

# The Bonding Strip



**Tom Barr**  
**1995 ZR1**  
**Story on Page 13**















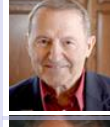

**SOUTHERN  
CALIFORNIA  
CHAPTER**



# Table of Contents

<u>Table of Contents, Notifications</u>	Page 2
<u>2022 Board Members</u>	Page 3
<u>NCRS Calendar 2022</u>	Page 4
<u>Chairman's Report</u>	Page 5
<u>We are SCC &amp; Corvette Links</u>	Page 6
<u>Oldsmobile F-88 Dream Car &amp; From the Editor's Desk</u>	Page 7
<u>SCC/NCRS Holiday Breakfast &amp; General Meeting</u>	Page 8 - 12
<u>Cover Article: 1995 Corvette ZR1 Five Star Cross Flags Award</u>	Page 13
<u>C1 Fuel Gauge Troubleshooting</u>	Pages 14 - 15
<u>How Ethanol Got Into Gasoline; Why it is Time to Remove it</u>	Pages 16 - 17
<u>1956- 57 INSIDE REAR VIEW MIRRORS &amp;Five Month Actuator Seal Recondition...Perfect Winter Project</u>	Pages 18
<u>NCC Spring Meet Registration</u>	Page 19
<u>SCC Spring Judging Meet Registration</u>	Pages 20 - 21
<u>SCC Road Tour to the National Convention</u>	Page 21
<u>Board Meeting Minutes August - September 2021</u>	Pages 22 - 23
<u>Pull that Oil Out</u>	Page 23
<u>So. Cal. Chapter has a Judged Meet in Italy</u>	Page 24
<u>ONCE APON A TIME!</u>	Page 25
<u>Advertising Rates for the Bonding Strip &amp; Members Ads</u>	Page 26– 27
<u>Back Page Advertisement</u>	Page 28

# SCC/NCRS 2022 Board of Directors

	<b>Chairman:</b> Ted Wilm, 81549 Ronda, La Quinta, CA 92253 : <a href="mailto:Theodore.A.Wilm@gmail.com">Theodore.A.Wilm@gmail.com</a> .		<b>Vice Chairman:</b> John Piovesan, 1868 Parkview Circle, Costa Mesa, CA 92627 949.400.0005, <a href="mailto:John@gmdownunder.com">John@gmdownunder.com</a>
	<b>Chairman Emeritus:</b> Darold Shirwo, 16255 Ventura Blvd., Ste 215, CA 91436 310.278.2000 <a href="mailto:dshirwo@aol.com">dshirwo@aol.com</a>		<b>Membership Chairman:</b> Jerry Louer, 425 Atwood Drive Corona, CA 92879 951.734.9818 <a href="mailto:pnjlouer@sbcglobal.net">pnjlouer@sbcglobal.net</a>
	<b>Treasurer</b> Verity Hobbs, PO Box 2316, Newport Beach, CA. 92659 H 949-378-3419 <a href="mailto:starppo@hotmail.com">starppo@hotmail.com</a>		<b>Co-Judging Chairman:</b> John LeGate, PO, Box 2739 Ramona, CA 92065 408.888.0335 <a href="mailto:lgdental@att.net">lgdental@att.net</a>
	<b>Bonding Strip Editor:</b> Ed Vignone, 5 Via Pasa, San Clemente, CA 92673. 949.292.3397 <a href="mailto:vignone@ieee.org">vignone@ieee.org</a>		<b>Co-Judging Chairman:</b> Beverly LeGate, PO, Box 2739 Ramona, CA 92065 408.981.1200 <a href="mailto:beverlylegate@yahoo.com">beverlylegate@yahoo.com</a>
	<b>Tech Advisor: (C1—C2)</b> Ralph Haun, P O Box 4402, Laguna Beach, CA 92652 949-494-6931 <a href="mailto:rehatcr@aol.com">rehatcr@aol.com</a>		<b>TABULATION:</b> Pat Louer, 425 Atwood Drive, Corona, Caz 92879 H 951-734-9818 <a href="mailto:pnjlouer@sbcglobal.net">pnjlouer@sbcglobal.net</a>
	<b>Secretary:</b> Barbara Vignone, 5 Via Pasa, San Clemente, CA 92673. 949.292.3396 <a href="mailto:bvignone@cox.net">bvignone@cox.net</a>		<b>Tech Advisor:</b> Joe LeMay, 1723 Grant Ave. Redondo Beach, CA 90278 714-720-4853 <a href="mailto:jlemay5@aol.com">jlemay5@aol.com</a> ;
	<b>CP Award Administrator</b> Barbara Vignone, 5 Via Pasa, San Clemente, CA 92673. 949.292.3396 <a href="mailto:bvignone@cox.net">bvignone@cox.net</a>		<b>Historian:</b> Gary Hiltunen, 55 Calle Aragon # E Laguna, Woods, CA 92637 909-437-9288 <a href="mailto:polowhite53@gmail.com">polowhite53@gmail.com</a> ;
	<b>Webmaster:</b> Ed Vignone, 5 Via Pasa, San Clemente, CA 92673. 949.292.3397 <a href="mailto:vignone@ieee.org">vignone@ieee.org</a>		<b>Public Relations:</b> Rob Myrick, 245 Raintree Drive, Leucadia, CA 92024 760 942-1909 <a href="mailto:dlimspyder@aol.com">dlimspyder@aol.com</a>
	<b>NCRS Region IX Representative:</b> Mike Ingham, 6047 Lawton Avenue, Oakland, CA 94618, 510-420-0968 <a href="mailto:michael.ingham248@gmail.com">michael.ingham248@gmail.com</a>		

**NCRS registered mark used in The Bonding Strip are NCRS Founders Award®, NCRS Master Judge Award®, NCRS Performance Verification Award®, NCRS Flight Award®, and NCRS Sportsman Award® are registered with the United States Department of Commerce and Trademark Office. The NCRS American Heritage Award<sup>SM</sup> application is pending.**

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

# 2022 CALENDAR



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



[03-04-2022 - 03-05-2022 Southern Arizona Chapter Southern Arizona Judging Meet](#)



[03-18-2022 - 03-19-2022 Southeast Chapter Southeast NCRS Chapter Spring Meet](#)



[03-18-2022 - 03-19-2022 Arizona Chapter Spring 2022 Meet](#)



[04-01-2022 - 04-02-2022 Heartland Chapter Spring Meet](#)



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



[04-22/23-2022 Northern California Chapter Spring Chapter Meet](#)



[04-28-2022 - 04-30-2022 Indiana Chapter NCRS Indiana Regional](#)



[04-29/30/2022 Judged Meet GMDownUnder Garage in San Marcos](#)



[05-13-2022 - 05-14-2022 North Central Chapter 2022 Spring Chapter Meet & School](#)



[05-13-2022 - 05-14-2022 Illinois Chapter IL Chapter NCRS Spring Judging Meet](#)



[05-15-2022 Metro-Long Island Chapter Metro LI NCRS Spring Meet 2022](#)



[05-19-2022 - 05-21-2022 Carolinas Chapter Carolinas Regional](#)



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



[06-03-2022 - 06-04-2022 Wisconsin Chapter 2022 WI Chapter Judging Meet](#)

## Chairman's Message

**Ted Wilm**



Hope everyone enjoyed the holidays! We are all looking forward to seeing you and your Corvettes

Our Club hosted a wonderful Holiday Brunch in December. It was great for many of us to meet in person to kick off the season and get in the holiday spirit. Several new SCC members attended the Holiday Brunch as well as Gary and Karen Mion who live in Arizona and are members of our chapter and Gary is the new Arizona Chapter Chairman. With several generations of Corvette in the parking lot, the cars were likely grateful to get out too! A good time was had by all. During the Brunch, we announced that Joe LeMay was the 2021 recipient of our Distinguished Service Award. Joe, thank you again for all that you have done for SCC this past year. Your enthusiasm is contagious. Thanks also goes to Barbara and Ed Vignone for planning the Holiday Brunch, and to Verity Hobbs for bringing poinsettia gifts for all in attendance. Before we close out 2021, I would like to thank Darold Shirwo and Mike McCloskey, our 2021 chair and co-chair, for their stewardship of our Club. You both contributed your time and energy to build the Club that we all enjoy today.

As we look forward to 2022 and 2021 fades in the rear-view mirror, your judging chairs, Beverly, and John LeGate, have been working hard on our upcoming five-point judging meet to be held on April 29 and 30, 2022 in San Marcos at the home of our new co-chair, John Piovesan. More information on our upcoming meet is included in this issue of the Bonding Strip and will be posted on the NCRS and SCC websites in mid-January. Beverly and John have also been busy coordinating the 1985 Southern California Road Tour to National, which will be held in Mobile, Alabama this year. Beverly and John will be driving their 1972 to National in honor of its 50-year National celebration. Road tours are a lot of fun, so if you are planning to go to Mobile, consider joining the Southern California road tour.

Looking through the windshield and seeing 2022 in front of us, we are planning to develop some virtual tech sessions. We also have several ideas for in-person gatherings and some fun runs to get out and exercise our Corvettes. Later in 2022 we will focus on our annual Fall chapter meet, so we can continue to recognize owners for their hard work on their Corvettes with well-deserved ribbons. 2022 is shaping up to be a really good year for our Club. If you have any ideas or would like to contribute your efforts to the Club, please do not hesitate to contact me or any of the other board members.

# Welcome New Members



**Jeff Jordan, Keith Tholin, Bob Weinstein,  
Charles Adamson & Phillip Hamburger**

## 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 over forty years ago in 1981 and we currently have over 115 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.



[GMSV Sales Strong Despite Holden Brand Phaseout \(gmauthority.com\)](#)

[Our 2021 Chevrolet Corvette's Front Trunk Release Stopped Working \(motortrend.com\)](#)

[Top Gear Previews The Corvette C8 Z06 | Corvsport.com](#)

[Drag Race! Ford Mustang Mach-E GT vs. Chevy Corvette C8 | 0-60, Horsepower, Rollouts & More - YouTube](#)

[The History Of The Corvette Grand Sport Explained \(hotcars.com\)](#)

[How Long Will It Be Until Chevy Makes The Corvette Electric? \(gmauthority.com\)](#)

[Update on the Replacement Corvettes for Those Damaged by the Tornado - Corvette: Sales, News & Lifestyle \(corvetteblogger.com\)](#)

## Oldsmobile F-88 Dream Car

[Wikipedia](#)

The F-88 was an Oldsmobile in 1954, with initial sketches made by [Bill Lange](#). It used the chassis of the [Chevrolet Corvette](#) and shared its 102 in wheelbase. Like the Corvette the F-88's body was fiberglass. A classic America the 1954 F-88 might be the rarest it is listed at Barret Jackson's



Auctions at a steep price of \$3,300,000.00. Of the four that were created, the only model that survived is on display at [the Gateway Colorado Automobile Museum](#) in Gateway, CO.

The car used a 324 cubic V8 producing 250 horsepower, Super 88 V8 engine with a four-barrel carburetor and a small, flat air cleaner. The Corvette-derived rear axle had a ratio of 3.55:1. The console was modified from the 1953 Oldsmobile console with a tachometer added and customizing the fascia of the gauges.



The instrument panel of the F-88 was later used on a Cutlass. The F-88 was sold to John and Maureen Hendricks for over three million dollars. Today it is on display in its own showroom at the Gateway Colorado Automobile Museum

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!!!



# SCCNCRS 2021 HOLIDAY BREAKFAST



The Southern California Chapter started off the holiday season with a social get-together at the San Juan Hills Golf Course on December 5<sup>th</sup>. Members and guests enjoyed a beautiful day, a delicious breakfast and, most importantly, a wonderful opportunity to visit with friends.



The general meeting and introductions were led by our new Chairman, Ted Wilm, who also presented special awards. The 2021 Distinguished Service Award was awarded to Joe LeMay for his leadership in presenting in-services and judging schools via Zoom, his contributions to the Bonding Strip, and the many hours of work and effort he has donated on behalf of SCC, NCRS, and Corvette enthusiasts.

To encourage member participation, SCC has developed a new pin, the Chapter Recognition award. It was presented to members who had attended 8 chapter events, or submitted 2



Mary Kay & Ted Wilm



Gary & Sharon Sunda



*technical articles to the Bonding Strip, or in some other way furthered the goals of SCC or NCRS. WE ENCOURAGE YOUR PARTICIPATION IN THE COMING YEAR. We want YOU to be the next pin recipient.*



Jerry & Pat Louer



Matt & Marv Stober



Pete & Nancy Pestal



Karen & Gary Mion



John Piovesan



Verity Hobbs

The Board for 2022 was introduced and activities for next year were discussed. Please join the Board for our next Zoom meeting in January for further discussion and planning. Contact Jerry Louer for Zoom information.



Connie Inman



Glenn & Patti Nutting



Joe LeMay



Anita & Jerry Olea



John & Beverly LeGate



Liz & Bob Brown

Thanks to everyone who helped make this event a success. First, everyone who attended. It was so good to see you all. Special thanks to Verity Hobbs who handled R.S.V.P.s and arranged for poinsettias for each member, Pat Louer who greeted and



Wayne & Brenda Foss



Ed Hoffman



Robyn & Rick Sottile



Mary Jo Siegrist & Diana Wright



Gary Hiltunen



David & Ingrid Lockwood

checked-in members, and Ed Vignone who photographed this holiday event.

SCC 2022  
Chapter  
Chairman  
presenting  
Joe Lemay  
with the  
SCC Distin-  
guished  
Service  
Award.



Ed & Barbara Vignone



***2022 NCRS Southern California Chapter Board of Directors***

From the left: Verity Hobbs, Pat Louer, Jerry Louer, Joe LeMay, Gary Hiltunen, John LeGate, Beverly LeGate & Barbara Vignone. Not pictured: Ted Wilm, Darold Shirwo, Rob Myrick, John Piovesan & Ed Vignone.

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.

**Photo Contributors:**

Many thanks to General Motors, Tom Barr, Jerry Louer and Ed Vignone who contributed photos for this publication.

# 1995 Corvette ZR1 Five Star Cross Flags Award

By Tom Barr

When the Corvette ZR1 was introduced in 1990 I wanted one, however I had a busy life, and I put it on the back burner. One evening a friend called me and asked me to take my truck and trailer to Atlanta to help him pick up a car. I agreed and we drove all day to Tom Jumper Chevrolet in Georgia. When we arrived there was the black ZR1 in the showroom. We were there to pick up that Corvette. I fell in love with it but had no time to find one.



Fast forward 3 or 4 years when the same friend called me and told me he was getting a divorce and needed money. I asked if he still had the ZR1 and he said he did. I asked if he would sell it to me. He agreed to sell it to me and the rest is history.

This was long before we started judging 1994-1995's therefore I just enjoyed driving the ZR1. While this was happening, I bought a 1990 ZR1 with 500 miles. At the time we were Judging 90's and so I took it through the



Lt>rRt: GM Engineer, Tom's Grandson Cole Savage, Dave Hill, Tom Barr & Dave McClellan,

NCRS judging system, since I had such a good time I decided the 95 was next. This time I went for the Hill Award and then to Crossed Flags judging and the 5<sup>th</sup> Star "Presentation of Excellence Award". It was a great experience with great judges, and I would recommend it to everyone. Don't be afraid to try it is a great the experience .



## 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 gas gauge - as a side note I also had to fix the gas 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, therefore 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 Corvettes (53, 54 and first 55s) had a 6-volt system and if your vehicle has been converted 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 after-market 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 gas 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 that many 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.





## How Ethanol Got Into Gasoline; Why it is Time to Remove it.

Joe LeMay in Joe's Garage

Many will attempt to blame fuel system issues on ethanol in their gasoline. The information below is not about the issue with ethanol, but how the ethanol got into the gasoline supply. Maybe with some background, it is easy to see the reason for the addition and see that it is time for a change due to technology.

The Clean Air Act of 1970 required vehicle emission reductions. Think back to the first vehicle you experienced that had emission controls. There was a lot of effort to make a basic carbureted engine operate with reduced emissions. There were add-on systems such as air injection and exhaust gas recirculation. The vehicles did not run that well because the combustion process was attempted to be mechanically altered. That system was inherently flawed from an emissions perspective.

In 1990, there were amendments to the Clean Air Act. The amendments included the requirement to use oxygenated gasoline ("reformulated" gasoline). An oxygenated gasoline mixture allows the fuel to burn more completely and therefore produce cleaner emissions. Its use in fuel has obvious benefits for improving air quality.

With the new revisions, petroleum companies had to come up with a new way to make a cleaner-burning fuel. One option that we had until recently is MTBE. It was added beginning in 1979 as an anti-knock agent, replacing lead that had a similar use as an anti-knock agent. MTBE also is an oxygenate for gasoline. In 2002-2007, MTBE was banned due to persistent groundwater contamination from leaking storage tanks.

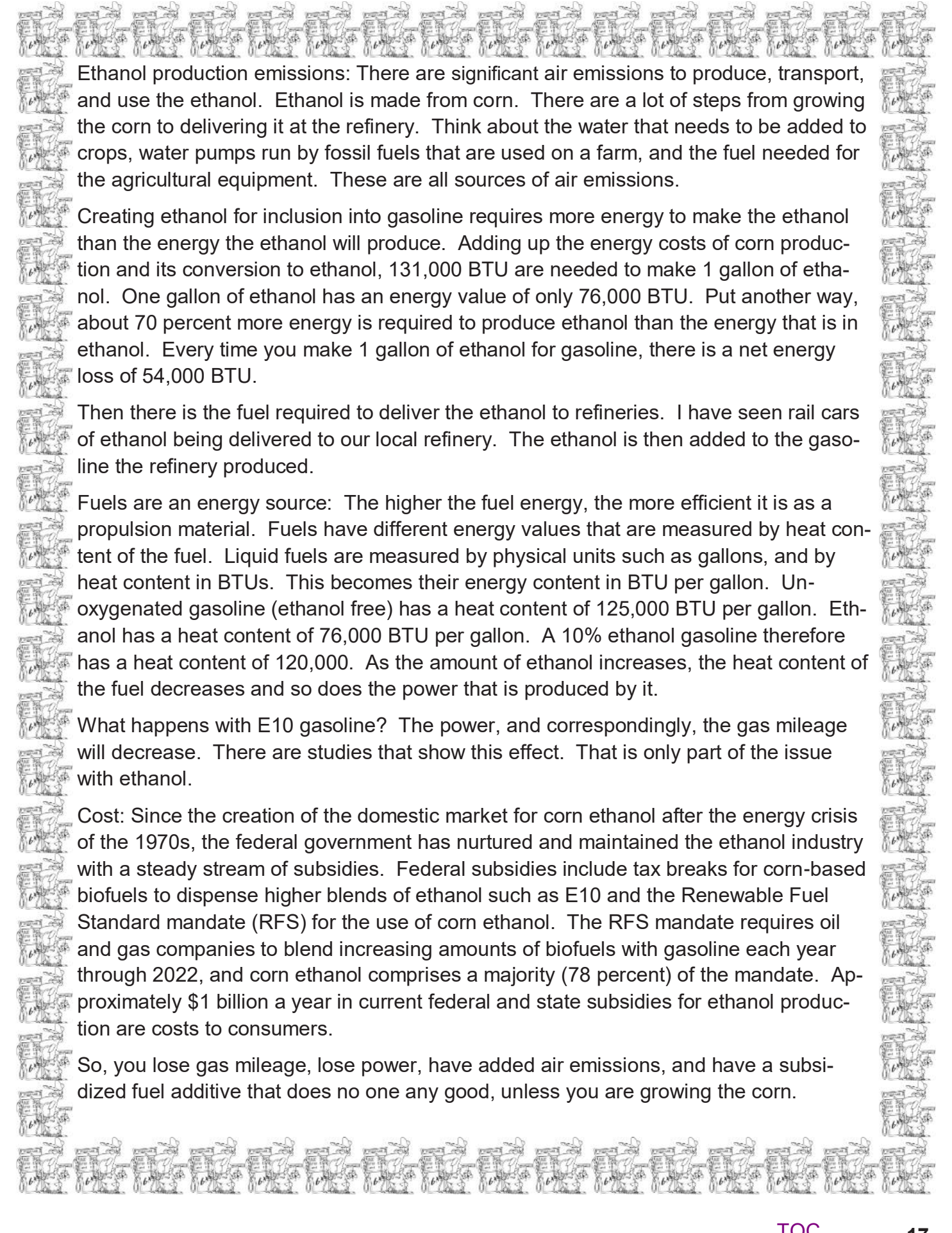
Methanol was another effort. For a time in California, there were 5,000 Ford Taurus FFV that would operate on an 85% methanol fuel. There were also specific gas pumps for that fuel. Some of you may have remembered those vehicles if you lived in the region. That program did not last long.

Ethanol is used as an option as both an oxygenate and as an octane booster for anti-knock properties. There are however many issues with ethanol and with production of ethanol as a replacement for portions of gasoline.

At the time when an oxygenate became part of the fuel requirement, there were fewer choices of engine control systems, fuel injection systems, and performance enhancements available in engine technology. Ethanol provided a fuel option that was beneficial. However, technology has now surpassed the ethanol option. Ethanol as a oxygenate is no longer needed. Current emission control systems create the required low emissions. The benefits of oxygenated fuel with ethanol are no longer needed..

The process of producing ethanol, transporting it, and the power that is produced from an ethanol fuel need to be considered when determining the overall efficiency of ethanol as a fuel additive. One can see there are detrimental effects on air quality, fuel energy or power, and cost.





Ethanol production emissions: There are significant air emissions to produce, transport, and use the ethanol. Ethanol is made from corn. There are a lot of steps from growing the corn to delivering it at the refinery. Think about the water that needs to be added to crops, water pumps run by fossil fuels that are used on a farm, and the fuel needed for the agricultural equipment. These are all sources of air emissions.

Creating ethanol for inclusion into gasoline requires more energy to make the ethanol than the energy the ethanol will produce. Adding up the energy costs of corn production and its conversion to ethanol, 131,000 BTU are needed to make 1 gallon of ethanol. One gallon of ethanol has an energy value of only 76,000 BTU. Put another way, about 70 percent more energy is required to produce ethanol than the energy that is in ethanol. Every time you make 1 gallon of ethanol for gasoline, there is a net energy loss of 54,000 BTU.

Then there is the fuel required to deliver the ethanol to refineries. I have seen rail cars of ethanol being delivered to our local refinery. The ethanol is then added to the gasoline the refinery produced.

Fuels are an energy source: The higher the fuel energy, the more efficient it is as a propulsion material. Fuels have different energy values that are measured by heat content of the fuel. Liquid fuels are measured by physical units such as gallons, and by heat content in BTUs. This becomes their energy content in BTU per gallon. Un-oxygenated gasoline (ethanol free) has a heat content of 125,000 BTU per gallon. Ethanol has a heat content of 76,000 BTU per gallon. A 10% ethanol gasoline therefore has a heat content of 120,000. As the amount of ethanol increases, the heat content of the fuel decreases and so does the power that is produced by it.

What happens with E10 gasoline? The power, and correspondingly, the gas mileage will decrease. There are studies that show this effect. That is only part of the issue with ethanol.

Cost: Since the creation of the domestic market for corn ethanol after the energy crisis of the 1970s, the federal government has nurtured and maintained the ethanol industry with a steady stream of subsidies. Federal subsidies include tax breaks for corn-based biofuels to dispense higher blends of ethanol such as E10 and the Renewable Fuel Standard mandate (RFS) for the use of corn ethanol. The RFS mandate requires oil and gas companies to blend increasing amounts of biofuels with gasoline each year through 2022, and corn ethanol comprises a majority (78 percent) of the mandate. Approximately \$1 billion a year in current federal and state subsidies for ethanol production are costs to consumers.

So, you lose gas mileage, lose power, have added air emissions, and have a subsidized fuel additive that does no one any good, unless you are growing the corn.

## 1956- 57 INSIDE REAR VIEW MIRRORS

By Darold Shirwo

In 1956 Corvette had an inside rear view mirror that consisted of the die cast, chrome plated base with a vertical shaft hole and a molded and tapped side hole; into that fit the mirror which was rectangular in shape and had a movable "L" shaped shaft/arm that fit into the vertical shaft hole in the chrome plated base and was held in place by a chrome plated knob with a threaded shaft that screwed into the tapped side hole.

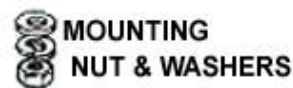
Corvette had production problems with the alignments of the shaft hole and the side hole as well as service returns because the chrome plated threaded knob would loosen up and the mirror would lose position.

In late 1956 Corvette modified this inside rear view mirror by doing away with the molded and tapped side hole (they put an insert into the die cast mold to eliminate the side hole) and simply threaded the lower portion of the "L" shaped shaft/arm and tapped the vertical shaft hole

The mirror originally in 1956 was slid into the vertical hole and held in place by the threaded chrome plated knob; in 1957 the entire mirror assembly was threaded into the base and locked in place with a plated nut.

Corvette solved the problems they had in 1956 with the modification and they reduced their costs by eliminating the chrome plated knob and replacing it with a simple nut; they had to thread the lower portion of the mirror shaft but their overall savings in the modification was about \$.69.

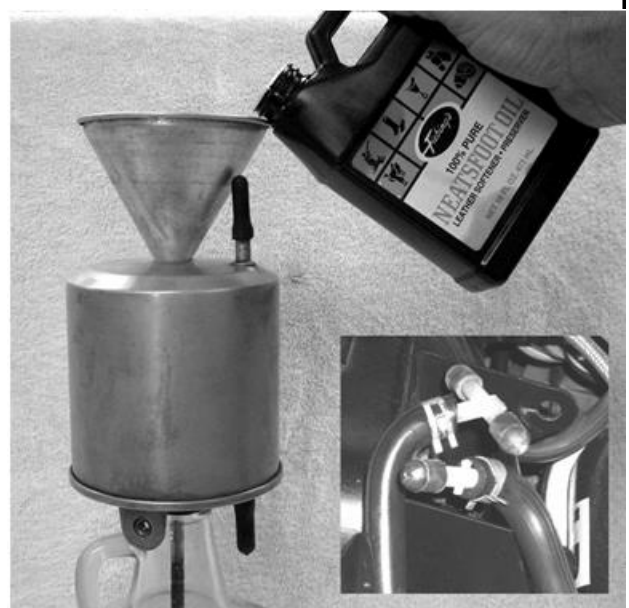
This mirror assembly configuration was only used for 56/57 Corvettes.



## Five Month Actuator Seal Recondition...Perfect Winter Project

By Wendel Hans

The 1968/1969E wiper hidden door does not open. The headlight doors are slow to open. What is wrong? Disconnect the actuator hoses and plug them. Test the headlight actuators. If they now open normal, the hidden door actuator seal is most likely leaking. The seal is leather, dries out, and can be reconditioned. The photograph to the right shows how I used a wine jug as a holding fixture. The conditioning oil came from a saddle shop. Any store that works with leather should have this type of oil. Any brand will do. I filled the actuator with oil and once a week for five months rotated the shaft to distribute the oil inside the actuator. The vacuum system now works better than ever.



# NCRS Northern California Chapter Spring Judging Meet Registration

## Friday/Saturday, April 22/23, 2022

NCRS members are invited to attend NCC's Spring Judging Meet to be held at the Hampton Inn & Suites Waterfront, 2 Harbor Center, Suisun City, CA 94585, 707-429-0900. A block of 10 rooms is being held until April 1<sup>st</sup> at rates of \$139.00 + tax. The group code is VET.

**General Meet Information**

Sharyl Ingham 510-420-0968 [sharylingham@gmail.com](mailto:sharylingham@gmail.com)

**Judging Information**

Mike Ingham 510-420-0968 [michael.ingham248@gmail.com](mailto:michael.ingham248@gmail.com)  
 John Tidwell 530-432-2503 [sampanjohn@earthlink.net](mailto:sampanjohn@earthlink.net) **Judging School**

**Information**

Bob Grauer 925-922-2207 [rob@inanutshell.com](mailto:rob@inanutshell.com)

**Event Schedule –**

**Saturday, 4/23**

**Event Schedule - Friday, 4/22**

2:00 pm – 4:00 pm - Registration  
 5:00 pm - 6:00 pm - Judging School

7:00 am – 8:00 am - Registration  
 8:30 am - All cars in place  
 9:00 am – finish - Flight Judging

NCRS Membership Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Name: ----- \_\_\_\_\_ Spouse/Companion: \_\_\_\_\_

Non-NCRS Guest \_\_\_\_\_

Address: \_\_\_\_\_ Email: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone: \_\_\_\_\_

**Note: Register online at [www.NCRS.org](http://www.NCRS.org) starting February 1 and save \$10 on your family registration fee.**

**Event Registration**

\_\_\_\_ Family Registration Fee (required for all registrants) **\$30**  
 \_\_\_\_ Guest Fee (non-NCRS member) @\$10 Each \$ \_\_\_\_\_

**IN ORDER TO PROVIDE QUALITY JUDGING, WE RESERVE THE RIGHT TO LIMIT THE NUMBER OF CARS JUDGED. PREFERENCE WILL BE GIVEN TO CARS THAT HAVE NOT BEEN JUDGED BEFORE, AND IN ORDER OF DATE REGISTRATION WAS RECEIVED**  
**Cut-off date: April 1, 2022**

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

Year \_\_\_\_\_ CID/HP \_\_\_\_\_ Coupe \_\_\_\_ Convertible \_\_\_\_ Complete VIN \_\_\_\_\_

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

**For C2 & Newer** Body Build Date \_\_\_\_\_ Body # \_\_\_\_\_ Paint Code \_\_\_\_\_ Trim Code \_\_\_\_\_

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

\_\_\_\_ Flight Judging Entry @\$95 \$ \_\_\_\_\_

\_\_\_\_ Concours Judging Entry \_\_\_\_ Stock \_\_\_\_ Modified @\$50 \$ \_\_\_\_\_

\_\_\_\_ Sportsman Entry @\$15 \$ \_\_\_\_\_

\_\_\_\_ Special Display Bowtie – Duntov - McLellan – Hill – Crossed Flags – American Heritage (circle one) FREE

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

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

Sharyl Ingham, 6047 Lawton Avenue, Oakland, CA 94618-1802 510-420-0968 [sharylingham@gmail.com](mailto:sharylingham@gmail.com)

**No refunds after April 1, 2022**

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

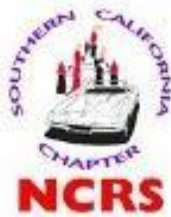
Name \_\_\_\_\_ Judging/Tabbing Level \_\_\_\_\_

I would like to judge: 53-62 \_\_\_\_ 63-67 \_\_\_\_ 68-82 \_\_\_\_ 84-96 \_\_\_\_ 97-02 \_\_\_\_ I would like to tabulate: \_\_\_\_

Chassis \_\_\_\_ Exterior \_\_\_\_ Interior \_\_\_\_ Mechanical \_\_\_\_ Operations \_\_\_\_

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

**SEE NCRS HOLD HARMLESS PAGE 21**



# SCC/NCRS SPRING GM DOWN UNDER FLIGHT JUDGED MEET Registration Form FRIDAY & SATURDAY April 29th & 30th, 2022 New Home of John Piovesan/GM Down Under 470 Jennileah Lane, San Marcos, CA 92069



**Event & Judging Questions Beverly & John LeGate Co-Judging Chairs 408-981-1200**  
**NO Host Hotel: Make Your Best Deal! Recommendations On A Flyer to Be Sent Out.**  
**THIS IS A FIVE-POINT TWO-DAY JUDGED EVENT!**

**REGISTRATION OPENS JANUARY 15, 2022**

Cars must be in place by **8:00 AM Saturday**. We will conduct an OWNER'S Meeting at 8:15 AM followed by a JUDGE'S MEETING. We do request that you register **ON-LINE** or mail in the registration form on or before April 20th 2022. No refunds after April 20th 2022.  
**OPERATIONS CHECK FRIDAY April 29th, 3 PM BY APPOINTMENT. FLIGHT & CONCOURS OWNERS WILL BE CONTACTED.**

**Fees:** Meet Registration Members **\$25.00**(spouse & children under 23 yrs.) **\$30.00 Postmarked after April 20, 2022**  
 \$ \_\_\_\_\_

Meet registration Guests 1/2 of members' registration: **\$12.00, Postmarked after April 20, 2022, \$17.00** \$ \_\_\_\_\_

Flight Judging **\$ 95** \$ \_\_\_\_\_

Sportsman Award **\$13.00 or (No Ribbon \$3)** \$ - \_\_\_\_\_

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

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

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

PO Box 2739 Ramona, CA 92065 408.981.1200 [beverlylegate@yahoo.com](mailto:beverlylegate@yahoo.com) **Total \$ \_---\_\_\_\_\_**

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

Please enter the following car for [ ] Flight Judging 53-2004, [ ] Sportsman Award, [ ] Concours { } Previous Award display/Special interest Display (no fee). Please print legibly.

Year \_\_\_\_\_ Complete VIN # \_\_\_\_\_

**Notice: First come first serve. No cars accepted after April 20, 2022 postmark.**

Horsepower \_\_\_\_\_ Exterior Color \_\_\_\_\_ Interior Color & Fabric \_\_\_\_\_

**Horsepower, Exterior Color, Trim Color and Fabric entries are mandatory for all vehicles. In addition, 1963 through 2004 vehicles must include all numbers and characters from the Trim Tag or Service Parts Identification Label with respect to Build Date, Paint Code, and Trim Code plus Body Number for 1963 through 1967 vehicles.**

Build Date \_\_\_\_\_ Paint Code \_\_\_\_\_ Trim Code \_\_\_\_\_ Body No. \_\_\_\_\_

[ ] Convertible, [ ] Coupe, [ ] Corvette Driven, [ ] Corvette Trailered, [ ] Need trailer parking Miles Driven \_\_\_\_\_

I would like to help with:

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

Name \_\_\_\_\_ Name \_\_\_\_\_

Judging 1st Choice \_\_\_\_\_ 2nd Choice \_\_\_\_\_ 3rd Choice \_\_\_\_\_ Judging 1st Choice \_\_\_\_\_ 2nd Choice \_\_\_\_\_ 3rd Choice \_\_\_\_\_

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

Member, \_\_\_\_\_ Spouse \_\_\_\_\_ Guest \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail: \_\_\_\_\_ Chapter Affiliation (if any): \_\_\_\_\_

Phone (Home): \_\_\_\_\_ Work: \_\_\_\_\_ Cell: \_\_\_\_\_

**NCRS National Membership Number (see mailing label on your Driveline or Restorer): \_\_\_\_\_**

**REGISTRATION OPENS FRIDAY AT 1PM. ALL ACTIVITIES WILL BE HELD AT GM DOWNUNDER IN SAN MARCOS.**

**JUDGING SCHOOL TBA FRIDAY 5-6PM # ATTENDING \_\_\_\_\_ JUDGES AVAILABLE FRIDAY 3PM YES OR NO \_\_\_\_\_**

**FRIDAY NO HOST DINNER TBA 6:30PM # ATTENDING \_\_\_\_\_**

Company \_\_\_\_\_ Policy # \_\_\_\_\_ Expiration Date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

**HOLD HARMLESS NEXT PAGE**

## NCRS Hold Harmless Agreement

I AGREE to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to NCRS at time of registration.

I AGREE to assume the risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees, Chapters and event workers for any acts or omissions that may result in the theft, damage or destruction of my property or injury to me or others occurring during, or as a consequence of this event, wherever located.

I AGREE to abide by the NCRS Policy on Drugs and Alcohol. The use of illegal drugs is prohibited by anyone attending an NCRS event. The use of alcohol is prohibited by anyone participating in an NCRS event (includes while on the judging field, participating in driving tests and/or road tours), except during social events.

I ACKNOWLEDGE AND AGREE that I understand and will comply with the currently published NCRS Rules & Regulations for Events in the COVID-19 Era. I further acknowledge and assume the risk of potential exposure and contraction of COVID-19, and that NCRS has no way of testing participants for COVID-19, and, therefore, no way of guaranteeing that I will not be exposed to or contract COVID-19 or some other illness at this event.

In consideration of being allowed to attend this event, I AGREE that, in the event of any illness to me that may relate to, arise out of, or in any way concern my attendance and/or participation at this event, NCRS and its employees and agents are RELEASED from any and all liability whatsoever that may arise from any illness occurring and from any responsibility and/or liability for my acts or conduct. Further, I WILL HOLD HARMLESS AND WILL UNCONDITIONALLY INDEMNIFY NCRS AND ITS AGENTS AND EMPLOYEES AGAINST ALL CLAIMS, CAUSES OF ACTION, AND DAMAGES FOR WHICH NCRS MAY BECOME LIABLE BY REASON OF SUCH ILLNESS, WHETHER BROUGHT BY ME OR AGAINST ME OR BY ANY PERSON HAVING A LEGAL INTEREST IN THE PROPERTY OR PERSON OF ME. I understand that this release of claims and indemnity **APPLIES TO ILLNESSES CAUSED EITHER IN WHOLE OR IN PART BY ANY NEGLIGENT ACT OR OMISSION OF NCRS, ITS OFFICERS, EMPLOYEES, REPRESENTATIVES, OR AGENTS. MY RELEASE ALSO APPLIES TO ANY ILLNESS SUSTAINED BY ME DUE TO THE COVID-19 PANDEMIC.** NCRS Rules & Regulations for Events in the COVID-19 Era

EFFECTIVE IMMEDIATELY, the National Corvette Restorers Society, Inc. (NCRS) will follow the mandates that are currently in place on that given day and at that given event location for all NCRS events as set forth by the United State Centers for Disease Control (CDC) or another branch of the US federal government, Public Health Agency of Canada, European Centre for Disease Prevention and Control, any host state and/or local government, and/or a private host facility.

The above-mentioned rules will be followed at all NCRS events until such time that it is determined that they are no longer needed.

Approved by NCRS Board of Directors: June 6, 2021.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### SOUTHERN CALIFORNIA ROAD TOUR to the NCRS NATIONAL CONVENTION

John & Beverly LeGate



John and I hope you can join us as we celebrate the "Year of the '72" in our '72. The Southern California Road Tour will depart on Tuesday, July 19<sup>th</sup> from Ontario, CA to Mobile, Alabama. We will be on the road five nights with the final fifth night in Mobile, AL a total of 1985 miles.. We will be following the Southern route taking the Interstate 10. Overnight locations are Tuesday, July 19<sup>th</sup> in Tucson, AZ, Wednesday, July 20<sup>th</sup> in Van Horn, TX, Thursday, July 21<sup>st</sup> in Fredericksburg, TX, and Friday, July 22<sup>nd</sup> in Lafayette, LA. On Saturday, July 23<sup>rd</sup>, we will be joining all the National Road Tours for the last night out in Mobile, AL, our final destination. We are planning some stops along the way and hope you will join us to create some new memories, visit some old memories and just relax and have some fun.

Information: John LeGate, 408.888.0335, [lgdental@att.net](mailto:lgdental@att.net) Beverly LeGate or 408.981.1200, [beverlylegate@yahoo.com](mailto:beverlylegate@yahoo.com)

## **SCC/NCRS BOARD MEETING**

**October 11, 2021**

The Zoom Meeting was opened at 4:01 pm. by Chairman Darold Shirwo.

**BOARD IN ATTENDANCE:** Darold Shirwo, Ralph Haun, Jerry Louer, Pat Louer, Barbara Vignone, Ed Vignone, Beverly and John LeGate, Ted Wilm, Verity Hobbs

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

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

**OFFICERS' REPORTS:**

None

**OLD BUSINESS:**

**Bonding Strip** – Ed updated the calendar on the website. Bonding Strip will be sent after the Fall meet to include pictures of the event.

**Fall Meet:** Currently 54 lunches will be provided from 12 to 1 pm. All supplies' cost split with Central Cal. Chapter. 8 cars to be judged and 5 sportsman. There will be security on the premises. 35 currently signed up for dinner at AJ Spurs on Friday night after the judging school.

**Spring Meet:** The meet is set to be at John Piovesans' garage in San Marcos on April 29<sup>th</sup>, 2022.

**Holiday Brunch:** Barbara has secured the location for the holiday event and all info and registration will be in the next edition of the Bonding Strip. Ed made a motion and Ted seconded and it passed to charge members \$20 each and the chapter to subsidize the balance of the cost. A motion to provide a

center piece gift per registration was made by Beverly and seconded by Ted and passed. Verity will purchase the gift.

**BOD Nomination for 2022:** Ballot results were discussed and all positions as presented on the ballot were confirmed for the coming year. Secretary position is still open.

**New Business:**

A committee was formed to discuss and arrange a recipient of the Distinguished Service Award for 2021.

A motion was made by Verity Hobbs to conduct the General meeting at the Holiday brunch on December 5th. Seconded by Ralph and the motion carried.

**Close Meeting:** Ralph moved to close the meeting and Ed provided the second. The meeting was adjourned at 4:34.

Submitted by the Secretary, Verity Hobbs

## **SCC/NCRS BOARD MEETING**

**November 8, 2021**

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

**BOARD IN ATTENDANCE:** Jerry Louer, Pat Louer, Barbara Vignone, Ed Vignone, Beverly and John LeGate, Joe LeMay, Verity Hobbs, Gary Hiltunen, Ralph Haun.

**Secretary's Report:** Approved by Barbara, second by Pat to approve. Report approved.

**Treasurer's Report:** Ted reported we are solvent. Verity moved to accept the report and Ed provided the second. The report was accepted.

**OFFICERS' REPORTS:**

Jerry reported we have 143 members.

**OLD BUSINESS:**

Bonding Strip – Ed has sent out the Bonding Strip. He will follow up as some members reported attachments missing.

Fall Meet. Beverly reported an overage of funds with meet partner Central Cal. Jerry made motion to split with Central Cal, Ed seconded. Request granted.

Spring Meet: The meet is set to be at John Piovesans' garage in San Marcos on April 29<sup>th</sup>, 2022. Cars will be locked in Johns facility at night. Beverly is looking at hotels in the area. Registration will appear in the Driveline January 15<sup>th</sup>.

Holiday Brunch: Barbara will make some calls to members to encourage attendance. Flyer will be sent out again via email. Masks

requirement discussed. There is no designated area for Corvette parking.

BOD Nomination for 2022: Secretary position still open.

New Business:

Fall meet 2022. A discussion on locations included Crevier Motors in Costa Mesa. Tentatively scheduled for September 30<sup>th</sup> and October 1<sup>st</sup>. More to follow.

Close Meeting: Jerry moved to close the meeting and Ed provided the second. The meeting was adjourned at 4:31.

Submitted by the Secretary, Verity Hobbs



## Pull That Oil Out!

By John LeGate

Many years ago while returning home from San Francisco, the plastic oil pressure gauge line ruptured in our '72. The result was the entire oil content of the engine being evenly distributed on the lower firewall and surfaces underneath the car. What a mess!

Fast forward to a current restoration, I realized the oil had soaked into the fiberglass. After some research, I tried different potions (sawdust, lacquer soaked rags, etc.), to no avail. Masking tape (or anything else!) would not stick to the interior floor areas of the car.

While shopping at Home Depot, I came across a concrete driveway & porous surface stain remover called "Pull It Out!" by Chomp.

It is a snow-white liquid that is painted on and dries to a white residue powder, UNLESS it has absorbed oil, in which case the residue turns a dark color.

I used 2 or 3 coats on BOTH sides of the fiberglass, or when the final coat dried white. Residue can be vacuumed or wiped clean with a damp cloth. I was happy with the results



## ONCE UPON A TIME!

**September 2007** the SCC Chapter traveled to Lake Garda, Italy to join in a Judged Meet. SCC member Fabrizio Sama who lived in Malcesine, Italy and had a 1960 & a 1965 Corvette which he had restored, asked if we could hold a meet at his Hotel. We asked the membership and we instantly got 26 volunteers. Since we were going to Italy, we decided to tour for 2 weeks after the Meet.

The following is the account of the Judged Meet. The trip continuation will follow in the next issue.

### So. Cal. Chapter has a Judged Meet in Italy

By Jerry Louer

It appeared to be another great day in Malcesine, Italy as our group of SCC members and friends arrived at the hotel Villa Lisa. Fabrizio Sama, a fellow chapter member, had opened his hotel to us providing anything we needed for the day. We would be judging two of his three cars, a red 1960 and a silver 1965. Hotel Villa Lisa overlooking Lago Di Garda (Lake Garda) was the perfect place to hold the meet. The view was incredible. The judging field was a small covered garage at the back and below the hotel.

After completing the registration check in, the teams went to work. At noon we broke for lunch that Fabrizio had arranged at a nearby restaurant. What a lunch it was! It lasted for 2 ½ hours. Tony, the restaurant owner, set up a long table for all of us and had displayed an Italian flag and a U.S. flag on the wall behind the table. We were served five separate courses of Italian cuisine and then dessert. I don't think many of us really had room for dessert. After all that food it was very difficult to get back to the job at hand.

Once all the judging teams had completed their sheets and the tabulation team had them totaled, I presented Fabrizio with his awards. He received a Third Flight Award for his 1960 and a Top Flight Award for his 1965.

I want to thank our judging teams and our fabulous tabulating team for volunteering for the day and to Fabrizio and his girlfriend Cristiana for providing the outstanding hospitality we enjoyed.



Fabrizio Sama's Corvettes



Ed Vignone & John LeGate judging the 960 Engine



Don Troyer & Jerry Louer judging the 60 Corvette



Tabulators: Linda Hiltunen, Pat Louer & Sharyl Ingham





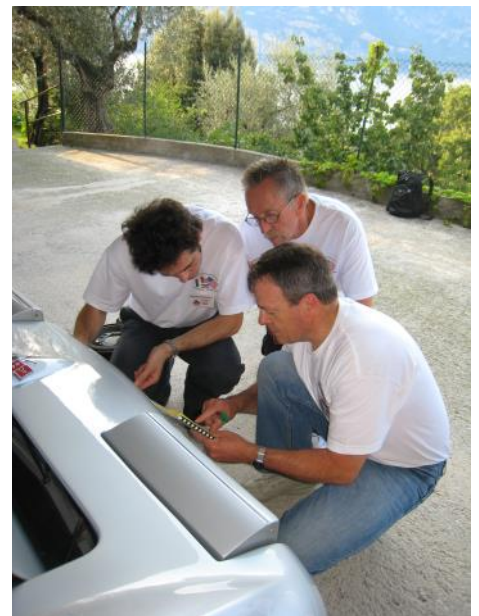
Fabrizio & Darold reviewing the scores, with Beverly LeGate observing



Don Troyer presenting Fabrizio a Chapter Throw



Lunch at a great Restaurant



Mike Ingham & Gary Hiltunen discussing the 65 judging results with Fabrizio Sama



Jerry presenting Fabrizio a T F Award for his 65 Corvette



Fabrizio with his 3rd and Top Flight awards

## 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 Word® or its equivalent.

### Members Ads

**Parts for Sale:** **1.** Nice set of rear axle leaf springs, cleaned and painted, with straps, correct arc, 58-62, not correct for 53 but will fit,\$75 ea. **2.** Four Firestone Deluxe champion 6.70 X 15', wide white wall, Coker exact repo with DOT, no visible wear, stored in plastic bags 7 years, \$75 ea. or \$250-set. **3.** Four original 15 X 5" wheels for 53-62, welded as correct. no rust, \$200/set. **3.** Plasticon Fiberglas top for 53-55, has all four latches and window gasket but needs paint and Plexiglas rear window, \$300. **5.** One original non-DOT 6.70 X BFG wide white wall tire w/ 80% tread remaining, \$75. **6.** Oil cannister, long, for early V-8's, \$25. Overflow tank, '65-'67, new in box, no date. \$35. **7.** 1956 bare block, std. bore, with main caps and oil filter boss, \$250 C.A.W. **8.** Cast aluminum valve cover for 1953 engine, aftermarket. **\$100 Plus freight on all items.**  
*Mike McCloskey #8767, 661-373-0617 [clutchmccloskey@yahoo.com](mailto:clutchmccloskey@yahoo.com)*

**Lift for Sale:** \$1,200, to an NCRS member or their referral. **Link:** [4 Post Lift - good condition - tools - by owner - sale \(craigslist.org\)](#) (NCC member) **Mark Pellowski 650-799-3243**



**PARTS**

**SERVICE**

**BODYSHOP**

**2012 National Convention Sponsor**

**(800) 838-8353**

**www.jdcorvette.com**



**Specializing in Corvettes and American Classics**

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

**Jeff Reade**  
 11375 Playa Street • Culver City, CA 90230  
 Tel: (310) 397-3800 • Fax: (310) 397-6969

**A&J PERFORMANCE**  
 AUTOMOBILE REPAIR SERVICE

**JAVI H.**  
 (818) 621-1027  
 (818) 780-3525  
 ANJPERFORMANCE@GMAIL.COM

7117 WOODLEY AVE (6) VAN NUYS, CA 91406




**THANK YOU FOR YOUR SERVICE**  
 LAW ENF. FIRE DEP. FIRST RES. VETERANS  
 TEACHERS. SENIORS 55+

**15% OFF**




Badges Mailed: \$10 ea.  
 Arrange with Jerry to pick up at an event \$ 5 ea.  
 951.734.9818 [pnjlouer@sbcglobal.net](mailto:pnjlouer@sbcglobal.net)




**SOUTHERN CALIFORNIA CHAPTER**  
 ESTABLISHED 1981



14/01/2022

# CORVETTE MIKE.COM



Bloomington Gold



Validated Tank Sticker

## "NABERS" FRAME OFF RESTORED L71 427/435 Factory Black, Side Pipes, Shoulder Harness

Sales - Consign - Parts - Service - Restoration - Since 1983  
corvettemike.com - 1133 N. Tustin Ave, Anaheim, CA 92807 - 714-630-0700

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!!!

