank and to get to it the tank had to be dropped so the Corvette was a lot easier.

Understanding that the fuel gauge is one of the most important gauges in the instrument panel and it is simple in both function and operation. When it is not operating properly, it seems to be a big mystery - but it's not. Test the basic parts of the circuit and you can easily identify the problem. The early, early Vettes (53, 54 and first 55s) had a 6 volt system and if your vehicle has been changed to 12 volts from 6 volts, you must not hook up the fuel gauge directly to 12 volt power. It is a very sensitive gauge, and the windings will be damaged by 12 volts and you must use a special fuel gauge resistor to protect the original 6 volt fuel gauge that will be running in a 12 volt system.



All Corvette fuel gauges from the 1953 to the 1960's operate on a 30 ohm scale. At zero ohms from the sending unit, the dash gauge should read Empty; at 30 ohms it should read Full. It is vital that the sending unit is matched to the dash gauge. If you decide to or are using an aftermarket fuel gauge in the dash, you must have a sending unit that has a matched ohm rating or it will not function properly. The sending unit is merely completing the circuit for the dash gauge by grounding it to the chassis, just like a light bulb must have a ground to operate, the fuel gauge must also be grounded to operate. As the float arm is raised, the resistance is increased, until (at the top) the resistance should be 30 ohms (Full). At the bottom, resistance is zero (or completely grounded) and should indicate Empty on the dash gauge.

TESTING

If your gauge reads: "FULL AT ALL TIMES"

A. Probable Causes

1. Wire from dash gauge to sending unit is broken and/or the connection is corroded (not making good electrical connection);
2. Resistance wire inside sending unit is broken.
3. Sending unit is not properly grounded to tank or tank is not properly grounded to chassis.

B. Testing

1. Remove the wire from the contact stud on the sending unit and ground it to the chassis. If the gauge now reads Empty; the trouble is either poor grounding of the sender or a bad sending unit.
2. If the gauge still reads Full, touch a grounded test wire to the sending unit terminal on the back of the dash gauge. This terminal is often marked with a red tag. If the gauge now reads Empty, the wire from the dash to the sending unit is broken or the connection to the dash gauge is corroded.
3. With the sender removed from the tank, connect an ohm meter to the sending unit (one lead to the contact stud and one to the housing) and check the resistance of the sender as you manually raise and lower the arm. This reading should be 0 to 30 ohms (or very close).
4. If none of these tests finds the problem, the dash gauge is the problem and should be rebuilt or replaced.

C. Repairs

1. Make sure that a good ground is present at the dash gauge and at the sending unit. Run a separate ground wire to the chassis if necessary.
2. Sliding contact arm may not make good contact to the resistance wire windings in sender. If you are experienced with electrical repairs, you may be able to clean the wiper and resistance wire coil or replace the wire. Otherwise send the unit to a specialist or replace the unit. Check for good ground at sender body and Fuel tank.

If gauge reads: "EMPTY AT ALL TIMES"

A. Probable Causes

1. Wire from sender to dash gauge is shorted to ground.
2. Sending unit IS shorted internally.
3. Float in sender is defective.

B. Testing

1. Disconnect wire from sending unit at tank. If gauge now reads Full, the trouble is in the sending unit.
2. Disconnect sender terminal wire at dash gauge. If gauge now reads Full, the wire to the sending unit is shorted to ground and replace wire.

C. Repairs

1. Look for broken or loose wire in the fuel gauge circuit and within the sending unit.

Note: GM dash gauges are interchangeable by exchanging the face of the gauge to retain the original appearance. Also, many GM sending units will interchange by modifying the float arm. Original sending units can often be repaired. Check to make sure that the proper 6 or 12 volt power is present at the ignition side of the dash gauge. If changing from 6 volt to 12 volt, be sure to install a special fuel gauge resistor inline before hooking up to 12 volts. Make sure to have a good ground at the sending unit, fuel tank and the dash gauge.

2021 SCC/NCRS SPRING MEET AT CORVETTE MIKE'S

There was Definitely Some Happiness in the Air.

I can't put my finger on it, but there is something to be said of breathing fresh air. Even though thru a mask! FINALLY, we are outside!

Mike Vietro, Corvette Mike and staff hosted our Southern California Real Early Spring Meet and again proved HE IS "The Leader of the Pack". Mike's a true Corvette enthusiast. He allowed a large group of *masked* people to flock to his Anaheim location. I think we were all so happy to be outside breathing fresh air and shooting the breeze and kicking the tires we didn't care we were wearing a mask. We had seven cars originally held over from our 2020 cancelled meets. The year we will never speak of again. We are so done with last year. Four of our seven cars arrived at our meet. What a beautiful day and beautiful cars. Parking the cars in Corvette Mike's Showroom was really appreciated by our Owners!

I would like to thank Joe LeMay for keeping us masked, six feet apart, mostly, and realizing the importance of protecting our younger members. Lunch was served and again we did the best we could to all social distance and give each other space. At least you weren't bumping elbows.

Because we did Exterior and Operations on Friday, there were just three sections to complete on Saturday. This seemed to help us again to social distance rule.

I must compliment every single member who attended. There were no complaints of the mask, social distance, my temperature check etc. So, thank you everyone for coming together and helping each other and watching out for each other. Maybe it was just getting together in the fresh air. There was something happy in the air.

Thank you, Mike Ingham for driving down and helping as our Team Leader on Friday and Chassis on Saturday.

Thank you, Barbara Vignone for arriving early and serving our Starbucks Coffee to our members.

The Tabulators headed by Pat Louer had us done Saturday so early – great job! Thank you – all Tabulators!

The Judges – all 29 Judges and OJs were our rock. Thank you to all our Judges! Each Judge present received our Chapter Judging Pins. If you went home early, we are keeping a list to catch up with you. Thanks Jerry Louer!

The Southern California awarded Mike Vitro the first "Chapter Recognition Pin" for his continuous Chapter support.

The Owner's – what a great group of Owners. Without the Owners, we would not have a meet. Thank you - Owners!

NCRS SOUTHERN CALIFORNIA SPRING MEET AT CORVETTE MIKE – ANAHEIM

March 5th & 6th, 2021

FLIGHT AWARDS

<u>OWNER</u>	<u>YEAR</u>	<u>AWARD</u>
Mike McCloskey	1954	Top
Robert Weinstein	1955	Top
David Bogosian	1956	Second
Mike Vietro	1963	Top

SPORTSMAN AWARDS

Joe LeMay	1957
Wayne Foss	1958
Don Goodwin	1962

Richard Bach 1967
 Glenn Nutting 1972
 Patricia Kemple 1992
 Dana Richard 2003
 Larry Guevara 2016
 Mitch Guimarin 2019

THE ICE & WATER MEN – THANK YOU!

Jack Cox & Jack Knish

THE JUDGING SCHOOL – WHAT BEV HATES
 DOS AND DON'TS

It's a secret!

FIVE-POINT FLIGHT JUDGED MEET COM-

PLETED - THANK YOU ALL!!

CUP CAKE AWARD CONGRATULATIONS
 JUDGES!

<u>NAME</u>	<u>ACHIEVEMENT</u>
John Piovesan	200 CLUB
Russell Love	100 MASTER JUDGE
Dana Richard	100 MASTER JUDGE

We look forward to seeing you for our Fall Meet with the location TBA. Our dates are October 15th & 16th. So please mark your calendars. If you are attending the Arizona Regional and the Palm Springs National Convention, we will see you there!



Mike McCloskey Top Flight 1954 Corvette



Mike Vietro Top Flight 1963 Corvette



Richard Weinstein Top Flight 1955



David Bogosian 2nd Flight 66

SPORTSMAN AWARDS



Joe LeMay 1957



Wayne Foss 1958



Larry Guevara 2016



Mitch Guimarin 2019



Dana Richard 2003



Richard Back 1967



Patricia Kemple



Mike McCloskey presents Mike Vietro the first "SOUTHERN CALIFORNIA MEMBER RECOGNITION AWARD PIN" for his continuous contributions to SCC & NCRS .



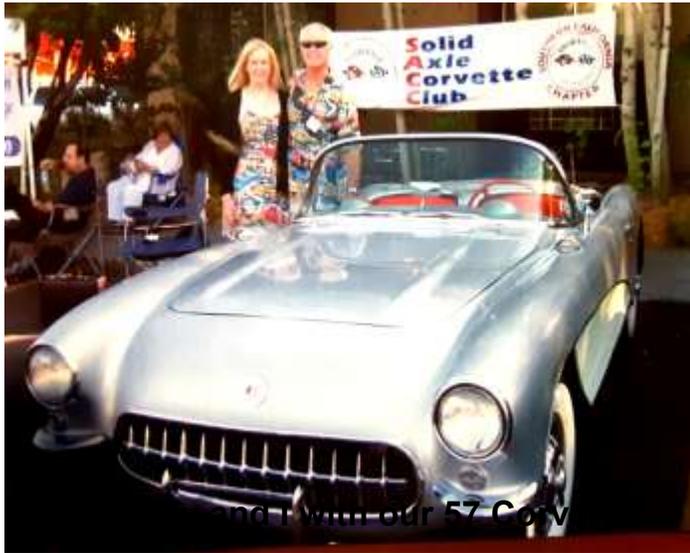
Cup Cake Awards



MY FRIEND JAY

By Mike McCloskey

I met Jay Leno 28 years ago at the Rock Store in Malibu Canyon. He had just taken over the Tonight Show from Johnny Carson. He was driving an old French Delahey roadster and I was driving my newly restored 1957, 270 HP Inca Silver Corvette. The "barn find" was owned by a fellow that, as a young soldier, had ordered it while in the Army stationed in Korea. Beneath the black primer lurked the vestiges of Inca silver, only 65 were painted that color in very late 1957 production. The extremely



late VIN number confirmed the color. Jay was extremely interested in it and said if I ever wanted to sell it to let him know. I drove and enjoyed the C-1 for 10 years and finally sold it to Jay. He has featured it on his new show, Jay Leno's Garage, and says that in his opinion, it was America's first true performance sports car. He loves it and drives it frequently even though he has 185 cars, (and 125 motorcycles).

Fast forward a few years to when he said he was thinking about buying an-

other classic Corvette. He wanted to know what I thought he should get. My input was that a 1963 split-window fuelie would be a great car and suggested silver to match the '57. A few months later he called me to say that he had bought that car, sight unseen,



from a former GM employee who had owned it for many years. He was proud to tell me the car had less than 1000 original miles. He wanted me to do whatever it needed to make it "pretty". Upon inspection, I discovered that the car probably had close to 100,000 miles and most everything, but the recent paint needed to be done. It turns out the guy that sold it to him believed the odometer. Fact was that the previous owner who sold it to him had rebuilt the original engine and had zeroed the odometer. Yes, only the engine had less than a grand.

I had been after Jay for years to buy another early Corvette and have me restore it. This was my chance. He is a great guy to work for. I told him I only had three requirements: Don't tell me how to do it, Don't tell me how much it will cost and finally, Don't tell me when it has to be finished. His comment on item three was "It's not like I don't

have another car to drive”.

He said he had great respect for the Corvette hobby as it had carefully documented how the cars were originally built. He said you guys even know the head markings on the bolts. When he works on his Duesenberg's if he finds an old, circa 1935 bolt, he cleans it up, cad plates it and puts it on one of his Pebble Beach bound 'Duesies'.

As I was nearing the completion of the restoration I encountered a rough running, black smoke belching engine. After some extensive trouble shooting of the Rochester injection, I discovered that the fuel nozzles had been drilled oversized by some hack trying a perfor-

mance modification. Replacing all eight nozzles with stock units was the fix. Just a few days before completion of the project, Jay was taping his final Tonight Show. The audience was by invitation only and included a long list of who's who in the industry. Jay arranged tickets for Dorothy and me and we found ourselves in the front row. When he came out prior to the show to warm up the crowd (in his jeans and denim shirt) the audience went wild. He walked straight up to me and his first words were: "Hey, Mike, how is my Corvette coming?"

Link to Jay Leno Garage:

[1963 Corvette Stingray - Jay Leno's Garage -](#)



SOUTHERN CALIFORNIA CHAPTER RECOGNITION PIN

The Southern California Board has developed a new Recognition Award.

A PIN CAN BE AWARDED BY THE BOARD TO ANY MEMBER IN GOOD STANDING FOR HIS/HER CONTRIBUTION TO SCC OR NCRS.

THE BOARD IS ABLE TO MODIFY THE PIN PROGRAM TO DELETE, ADD, REPLACE OR CHANGE ITEMS, OR THE NUMBER THEREOF, THAT MAY BE REQUIRED FOR A MEMBER IN GOOD STANDING TO ACHIEVE A PIN.



Member can earn a pin by:

Publish 2 technical articles in the Bonding Strip.

LEAD 2 Road Tours.

Plan a Charitable event and donation. 2

Be responsible for an interaction with another organization.

Set up an information/membership booth at a Non-NCRS event. 1

Arrange a joint meet/Regional activity with another Chapter. 1

BE A PRESENTER at 2 Judging Schools or Technical Seminars.

HOST a Chapter Meet or Activity.

Attend 10 Meetings or Activities in a calendar year.

PINS, WE'VE GOT PINS!

By Ed Vignone

NCRS and some Chapters have been presenting judging pins to Corvette judges to identify the Category (National, Regional, Chapter), Specialty (Tabulation, Bowtie, Support, Recognition) and possibly others.

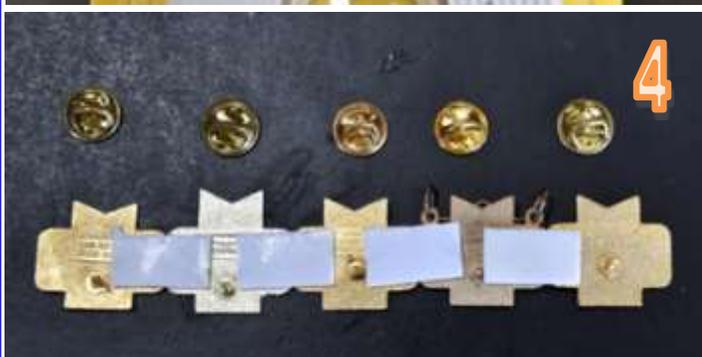
You don't see many members displaying these awarded pins, occasionally you see a few on hats but not much more. The members that have received these pins at considerable time and cost should be able to display them in a recognizable manner as to inspire others.

Creating a method of displaying our pins in a constant and uniform manner enhances the awards program. Over the years I have received several pins which I would like to display. The results that I found to exhibit this uniformity is shown in Figure 1.



To achieve the level and straight-line look, I followed the subsequent steps.

To connect the pins, I found that tabbed foam mounting tape, Figure 2 allowed me to easily align the pins as shown in figures 2 - 3, however I had to remove some of tab as to not show from the front of the pin. The alignment for 5 pins and clutches is shown in figure 4.



Attaching the pins to the shirt requires that you place a flat piece of foam under the shirt to maintain alignment and flatness, Figure 5



Presentation over the left and right shirt is shown in figure 6 and 7. As you can see it makes a better presentation than a few crooked pins on a hat.

The following is the announcement of Old Cars Golden Quill Award winners of 2020 for NCRS publications:

"Creativity abounds during COVID-19 with old car pubs. Old Cars Golden Quill Award winners 2020.

OLD CARS WEEKLY UPDATED: MAR 24, 2021 ORIGINAL: MAR 24, 2021

The impact of COVID-19 brought significant changes to car and truck club publications during 2020. Some publications suspended or curtailed regular issues. Many clubs adjusted their publication's number of pages (usually downward). Content shifted from reports on events (which were scheduled but canceled) to features on members and historical subjects in step with club interests.



As chief judge for the Golden Quill Award selections, I can say 2020 was far from a normal year, yet publications adjusted. Much credit can be given to club editors, their support teams and club officials who backed the adjustments.

As a result of the impact of COVID-19 upon publications, there were some adjustments to the 2020 Golden Quill Award categories. The categories that publications are judged within always relates to size, page counts and print quality. From that information, the 2020 Golden Quill Awards are categorized as such: National publications are placed in Luxury, Intermediate and Compact categories plus Museum and Special Purpose publications. Regional Publications are categorized into Full-size and Compact. Winners are judged in these categories for balanced content, layout, design, photographs and overall quality. The Honorable Mention list includes publications with good promise and content but were not as exemplary as category winners. Certificates for the award are being given to category winners only"

2020 National Luxury

The Corvette Restorer, Vinnie Peters, editor, National Corvette Restorers Society (NCRS)

The NCRS Driveline, Vinnie Peters, The National Corvette Restorers Society (NCRS)

Full-Size Chapters

The Bonding Strip, Ed Vignone, editor, Southern California Chapter NCRS

The Redline Times, Reba Whittington, editor, Carolinas Chapter – NCRS

Southern California Chapter Regular and General Board Meeting Minutes January 17, 2021.

The Board meeting was called to order by membership chairman Jerry Louer at 11:01 am via Zoom on January 17, 2021.

Board members present were Jerry Louer, Pat Louer, Ed Vignone, Barbara Vignone, Ralph Haun, Joe LeMay, Beverly LeGate, John LeGate, Verity Haobbs, Mike McCloskey, Rob Myrick, Gary Hiltunen.

Guest's present were Jim Gessner, Steve Hucik, Don Troyer, Carol Troyer, Jamie Gesundheit.

Officers Reports:

Secretary Barbara Vignone's report was previously distributed to board members. Ed Vignone moved to approve the secretaries report and Beverly LeGate seconded. Report was approved.

Treasurer Verity Hobbs reported on account balances and distribution of funds. Barbara Vignone moved to approve the report and Mike McCloskey seconded. Report was approved.

Old Business:

Membership chairman Jerry Louer reported we have 136 members.

Barbara Vignone reported on the status of the chapter award program and thresholds to be met in the coming year.

Bonding Strip editor Ed Vignone reported on the distribution of the newsletter and requests for technical articles plus comments requested on the content of the newsletter plus highlighting the links and other attributes of an electronic newsletter as compared to the printed version. A discussion followed with comments on both sides and further discussion will continue.

Vice chairman Mike McCloskey commented on alternative routes for an April 10th road tour of approximately 100 miles around the Santa Clarita area and alternatively a northward area with an overnight stay. Ed Vignone made a motion to use the area around Santa Clarita for a day tour only. The motion was seconded by Mike McCloskey and the motion passed.

Judging chairpersons Beverly and John LeGate discussed the spring meet with 6 cars registered: 3 C1s and 3 mid years. 20 judges are registered. The need of tables and chairs was discussed to accommodate social distancing and NCRS guidelines to be adhered to.

PV testing was discussed for future events and guidelines are outlined in the current Driveline magazine.

Jerry Louer commented on the Challenge coins having been mailed to the membership and a discussion followed regarding the use of extra coins to be held in reserve for future members and coins offered for sale through the Bonding Strip to the membership.

New Business:

The board considered creating a Chapter Recognition award in the form of a pin. Barbara Vignone made the motion to purchase the pins and Mike McCloskey seconded the motion and it passed. Qualifications for the award and formation of a committee regarding the awardees will be created.

A motion was made by Jerry Louer to offer all future meetings on Zoom to all members and Ed Vignone seconded the motion. The motion passed and information will be sent to the membership.

The NCRS website needs a new contact person for the Southern California Chapter and Mike McCloskey offered to have his name listed on the National website.

Ralph Haun moved, and Ed Vignone seconded that the meeting be adjourned. The meeting was adjourned at 12:05 pm.

The next board meeting will be on February 8th, 2021 at 4 pm via Zoom.

Submitted by Verity Hobbs, secretary

Southern California Chapter Board Meeting Minutes February 8, 2021.

The Board meeting was called to order by chairman Darold Shirwo at 4:00 pm via Zoom on February 8, 2021.

Board members present were Jerry Louer, Pat Louer, Ed Vignone, Barbara Vignone, Ralph Haun, Joe

LeMay, Beverly LeGate, Verity Hobbs, Mike McCloskey, Rob Myrick, Gary Hiltunen.

Guests present were the McNays, Steve Hucik, Mike Ingham, Ron Mosher, Allen Morris.

Officers Reports:

Secretary report was previously distributed to board members. Barbara Vignone moved to approve the secretaries report and Mike McCloskey seconded. Report was approved.

Treasurer report Treasurer Ted Wilm reported on account balances and that the required annual IRS tax filing for non-profit status has been completed. Discussion on opening a new checking account to complete the treasurer transition was discussed. Ralph Haun moved to approve the report and Beverly LeGate seconded. Report was approved.

Old Business:

Bonding Strip editor Ed Vignone made a motion to distribute the newsletter via electronic distribution on all future issues. Discussion ensued and the motion was seconded by Jerry Louer. The motion passed.

Vice chairman Mike McCloskey requested a map and flyer be provided to the membership for the upcoming Canyons road tour.

Judging chairperson Beverly LeGate discussed the spring meet where all safety precautions will be exercised and discussed at the meet prior to commencement. Masks mandatory. Inside and outside activities outlined regarding lunch and tabulation and overnight parking.

Fall Meet October 15/16 locations were discussed with a location north of Los Angeles being looked at. Mike McCloskey will check with a dealership in Ventura county as a possible location.

New Business:

Mike Ingham discussed the PV testing conditions under the COVID restrictions. Also the National meet in Palm Springs is in need of a storage area, volunteers, and a specific PV route. Also a youth volunteer on a national level is being looked for.

Barbara Vignone brought up the subject of the new chapter award recognition and asked the board to return to her their input on the requirements regarding this award.

Jerry Louer made a motion to offer the Challenge coin to the membership at \$8.00 per coin and keeping 25 coins in reserve for future members. Mike McCloskey seconded and the motion passed.

Joe LeMay spoke about the upcoming Ridge Route road tour on Sunday February 21 with SAC.

Beverly LeGate moved and Ed Vignone seconded that the meeting be adjourned. The meeting was adjourned at 5:20 pm.

The next board meeting will be on March 8th, 2021 at 4 pm via Zoom.

Submitted by Verity Hobbs, Secretary.

Southern California Chapter Board Meeting Minutes March 8, 2021.

The Board meeting was called to order by chairman Darold Shirwo at 4:00 pm via Zoom on March 8, 2021.

Board members present were Jerry Louer, Pat Louer, Ed Vignone, Barbara Vignone, Ralph Haun, Joe LeMay, Beverly LeGate, Verity Hobbs, Mike McCloskey, Darold Shirwo, John Legate.

Guests present were Steve Hucik, Mike Ingham, Sheryl Ingham, Richard Bach.

Officers Reports:

Secretary report was previously distributed to board members. Ed Vignone moved to approve the secretaries report and Ralph Haun seconded. Report was approved.

Treasurer report was given by Darold and he said we are solvent. Ralph Haun moved to approve the report and it was seconded. Report was approved.

Old Business

Membership chairman Jerry said we have 134 members. All active members received the anniversary coins.

[\(Continued on page 28\)](#)

The following is a description of the 1987 Monterey Historic Automobile Races held in conjunction with SCC- NCRS WESTERN REGIONAL MEET Monterey, California, August 19-24. The photos were taken by me in 1987. It was a fabulous event.

Ed Vignone



**“1987 NCRS WESTERN REGIONAL MEET Monterey, California
- August 19-24, 1987**

Sponsored by the NCRS Southern California Chapter Held in Conjunction With the 14th Annual Monterey Historic Automobile Races

The Monterey Historic Automobile Races are staged each year as a tribute to the days when road racing was done for the entertainment of the participants and spectators alike. During the three days of the Historic Races there will be cars on the Laguna Seca track representing every era of the sport from

the earliest days of this century to the middle of the last decade. The overall quality of the participating machines is reputed to be the highest found in any historic auto race in the world. The races feature an open paddock, which allows the spectator to see and hear these machines in action on the track and stroll among the cars and talk to the owners and drivers.

Each year the Monterey Historics have been held as a tribute to a manufacturer which has supported motor racing as an official participant. For 1987, come celebrate 75 years of Chevrolet automobiles and salute the great racing Corvettes as NCRS is the host Corvette marque club for the event. All the famous Corvette racing and experimental cars from the past will be there,

as well as noted Corvette personalities and drivers such as Zora Duntov, Dr. Dick Thompson, John Fitch, Betty Skelton, Dick Guldstrand, Roger Penske, Larry Shinoda, Jim Hall, Bill Mitchell, Dan Gurney, and others.

This is a once-in-a-lifetime event that you do not want to miss. And it is all held in beautiful Monterey. Additional information is needed, contact: Geoffrey & Suzette BLAKE"



SCC logo 1987



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Facing us: Dave McLellan



Facing us: Zora Duntov



C1 Hood Adjustment

By Joe LeMay in Joe's Garage

I have seen a lot of C1 hoods with incorrect hardware and being out of adjustment. My hood had several issues when I first got the car. I have had all the issues mentioned below. Most of these are now solved. I want to share this information and hope you can get your hood to function correctly. This information is specific to 1953-57 and some of it applies to later C1s.

Function: Once set up correctly, the hood hinges function without a lot of attention. Here is how the hood hinges were designed to function from the factory and the Performance Verification requirements:

1953-1957 models are fitted with compound hinges, radiator support mounted assist ("pop-up") springs and body mounted limiting bumpers. The action of these hinges simultaneously raises the front of the hood to clear the body as the hood moves forward and opens. The springs assist this upward movement while the bumpers act upon closing to limit downward travel. Given proper components, correct adjustment and lubrication of hinges with no, or minimal, wear, these hoods may be successfully raised, lowered and latched with one hand at the rear of the hood. Due to the front assist springs, when closed and latched slowly (rather than by the "drop" method), hoods occasionally display a slightly high (3/16" maximum) alignment at the front. If not excessive, this may be considered acceptable, though not desirable.

All 1958 through 1962 hood hinges are single action type causing the front of the hood to lower as it rotates open.

The front hood hinges have two arms on 1953 to 1957. 1958 to 62 have one arm. On the 53-57, one arm supports the hood the other pulls the hood front line down. The straight arm is to hold the hood to the radiator support. The curved arm is to pull the hood down onto the pop-ups as you close the hood. You can see what is meant by the curved arm in the photo.



The front hood stop blocks are used to locate the top surface of the hood in relation to the body in front of the hood. These are adjusted to match the thickness of the hood. With the hood closed, it is the same height as the body.

Both front and rear springs are working together to move the hood initially up at both the front and rear of the hood. A good looking and correctly working hood is when the hood front line pops-up at the same time the rear latches pop-up. That is how it is designed to work.

The pop-ups are there to only lift the hood front line up when you release the rear female hood lock assy by pulling the hood control knob. The pop-ups prevent chipping the paint on the body at the front edge of the hood. They usually need no adjustment.

You will know the hood is adjusted correctly, when you pull the hood control knob, and the front of the hood jumps up at the same time the back also jumps up. Also, when pushing down on the front of the hood, you feel no movement in the pop-ups because the hood is sitting on the rubber bumpers.

Here is the benefit of the 53 to 54 hood when the hood is opening and up. It works better than the 55 to 57 hood because the hood has an "X" brace whereas the 55 to 57 only has one center brace. That is the reason the hood on a 55-57 looks twisted when up and judges think something is not correct with the hood. Also, if the hood bracing bond has come loose from the hood skin, you will see someone using both hands to lift the hood. The structural strength is not present.

Here is an important item when raising or lowering the hood of a C1. It is best to lift from the rear center rather than from the side. Lifting from the center will put less stress on the hood and keep the fiberglass from fatiguing, losing its strength, and sagging when in the up position.

Issues to address: "Repro" pop-up springs and rear male hood pin springs are not correct and cause problems. The reproduction spring wire is too thick making the front pop-ups have too much strength pushing the forward end of the hood above the body height. When the rear male hood lock assy springs are too strong, the hood will move to the open position while driving.

The typical pop-up and hood spring wire measures 0.093" dia. (3/32). The springs I have seen in repro pop-up and male hood lock assy is 0.125" dia. (1/8). I have purchased individual hood springs and they are 0.125" dia. I have tried to cut the thick wire and shorten the spring but that did not work well. Your best plan is to search and get the 0.093" springs. I also have a spring that is 0.107" dia. (7/64).

How strong are these thick springs? I determined the compressed height of the spring when the hood is closed and measured spring tension. This is like valve spring tension specifications. The 0.125" dia. spring exerts 50 lb. when compressed. The 0.093" dia. spring exerts 16 lb. Is it any wonder the leading edge of the hood does not close, or the hood opens while driving when using the thick springs.



The hood can be made to stay closed by using the later male hood pins that have a serrated surface that the female hood catch assy grabs more easily. The hood pin can also have a notch ground into it at the correct location to allow the hood latch to lock into that notch. However, 55-57 male hood pins should be smooth. 1958-59 pins are serrated.

The other issue is using the incorrect spring cups. Cups are used on the pop-ups and male hood latches and they appear identical. I have seen many C1s at judging meets with short spring cups. These do not allow the hood to function correctly. Luckily, the repro parts have the



longer typical cups.

The other incorrect adjustment I have seen is to add washers under the spring cup to compress the pop-up. This defeats the purpose of the pop-up since it is compressed to the point of not functioning. It does not get you what you need. See the photo.

Adjustment: Get all the correct hardware. That is the first step. That includes the pop-up and male hood lock assy springs and cups. There are at least two cup heights. Ensure you have the typical ones. Ensure the pop-up springs are the typical 0.093" diameter. You may need to find original pop-ups or lock assemblies for these springs. Also obtain the typical hood pins. You may need new hood hinges if they are worn.

If the hood is adjusted correctly at the hinge, then just as the hood closes that last 5 or 6", the curved arm on the front hood hinge goes over center and pulls the front hood line down. If you have the need to push down on the front of the hood, your hinges are not correctly adjusted, or you are using repro pop-up springs.

Rubber Hood Bumpers: Two body mounted limiting bumpers, (rubber hood bumpers) are attached with large sheet metal screws to the front lip of the hood surround. They mount in a fixed location so you will need to determine their location before drilling and attaching them.

Roll up balls of aluminum foil and place on the radiator at the front body edge. Put them where you want the bumpers to be. Close the hood and push down on the front of the hood until the hood is even with the body. The bumpers need to be installed at the height of the foil.

Pop-ups: The pop-ups are not intended to be adjustable. The pop-up presses on the pad on the bottom of the hood when closed. Uncompressed, the pop-up should be about 1" higher than the dimension of this pad when the hood is closed. When the hood opens, pop-ups push the hood up away from the front body line. The hood does not hit the body or chip the edge. Remember that is why the hood hinge curved arm pulls the hood down to compress the pop-ups.

Hood Hinges: It is best to do the adjustments with the rear male hood lock assemblies removed so you don't have to keep releasing the hood to open it. That way you can just push the rear of the hood closed while looking to see if the front hood line is being pulled down at the same time. The front hood line compresses the pop-ups when the rear of the hood comes to full close.

The hood hinge mounting holes should not be enlarged or elongated more than stock. This would be a workaround that does not address the issue. It might make the hood close but there is something else that is incorrect.

The hood hinges have two elongated holes that mount to the radiator support top and bottom holes; and two elongated holes that mount to the hood, a forward and a rear. First, using the hood hinge to hood holes, set the location of the hood in relation to the opening for the hood. It should fit uniformly all the way around. Second, using the hinge to radiator support holes, set the height of the hood in relation to the body in front of the hood. There is also the height adjustment made with the rubber bumpers. Ensure the bumpers are allowing the hood to rest at the required height.

If the hood does not move to the required height, there are a couple of possible reasons. With the correct springs and cups installed, the reasons can be: 1. Additional adjustment is available, 2. The hood was repaired and the surface the pop-ups contact is thicker, or 3. the hinges have worn or bent.

The first thing to try is to rotate the hood hinge at the radiator support. This applies once the hinges are in the lowest position in the elongated holes. There may be a small amount of movement available at the radiator support. Move the bottom of the hinge toward the front of the car, and the top of the hinge toward the rear of the car. This should cause the curved arms to pull the hood down farther.

If you still do not get the hood line even with the body in front of the hood, there is another step to try. This may be necessary with worn hinges. Shims are to be added to the hood hinge to the hood. I have used body/ suspension shims. Add shims to only the rear bolts on both sides. Shims under the front bolts make the position of the hood higher- the wrong direction. This will center the angle of the hood hinge, and allow the curved arm to activate more, pulling the hood line down onto the pop-ups.

Male and Female Hood Lock Assy: I have already identified the correct hood pins, springs, and cups. Once set up correctly, the hood lock assemblies' function without a lot of attention. Here is how the hood was designed to function from the factory and the Performance Verification requirements.

There are two acceptable methods to fully close the hood. The hood may be closed with the (10" to 16" approximate) "drop" method, or it may be lowered to the latching point and pressed, right and left, to close. In either case, it must fully latch in the closed position and remain so during driving.

For opening the hood: Hood latches will release when hood control knob is pulled. Once the knob is pulled, the hood will jump up and will be able to be opened without having to pull the knob a second time. The hood control knob will automatically return to the "home" position upon release without assistance (not having to push the knob in). The hood will then be able to be closed correctly using the above method and latch on both sides without having to push the knob in.

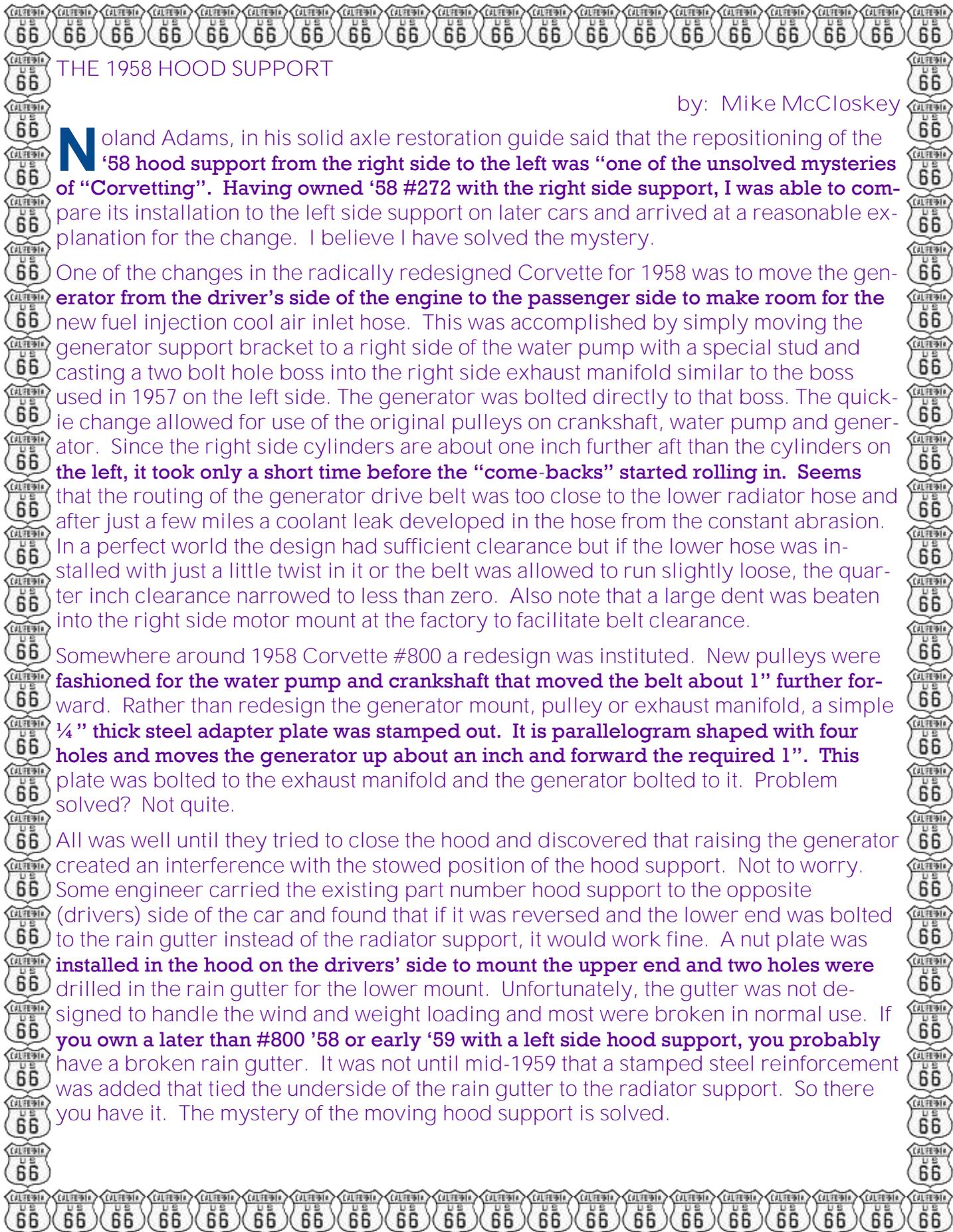
There are several issues and ways to correct the hood lock assy. I have found that servicing the hood control cables will allow for smooth functioning of the cables and allow the hood control pull knob to automatically return to the "home" position. Remove the hood control knob and cables, hang them, and apply your favorite anti-rust lubricant to the cables while moving the cables in their housing. Let them hang for a day, wipe off the excess and reinstall. This service applies to all the cables in a C1. (The hood pin must be normal (perpendicular to a plane- 3 dimensions) to the assembly plate it screws into. The welded nutplate under the assy plate may be cracked (or repaired). When the hood pin is not in alignment, the pin will not smoothly slide into the female assy. It may be required to straighten the assy or replace it.

Examine carefully where the hood pin contacts the female assy. The male hood lock assy should be adjusted so that it lowers into place without binding. There are four bolts in the hood that allow for this adjustment. The hood should be positioned in the hood hinges before the male hood lock assy is adjusted. The female hood lock assy has no adjustment.

The last hood adjustment is hood adjusting bumper screw. Push down on the rear corners of the hood and adjust the height of the hood to match the body. The hood adjusting rubber bumper screws are part of the male hood lock assembly.

Answers for the photos on page 6





THE 1958 HOOD SUPPORT

by: Mike McCloskey

Noland Adams, in his solid axle restoration guide said that the repositioning of the '58 hood support from the right side to the left was "one of the unsolved mysteries of "Corvetting". Having owned '58 #272 with the right side support, I was able to compare its installation to the left side support on later cars and arrived at a reasonable explanation for the change. I believe I have solved the mystery.

One of the changes in the radically redesigned Corvette for 1958 was to move the generator from the driver's side of the engine to the passenger side to make room for the new fuel injection cool air inlet hose. This was accomplished by simply moving the generator support bracket to a right side of the water pump with a special stud and casting a two bolt hole boss into the right side exhaust manifold similar to the boss used in 1957 on the left side. The generator was bolted directly to that boss. The quickie change allowed for use of the original pulleys on crankshaft, water pump and generator. Since the right side cylinders are about one inch further aft than the cylinders on the left, it took only a short time before the "come-backs" started rolling in. Seems that the routing of the generator drive belt was too close to the lower radiator hose and after just a few miles a coolant leak developed in the hose from the constant abrasion. In a perfect world the design had sufficient clearance but if the lower hose was installed with just a little twist in it or the belt was allowed to run slightly loose, the quarter inch clearance narrowed to less than zero. Also note that a large dent was beaten into the right side motor mount at the factory to facilitate belt clearance.

Somewhere around 1958 Corvette #800 a redesign was instituted. New pulleys were fashioned for the water pump and crankshaft that moved the belt about 1" further forward. Rather than redesign the generator mount, pulley or exhaust manifold, a simple ¼" thick steel adapter plate was stamped out. It is parallelogram shaped with four holes and moves the generator up about an inch and forward the required 1". This plate was bolted to the exhaust manifold and the generator bolted to it. Problem solved? Not quite.

All was well until they tried to close the hood and discovered that raising the generator created an interference with the stowed position of the hood support. Not to worry. Some engineer carried the existing part number hood support to the opposite (drivers) side of the car and found that if it was reversed and the lower end was bolted to the rain gutter instead of the radiator support, it would work fine. A nut plate was installed in the hood on the drivers' side to mount the upper end and two holes were drilled in the rain gutter for the lower mount. Unfortunately, the gutter was not designed to handle the wind and weight loading and most were broken in normal use. If you own a later than #800 '58 or early '59 with a left side hood support, you probably have a broken rain gutter. It was not until mid-1959 that a stamped steel reinforcement was added that tied the underside of the rain gutter to the radiator support. So there you have it. The mystery of the moving hood support is solved.

Bonding Strip editor Ed Vignone has pictures of the spring meet for the next issue. Last date to contribute to the issue is April 10th.

Vice chairman Mike McCloskey is hoping more cars will join the upcoming road tour.

Judging chairperson Beverly LeGate said judging pins and tab pins were given out at the spring meet at Corvette Mikes. There were 9 sportsman and 4 flight cars at the spring meet. A member requested a special meet prior to the next fall meet and the board declined.

Fall Meet October 15 and 16, 2021 possible location is Santa Paula airport. Central Cal might like to do a joint meet. Mike McCloskey will contact Central Cal. Mendenhall also a possibility.

New Business

Mike Ingham discussed a mini PV testing prior to the National in Scottsdale in May. He has all the details. Also the National meet in Palm Springs may be subject to cancellation if the state so deems this size gathering is not allowed.

Barbara Vignone brought up the discussion of the new

chapter award recognition and asked the board for their input on requirements. An outline was discussed of these requirements and they will be posted in future publications. Barbara moved and Mike seconded the amended qualifications. A motion was made by Beverly and seconded by Ed to make these qualifications retro-active to January 1, 2021. Both motions passed.

Jerry Louer has 4 cars signed up for the national road tour. They will meet at the Ontario Mills and must drive 500 miles to qualify as a road tour.

Joe LeMay said he has no dates for upcoming tech sessions. He also reported on SAC road tour. There was discussion on SAC meetings and membership and how their mentor program might benefit our chapter.

Guests present were introduced and spoke of their involvement with Corvettes.

Ed moved and Beverly seconded that the meeting be adjourned. The meeting was adjourned at 5:00 pm. The next board meeting will be on April 12th, 2021 at 4 pm via Zoom.

Submitted by Verity Hobbs, secretary.

Members Classified

Parts For Sale: REPRODUCTION Second long style, L-1954 (VIN # 2628) thru 55. The extensions are made with extruded and polished stainless steel and have the correct rolled end and formed metal deflector. For photos and questions. polowhite53@gmail.com. Gary Member NCRS # 3642, SCC #767

Wanted to Buy: 1965 or 1966 Corvette convertible, 4-speed, prefer L79. Original drivetrain. Looking for a recently, correctly restored car, top-flight level. Preferences: NCRS judged, factory AC, PS, PB, no side exhaust, docs, blue, silver, black or red. Car is for me, not for resale. Please let me know what you have. Frank DiPietro Member NCRS # 54916 fs3mi@aol.com, (248) 962 8211

Tires for Sale: Set of 4 Goodyear 7.75-15 power cushion goldstripe two ply tires in great shape. 1800 miles since new. Used for NCRS flight judging \$600. Photos and any questions: Hector Guzman guzto9@cox.net

Parts for Sale: Corvette parts. 30 boxes full. Pictures upon request. Email Verity at starppo@hotmail.com or text me for pictures at 949-378-3419. Parts located in Fallbrook, CA. Verity Hobbs Member # 15323.

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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

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>

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

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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 yignone@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.