

Split Personality

by Terry Brim

It's not to say that fellow Chapter member Tim Tschanz has a split personality (Dentist by profession, Porsche and Corvette lover by passion), but his 63 split window coupe certainly has a history of a split personality. However, more on his split window ex racer later in the article.



Tim grew up just a mere 4 miles from his current home in Springboro. As a kid growing up near Walden Park in Miamisburg, Tim's dad and two brothers were always fixing cars. His dad was a cost analyst at NCR but always found time to do what he enjoyed and that was tinkering with cars.

Tim says he has one brother that currently owns a 50's dragster with a Corvette engine that he runs while his other brother just bought a MGA in pieces that he has to put together. Sounds like

Tim comes from good stock!

Upon graduation from Miamisburg High School, Tim received a scholarship to General Motors Institute (GMI) which I can tell you is no small feat! Since the GMI scholar-

ship was a good deal financially, Tim decided that he wanted to buy a new car to take to college. At

the time, it wasn't a vette that Tim wanted, but rather a GTO. After test driving one however, his dad had different ideas. Being a smart dad that he was, he decided that Tim would probably kill himself in a GTO, so he settled for a 65' Tempest! The GTO must have made an impression on his dad however because shortly after that Tim says he father bought a 67' GTO that had been wrecked which his father fixed up and later sold.

At the time, it wasn't a vette that Tim wanted, but rather a GTO. After test driving one however, his dad had different ideas. Being a smart dad that he was, he decided that Tim would probably kill himself in a GTO

Tim says in interest in the Corvette split window started a couple of years after he bought the Tempest. In fact, he tried to trade the Tempest for a split window but just couldn't come up with the difference in cash at that time.

Meantime back at GMI, Tim says he realized pretty quickly that he was not cut

out to work for a big corporation. After a year at GMI, Tim returned to Dayton and in his words "floundered around a

little bit trying to figure out what to do". Sound familiar to anyone reading this? He did continue his college education however attending Wright State University and Miami at Middletown.

As happens so many times in life, fate intervened. It so happened that Tim's father had a friend who was a dentist. Lucky for Tim, one day his father's friend

Continued on page 3

Split Personality (con't)

Continued from page 2

suggested to Tim that “he stop by his office and see what we do, you may like it”. The rest is history, after doing so, Tim decided to go to dental school at Ohio State. Since he always like to work with his hands, it was a natural fit. In addition, he could avoid working for that big corporation which he so disliked.

Tim says has owned a number of Porches through out the years including a 911 and a 924. He also owned a 914 that he auto crossed for a number of years.

About half way through dental school, Tim bought a 356 Porsche which he rebuilt the engine and did some body work. Tim says has owned a number of Porches through out the years including a 911 and a 924. He also owned a 914 that he auto crossed for a number of years.

About 3 years ago, Tim says he once again began to think about split window Corvette's. Once again proving once the “vette bug” hits you, it may fade for a few years, but never really goes away. Tim says he always liked a car that performed but at this stage in his life, it also needs to be visually pleasing and there is nothing more visually pleasing

Than a classic split window Corvette! That being the case, Tim set about the search knowing that if he didn't get one at this



stage in his life, he probably wouldn't ever

get one. Tim says he also started out wanting a fuel injected car. After visiting and talking with a local Corvette dealer however Tim had a change of heart. Not only did the guy point out all the problems with a fuelie (expensive, tuning, temperamental,, etc) but he suggested that Tim might consider a low HP 250 with an auto tranny. After test driving both a low HP auto and a 340PH 4 speed, he settled on the 340HP 4 speed.....so the search was on, Tim's car had to be a split window 340PH with a 4 speed. Color preference was Red, Black, White or Silver in that order.

Tim looked at a number of

cars, many of which turned out not to be what they were advertised to be. Tim

says he talked to a number of private owners on the phone and after seeing the car, it was not as described by the owner

which just confirms the old adage “buyer beware”.

Tim eventually found exactly what he wanted at a dealer in northern Ohio. He says he visited the dealer 3 times before he finally found what he wanted. Funny thing was he had seen the exact same car for sale through a museum in Kansas a couple of years ago! Tim says he remembers thinking at the time “that's exactly what I want”. He didn't buy it at the time however because it was early in his search and Tim said he wasn't sure he knew enough to be sure of what he was buying! After a couple of years of self study, joining the NCRS and talking with fellow NCRS members, he was

Continued on page 4

Split Personality (con't)

Continued from page 3

ready. One of the reasons he joined NCRS at the time even though he did yet own a vette was all the excellent books

and manuals he found to educate himself with. Tim says he became much more comfortable in pulling the plug once he found the right car. In particular, Tim says

he went to

Bloomington one year and listened to a half day seminar on mid years put on by John Ballard and that really helped him a lot!

Tim has traced the history of the car back to the original owner! Turns out a guy in Cincinnati bought the car from the Kansas museum but after owning the car for only a year or so, sold it to the dealer that Tim bought the car from.

Years ago the car had been raced in the Chicago area. Lucky for Tim, a few pictures of those days have stayed with the car along the original owners manual from which Tim was able to get the original owners name and city in which it was sold.

Years ago the car had been raced in the Chicago area. Lucky for the Tim, a few pictures of those days have stayed with the car along the original owners manual

Tim's search for the original owner didn't start out all that well. Even though the original owner's name was a very unusual ethic name

and one would think it would have been an easy trace. After doing an internet search for the unusual name in the



Chicago area, Tim found a phone number for what he thought was the right person. When a lady answered the phone and he asked for Elaine, Tim says he got a very curt reply that she didn't know any Elaine. During the course of the conversation, Tim said he mentioned

a couple of other names and the lady replied yeah that's my brother or yeah that's my uncle but there's no Elaine in the family and never has been!

Thinking that he had reached a dead end right from the start, Tim says he thought the conversation was a little strange, but he didn't give it much thought. A couple of weeks later out of the blue, Tim got a phone call from a guy who asked him if he had called about a red corvette belonging to an Elaine? Turns out the guy was the brother of the lady Tim had spoken to. The guy says to Tim on the phone "turns out my sister was not exactly truthful with you. Elaine was my ex wife and we parted on very bad terms" The guy told Tim that she moved to California shortly after she bought the car and he hasn't heard from her since and doesn't want to hear from her!

When Elaine went through her divorce, she sold the car to a policeman in the Chicago area. It was the policeman who had road raced the car up through the Wisconsin area. Unfortunately the policeman

Continued on page 5

Split Personality (con't)

Continued from page 4

passed away and that's when the 3rd owner entered the picture.

Two brothers bought the car from the policeman's brother with the intent of restoring the car to it's original

state. Tim said one of the brothers had partially disassembled the car and then it just sat. The guy owned a restoration shop and could never find the time to finish the restoration. Eventually, the second brother told his brother "you are either going to put the car back together or you're going to sell it to me"

With the deal done, the second brother began the process of putting the car back together and restoring it. The guy told Tim every night his brother would come over and tell him what he had done wrong that day. After the car was finished, it eventually wound up at the museum in Kansas thus completing the ownership history of the car.



Tim says the car is a no hit body which is very unusual for a split window 340HP because they all were raced

so much. When Tim got the car, the original matching numbers drive train

was all there. The only exception was in the suspension area. When Tim bought the car, it had an after market fiberglass rear spring which made the car sit to high and didn't provide the ride he wanted.

With the help of Jeff Bernhardt from (Restoration Station), Tim found a re-

At the time, they thought it would be a good idea to take parts from the 65' vette and update the 63' never thinking about NCRS judging.

manufactured F40 spring from a guy in California.

Final result the car sit perfect and rides beautifully

said Tim. I agree and when you see the car in person, I think you will agree as well.

Tim is going to have the car judged again at next years meet. He received a 2nd flight at this years meet but Tim said he didn't expect more than that and he found out what all he had



to do to the car to get it to top flight. Turns out when the brothers restored the car in Chicago in the early 90's, they also had

a wrecked 65' vette. At the time, they thought it would be a good idea to take parts from the 65' vette and update the 63' never thinking about NCRS judging.

In fact, Tim said the guy who restored the car was in town a month or so ago and came over to see the car and take a drive. Tim was telling him about what he was doing to the car to get it ready for NCRS judging again and the guy said to Tim "you know back when we were restoring the car, we thought it was the right

Continued on page 6

Split Personality (con't)

Continued from page 5

thing to do to update it with all the newer parts from a 65/66 vette”. How many of us have done that in years gone by only to realize later man if I had that to do over again!

Tim says it has been a blast looking for all the old parts to get the split window back to it's original configuration. He recently found a set of original wheels to replace the after market knock off's currently on the car. of course the radial tires will have to go, at least while the car is being judged, but other than that, Tim said the car is about done.

To continue the fun Tim, you'll just have to find another old vette to restore yourself and take pride in what you accomplish.

Great job with the 63' Tim, you have a beautiful Vette



First night in it's new home!