

THE **Corvette Waves**

PACIFIC COAST CORVETTES NEWSLETTER

JUNE 2024 EDITION



BACKYARD MECHANIC See page 6

More Scholarship Info See page 14

THE Corvette Waves

2024 PCC OFFICERS

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MEETINGS

Pacific Coast Corvettes meets on the first Wednesday of each month at Campus JAX, 3950 Campus Drive, Newport Beach, CA 92660. (949) 261-6270. **Meeting starts at 6:30 pm. Come early (around 5 pm) to eat and socialize.**

BUSINESS LOCATION

Pacific Coast Corvettes
23785 El Toro Road, Suite 251
Lake Forest, CA 92630-4762
(949) 334-7384

CLUB STORE

Judy Nunn (949) 586-1746

Corvette Waves

Corvette Waves is published on the 15th of each month. Contributions should be emailed no later than the 10th of the month to Dan Miller (email address...millerdanadv@gmail.com). Most formats will work jpeg, pdf, doc or docx.

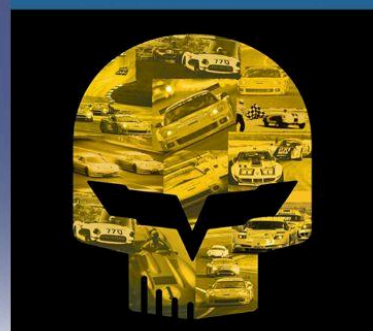
Sponsorship programs are available which include promotional ad space in the monthly newsletter and on the PCC website. These programs start at just \$250 per year helping PCC to help others.

Articles presented in Corvette Waves reflect the opinion of the authors, not necessarily the views of the editor or Pacific Coast Corvettes. Pacific Coast Corvettes and its editor seek to publish accurate information but do not assume any liability or responsibility in the event of a claim of loss or damages resulting from publication.



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Stay Informed
Remember to visit the
PCC website at
pccvettes.org



THE PRESIDENT'S CORNER



Raymond Marshall

It is June already! Time flies. I missed the June meeting because Nancy and I drove to Long Island to celebrate Nancy's mother's 100th birthday. Maybe I will write an article about that.

While I was out our VP Charles Walsh stepped up to the plate and kept us going. The reports I got was that he did a wonderful job. I also heard that he added the ceremonial swapping of the hats to the meeting.

It is very good that the scholarship program is alive and well. This year's winner, Rair Medina, came to the meeting and picked up his \$3,000 check. His parents and siblings were also in attendance. For me, the scholarship program is best initiative of the club. We thank Dave and Arlene Atkinson and the rest of the committee for a great job. We especially appreciate the sponsors for putting up the money for the scholarship. No sponsor money goes to the club; it all goes to the scholarships.

The events for the year are coming on strong! I did make it back in time for the San Clemente Cars and Coffee. This was another great showing for the club. It was June Gloom cloudy and the place was full. Tim Osborn even brought his '63 split window out. He said it was the worst weather the car had ever seen while he has owned it.

The Corvette Caravan to Bowling Green is coming on fast. After the 6,200 mile trip to New York this one will seem easy. If you have not signed up, do it. This only comes about every five years and we are not getting any younger.

PCC's annual trip to Cambria is also coming up at the start of October. Rooms are being booked and events being planned. We drive up on Thursday October 3rd. We have a lunch planned on Friday and we are trying to get a Saturday dinner set up. We need folks to show up and tell lies about their past. The old ones are getting stale.

OK, time to put this on the presses. I seem to have lost a week, so this article is a little late. See you at some random gathering somewhere. Maybe at Food court Friday on June 21st.

President (again) Ray .

Greetings PCC'ers



Charles Walsh

This is my Monthly Message to you as your Vice President.

June is well underway and our Club is just getting more exciting to be a part of!

The Huntington Beach Concourse d'Elegance saw several of our Club members winning trophy's for their cars. Congrats to each of you!



One of the best and most exciting activities our Club does is sponsor a Scholarship for deserving high school graduates to encourage them to pursue careers in automotive engineering. This year's most deserving recipient is Yair Medina - Congratulations!!!

Cars and Coffee 08 Jun was a great morning with 37 Club 'Vettes strutting their stuff. The highlight of the presentations had to be an immaculate 1960 Corvette in totally mint condition - with only 4000 miles on its odometer! Unbelievable find and I am SO happy that this car belongs to a pair of our new Club members - Frank Vlcek and Judy Quick. I wish my life partner had such an appropriate Corvette name!

Continued on page 5

VICE PRESIDENT'S MESSAGE

We have a myriad of events in our future so if your interest lies in competitive driving, showing off your ride, or just sharing fun and food with like-minded Corvette people, There's something for everyone.

Our Club's upcoming events include:

- 15Jun** - Heart tribute band at Campus Jacks hosted by Gary Uchino
- 14Jun** - Food Court Friday hosted by Nancy and Ray Marshall
- 18Jun** - PCC In & Out hosted by Bob Savanich
- 21Jun** - Stevie Nicks tribute band at Campus Jacks hosted by Gary Uchino
- 22Jun** - Ronstadt Revival at Campus Jacks hosted by Gary Uchino
- 29Jun** - PCC Baseball Night at Angels Stadium hosted by Laurie Smith
- 30Jun** - National Corvette Day at the Marconi Museum hosted by Mo Wise
- 03Jul** - Next Club Meeting at Campus Jack's
- 04Jul** - Lake Forest Independence Day Parade hosted by Neil Morrison
- 13Jul** - Tina Turner tribute at Campus Jack's hosted by Gary Uchino
- 16Jul** - PCC In & Out hosted by Bob Savanich
- 19Jul** - Queen tribute at Campus Jack's hosted by Gary Uchino
- 10Aug** - Lions Automobilia Foundation Museum hosted by Wes Wisdom

03-06Oct - PCC Cambria Trip hosted by Nancy and Ray Marshall

Please check our Club's Calendar on our website regularly to keep up with all of our exciting Club activities. We are only as strong and as active as our Club members make us. Consider trying to find a way this year to sponsor and host at least one event that your fellow Club members will enjoy.

'Till next time - ***Stay Safe and Stay Fast!***

BACKYARD MECHANIC

By Charles Walsh

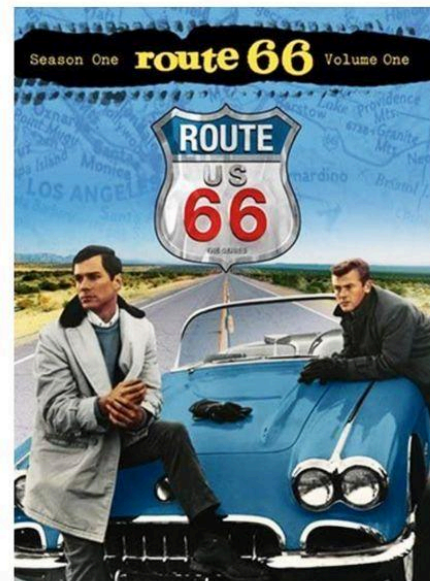


Welcome to what I hope will be a monthly column discussing various maintenance and repair topics as I try to keep my 1999 C5 Convertible in top condition.

First off, a little history of my Corvette journey...

The Red Rocket is my first Corvette. I had always wanted one ever since I watched the television show Route 66 as a young boy.

After realizing that I wasn't getting any younger(!), I came across this 1999 one-owner C5 Convertible in mid-2021. It was the perfect color: Magnetic Red Metallic with a Saddle Tan interior and top. And..... it had only 24,000 original miles on the odometer! So, a twenty-two year old automobile driven just slightly more than 1000 miles per year - I couldn't resist!



The 'Vette is not completely original but with the purchase came all of the original parts. So if I ever want to reinstall pop-up headlights or any other component that the previous owner changed, I can do so. But I kinda like the car in its current mode and will only change a few things.

The first item on my list for an upgrade was new wheels. The stock "wagon wheels"

are not very attractive in my opinion, so I was able to find a set of Vossen spoked, bronze wheels that complimented the saddle tan interior and top. Two inches over stock: 19" front and 20" rear. Shod with Michelin low profile Pilot 4S rubber.

Next on the list was a new battery. I went with an Optima Red Top high performance AGM battery plus a dedicated charger. I am very happy with those choices.

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BACKYARD MECHANIC

By Charles Walsh



Backing out of my garage one day, I heard a loud pop and the exhaust note changed and became quite loud. So, next up was a new exhaust system. The removal of the existing exhaust was quite difficult as it was not original, but the installation of a Borla ATAK cat-back exhaust went relatively easily - once I figured out that I had to drop the rear sway bar to get the pipes over the rear axle!

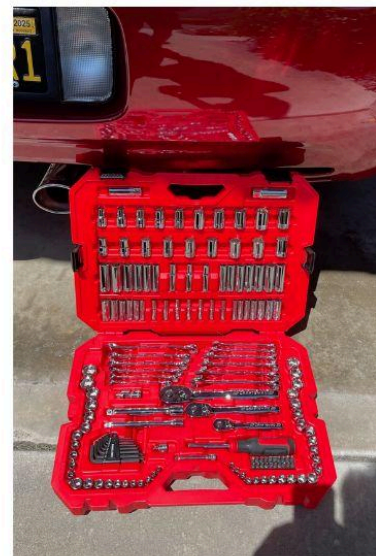
During my last smog check, the technician wanted to balk at certifying the Red Rocket due to the previous owner's installation of a non-C.A.R.B. Compliant air intake. I opted not to install the original Chevrolet intake (which I still have!) and purchased a Calloway Honker intake system that is indeed C.A.R.B. compliant. That job will be extensive in that I have to modify my radiator shroud so I'll save that saga for a future article. Other plans include:

- ◆ Replacing the stock incandescent lighting with LED lights all around.
- ◆ Replacing the previous owner's cockpit wind screen with one more appropriate for my needs and taste.
- ◆ Installing plastic "Fangs" on the front radiator skids to mitigate and hopefully prevent future scrapes (see the next idea!!!)
- ◆ Lowering the car 1/2" to look slightly more aggressive. I might have to do some serious study on this though as just navigating the transition from my driveway to the street is a religious experience! "Fangs" might not be enough.

So that is where I've been and where I want to go with keeping my first Corvette running great and looking good.

To that end, I'd like to share with you some of the tools that I've acquired to make my efforts a little easier:

First off, everyone needs quality tools. I've been a fan of Craftsman tools my whole life and have quite a tool stash. Any quality tool manufacturer will fill the bill though so consider Husky or Snap-on tools if that is your preference.



Continued on page 8

BACKYARD MECHANIC

By Charles Walsh



The ability to get the Corvette properly raised up off of the floor is critical to being able to access the underside of the

vehicle to change fluids, replace or repair suspension components, etc. Quick Jack is an easy-to-use hydraulic lift that gets the car about 3 feet in the air. Coupled with quality jack stands, I have left my car up on the Quick Jack for extended periods with no threat of having the hydraulics fail.

Vyper is another U.S. manufacturer of quality garage equipment that is robust and reliable (not inexpensive however!). Both my creeper and work stool make working on the Red Rocket painless.



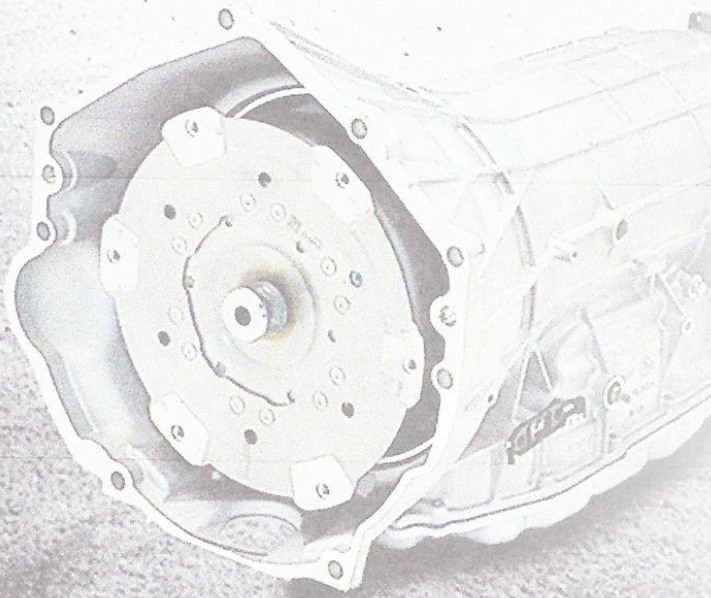
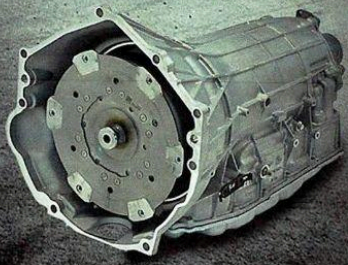
Well, that's it for this first edition of The Backyard Mechanic. I look forward to having you join me in my future forays into dirty fingernails and slightly bad language.

Stay Safe and Stay Fast!



The C7 Automatic Transmission

By Gary Walsh



Back in March, 2023, I sent out an email to the club to see if any members were having any issues with the C7 Automatic Transmission. Given the number of complaints on Corvette Forum, I was surprised that only three members reached out to me with their issues. All three had the same issues, hard shifting in the morning on the first shift and some intermittent shudder. It seems the shudder issue has been solved with the replacement of the original transmission fluid which was tending to accumulate water and the viscosity was altered. GM has a TSB on this and the issue is well known by the dealers but they are not reaching out to customers to bring their cars in. They are just waiting for complaints from customers before doing the “triple flush”. If you are not under warranty, this procedure costs about \$900.

The “hard shift” is another animal altogether. There appears to be a couple solutions to this problem. The first has been addressed in TSB 16-NA-014 which states: “Install a new stator shaft support assembly that includes an additional check ball”. Apparently, the stator shaft (which I believe is part of the valve assembly) originally installed is causing “fluid drain back” (the converter and valve body need to fill up) and causing lost pressure needed for the clutches to operate properly. Also, the clutch pack associated with this range has a large fluid reservoir that is a little slow to initially fill after sitting overnight. GM may have updated the software to do a partial pre-fill of this clutch pack actuator so more current models may not have this issue. Please forgive any misinterpretations of this data as I am still an accountant and not a mechanic. I priced this fix at two well known dealerships and one quoted over \$5,000 to

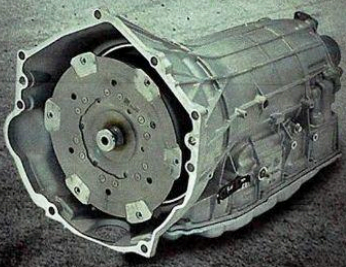
Vehicles covered by the suit include:

2015-2019 Chevrolet Silverado
2017-2019 Chevrolet Colorado
2015-2019 Chevrolet Corvette
2016-2019 Chevrolet Camaro
2015-2019 Chevrolet Silverado
2015-2019 Cadillac Escalade and
Escalade ESV
2016-2019 Cadillac ATS, ATS-V,
CTS, CT6, and CTS-V
2015-2019 GMC Sierra, Yukon XL,
and Yukon Denali XL
2017-2019 GMC Canyon

“General Motors knowingly sold over 800,000 8-speed transmission vehicles, which they knew to be defective for years, and yet made the business decision not to tell its customers before purchase,” alleges Ted Leopold, partner at Cohen Milstein and the court-appointed lead counsel for the case. “Dealers were directed to tell the customers that harsh shifts were “normal” or “characteristic.” Such decision making is both highly irresponsible and emblematic of what GM believes it can get away with”

Continued on page 10

The C7 Automatic Transmission



do the job and the other recommended replacing the transmission (although to be honest, it was able to get GM to fund 85% of the cost). I will not mention the names of the dealerships to protect their reputations.

The second solution that was recommended was to do a “transmission relearn”. This solution was not suggested by either of the two dealers. This procedure takes less than a half hour (if you have the proper tools) and is basically a computer re-boot of the TCM (transmission control module). The transmission relearns all the clutch pressures and release times so the tranny can make a perfect shift every time including the first shift in the AM. The cost to do this procedure is about \$250. A person on Corvette Forum claims he purchased the tool and software (even though it is expensive) because he can make it back fixing his friend’s Corvettes. He has a 2015 and performs the “re-learn” procedure every year on his car. He also claims that not changing out the stator support assembly will not create problems down the road. You may have to warm up your car a bit in the morning before engaging the transmission (see reference to the reservoir in the previous paragraph). I have been communicating with this fellow because I have the “hard shift” problem and didn’t like the first suggestion as a fix. So, I went to one of the aforementioned dealers and had the “transmission relearn” performed and so far, the transmission is shifting normally and I am a happy camper. I hope I can stay that way! I wonder why neither dealer suggested the “relearn” procedure to me?? I am including a copy of two TSB’s with this article. I hope the editor can include them.

Save the wave and shift smoothly!!

See pages 8 thru 10 for related Technical Service Bulletins.

The C7 Automatic Transmission



Service Bulletin

Bulletin No.: 16-NA-175

Date: February, 2019

TECHNICAL

Subject: Shake and/or Shudder During Light Throttle Acceleration Between 25 and 80 MPH (40 and 128 KM/H) at a Steady State

Brand:	Model:	Model Year:		VIN Breakpoint		Engine: (2.0L, 3.0L, 3.6L, 5.3L, 6.2L)	Transmission: (8 Speed Automatic)
		from	to	from	to		
Cadillac	ATS	2016	2019			LGX, LTG, LT4, LF4	M5N, M5U, M5T
	CT6	2016	2018			LGX, LGW, LTG	M5N, M5U
	CTS	2016	2019			LGX, LTG, LT4, LF4	M5N, M5U
	Escalade Models	2015	2017			L86	M5U
Chevrolet	Camaro	2016	2019			LGX, LTG	M5T
		2016	2018			LT1	M5U
	Colorado (VIN S, T)	2016	2019			LGZ	M5T
	Corvette	2015	2019			LT1, LT4	M5U
	Silverado Models	2015	2018			L83, L86, L8B	M5U, M5X
GMC	Yukon Models	2015	2017			L86	M5U
	Canyon	2016	2019			LGZ	M5T
	Sierra Models	2015	2018			L83, L86, L8B	M5U, M5X

Involved Region or Country	North America, N.A. Export Regions and Korea
Condition	<p>Some customers may comment on any of the following conditions:</p> <ul style="list-style-type: none"> A shake and/or shudder during light throttle acceleration between 25 and 80 mph (40 and 128 km/h) steady state driving when transmission is not actively shifting gears. A shudder feeling that may be described as driving over rumble strips or rough pavement. Shudder feeling is evident in both Drive and M7 MY15-16 & L7 MY17, MY18 and MY19 mode.

Important: Follow the service procedures outlined in TSB 18-NA-355.

Note: Required tool kit DT-52263 is shipping from Bosch. All DT-52263 tool kits will ship from Bosch no later than February 14, 2019. If you encounter a vehicle with Torque Converter Clutch (TCC) Shudder prior to receiving tool kit DT-52263 please postpone the repair

until you receive your tool kit. Performing repairs other than what is outlined in TSB 18-NA-355 will not be effective.

Important: Export Regions Including Mexico follow the procedure outlined in TSB 19-NA-018 for specific instructions for your region.

The C7 Automatic Transmission



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		from	to	from	to		
Cadillac	ATS	2016	2019			LGX, LTG, LT4, LF4	M5N, M5U, M5T
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	CTS	2016	2019			LGX, LTG, LT4, LF4	M5N, M5U
	Escalade Models	2015	2017			L86	M5U
Chevrolet	Camaro	2016	2019			LGX, LTG	M5T
		2016	2018			LT1	M5U
	Colorado (VIN S, T)	2016	2019			LGZ	M5T
	Corvette	2015	2019			LT1, LT4	M5U
	Silverado Models	2015	2018			L83, L86, L8B	M5U, M5X
GMC	Yukon Models	2015	2017			L86	M5U
	Canyon	2016	2019			LGZ	M5T
	Sierra Models	2015	2018			L83, L86, L8B	M5U, M5X

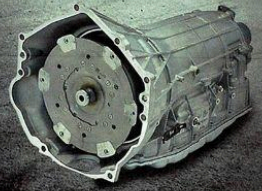
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The C7 Automatic Transmission

Version	14
Modified	<p>Revised June 1, 2016 – Added a breakpoint date.</p> <p>Revised November 29, 2016 – Added the 2017 Model Year and updated information including graphics under Diagnosis Instructions.</p> <p>Revised February 27, 2017 – Updated the Model section and added additional information to Test section.</p> <p>Revised April 18, 2017 – Updated the Shudder Chart information.</p> <p>Revised August 24, 2017 – Updated information.</p> <p>Revised September 19, 2017 – Updated the Service Procedure.</p> <p>Revised October 4, 2017 – Updated VIN breakpoints.</p> <p>Revised December 1, 2017 – Added the 2018 Model Year and updated Service Procedure sections.</p> <p>Revised December 14, 2017 – Removed the NOTE statement regarding the use of DEXRON VI to flow and flush transmission cooling system.</p> <p>Revised June 5, 2018 – Removed Colorado/Canyon Models, added Bulletin reference for Colorado/Canyon to Models section and updated the first Note under Service Procedure regarding Canadian dealer orders.</p> <p>Revised September 4, 2018 – Added the Parts Information section.</p> <p>Revised October 10, 2018 – Updated the Models section and models in Test table, removed VIN Breakpoint information, added the 2019 Model Year, removed the Transmission Filter Replacement information and changed the fluid quantity in the Parts Information.</p> <p>Revised February 08, 2019 - Added Reference to 18-NA-355.</p>

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.

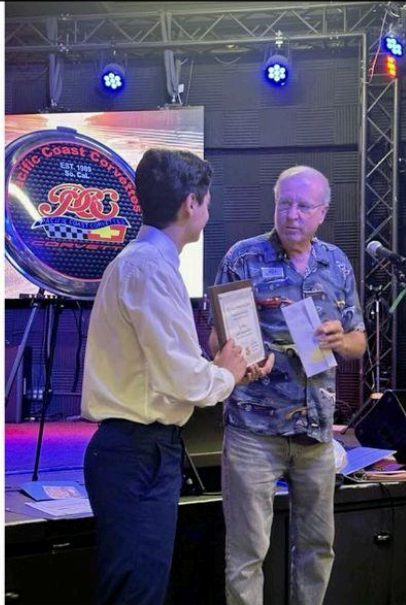


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More Scholarship Info

PCC Scholarship

By Marilyn Parker



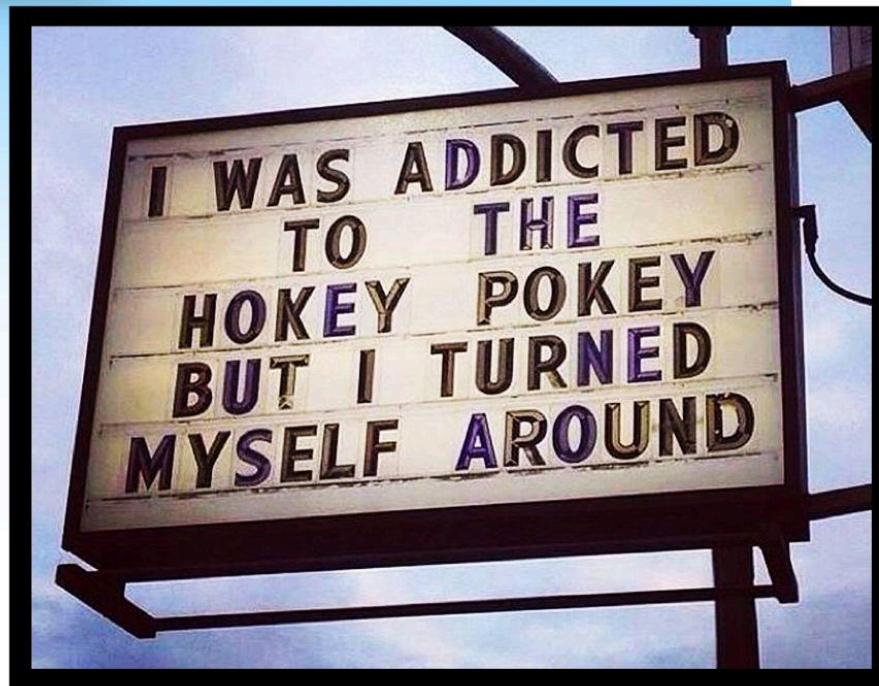
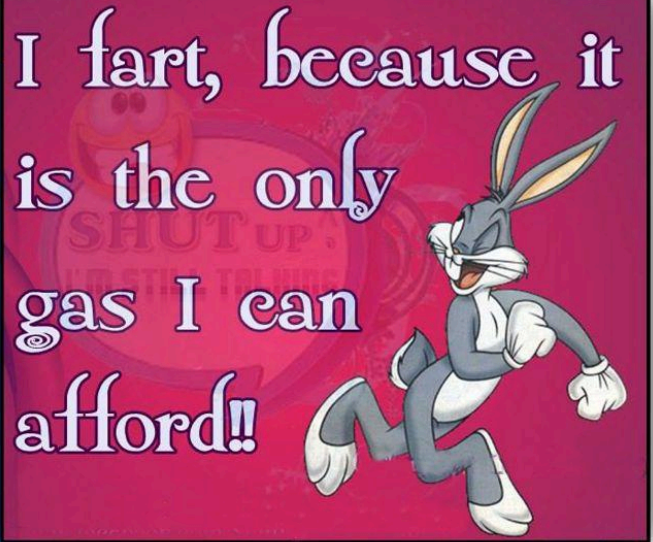
The night of June 5th, 2024 was special for PCC and for Yair Medina, our recipient for the 2024 Scholarship Award. He has the highest GPA of all the 54 applicants for this award and has exceptional future goals. After being accepted by 10 colleges, Yair has chosen to attend UCSD to study chemical engineering with his impressive and farsighted goal to help make advancements in pharmaceuticals to target hereditary diseases present in human DNA. Yair attended our meeting with his parents and brother and sister, who beamed with pride as Yair accepted the check for \$3,000. Yair pushed himself in high school, encouraged by upper class seniors to tutor and inspire other Latino students in the AVID program to be academically driven. Nick-named “maestro” for his superior tutoring abilities, Yair has given others the motivation to strive for success. We are incredibly proud and excited to honor this fine young man and wish him a great future! In attendance that night were other sponsors of our Scholarship Program who we appreciate and thank: Simpson Chevrolet was represented by Javier Morales, General Manager, Wheel and Tire Connection was represented by Ryan and Rod Zwrvakos, owners.

The Best Part

LAUGHS AND GIGGLES



"Now, on to other business ...
Bjorn Jorgensen here has a new
helmet design to show us!"



The Best Part

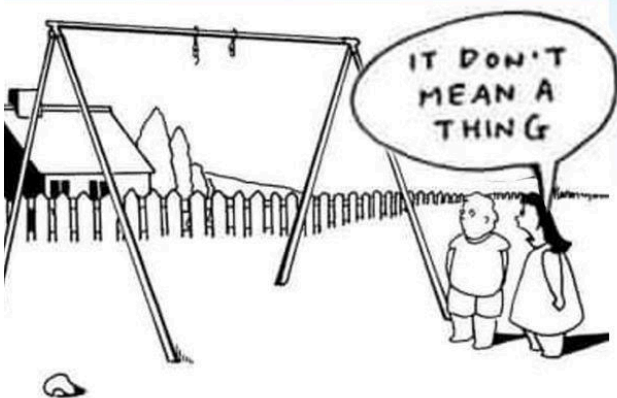
LAUGHS AND GIGGLES



A genie granted me one wish, so I said "I just want to be happy."

Now I'm living in a cottage with 6 dwarves and working in a mine.

Riverdance was invented by an Irish family with 11 kids and only 1 bathroom.

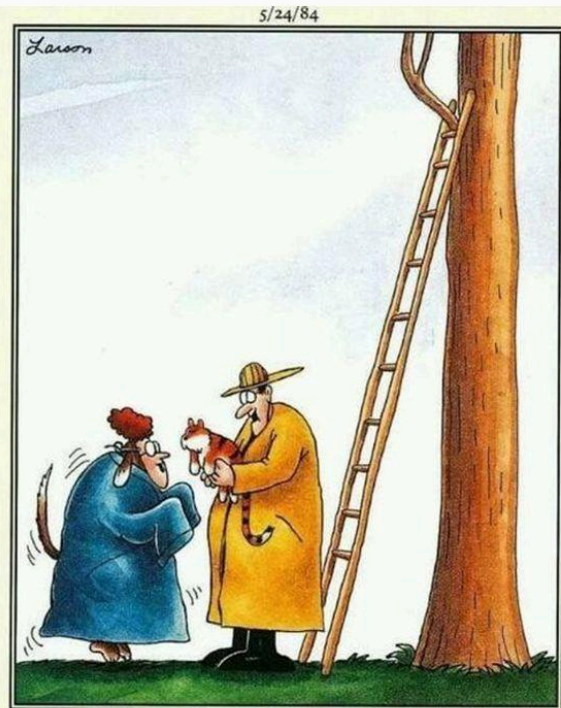


The Best Part

LAUGHS AND GIGGLES



"So then this little sailor dude whips out a can of spinach, this crazy music starts playin', and ... well, just look at this place."



"Now calm down there ma'am... your cat's gonna be fine...just fine."

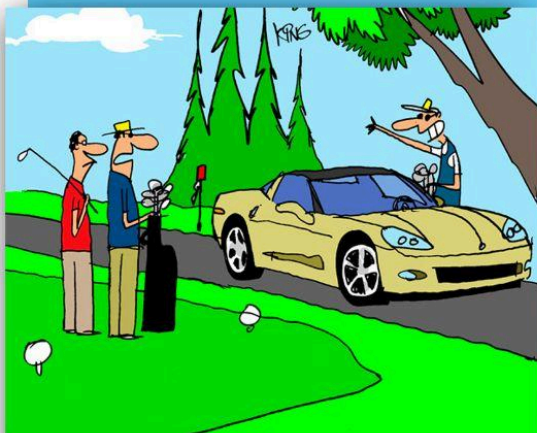
The Best Part

LAUGHS AND GIGGLES

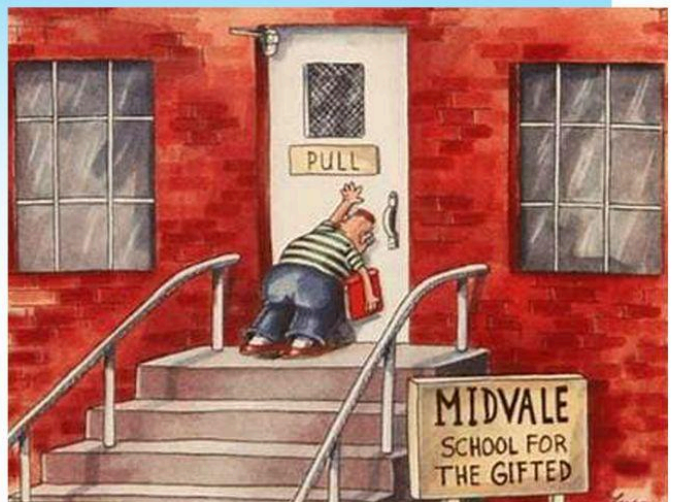
When I complained to Amazon about a missing parcel they asked me to send photographic evidence.



When you find that perfect guy that goes on walks with you and opens car doors for you...

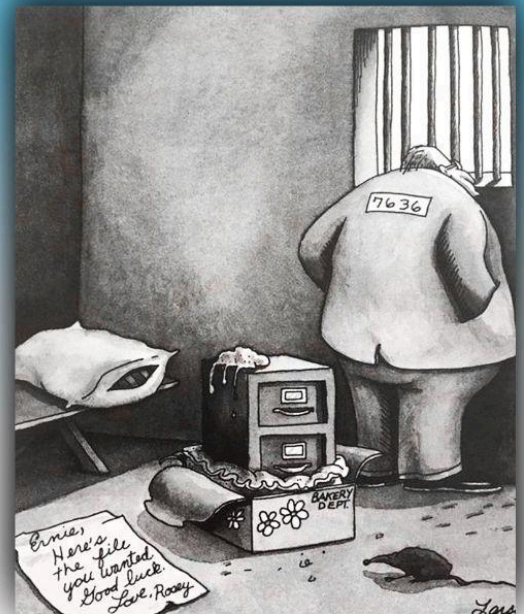
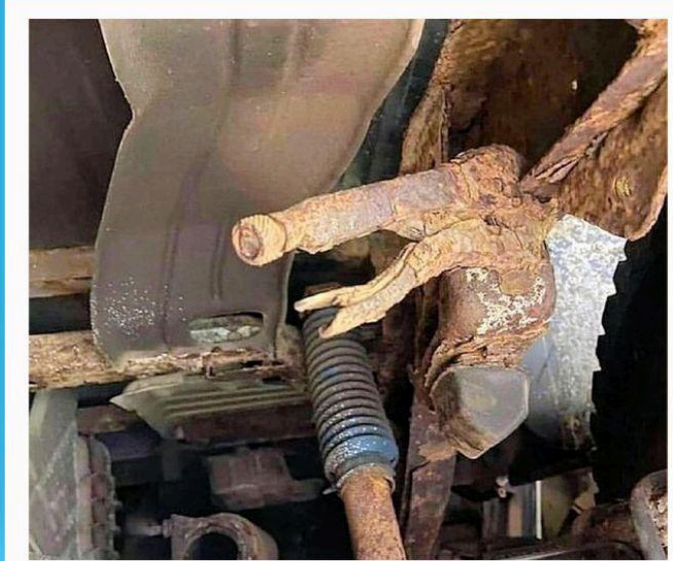


"I don't care how much he enjoys driving it. He can use a golf cart like the rest of us!"



The Best Part

LAUGHS AND GIGGLES



Sponsors

Pacific Coast Corvettes and it's members are pleased and grateful for the ongoing involvement and support of the following sponsors.



Simpson Chevrolet appreciates the affiliation it has with Pacific Coast Corvettes and is proud to be a club sponsor and participant with PCC and a major contributor to PCC's Scholarship Program. We are pleased to continue our sponsorship for an additional year, through 2025 and committed to contributing \$1,000 to the club's scholarship fund plus an additional \$500 scholarship contribution for continued excellent college academic performance for previous scholarship awardees.



"It is our honor to participate in Pacific Coast Corvettes Scholarship Programs."

David Simpson, President

Family owned and operated since 1951

Simpson Chevrolet
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Irvine, CA 92618
949 457 2000
SimpsonGM.com

Sponsors



Speed Ventures is a motorsports group operating out of California which has been organizing track events since 2001. We organize lapping days, driving schools, time trials, and races in California and Nevada, providing a fun environment to learn the limits of your car and improve your driving abilities. We offer instruction in performance-driving techniques, optional AMB transponder-based timing at all events, and an opportunity to affordably live your dream of driving your car on a real racetrack. We can also arrange for race car rentals and professional race-driving instruction.

Our mission is to provide the highest quality track experience for the best value.

With safety as a driving concern, we strenuously work to make our events run smoothly and professionally. Additionally, we set rigid registration limits to keep traffic to a minimum and maximize your driving enjoyment.

www.speedventures.com

(323) 973-7744

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PCC PROGRAM

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- **Custom wheel** solutions
- **Aftermarket accessory** installations
- Expert **automotive services, oil change, brakes, etc.**

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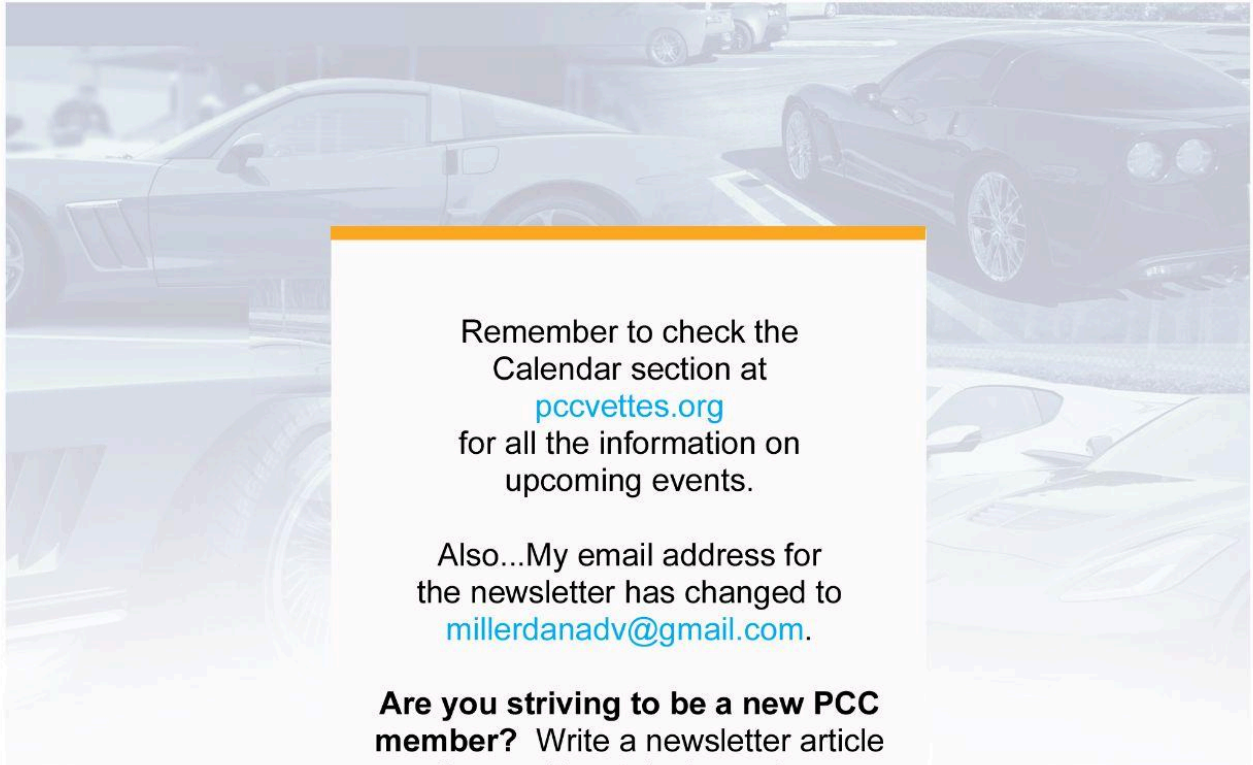


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EDITOR'S NOTE



Remember to check the
Calendar section at
pccvettes.org
for all the information on
upcoming events.

Also...My email address for
the newsletter has changed to
millerdanadv@gmail.com.

**Are you striving to be a new PCC
member?** Write a newsletter article
and earn 2 points toward your
membership quota.

Calling on all members:
Feel free to write and submit articles.

Your Newsletter Editor:
Dan Miller

