

# The Bonding Strip



**John LeGate's  
2002 Mark of Excellence  
Story on Page 8**



**SOUTHERN  
CALIFORNIA  
CHAPTER**



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# 2021/2022 CALENDAR

[11-13-2021 Louisiana Chapter Updated La. Chpt Meet and Meeting](#)



[11-18-2021 - 11-20-2021 Illinois Chapter IL Chapter MCACN Flight Judging](#)



[11-19-2021 - 11-20-2021 Florida Chapter 2021 Fall Meet](#)



[11-20-2021 Southern Arizona Chapter Judging Body Paint- Part Two \(2\)](#)



[SCC/NCRS Holiday Breakfast Sunday, December 5<sup>th</sup>, 2021 at 10 AM](#)



[12-11-2021 Carolinas Chapter Holiday Open-House](#)



[02-24-2022 - 02-26-2022 Florida Chapter 43rd Florida Winter Regional](#)



[04-07-2022 - 04-10-2022 Louisiana Chapter 2022 Louisiana Regional-New Orleans](#)



04-29/30/2022 Judged Meet GMDownUnder Garage in San Marcos



[06-03-2022 - 06-04-2022 Adirondack Chapter 2022 Spring Meet](#)

## Welcome New Members



John Noel, Barry King, Jeff Jordan  
Gary Mion & Ayk Dzhragatspanya

## Chairmans Report

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 continuing pandemic crisis.



Darold Shirwo

The year is nearing an end and this year, as last, has had it's ups and downs; a new variant of Covid erupted, booster shots came out, more wildfires, unfortunately more of our dear members have passed away, NCRS meets have gone back to a semblance of normality and the nations unpredictable political climate is not abating.

The chapter has a new and excellent chairman, Ted Wilm, and he will bring to the chapter his insight and experiences so that we will remain at the top of the NCRS chapter list and I would encourage all to give him your complete support and input.

I take my hat off to Beverly and John LeGate and all those that have made all our meets this year a success and the October meet at Mendenhall with Central Cal was outstanding and I believe we had a greater turnout than we have had in ars and the recap is in the BS.

The spring meet will be at John Piovesan's in San Marcos and for those of you that have not been around we used to go to San Marcos all the time and we usually had between 20 and 30 cars to judge and we did it in a day - albeit the judging sheets have become more onerous.

With my departure I can go back to doing more murder cases and buying more cars.

Thank you all for your support, encouragement and participation during the Years I was chairman.

As always - "Save the Wave".

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**Corvette Links:**

- [The 2022 Corvette is Set to Take on Europe - Corvette Action Center](#)
- [Chevy Shows Us the 2023 Corvette Z06 Ahead of Official Unveiling - Corvette Action Center](#)
- [GM Renews Trademark Zora with U.S. Patent and Trademark Office - Corvette Action Center](#)
- [All Hail - the 2023 Corvette Z06 Puts The World on Notice! - Corvette Action Center](#)

### Members Ads

**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](mailto:polowhite53@gmail.com). Gary Member NCRS # 3642, SCC #767

**Want to Buy:** 1965 or 1966 convertible, 4-speed, prefer L76/L79. Original drivetrain. I'm looking for a high-level car. Preferences: C60, PB, no side exhaust, docs, blue, silver, black or red Frank DiPietro Member # 54916, (248) 962 8211, [fs3mi@aol.com](mailto:fs3mi@aol.com)

#### Cars for Sale:

- 1957 E57S101526 Black/ Black, red interior, both tops, no radio, no heater, 283/270, 3.70 Posi, 4-speed T-10, original good 1957 3-speed included, body off, regional top flight, Asking \$110,000.
- 1962 20867S101993 Roman Red lacquer, Black interior, both tops, radio, originally 327/FI with 3795397 manifold and 3269S carburetor, 3.70 Posi, 4-speed T-10, off road exhaust, 5.5" wheels w/ dog dish covers, original block and 3782461 heads, now 355, mechanical roller, \$75,000.
- 1962 Impala Convertible, Red/White/Red, 409, 2X4, 4 speed, Freshly restored.

Jenni Werstein 818-256-9273

## From the Editor's Desk:

The last few years have had their challenges. The newsletter (the Bonding Strip) normally should provide a calendar, documentation of our activities, notification of future activities, member articles, and Corvette related news, etc. Our membership activities were cancelled due to the Pandemic and since they were the major content for the newsletter, content became a challenge.

To provide more relevant content, we provided an online digital newsletter. This allowed us to provide more dynamic content i.e. we can now provide page links to and from the "Table of Contents", online links to Corvette news and information, webpages, and email addresses. Since this digital medium had no publishing cost and we had no page limit, we could include larger photos and illustrations. In lieu of the lack of activities news, we experimented with entertaining content i.e. Corvette trivia, crossword puzzles, and photo quizzes.

Since the beginning of this year we have been phasing in Chapter and National activities therefore, we are able to provide more Chapter, National and member news.

During this period we also received the "Golden Quill Award" for 2019 and 2020.

I might note if you would like to see any back issues of the Bonding Strip from February 2009, the link is: [SCC Member's Area \(ncrs.org\)](https://ncrs.org).

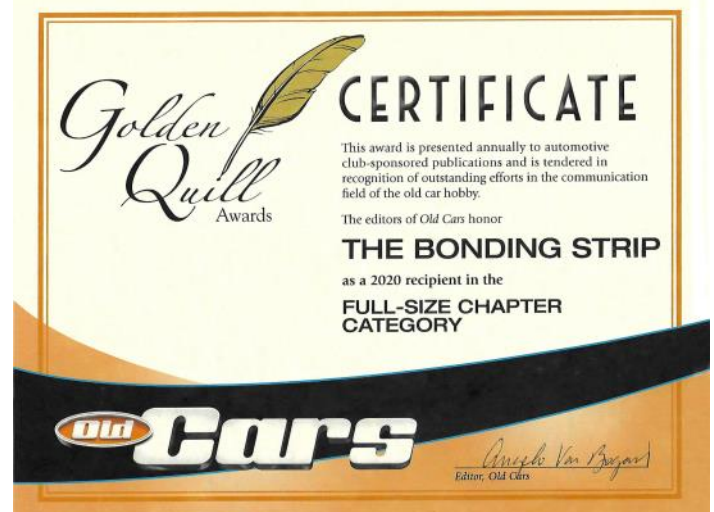
The SCC Bylaws link: [BYLAWS \(ncrs.org\)](https://ncrs.org)

We invite you to send Corvette articles of interest, judging, technical articles and technical tips.

We need someone to take over the Chapter website. Not too much work just updating for content changes. Must be literate with web editing software.

If members have any comments, questions, input, or what you liked or disliked, we would be happy to hear from you.

Please contact: Ed Vignone, Editor at [vignone@ieee.org](mailto:vignone@ieee.org) or 949.292.3397.



## "Just give me the Red Hat"!

By John LeGate #10983

This was my wife's idea for a title. I guess it fits! We purchased our 2002 new from a dealership in Williston North Dakota at the suggestion of a friend. It was delivered just after New Year's Day. Our first long trip was the road tour that summer to the 2003 National Convention in Hershey, Pennsylvania. We liked to drive the car on our long distance vacations. It has a big trunk!



Almost 20 years and 56,000 miles later, I decided I should try for the Dave Hill Award. Allen Tremain, the 1997 to 2004 team leader, convinced me to do so.

Always being a C2-C3 guy, I always felt a little guilty bringing a newer car to the judging field. I have always joked with my friends, saying "I can get that red hat with a car that is still under warranty!"

Off to the Hines garage in Glendora April 2019, for our Spring chapter meet, the 2002 achieved a 100 point top-flight award with driving points. Piece of cake! I thought. Then things got a little more serious at the Fall Regional in Lake Tahoe. It was time for that dreaded Performance Verification test. I gave Allen a call to ask about C5 pitfalls on the PV test. He mentioned that the sport seats were a failure item if the seat cushions rocked back-and-forth on the rails. Sure enough, mine did.

Out with the seats! The repair was easy, the rubber bushings in the seat rails disintegrated because of the corrosive grease that was applied to them at the factory.

The Performance Verification test went without a hitch.

2020 was a bust, Covid kept us grounded.



Everyone was anxious to get back together at the 2021 Arizona Spring Regional . It was a great social event and the car achieved a Regional Top Flight.

After a short 100 mile drive to the National Convention in Palm Springs, the car passed the 100° outdoor operations test with flying colors.

Rules require the car to achieve a 97% score or better for both

Flight judging without driving points. The Dave Hill Award was received at the National Convention.



I encourage anyone interested, to dust off their C5 and put those judges to work. That Red Hat incentive offers encouragement!



## 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 Forty years ago 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.



## SCC/CCC Meet OCTOBER 15TH & 16TH At the Mendenhall Museum



### Which Do You Prefer?

By Beverly LeGate

**W**hich Do You Prefer, A Museum or a Flight Field of Beautiful Corvettes? Mendenhall Museum was a show by itself. Definitely worth the drive (on any day) to see the memorabilia that our members got to see over our two-day flight judged meet with the Central California Chapter. Our joint meet was met with a couple of brutal sunshine days and the unknowing edge of whether the 101 freeway was going to open in time for our travel up to Buellton, California. It was brutal for everyone traveling that weekend. Now I have to say, "The show will go on no matter if there is "Rain, Snow or Fire." Seeing the charred hills was chilling and the smoke was in the air even in Buellton. What brought me out of the fire blues were some fantastic owners and judges that made the event another great memory. SoCal members were joined by our sister chapter and the support of the Central Cal members is what brought our meet together.

Beth & Ron Bartow and Steve & Dee Anna Shrefler were a solid rock team and guided our event to a smooth conclusion. Arranging 45 member's dinner out at AJ Spurs is no easy feat, but we did it and with separate checks. Outstanding. Thanks Beth! Ron and Steve did the Judging School. Ron's power point presentation on the NEW 9<sup>th</sup> Edition of the Judging Reference Manual (\$27.95 online,

Got yours?) shows the talents of the high-tech guru Ron is shown in every slide. Thanks Ron & Steve!

I can not imagine making coffee at home and transporting it to our meet. Beth & Ron, you rock. I only brought donuts from a half a mile away and was worried about transporting them.

Thank you to the Bartow's for the pizza lunch you arranged. That was a fantastic touch you added to our event.

The Owners continue to be the cream of the crop. We had eight owners and ALL eight owners arrived Friday by 1PM for their Operation Test. Most Corvettes were driven and as you can see by the results, the drive did not affect the Cold Starts on their scores. NCRS always hopes the driving points offset the deduction made for the Cold Start line item. Interesting little note is the Concours Judged cars do not receive driving points.

This meet had three Concours and five Flight. Are the Concours starting to come out? We know they are out there waiting to take over the field. Thank you owners for participating and we hope you will also pursue your NCRS judging goals and join in learning about the NCRS Judging recognition program.

The Judges. My rock and the reason we can continue to hold our Chapter judged events. Without your tremendous knowledge base and without your support, we could not have a two-day five-point chapter meet. Thank you Judges! You all need a special BBQ appreciation day. But you have to come to my house!

Also invited, of course, the one and only (actually NINE) tabulators. The Tabulators are the heartbeat of every chapter meet. Nothing and I mean nothing, happens without the Tabulators. Their paperwork was spot on. Thank you all!

Congratulations to Dee Anna Shrefler for stepping up to be the Lead Tabulator for our joint meet with a watchful helping eye of Beth Bartow. Central Cal is lucky to have you both.

We truly missed Jerry and Pat Louer who could not attend. My normal rock power couple.

# SCC/CCC MENDENHALL MUSEUM JUDGING RESULTS

## FLIGHT Results

Brent Norris 1954 Top Flight  
Jack Cox 1966 Top Flight  
James Roth 1967 Top Flight  
Fred Hickey 1972 2<sup>nd</sup> Flight  
Dave Perry 1990 Top Flight

## CONCOURS Results

Steve Shrefler 1958 RedRibbon Stock  
Kelly Preston 1967 Black Ribbon Modified  
Ayk Dzhragatspanyan 2003427 Ribbon  
Modified

## SPORTSMAN

Larry Guevara 2015 Sportsman  
Mitch Guimarin 2004 Z06 Sportsman  
Patty Kemple 2004 Sportsman  
Dana Richard 2003 Sportsman  
Gene Smith 1963 Sportsman  
Ed & Barbara Vignone 2015 Sportsman

## **Our Hosts**

Mark & Vickey Mendenhall of the Mendenhall Museum are the owners of a true labor of love. Mark's Dad started the Museum and now Mark and his wife run the Museum as not only a museum but, as a catering and party facility all year long. They live above the Museum and



this was the first time we actually had the Corvettes locked up at night in a gated facility and an overnight guard. It was great! Mark's BBQ lunch was another great addition. We even had leftovers.

## Flight Judging Results



Brent Norris 1954 Top Flight



Jack Cox 1966 Top Flight



James Roth 1967 Top Flight

## Flight Judging Results (cont.)



Dave Perry 1990 Top Flight



William (pictured) & Fred Hickey 1972 2nd Flight

## CHAPTER CUPCAKES AWARD



A cupcake award was presented to our Southern California member Rob Myrick for achieving his Master Hat. Rob has passed the 100 Judging Points level and will receive his black Master Hat at the next Regional or National he attends.

Congrats Rob!

## CONCOURS Results



Steve Shrefler 1958 Red Ribbon Stock



Kelly Preston 1967 Black Ribbon Modified



Ayk Dzhragatspanyan 2003 427 Ribbon Modified

## Sportsman



Larry Guevara 2015



Patty Kemple 2004



Mitch Guimarin 2004 Z06



Gene Smith 1963



Barbara Vignone 2015



Dana Richard 2003





Time to start preparation for the Spring 2022 meet to be held at the new location of GM Downunder and with our host John Piovesan. The new location is in San Marcos. Mark your calendars for April 29<sup>th</sup> & 30<sup>th</sup>, 2022. My '72 will be flight judged in preparation to go on to Mobile, Alabama for the 2022 National Convention and the Year of the '72.

John and I are excited (I think) to be leading the National Road Tour and we are mapping the road to Mobile, Alabama right now. At least this time I will have AIR-CONDITIONING!

## C8 Corvettes Burn On Transport Truck



By Steven Symes, October 6, 2021

**T**wo videos of some brand new C8 Corvettes burning while they're still on a transport truck outside of Nashville, Tennessee are going viral. At least one of the cars has been completely consumed by the flames, but you can see the ones which haven't still have the delivery wrap, although it's probably at least singed if not worse.

See a C8 Corvette crushed by a Maserati on a transport truck [here](#).

Firefighters are visible in the videos as they try to battle to raging inferno. At one point something explodes and a projectile shoots out of the completely consumed C8 Corvette, causing the people filming the fire to exclaim in excitement.

More small explosions started, but you can hear the guy who took the video, Corieblue Flickes, tell his mom they should get out of there. Considering the volatile nature of the situation, it's understandable why he was concerned.

It's unknown what the fate of the C8 Corvettes on the transport was, but it doesn't look great. Those carriers have a capacity for up to 10 of the mid-engine American sports cars, and since it was only a short distance from the Bowling Green Assembly Plant it's likely the truck was fully loaded at the time. Obviously, at least one of the 'Vettes was a total loss, but we're hoping firefighters were able to save the rest. With the average transaction price for C8 Corvettes pushing almost \$90,000 a complete loss of the entire transport would've been GM's insurance company's worst nightmare.

There seems to be an endless appetite for C8 Corvettes lately, even with the factory in Bowling Green running at capacity. That's what makes this sight of several of them loaded onto a car carrier burning so sad. Several people who ordered theirs, probably waited a year or so, were excited because their C8 was finally going to be delivered, only to find out their car was burned to a crisp must be devastating.

Watch Video on this link: [Facebook](#)



**DURING**



**AFTER**

# RARE AIR..... AIR CONDITIONED 1963-67 CORVETTES

a Tech Article by Jim Gessner

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

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

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

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

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

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

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

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



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



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



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



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



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

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

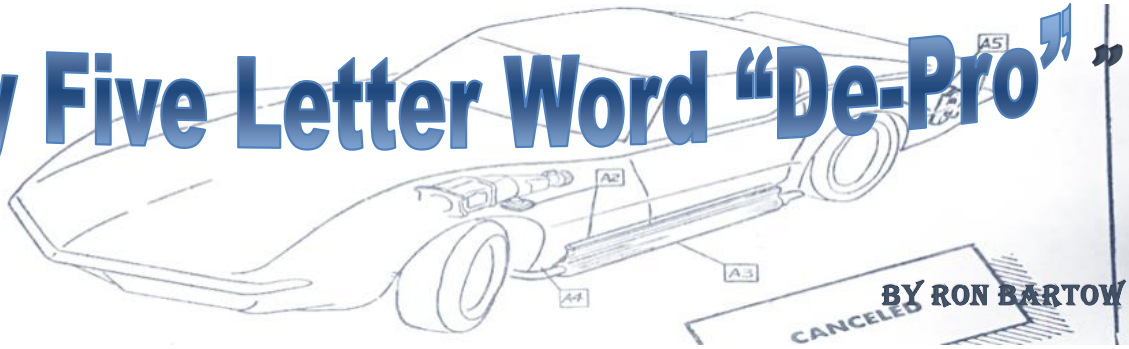
Courtsey Noland Adams : Complete Restoration & Technical Guide

Vol0 2

Vol 2

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

# The Ugly Five Letter Word "De-Pro"



BY RON BARTOW

The automotive world is chock full of "what if" and "If only" stories, and there are more than a few in the Corvette world. Looking through the assembly manual for my 1970 Corvette led me to two such stories and reminded me of something I read in a book I bought back in 1975.

I'm not sure how many folks are aware of this, but the legendary Tri-Power (3 carburetor manifold) on the 67-9 Corvettes was planned for the 1970 model year as well. The Corvette has historically always had the highest horsepower engine each year; even if only by a little. 1970 stands as a glaring example of missing the ball in highest horsepower. The top-of-the-line engine for 1970 (by horsepower alone) is the LS5 454 engine with 390HP. It had 500 ft/lbs. of torque, but just 20 hp more than the legendary LT1 350 engine of that year, rated at 370HP. In that same year the Chevrolet Chevelle came in with a 450HP 454 engine called the LS6.

1 3967489 CARBURETOR ASM. -PRIMARY  
 1 3967480 RPO M40  
 2 9431599 BOLT  
 2 3967485 CARBURETOR ASM. -SECONDARY  
 4 3967486 NUT  
 5 3967486 INSULATOR  
 6 3967490 INSULATOR  
 7 3967491 SHIELD  
 8 3967495 ROD  
 9 3975993 CHOKE ASM.  
 10 9431655 RETAINER

DATE	REV	DESCRIPTION	BY	CHK	1970	CORVETTE SERIES	3965172
						EVAP EMISSION CONT. SYS. - CARBS., INSULATOR & HEAT SHIELD	NA9
						19000-RPO L32	A3

How could the Corvette fall so far down from the top of the heap? One ugly five letter word: **De-Pro**. This was short for De-Proliferation. Chevrolet had a program in place to eliminate costly options that were viewed as clogging up assembly line production. Enter the de-proliferation program. The top-of-the-line 1970 Corvette engine was to be a 454 cubic inch powerplant called the LS7, with a Tri-Power intake rated at either 460HP or 465HP. It was to have aluminum heads, a solid lifter camshaft, and the famous M22 "rock Crusher" 4-speed transmission. The plans were in the assembly manual. The option was listed in the owner's manual.

1 9422033 STRAP  
 2 3949993 HOSE  
 3 9770783 CLAMP  
 4 3969880 HOSE  
 5 3786276 CLAMP  
 6 3969879 HOSE  
 7 3967078 HOSE  
 8 3920076 TEE

A Route 2 & 4 under accelerator control cable.  
 B Bind 2 & 4 to prevent vacuum hoses at top of dash, inboard of clip.  
 C Route 2 & 4 aft of vacuum tank and outboard of electrical harness.

DATE	REV	DESCRIPTION	BY	CHK	1970	CORVETTE SERIES	3965172
						EVAP EMISSION CONT. -ENG TO CANNISTER HOSES-RPO L32	NA9
						19000	A3

The press was given an LS7 Corvette to road test back in December of 1969 on a drive from Los Angeles to Detroit. One of the drivers, Paul Van Valkenburgh wrote for Sports Car Graphic magazine, "Never have we

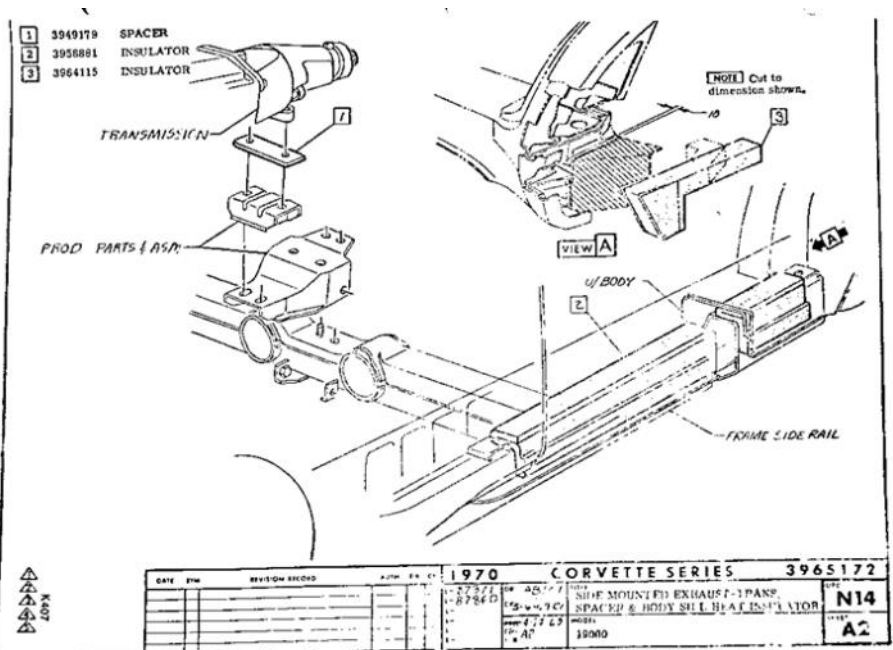
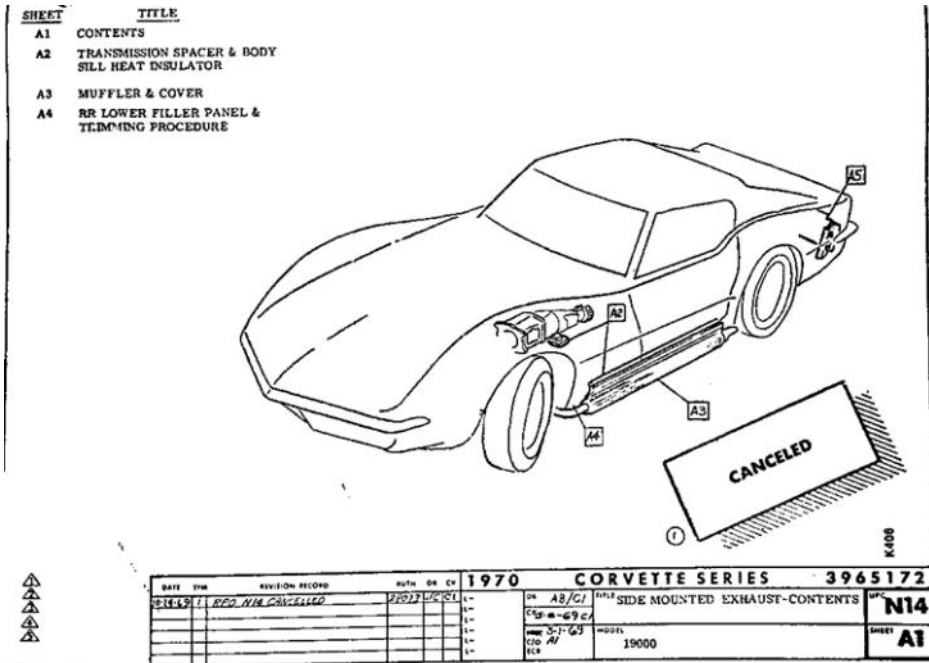
tested a car that had such a secure speed potential. This car gives the impression that it could do anything you demanded."

But alas, the times they were a changing. Ed Cole was in charge of GM. Ed Cole, the man who was in charge of Chevrolet, who when the clay model of the '53 Corvette was unveiled, literally jumped up and down. Ed Cole, who was among the engineers that designed the ubiquitous small block Chevy engine. That same Ed Cole saw the future, and decreed that no engine would require above 91 octane

fuel. He saw catalytic converters and unleaded fuel were the future. He laid the groundwork for the de-pro efforts that stopped the 1970 LS7 Tri-Power from coming to a showroom near you. Well, he was right about a lot of things. We have unleaded fuel, and catalytic converters, and we have Corvettes that are amazing. But the "what ifs" are still something to ponder.

However, I did mention a couple "what ifs" were canceled for 1970. Another was an option that had only been available for the third generation Corvette in the 1969 model, and not for the 1968. Side exhaust was being planned again for 1970. Then there's the big "Canceled" box on the first page of that section of the assembly manual. The pages that follow show the various modifications that would be implemented for this option. There are specs in the assembly manual that include spacers for the transmission when side exhaust is the option, cuts made to the body, and the different back panel where the undercar exhaust would have exited. Everything was worked out, designed, advertised. *If only...*

1970, a year where the Corvette slipped from its preeminent position a king of the horsepower hill amongst its Chevrolet brethren due to the five-letter word.



# WHAT ARE THE 10 CHANGES IN THE LOWER PHOTO

(Answers page 25)





**CORRECTIONS**

**The Award list for the 2021 National in Palm Springs in the previous Bonding Strip had the following omissions.**



**Mike Arcaro received a Top Flight Award for his 67BB**



**Cheri Damico received a Sportsman Award for her 2019**

# SCC/NCRS BOARD MEETING

**August 9, 2021**

The Zoom Meeting was opened at 4:03 pm. by Chairman Darold Shirwo.

## BOARD IN ATTENDANCE:

Darold Shirwo, Ralph Haun, Jerry Louer, Pat Louer, Barbara Vignone, Ed Vignone, Mike McCloskey, Joe LeMay, Ted Wilm

Secretary's Report: Moved by Ed, second by Ted to approve. Report approved.

Treasurer's Report: Ted reported we are in great shape. Darold moved to accept the report and Ed provided the second. The report was accepted.

## OFFICERS' REPORTS:

Joe LeMay will plan a Judging School and Tech Session, possibly on C1. He will report back at the next meeting.

## OLD BUSINESS:

Bonding Strip – Ed requested information on Jan Stober and Chip Werstein for the next Bonding Strip. Mike, Pat and Barbara will send information. The next edition should go out on Sept. 1.

Fall Meet: Bev sent in her report prior to the meeting. 5 cars are registered to date. Central California will conduct a Judging School on Friday from 5 – 6. Darold asked about a place for dinner for the group. Bev will have to respond.

Spring Meet: There is a possibility of hold the Spring Meet at John Piovesans' in San Marcos on April 29<sup>th</sup>.

Holiday Brunch: The Board expressed interest in having a Holiday Brunch. Barbara will look into venues and report back to the Board.

Scottsdale regional and Palm Springs National: Discussion was held regarding these two events. Those attending thought they were successful and enjoyable.

PCRF: We received a Thank You from them for our contribution and Ed will print it in the next Bonding Strip

Holiday Brunch: The Board expressed interest in having a Holiday Brunch on December 5th. Barbara will look into venues and report back to the Board. Darold will inquire at Almansor Court.

BOD Nomination for 2022: Ed will send out an email to request nominations for Board positions. When received, he will print a Ballot to go out to all members via email.

Misc.: Pat and Jerry will not be able to attend the next Board Meeting. Joe volunteered to run the virtual meeting in their absence.

Bev and John will lead the National Road Tour in 2022.

Close Meeting: Mike moved to close the meeting and Jerry provided the second. The meeting was adjourned at 4:30.

Next meeting September 13,  
2021

Submitted by the Barbara Vignone.

## **SCC/NCRS BOARD MEETING**

**September 13, 2021**

The Zoom Meeting was opened at 4:04 pm. by Ed and Barbara Vignone.

BOARD IN ATTENDANCE: Ralph Haun, Barbara Vignone, Ed Vignone, Beverly and John LeGate, Joe LeMay, Ted Wilm, Verity Hobbs and three proxies held by Ed and Barbara Vignone.

Secretary's Report: Moved by Ed, second by Ted to approve. Report approved.

Treasurer's Report: Ted reported we are in great shape. We also have several new members. The report was accepted.

OFFICERS' REPORTS:

None

OLD BUSINESS:

Fall Meet: The hotel has reported to Bev we have secured 14 rooms so far. 6 still available. All chapters helping with registration. Joint chapter meet dinner TBA sign up sheet at the registration desk Friday. Ron Bartow CCC arranging. Currently 8 cars for judging and 41 lunches for BBQ. All supplies for ribbons and certificates currently in stock with judging chairpersons.

Spring Meet: The Spring Meet at John Pivovans' GMDownUnder garage in San Marcos is on for April 29<sup>th</sup>, 2022.

Holiday Brunch: The venue at San Juan Hills Golf club was discussed. A date of

December 5<sup>th</sup> from 10 to 2 was approved by a motion from Ted and seconded by Verity.

New Business:

There was discussion for the tech session on Tabulation procedures. More to follow at the next meeting.

BOD Nomination for 2022: Ed will send out the ballot in about 2 weeks for Board positions. Committee positions have been tentatively assigned. There is no candidate for the position of secretary or vice chairman and hopefully members will volunteer to fill those positions.

Misc.: Bev and John are National Road Tour leaders in 2022 to Mobile Alabama. 1600 miles

November 8 board meeting will also be our general meeting with installations of officers for 2022. All members are invited to attend. Info to follow.

Service award for 2021 to be discussed at next meeting.

Close Meeting: Barbara made the motion and Ed seconded and all approved to close the meeting. The meeting was adjourned at 4:46.

Next meeting October 11.

Submitted by the Secretary Verity Hobbs.

## Advertising Rates for the Bonding Strip

The Official Publication of the Southern California Chapter of the National Corvette Restorer's Society  
Effective January 1, 2020

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.

**Business Card Advertising.** Business cards must be no larger than 3.5 " x 2" . Larger cards will be reduced to fit.

Yearly Rates; SCC members: \$20.00 , non-members: \$30.00

Commercial Advertising	Yearly Rate	Per Issue Rate
Full Page (7.5" x 9")	\$250.00	\$65.00
1/2 Page (7.5" x 4.5")	\$140.00	\$35.00
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

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 email and attachment, or by mail on computer disk or Flash Drive in MS



**The NCRS National Convention will be in Mobile, Alabama on July 24 - 28, 2022.**

**Mobile is Alabama's only saltwater port and is located on the Mobile River at the head of the Mobile Bay and the north-central Gulf Coast.**

**Mobile is the home of the Battleship Alabama which we will tour, along with the National Naval Aviation Museum at the Naval Air Station Pensacola which is also the home of the Blue Angels.**

**This will be the Corvette "Year of the 72". It may be a good time to take a road tour of the US in your 72 or another Corvette.**

**See you There!!!**



# SCC/NCRS Holiday Breakfast

Sunday, December 5<sup>th</sup>, 2021 at 10 AM

San Juan Hills Golf Club

32120 San Juan Creek Road  
San Juan Capistrano, CA 92675



The Holiday Celebration is at the San Juan Hills Golf Club which is located between the historic Mission San Juan Capistrano and the San Juan Capistrano hills.

**The Chapter will subsidize the event. Your cost is \$20 per person.**

**Reservation cutoff is November 22, 2021.**

### Directions:

**Southbound on I-5:** Take Camino Capistrano exit then turn Right on Camino Capistrano. Then Right again, its 1.5 miles on San Juan Creek Road. The banquet facility is the first building on the right.

**Northbound on I-5:** Take Camino Capistrano exit then turn Left on Valle Road. Turn Right, its 1.5 miles on San Juan Creek Road. The banquet facility is the first building on the right.

### Hotels:

**Best Western Capistrano Inn**  
27174 Ortega Hwy,



Mail your check & registration to:

Verity Hobbs, PO Box 2316 Newport Beach, CA. 92659 Phone: 949.378.3419

Information contact Barbara Vignone 949292.3396 bvignone@cox.net

Names \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

Member # \_\_\_\_\_ Corvette Driven  Year \_\_\_\_\_

# Persons \_\_\_\_\_ @ \$20 each.

Make Check out to SCC/NCRS. Total Enclosed \_\_\_\_\_

**There will be a General Board Meeting**

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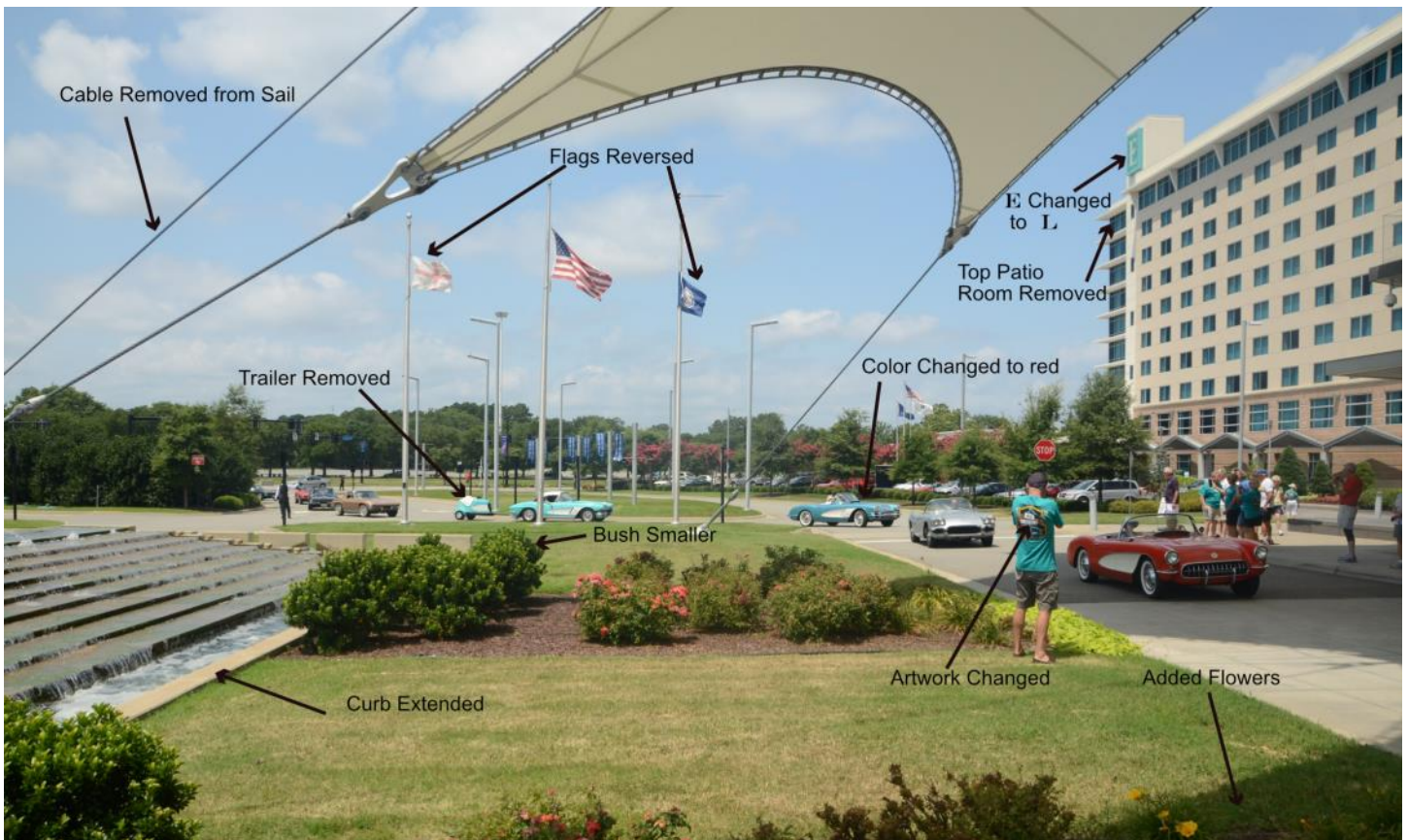
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