



# Niagara Corvette Club

## Corvette Connection

October, 2007  
Issue No.10 for 2007

### NCC EXECUTIVE

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### Vision Statement-

The Niagara Corvette Club is a friendly, safe and affordable car club dedicated to learning, respect for all and enjoyment in all aspects of the sport of corvettes and fundraising.

**Meetings:** 8:00 p.m.  
1<sup>st</sup> Tuesday every month  
*Frado's Italian Restaurant*  
535 Queenston Street  
St. Catharines, Ontario

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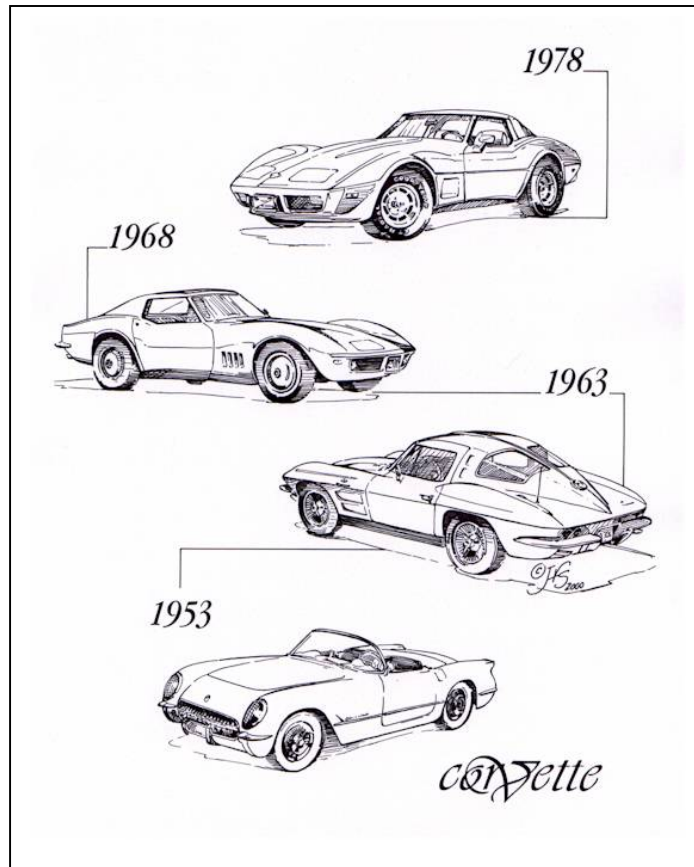
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### Index Page

From the Prezz	1
Highlites of Last Meeting	2
Triva	3
NCC Social Events	3
East Cost Tour	4
Winter Storage	5
NAAAACCC	6



**President**  
*George Dalbergs*



**Vice President**  
*Wilf Senuck*

# From The Prezz

Well here it is, October already, with the summer cruising season virtually gone. It is time to clean up the Corvette and prepare for the winter's sleep. However, in spite of the lack of Corvettes, the club's activities continue through the dark season.

The Cruise Night at the Lincoln County Fair was somewhat of a disappointment this year with a very poor turnout from the community in spite of a different and improved location on the infield. In addition, we had rain during the evening. The people's choice selections for favourite car resulted in a Mopar Duster and two Fords receiving trophies from our club; no Corvettes or even GM products. In spite of the poor attendance, we did receive the donation from the Lincoln Agricultural Society, which was included in our donation to the Children's Centre.

This past weekend, the club held its annual Fall Cruise. 21 cars, including 1 steel car and 5 Corvettes from the Hamilton Association of Corvettes, met at the plaza in Smithville. The group then took some interesting rural roads to Simcoe for a pit stop at the Tim's. From there the convoy proceeded to Paris by way of Normandale, Turkey Point and other points. In Paris, we all had a super "southern" meal at Camp 31 as well as distributing prizes from the associated poker run. Fred Hutchison held the best poker hand with 3 jokers (wild cards). Several of the other prizes went to the HAC members. From Paris, most of the cars took back roads ending at the Stoney Creek Dairy bar for some much-needed ice cream. It was a day with perfect weather, good paved roads with little traffic and great camaraderie. It is certainly nice to have other clubs participate in our events. Thanks to Joe Smiley and HAC for participating and a great big thanks to Dave and Gloria for organizing and leading the cruise. Job well done in spite of one small side trip.

As the year comes to a close, we should give some thought to next year and the activities you would like take place as the club celebrates its 35<sup>th</sup> anniversary. We would solicit feedback from our members to address next year's social activities as well as how best to celebrate the anniversary.

Also, we are coming up to membership renewal time. Once again, we will be holding a draw at the January meeting for one free membership. Those members who renew early, that is prior to the draw being held will be eligible.

The club's Christmas Dinner will be held on December 1, 2007 at Fresca's in St. Catharines as we have for the past few years. The club executive has decided that we are in a position this year to subsidize the cost of the dinner to our members, so the cost will be reduced by \$10 per member. Please contact John Gibbons or myself if you plan to attend. The more the merrier. Also, please remember that we ask the members to bring a non-perishable food item to the Christmas Dinner, which will be donated to Community Cares food bank.

Also, as a reminder, the club does not have a monthly meeting in December. However, we will be getting together for a social evening on December 11, 2007 at the Far East Restaurant in Niagara Falls for supper and some socializing. Please contact Larry & Margaret Keighan or myself if you are interested in attending.

Now, keep enjoying your Corvettes while the good weather lasts, and then prep them for the winter sleep and hope to see you at the November meeting.

**Happy Corvetting and remember to Save the Wave!**

*George*

## NCC Fall Cruise



## NIAGARA CORVETTE CLUB - MINUTES

**Date:** Tuesday, October 2, 2007  
**33 plus 2 Guests**

**Attendance:**

- George welcomed Laura Gazzellone & Chuck Sauer representing Niagara Hospice. They sold raffle tickets on a 1968 El Camino, with the proceeds to benefit Hospice Niagara building fund.

### **President's Report: [George D.]**

#### **Old Business:**

- Since our last meeting we have had a couple of events.
  - Lincoln County Fair – The attendance at the cruise night was down from previous years and we did have rain. NCC presented trophies to the top 3 cars selected by people's choice balloting – 2 Fords and 1 Mopar.
  - Last Sunday was our annual Fall Cruise. We had perfect weather, good attendance and a great route. We had 21 cars participate, including 5 from the Hamilton CC. Great paved roads with a minimum of traffic. Great big thanks to Dave and Gloria for arranging the day's events.

#### **New Business**

- George thanked Marilyn for substituting for Glennie as secretary. Glennie is working the elections.
- At the last meeting, it was mentioned that October is nomination month, however, the present executive is to remain in office for another year, and therefore there is no nomination or election.
  - New membership director –Wendy Lindberg agreed to take on the task of membership director, effective January 2008
  - New newsletter editor - Ian Bell volunteered to take over this task and Diane will work with Ian to ensure a smooth transition.
- Joseph Toth will attend next month's meeting and display club clothing for our members – chance to purchase new shirts, jackets, etc.
- Next year is the club's 35<sup>th</sup> anniversary.
  - A committee was formed to address celebration of our 35<sup>th</sup> anniversary next year. Wendy B and Helen L volunteered and it is hoped that Stan G and Glennie W will also participate.

### **Vice-President's Report: [Wilf]**

Wilf read the non-club events scheduled for the balance of the year. See events listing.

### **Secretary's Report: [Marilyn - acting]**

- Marilyn requested that anyone with Pioneer Bucks bring them in so she can give them to Pioneer when she meets with them. Please contact her at her home number.

### **Treasurer's Report: [Gloria]**

- Gloria reviewed the club's financial position. Details are available to all members. The club will subsidize the Christmas Party at \$10 per member.

### **COMMITTEE REPORTS:**

#### **Social Committee: [Wendy B]**

- Wendy reviewed the upcoming social events for the balance of the year. See social events listing.

#### **50/50 Draw: [Wendy L.]**

John Daudelin won the 50/50 draw again.

# NCC GANG



## Corvette Trivia

Question:  
Why wasn't the 1966 Corvette eligible for the SCCA Trans-Am race?

Answer:  
Engine was too big

Did You Know:  
The Corvette's engine displacement exceeded the SCCA's 5.0 liter maximum. The only eligible Chevy was the Corvair.

**C1**

1953 to 1962



The original front emblem and horn button on the "Autorama" Corvette featured crossed American and Checkered flags. It was discovered that using an American flag on a product trade mark was against the law and the emblem was changed before the New York Motorama.

The hash faces up on front fender molding of the "Autorama", 1953 Corvette and on the actual production car it faces down.

On Tuesday, June 30, 1953 Corvette #1 Serial Number E53F001001 rolled off the assembly line, and Corvette production began.

Want the rarest Corvette ?- In 1953 the first two Corvettes, VIN Numbers 1 and 2 were said to have been destroyed, but no records prove that fact, and there are no witnesses to the destruction.

The first Corvettes were actually "rolled" off the assembly line. Chevrolet was not prepared for grounding to a fiberglass body; the cars would not start.

The first five Corvettes to come off the assembly line did not have an outside rear view mirror.

The only thing really new on the 1953 Corvette was the fiberglass body. Everything else was directly off the Chevrolet parts shelf. Because of this, the first Corvette was essentially a regular 1952 Chevrolet that looked like a million dollars!

Of the 314 Corvettes hand built in 1953 only 183 were sold because of "average" performance at such a high price, \$3513 the Jaguar Xk120 sold for \$3345, \$168 less than the Corvette.

There are 13 vertical bars or "teeth" are in the grill of 1956 Corvettes. One of the few ways to differentiate between a 1956 and 1957 Corvette without opening the hood is to look at the inside rear view mirror. On the 1956 model, it adjusts with a thumbscrew, on the 1957 adjustment requires a wrench to loosen the locknut.

The "Polo White" color was last used in 1957.

1957 was the first year a limited slip differential was offered as an option.

1958 was the LAST year of the tach with the "cumulative engine revolution counter" which first appeared in the 1953 Corvette. In 1958 the tach was used on 230, 245, and 250 hp cars and NOT on the 270 and 290 hp cars. The Part number is #1548631 for 1958.

Optional engines in 1956 had nine fin alloy valve covers, 1957 had seven or nine fin alloy valve covers, and the 1958 had seven fin alloy covers on optional engines.

Before 1958, the only Acrylic lacquer paint used was on the "Inca Silver" Vettes.

Sun visors became a Corvette option in 1959.

Nylon belted tires first became available on the 1960 Corvette, prior to 1960 only cotton was offered.

The 1961 Corvette was the last year to feature "Wide Whitewall" tires.

The 1961 Corvette was the first to not have the "round" nose emblem.

In 1961, the big grill teeth disappeared forever, replaced by a fine mesh.

1962 Was the last of the solid rear axle Corvettes and the last year for the power top on the roadster.

## Social Update

A Small group from the club attended an impromptu "fish fry" on Friday Sept 21<sup>st</sup> after the Palmwood was cancelled.

We drove from Bas Farms to the fish fry and then another drive to have some much needed ice cream.

### Coming Events:

- Nov 17 – Game Night at Hetty & Henk sign up Nov
- October 27 – Halloween Party @ Marquis - cancelled
- December 1 – NCC Christmas Party – Fresco's, \$32 per person
- December 11 – NCC Social Evening at Far East in Niagara Falls

### 2007 NCC Event Calendar

Oct	2	NCC General Meeting	Frado's
Nov	6	NCC General Meeting	Fardo's
Dec	1	NCC Christmas Party	John Gibbons
		Fresco's	
Dec	11	NCC Social Evening (6:30)	Margaret
		Far East Niagara Falls	Keighan

Happy Birthday This month!!

Dave Fralick  
Leo Lefebure  
Raymond Smith  
Diane Seniuk  
Hetty Marcelissen  
Barb Losier



### East Coast Tour by George and Marilyn

In early September, immediately after the club meeting, Marilyn and I decided on an impromptu trip to the East Coast in the Corvette. It initially started out as the East Coast Cemetery Tour where Marilyn was anxious to follow her roots – visiting cemeteries in Plaster Rock, Perth/Andover, Tidnish, Amherst and Advocate where her ancestors are buried. We also visited some old friends and relatives of her mother, including the house where Marilyn was born in Petitcodiac. After this “roots” part of the trip, we were off on our own mini-vacation, including a trip around the Cabot Trail, some whale watching in Pleasant Bay, then a ferry ride to PEI and a couple of days of lobster and touring the island. We then returned to the mainland via the Confederation Bridge and on to Shediac for some more lobster. At this point, we purchased a dozen lobsters that led to a quick trip home – 1,701 km in 16.2 hours non-stop except for gas, which included crossing Montreal in rush hour. Our new crewmember “Lizzie Garmin”, our navigator, assisted the trip tremendously even though she got mixed up on new sections of the trans-Canada highway in NB as well as some sections of NS.

Some statistics on the trip showing the efficiency of the C5 Corvette –

- Trip east 12.7 hrs, 1,284 km @ 8.3 l/100km (34 mpg) with max speed of 135 km/hr.
- Return trip 16.2 hrs, 1,701 km @ 8.1 l/100 km (35 mpg) with max speed of 151 km/hr.
- Overall trip of 5,711 km @ 8.7 l/100 km (32 mpg) with max speed of 176 km/hr.

I would challenge almost any other vehicle to match this combination of performance and economy in one exciting package.

Observations of the trip:

- Many of the rural roads around the Bay of Fundy in NS, especially from Amherst to Parsborro via Apple Valley and Advocate is an exciting, twisting and demanding road with beautiful scenery and almost no traffic.
- St. Martins, NB just north of St. John, boasts the best chowder in the world, right on the beach while you watch the tide come in. It also boasts 2 covered bridges in one small fishing village.
- September is the only time to drive the Cabot Trail when most of the “tourists” with their RV’s are off the road. Nothing to slow you down and/or frustrate you on the long twisting downhill runs. Scenery is spectacular and the weather is still great. Do the trail counter clockwise.
- Whale watching at Pleasant Bay is fantastic; we saw several pods, including mothers and calves, and they come right up to the boat. We also saw dolphins and huge schools of mackerel.

- PEI is a beautiful, clean, tidy island with largely great roads and well-kept farms. We missed the PEI Corvette Club show by one week but saw more Vettes in PEI than anywhere else on the east coast. Great lobster!
- We ran into 6 Harleys in Port Hawkesbury, NS; 5 couples and 1 single. They rode into the Irving station for gas in a mild drizzle with classical music playing on their stereos. They were all “seniors” from Minnesota. Who says adventure is dead?

Overall it is great to take off on a trip with a minimum of planning, just some basic concepts of where to go and what to do and see. I only wish that there were an easy way to remove the bugs from the front of the Corvette after a non-stop dash as we made at the end of the trip.

By the way, the Corvette turned 76,000 km during this trip. Remember, Corvettes are meant for driving.



### Corvette Winter Storage Check List

1. Add fuel stabilizer to gas tank, fill gas tank and run car so stabilizer is distributed through fuel system.
2. Drain/Flush/Refill Radiator
  - Car must be cold
  - Open plug & drain then flush radiator with water until water is clear and top hose is hot
  - Add antifreeze & water mix
3. Wash and wax car thoroughly
4. Clean garage floor and prep garage
  - tape down heavy plastic to garage floor
  - place cardboard over plastic
5. Run car until fluids are hot
6. Loosen tire nuts
7. Jack up car and place on stands with carpet; place stands under suspension joints.

### Engine

8. Drain & replace oil; replace oil filter
9. Start engine briefly to allow oil to circulate – check for leaks
10. Fog out engine using engine storage spray
11. Top off gas tank
12. Remove battery and store inside on wood
  - clean cables and connectors
13. Remove the air filter and bag it
  - bag off the carburetor
14. Pull the distributor cap and spray with WD40
15. Change the brake fluid – see manual
16. Replace the PCV valve – see manual
17. Replace the fuel filter – see manual
18. Lubricate Manifold Heat Valve
19. Check power steering fluid dipstick
  - change power steering fluid if necessary
20. Check fan belts, hoses & connections  
Lubricate all parts with lithium grease

### Tires

21. Remove tires
  - clean tires and apply wax or polish to tires
  - stack tires on clean cardboard
  - cover with a garbage bag
  - inflate tires to 44 psi or max. shown on side wall, whichever is lower
22. Lubricate front & rear suspension
23. Check and fill the transmission fluid
  - remove upper plug at the back
  - oil should be level with plug
  - drain and refill
24. Check and fill positraction rear axle
  - oil should be level with bottom plug
  - use positraction oil
  - drain and refill
25. Spray disk brakes with WD40
  - cover disk brakes with clean towel
  - spray towel with WD40 to keep moisture out
26. Rotate rear axle monthly

### Interior

27. Clean the interior completely
  - protect the leather surfaces and dry thoroughly
  - use vinyl dressing lightly and dry well
  - place moth balls, baking soda and/or moisture pack
28. Disengage the clutch using wrapped 2x4

### Misc.

29. Plug exhaust pipes with tape
30. Remove the wiper blades
31. Treat all rubber seals with silicone
32. Lubricate all hinges
33. Detail the exterior chrome
34. Place drain pan under car  
Place car cover over car



## National Association of Antique Automobile Clubs of Canada Corporation

What is the NAAACCC doing for YOU Now?  
Update # 66    October 2007

- **April 2007: The NAAACCC met with the Federal Minister of Environments Parliamentary Secretary, MP Mark Warawa in April 2007. We submitted a formal brief requesting that collector vehicles be exempted from further proposed emission legislation Canada-wide. A complete statistical analysis and comprehensive set of vehicle usage figures were presented pointing out that collector vehicles are driven less than 500 miles per year on average. It was also pointed out that modified vehicles usually surpass the required Government emission standards. This submission left no doubt that Collector Cars, Modified Vehicles, and Hot Rods are not the gross polluters as some would suggest.**
- The NAAACCC is monitoring, Bill C32—Kyoto Accord, weekly through Hansard. *This takes several hours per week.*
- **We are opposing proposed legislation to restrict automotive paint sales** to the automotive hobbyist and general public. We are developing a program to educate and inform the consumer about the **personal and environmental risks** of automotive paint products and other restoration materials to insure that these products are used in a safe and environmentally responsible way.
- **In April 2007 we submitted a formal request to the Federal Government.** We are opposing prohibitive right hand drive legislation and have made recommendations to continue to allow the importation of right drive vehicles.  
(Collector vehicles 20 years old and older)
- **We continue to have a very positive working relationship with Government Officials in the Province of Ontario.**  
We are sitting on a variety of Provincial committees across Canada to help shape proposed vehicle legislation and emission requirements. i.e. AirCare and the Department of Motor Vehicles (ICBC) in British Columbia. ICBC is now chairing the BC Collector Car Club Council. Nigel Matthews, ICBC Manager of Special Licensing, is the chairperson. The NAAACCC sits on the board of directors.
- We continue to support SEMA, the National Motorists Association and FIVA.
- We are currently in discussions with the Federal Government to have collector motorcycles and collector cars made exempt from emission testing Canada-wide. In September of 2004 the NAAACCC submitted a reply to the On-Road Vehicle and Engine Emission Regulations Updating Canada's Motorcycle Emission Standards to Align with the New U.S. Rules Regulatory Development Division Transportation Systems Branch, Environment Canada. **We are monitoring the 'NEW' Federal news release of October 3, 2006 requesting new motorcycle emission regulations by 2010.**
- We have given direction to many clubs in every Province in Canada as to how to form the necessary NAAACCC emission committees in their respective Provinces.
- **We have established a comprehensive 'Club liability' insurance program Canada-wide. Both non registered and registered car clubs are eligible for this program. All club activities, executives and club members are covered for liability. Inquire @ [www.naaaccc.ca](http://www.naaaccc.ca)**  
Please note: It took two years to develop this program—Pat Anderson Insurance Group is handling the policy. Lloyds of London is the major carrier.  
**This program has been a significant success across Canada.**
- We have completely revised our Vehicle Judging Guidelines—3<sup>rd</sup> revision, 2007
- We are establishing a set of guidelines for collector vehicle appraisals and appraisers Canada-wide. Gordon Forman, MB is the committee chair.
- We are expanding our safety vehicle guidelines for —2007 and 2008  
Chair, Bob Chambers, BC

On behalf of the Board of Directors I thank you for your continued support.

John Carlson  
President & CEO  
National Association of Antique Automobile Clubs of Canada Corp.  
[www.naaaccc.ca](http://www.naaaccc.ca)



**UAW-GM plan: More cars to be made in BG Set for 2012, production shift for Saturn Sky, Pontiac Solstice could create up to 2,000 jobs**

The General Motors Assembly Plant will see two new production lines and up to 2,000 jobs added to its roster - if a tentative agreement between the United Auto Workers union and General Motors is approved. UAW Local 2164 President Eldon Renaud said Friday that GM will move the production of the Pontiac Solstice and Saturn Sky from GM's Wilmington, Del., plant by 2012 in a tentative agreement reached between GM and the UAW.

Tom Wilkinson, director of news relations for GM, declined comment to the AP, but the production shift is in the language of the proposed contract, which Renaud said he provided to the AP. The contract is expected to be official by next Sunday, according to Renaud. The move will mean an expansion of the current production line to three shifts, and an increase of up to 2,000 jobs, Renaud said. Renaud called the announcement a dream come true because of the union's long-range planning in hopes that GM would add more products to the plant.



**First Drive: 2008 Chevrolet Corvette**

"Torque is good! More torque is better. For anyone who likes to drive, an engine with a stratospheric red-line is fun for a while, but a fat torque curve means acceleration is just a squeeze of the right pedal away.

Compared to a Ferrari engine, GM's classic small block V-8 may seem crude and unsophisticated, but the latest variation is anything but. The basic architecture of the 2008 Corvette power-plant dates back to 1955, but aside from some of the basic dimensions, this is a whole new beast."

Read the complete article at: <http://www.autoblog.com/2007/09/28/first-drive-2008-chevrolet-corvette>



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"And the new hood scoop is functional. It sucks the doors off Porsches."





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