

The Bonding Strip



Dana Richard 1966 Duntov Story on Page 14










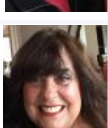


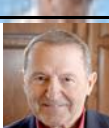




**SOUTHERN
CALIFORNIA
CHAPTER**



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SCC/NCRS 2022 Board of Directors

	Chairman: Ted Wilm, 81549 Ronda, La Quinta, CA 92253 415-806-3403 TheodoreA.Wilm@Gmail.com		Vice Chairman: John Piovesan, 1868 Parkview Circle, Costa Mesa, CA 92627 949.400.0005, John@gmdownunder.com
	Chairman Emeritus: Darold Shirwo, 16255 Ventura Blvd., Ste 215, CA 91436 310.278.2000 dshirwo@aol.com		Membership Chairman: Jerry Louer, 425 Atwood Drive Corona, CA 92879 951.734.9818 pnjlouer@sbcglobal.net
	Secretary: Steven Hucik 17080 Butterfield Trail Poway, CA 92064 910-547-6075 steven.hucik@gmail.com ;		Co-Judging Chairman: John LeGate, PO, Box 2739 Ramona, CA 92065 408.888.0335 lgdental@att.net
	Treasurer Verity Hobbs, PO Box 2316, Newport Beach, CA. 92659 H 949-378-3419 starppo@hotmail.com		Co-Judging Chairman: Beverly LeGate, PO, Box 2739 Ramona, CA 92065 408.981.1200 beverlylegate@yahoo.com
	CP Award Administrator Barbara Vignone, 5 Via Pasa, San Clemente, CA 92673. 949.292.3396 bvignone@cox.net		TABULATION: Pat Louer, 425 Atwood Drive, Corona, Caz 92879 H 951-734-9818 pnjlouer@sbcglobal.net
	Bonding Strip Editor & Webmaster: Ed Vignone, 5 Via Pasa, San Clemente, CA 92673 vignone@ieee.org . 949.292.3397		Tech Advisor: Joe LeMay, 1723 Grant Ave. Redondo Beach, CA 90278 714-720-4853 jlemay5@aol.com ;
	Public Relations: Rob Myrick, 245 Raintree Drive, Leucadia, CA 92024 760 942-1909 dlimspyder@aol.com		Historian: Gary Hiltunen, 55 Calle Aragon # E Laguna, Woods, CA 92637 909-437-9288 polowhite53@gmail.com ;
			NCRS Region IX Representative: Mike Ingham, 6047 Lawton Avenue, Oakland, CA 94618, 510-420-0968

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.

Many thanks to Photo Contributors: GM, Jerry Louer, Jack Cox, Dana Richard and Ed Vignone who contributed photos for this publication.

2022/23 CALENDAR

11-5-2022 SCC/NCRS TECHNICAL SESSION

Driveline Angles and Vibration Presented by Joe Lemay



11-05-2022 Michigan Chapter Judging Mini Meet & School



11-06-2022 Central New Jersey Chapter Central Jersey Chapter Meet 2022



11-06-2022 - 11-07-2022 Southern Nevada Chapter Flt Judging



11-17-2022 - 11-18-2022 Illinois Chapter MCACN IL. Chapter Flight Judging



11-18-2022 - 10-10-2022 Florida Chapter 2022 Florida Hovey in the Hills



11-19-2022 Rocky Mountain Chapter NCRS Performance Verification



12/11/2022 Holiday Brunch and General Meeting San Juan Hills Golf Club



12-10-2022 Adirondack Chapter 2023 Annual Dinner/Membership Mtg



02-23-2023 - 02-25-2023 Florida Chapter 2023 44th Florida Winter Regional



04-28-2023 - 04-29-2023 Spring Judged Meet at the Hobbs Ranch



06-08-2023 - 06-10-2023 North Central Chapter 2023 North Central Regional

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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 130 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

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.



LINKS

[NCM Motorsports Park Gets First Corvette Z06 Fleet \(gmauthority.com\)](#)

[Hybrid Corvette C8 Confirmed, Fully Electric C8 On The Way \(corvsport.com\)](#)

[Corvette Plant Tours To Resume This Year \(motorious.com\)](#)

[Jet Car Is A Floating Chevy Corvette C7 You Can Rent Or Buy \(motor1.com\)](#)

[TALKING CERAMIC COAT on CORVETTE & C8 DCT FILTER REMINDER~ TECH TUESDAY - YouTube](#)

[Review: The 70th Anniversary 2023 Chevrolet Corvette Stingray is young at heart | Fox News](#)

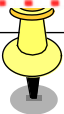
[C8 CORVETTE FEATURE OPERATION ~ 2020 / 2021 ~ BREAK IN PROCEDURE ~ MAINTENANCE REQUIRED! - YouTube](#)

[Carjacked Corvette crashes, catches fire on ramp from I-57 to Bishop Ford Freeway \(msn.com\)](#)

Corvette Trivia Quiz

1. The 1959–60 model years had few changes except a decreased amount of what?
2. In 1961, the rear of the car was completely redesigned with the addition of a what?
3. In what year did the Corvette discontinue round tail lights?
4. The original fuel-injected Corvette in 1957 produced how much horsepower?
5. Introducing a new name, "Sting Ray", the 1963 model was the first year for a Corvette what?
6. What rare option in '63 and '64 offered stiffer suspension, bigger, multi-segment lined brakes with finned drums and more?
7. From 1967 (to 1969), the Holley triple two-barrel carburetor, or Tri-Power, was available on what engine?
8. The C3 Corvette was patterned after what concept car?
9. What years were the C3 in production?
10. Where is the home for the only existing 1983 Corvette?
11. What major exterior element was changed in 1973 due to government regulations.
12. What outside safety item was missing on the first 5 Corvettes to come off the assembly line?
13. In late February/early March, 1967, some small blocks received a normally a Big Block part?

Answers on Page 17



Welcome New Member



Jay Swartz

AMERICAN MOTORING MEMORIES

SPECIALIZING IN CORVETTES AND AMERICAN CLASSICS

SCC/NCRS FALL MEET SEPTEMBER 16 - 17, 2022

By Beverly LeGate NCRS #10983

Jeff Reade of American Motoring Memories was an amazing host. I truly never realized how many members are in contact with Jeff. Every time I talked to someone about the meet they had just talked to Jeff or they were going to Jeff's. The man must be on the telephone constantly. Jeff's knowledge shows in everything he does as a Corvette enthusiast. Thank you, Jeff for opening your doors (at 7am) and letting our NCRS family hold our two-day five-point event. You are the cream of the crop!

Joe LeMay and Ed Hoffman conducted our Judging School on Friday. Joe did a power point presentation, "Fixing the Easy and Inexpensive Points" and



Jeff Read being presented with a Certificate of Appreciation from Ted Wilm

FLIGHT AWARDS

Bob Weinstein	1957	TOP FLIGHT
Howard Berke	1964	TOP FLIGHT
Victor Pineschi	1965	TOP FLIGHT
Ted Wilm	1967	TOP FLIGHT
Sinan Sinanyan	1970	TOP FLIGHT

SPORTSMAN AWARDS

Larry Guevara	2016	SPORTSMAN
Patty Kemple	2004	SPORTSMAN
Dana Richard	2003	SPORTSMAN

Ed Hoffman went over "Tire Judging DOT" with handouts. Thank you both for the time and effort you put in to make our Judging School happen.

Thank you, Allen Morris for driving from Arkansas to help judge and thank you to Dana Richard for picking up the ICE. The judges and tabulators sealed the deal and another chapter meet came to completion.

I applaud you all!

John and I are proud to be the SoCal Judging Chair and thank everyone for their commitment in helping our chapter complete 2022. We do the paperwork but our Judges, Tabulators, Presenters and all on the Board are contributors to our success. We could not do it without our members contributions.

Please mark your calendars as we revisit the fantastic Hobbs Ranch in Fallbrook CA hosted by Verity Hobbs. Our Spring Meet will be in Fallbrook on April 28th & 29th, 2023. Registration will open January 15th, 2023.

Here we go again! John and I are planning to lead the NCRS National Road Tour to French Lick IN A CAR WITH AIR CONDITIONING OR BUST!



Bob Weinstein, 1957 TOP FLIGHT



Howard Berke, 1964 TOP FLIGHT



Victor Pineschi, 1965 TOP FLIGHT



Ted Wilm, 1967 TOP FLIGHT



Sinan Sinanyan 1970 TOP FLIGHT



Dana Richard, 2003 SPORTSMAN

(CONTINUED NEXT PAGE)



Patty Kemple, 2004 SPORTSMAN



Larry Guevara, 2016 SPORTSMAN





SCC/NCRS Holiday Breakfast & General Meeting

Sunday, December 11th, 2022 at 10 AM
San Juan Hills Golf Club
32120 San Juan Creek Road



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 \$25 per person.**
Reservation cutoff is November 30, 2022.

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,
San Juan Capistrano, CA, 92675
949-493-5661



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 _____ @ \$25 each.

There will be a General Board Meeting with Awards Presentations

The 2023 Nominations for SCC Board of Directors is Open

Select the members you wish to nominate for 2023 BOD. Positions for nomination shown below. Send me the names of your candidate's in an email to Ed Vignone at vignone@ieee.org .

If you nominate someone other than yourself you must get their approval.

Position	Nominations
Chairman-	
Vice Chairman-	
Secretary-	
Treasurer-	
Membership Chairman-	
Newsletter Editor-	
Judging Chairman-	

2023 Recommended Appointed Positions	
Technical Advisors	
Tabulation	
Historian	
Chapter Award Administrator	
Webmaster	

SCC/NCRS TECHNICAL SESSION

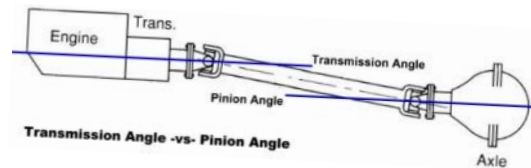
November 5, 2022

9:30 AM Hospitality, AM Tech Session:
The Vignone's Home
5 Via Pasa San Clemente, CA

Driveline Angles and Vibration

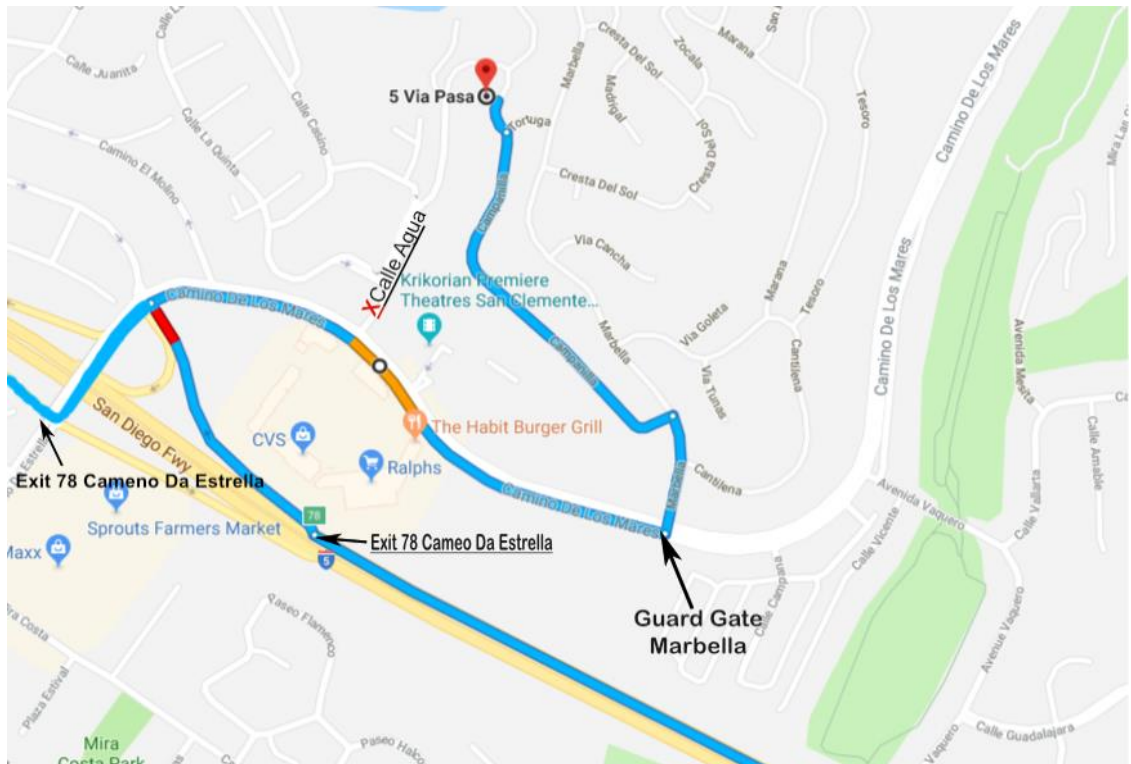
by Joe LeMay

It is important to understand how driveline angles effects vibration and ultimately ride dynamics.



We also ask you to bring tools that you have made so that we can have an interactive discussion on their applications.

If there are any other items you want to hear about or present, please let us know.



The Vignone's residence is in a Guarded Gate Community; therefore, you must RSVP with the drivers name to be admitted. Email to vignone@ieee.org

The entrance is on Marbella, do not use your GPS to enter the community it will direct you to the back gate on Calle Agua which you can not enter (map shown above).



★ THE DUNTOV CHALLENGE

By Dana Richard

Hello fellow NCRS members and friends,

My love for Corvettes started as an adolescent building model cars in Lafayette, Indiana. I was a gearhead in high school and worked on all my buddies' C1 Corvettes. I started a speed shop right out of high school and then joined up with a Dyno shop shortly after. This allowed me the opportunity to tune and drive some of the nicest Corvettes in the area. After driving a new 1963 C2, I knew I had to own one someday. I worked three jobs to support my drag racing habit and save for a C2.

Finally, on my birthday in 1966 I had saved enough to order my '66 Mossport Green Coupe. Of course, I wanted a big block, four speed, and side pipes, however my insurance man informed me I would never get insurance for a high performance sports car of that caliber, therefore conceded to a 327 / 300 hp air conditioned coupe. Looking back now, it was the best decision I could've made.

A lot of my buddies at that time were buying new Corvettes also, so I wanted something different for the color and Mossport Green was a one-year only production color. I ordered the car on May 9th, 1966. The car was then built on June 30th, 1966 and delivered directly to Bill DeFoul Chevrolet on July 5th.

I didn't get much time to drive the car before winter set in, and then Uncle Sam wanted me to work for him, so the car was stored in my parent's garage for those first two winters in Lafayette, IN.

I moved to Southern California in August of 1968 after getting married. We drove the Corvette with a U-Haul trailer on the back half-way across the country.

Over the next several decades, I was fortunate to always have other cars or pickups to drive so that the Corvette was never relied on as a daily driver. The car was primarily stored in my garage, safely covered up, until I retired in May of 2017.

I knew the car would require some restoration work before I started driving it again. I started with the disassembly of the suspension, brakes, tires, battery, etc. I got a parts list put together and went to





★ Corvette of Carlisle, where I
 ★ met Brian Bair of Yogi Bair's
 ★ Corvette.



★ After speaking to Brian about
 ★ my car he suggested I visit the
 ★ NCRS booth to talk to them
 ★ about restoring it for judging.
 ★ I bought the judging manuals
 ★ and have been hooked ever
 ★ since.

★ I started restoring everything
 ★ myself. What they call 'CREEP'

★ set in and I wound up doing a full frame-off restoration. I was lucky



to avoid any body and interior
 work since the car only had
 31,900 miles on it. I overhauled
 the carburetor and had hardened
 seats and positive seals installed
 in the cylinder heads. I installed
 a new radiator and reinstalled
 the body back on the frame. I
 documented every stage with
 photographs and am very proud
 of the work I was able to com-
 plete.

★ Now that the car is finished
 ★ judging, I plan to enjoy driving
 ★ it, going to NCRS events and
 ★ with my grandkids.

★ I joined Southern California
 ★ Chapter (SCC) in 2017 and CCC
 ★ and NCC in 2018.

★ **Judging History:**

★ SCC Chapter 2019 Top Flight.

★ Tahoe Regional 2019 Top Flight



CONTINUED NEXT PAGE)

Answers to the Corvette Trivia Quiz

- 1. The 1959–60 model years had few changes except a decreased amount of what?
Answer: Chrome
- 2. In 1961, the rear of the car was completely redesigned with the addition of a what?
Answer: Duck tail with four round lights.
- 3. In what year did the Corvette discontinue round tail lights?
Answer: 2014
- 4. The original fuel-injected Corvette I 1957 produced how much horsepower?
Answer: 360 bhp
- 5. Introducing a new name, "Sting Ray", the 1963 model was the first year for a Corvette what?
Answer: Coupe
- 6. What rare option in '63 and '64 offered stiffer suspension, bigger, multi-segment lined brakes with finned drums and more?
Answer: Z06 competition package
- 7. From 1967 (to 1969), the Holley triple two-barrel carburetor, or Tri-Power, was available on what engine?
Answer: The 427 L89
- 8. The C3 Corvette was patterned after what concept car?
Answer: The Mako Shark II
- 9. What years were the C3 in production?
Answer: 1968 through 982
- 10. Where is the home for the only existing 1983
Answer: The National Corvette Museum
- 11. What major exterior element was changed in 1973 due to government regulations.
Answer: Chrome Front Bumper
- 12. What outside safety item was missing on the first 5 Corvettes to come off the assembly line
Answer: Outside rear view mirror.
- 13. In late February/early March, 1967, some small blocks received a normally Big Block part.
Answer: Big Block Hood

SCC/NCRS BOARD MEETING

August 8, 2022

The Zoom Meeting was opened at 6:08 pm by Board Chairman Ted Wilm.

BOARD IN ATTENDANCE: John Piovesan, Bev LeGate, John LeGate, Joe LeMay, Jerry Louer, Pat Louer, Barbara Vignone, Ed Vignone, Ted Wilm

Guests: Art McNay, Glorie McNay

SECRETARY'S REPORT: Moved by Bev, second by John Piovesan to approve. Report approved.

TREASURER'S REPORT: Ted reported for Verity, we are solvent. Accepted unanimously.

MEMBERSHIP: Jerry reported we have 129 members. He has sent membership information to local NCRS members who are not members of SCC.

BONDING STRIP: Ed is working on the current Bonding Strip. He will contact Bev regarding National Convention photos.

OLD BUSINESS: Fall Meet: The Fall Meet will be held on September 16 and 17 at Jeff Reade's Garage, American Motoring Memories, in Culver City. Six cars are registered for judging with 2 on the waiting list. Joe LeMay will do a judging school. Planning is continuing.

Chapter of the Year Activities: We have completed 6 of the 9 Required Activities. We need to schedule a Technical Seminar. Joe LeMay said he could put one together for September or October. We can schedule a Holiday Brunch for December. Barbara contacted the San Juan Hills Golf Course, and it is reserved for December 11th for Breakfast and a General Meeting. John P. suggested having a bar-b-que and social at his ranch. The final activity is IRS filing and Ted Wilm will do that.

We have completed 8 of the 9 Variable Activities.

NEW BUSINESS:

Randy Hines suggested holding the Spring Meet at Jeff's Garage. A possible date of April 21 was suggested. Glorie McNay thought that might be the date of the NCC Meet. Bev will check so we can avoid a conflict.

CLOSE MEETING: Bev moved, and Ed seconded. The meeting was adjourned.

.Respectfully submitted,

Barbara Vignone, Secretary

SCC/NCRS BOARD MEETING

September 17, 2022

The Board Meeting was held at American Motoring Memories in Culver City, CA and was opened at 3:42 pm by Board Chairman Ted Wilm.

BOARD IN ATTENDANCE: Ted Wilm, John LeGate, Bev LeGate, Jerry Louer, Pat Louer

NEW BUSINESS: Joe LeMay will do a Technical Session before the end of the year. Date and place to be determined.

Bev will be looking for a new location for the Spring Meet and the Fall Meet will be moved to the Hines garage in Glendora.

Jerry made a motion to permanently waive the registration fees for the host of the events. Bev seconded the motion and the motion passed.

Jerry made a motion for Steve Hucik to assume the duties as Secretary to replace Barbara Vignone. John LeGate seconded the motion. Ted wanted to thank Barbara for all her efforts and the Board deeply appreciates all of her help.

A motion was made by Jerry and Bev seconded the motion to adjourn the meeting at 3:55 pm.

2022 Corvette Production Results

The *National Corvette Museum* has the final production data for the 2022 Corvette and it shows a total of 25,831 cars were produced. Exactly 52.1 percent of those were coupes with the other 47.9 being from the convertible.

- Torch Red 4,147
- Arctic White 3,603
- Hypersonic Gray 3,291
- Red Mist 3,274
- Black 2,766
- Rapid Blue 2,261

- Elkhart Lake Blue 1,412
- Amplify Orange 1,375
- Ceramic Matrix Gray 1,202
- Accelerate Yellow 1,193
- Silver Flare 922
- Caffeine 385

The most popular performance package was the Z51, which was put on 68.6 percent of all produced cars. Of all 25,831 cars, just 442 were right-hand drive 2022 Corvettes – 212 of those were delivered to customers in Australia and New Zealand. Chevrolet also produced 693 cars for Europe

40th Anniversary

Challenge Coin or Clip Type

Chapter Badge.

Coin \$5 mailed.

Badge \$10 if mailed.

Badge \$5 if picked up at an Event.

Contact: Jerry Louer

425 Atwood Drive

Corona, CA 92879

pnjlouer@sbglobal.net 951-

734-9818



Quick Fix for a Worn C2 Ignition Lock

By Ed Vignone

Prior to 1965 the ignition key could be removed from the ignition in most positions. The ignition switch was changed on 1965 and later Corvettes and only could be removed in the "OFF" position. Figure 1 is a page out of the 1965 owner's manual which describes this function. By habit you are not likely to try to remove the key except in the "OFF" position; however a PV judge will definitely try to remove it in the "ON" or "ACCESSORY" position.

If you find that the key pulls out in the "ON" or "ACCESSORY" position easily (Don't pull hard, if it is going to come out you won't feel it catch). If it does come out this is the quick fix.

The problem is that the lock cylinder, side bar and housing (Figure 2.) are worn. This allows the tumblers, which are holding the key in, to move. If the key cut is progressively smaller from the stop to the end, the stop could be only .0005" to .001" holding in the key. If the key is also worn it makes the situation worse. To fix the problem we have to shim the lock cylinder so that it fits tighter in the housing. The lock cylinder must be removed to shim it. Insert the key into the lock cylinder and turn it to the "ACCESSORY" position. Insert a wire into the small hole in the cylinder (a bent paper clip will work Figure 3.). Press on the plunger with the wire and turn the key counterclockwise to remove the lock cylinder.

The shim material is something as simple as Scotch Magic Tape® (Figure 4.).

The thickness of the tape is about .0002".

Wrap one thickness of tape around the lock cylinder (Figure 5.)

Then trim the width of the tape to the end of the main lock cylinder body (Figure 6).

Replace the lock cylinder and test to determine if one thickness is enough. If the key is removable in the "ON" or "ACCESSORY" position, repeat the process putting one layer of tape around the lock cylinder at a time until the key will not pull out. It shouldn't take more than 1 to 3 layers of tap. If it takes more than 3 layers the key cylinder or ignition switch should be replaced.

I've only used this method on 1965 and 1966 Corvettes; however it may also work on later models.



The following article is reprinted from a previous Bonding Strip Article

The Mysterious Screw

By Carlos Vivas Revised by Ed Vignone

How many times have you put your mid year Corvette wiper arms on and found out they hit each other while running or they are seated too high or too low on the windshield The screw in the center of the wiper arm, facing upward (Figure 1). is put there for adjustment of the arm. It gives you one half of an inch of up or down adjustment (Figure2). I know from talking to many 1963 - 1967 owners that many are not aware of the purpose of this screw. While judging Corvettes I have also noticed that some of you are still using pliers to take the wiper arms off. Pliers leave marks on the arms. There is an inexpensive tool available that you can use to take the wiper arms off and on without marking them (Figure 3). Search the internet with " LISLE 65750 WINDSHIELD WIPER ARM REMOVER" and you will find a number of suppliers at approximately \$6.00.

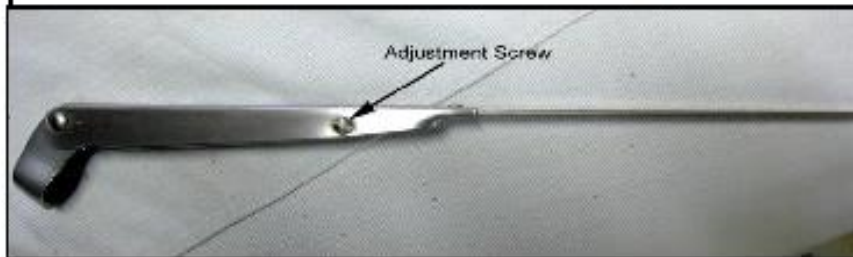


Figure 1, Location of Adjustment Screw

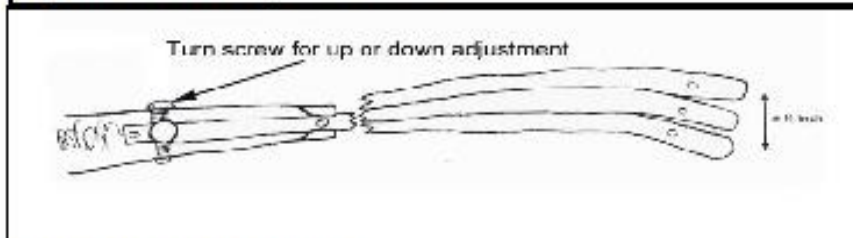


Figure 2, Windshield Adjustment



Figure 3, Arm Remover

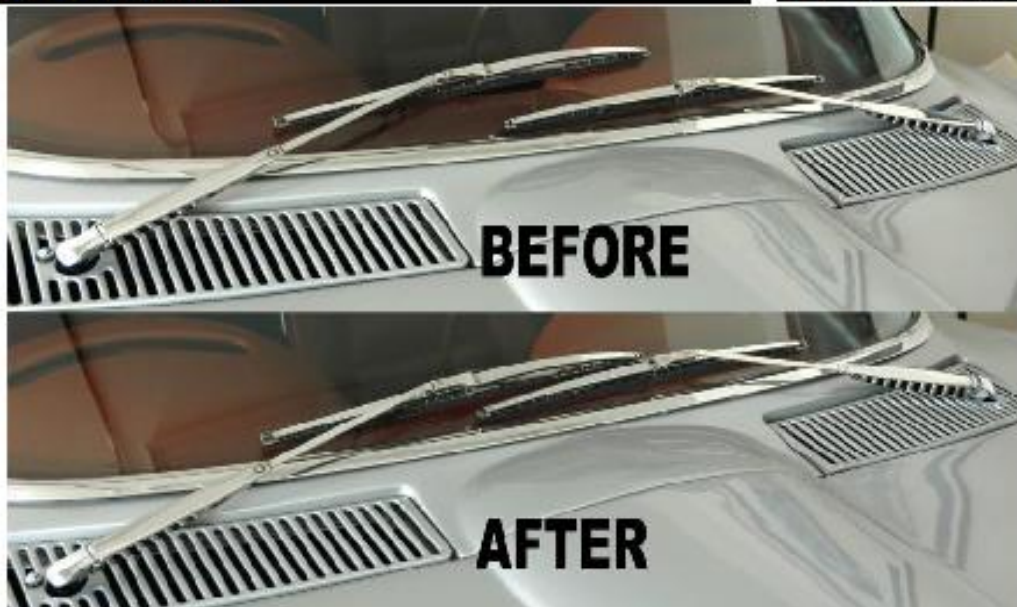


Figure 4

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. Preferred media for submissions is by email and attachment, or by mail on computer disk or Flash Drive in MS Word® or its equivalent.

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 [VBP - Vette Brakes and Products \(tumblr.com\)](http://www.vettebrakes.com)



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