



VETTE GAZETTE

Volume 8 Issue 3

September 2010

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Chairman's Corner with Greg Gorniak

Voss Chevrolet, The Restoration Station, Little Giant Body & Paint, Keen Parts, Eagle Wire Products, Display Dynamics Inc, Dairy Queen Shroyer Rd, Jimmix Auto Body.

What do these Business's have in common? They have either sponsored our judging meet, hosted a chapter meeting, or both. Many on the list have done this for multiple years. Without their support this chapter would be hard pressed to put on events or hold meetings, and to that

extent, they deserve our heartfelt thanks. Next time you are looking for parts or services please give them your consideration. When you visit them please thank them for their support.

Hard to believe that this summer is coming to an end, but we still have some good driving days left until the snow starts flying. The chapter is still working on one or two more driving tours and we will let you know as soon as plans are finished. Don't forget about the Restoration Station's Fall color tour on

October 17th. Let's see how many club members we can get

to participate. In the past there have been over 200+ Vettes show up. If you haven't had a chance to participate you've missed one of the best Corvette events in the area.

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Editor's Note with Terry Brim

I would like ask for your help in a couple of areas regarding our Chapter newsletter. First, this issue of the Vette Gazette is without the usual "feature article" Although I enjoy doing these each quarter, it is difficult to do without our Chapter Members help. If any of our new (or older) members is interested in

having a future article done, let me know, it's a great way to share your corvette experience. Previous feature articles on our Chapter members can be viewed in previous issues of the Vette Gazette located on our Chapter Web Site.

Second point has to do with Inputs for our newsletter. I

am always in need of articles or any other interesting facts regarding your corvette experiences. They maybe technical articles or other items of interest you would like to share.

Thanks

Terry

Miami Valley Chapter 2010 Road Tour — Part 1

by Mike Mills

The 2010 Road Tour was a loop from Dayton to Bowling Green to Somerset and back home to Dayton Traveling I-71 to I-65 to The Bluegrass Parkway (Future I-66) to I-75 , 650 miles in 3 days is a fun trip but in a Corvette, its fantastic (it's not the destination but the journey).

Many members had commitments such as vacation, family in town and the dreaded thing called work making it impos-

sible to swing the trip. Friday was a cool morning when 5 chapter members: (Dave Pritchard 07 coupe, Nick Kammer 03 convertible, Bob Hiney 95 coupe, Dale Felty 71 Convertible, Mike Mills 66 convertible),

one previous member (Jerry Croy 07 coupe) and 1 potential member (Ross Backe 02 convertible) headed out at 7:15AM for a testosterone filled weekend. A game of switch-a-roo was

played as most people drove each other's corvettes for a change. The first destina-

pilgrimage to Bowling Green Kentucky complete with a VIP tour of the Corvette Museum.

The first goal of the trip was to successfully negotiate Cincinnati rush hour traffic. This worked up quite an appetite, so we made a

A game of switch-a-roo was played as most people drove each other's corvettes for a change.

pit stop at Bob Evans in Florence at 8AM. Over breakfast we discussed the agenda for

our arrival in Bowling Green deciding to forego the Dinner and Kentucky back country "cruise". The group choose instead to have dinner at Smokey Bones in Bowling Green and get further details on the "Power Cruise" caravan



leaving in the morning. The back country cruise should have been more appropriately termed a "road-tour"

Indianapolis and fill up the 66 & 71 Corvette's. We all know with Classic Corvettes is all about "Smiles per gallon" and they truly can "pass anything but a gas station". It was a nice cruise but the pleasant morning quickly turned to unbearable heat making AC and a roof the favored method of travel. We played a little cat and mouse and at times exceeding the speed limit just a smidgen.

We arrived at a shell gas station to fill up the gas guzzlers and for Jerry Croy to get reacquainted and for everyone to meet his wife Elaine. Everyone flocked back to the creature comforts of their own cars, leaving Mike & Dale in non-AC convertibles, please pass the sunscreen!! The cruise down I65 was scenic and enjoyable, even if some of us we're feeling the noon sun and the 100 degree July heat.

We arrived at the museum and ready for lunch. The group quickly scattered looking at the "nursery", "gift shop", locating the clubs brick and restroom. The group got together and entered the "Corvette Café"

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Miami Valley Chapter 2010 Road Tour — Part 1 (Con't)

by Mike Mills

Continued from page 2

for a 50's style lunch, I highly recommend the Potato Salad!

After lunch the group scattered continuing to check out the

many sites.

The museum staff was ready when we we're all together to begin the VIP tour.

How long do you

think it would take to assemble 8 people in the lobby? Try 45 minutes. After all there is so much to see with the expansion.

The VIP tour consisted of a walk through the museum with many behind the scenes "sneak peeks". The museum has a defensive driving simulator, it is almost operational. We learned the significance of the symbols making up the Corvette crest. We also got to peak at many display cars tucked away in storage including the one and only 1988 ZR1 prototype. Also a shark hanging from the ceiling, some trinket of Bill Mitchell maybe. The tour concluded in the sphere where you could review the

stories of those people responsible for making the Corvette an icon. Next time you're at the museum listen to the story around Gary Mortimer, one of our own chapter members is being

interviewed and explaining the birth of NCRS. The tour concluded in the

gift shop where members were picking out those necessities needed to complete their collections, including a phone call to Dayton for a missing trinket one member has been searching for over 6 months and yes the Museum had it.

While waiting for the party to be complete a few of us wondered into the "Archives". This was still under construction as the museum catalogs all the content to be available in the near future. Then we we're asked if we wanted to "go into the back room"? Is a Corvette an American ICON? Can this group just not get enough things

Corvette? We'll HE** YES we want to go!!! We we're like kids in a candy store!! The first 6 or so racks held every build sheet of every Corvette that ever rolled out of Bowling Green! I turned to Dave Pritchard and asked him if he knew his VIN? What a stupid question that was, as the VIN rolled off his tongue like his home phone number. In a matter of minutes the row,

shelf, box was found and the build sheet was right there!! If this isn't impressive what's next will blow you away!! Corvette history catalogued in 3 ring binders Just pick a topic. 53 Motorama, CERV 3, Mid-Engine design it's all there. Complete with pictures, GM internal office memos to Bill Mitchell, Harley Earl and of course Zora!!! We could spend weeks looking through everything.

Unfortunately Father Time had his way and the museum was now closed. Of course this group is Corvette Die-Hards and we we're the last to leave. The

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Miami Valley Chapter 2010 Road Tour — Part 1 (Con't)

by Mike Mills

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sun was setting and the parking lot was empty What a great photo opportunity!!!

The group then checked into our hotel and headed to dinner at Smokey Bones BBQ. We got the detail plans for the cruise

in the morning, several people won door prizes in a raffle and we even saw a 71 Blue Monte Carlo with Ohio plates and the owner of the car, our very own Larry Johnson!!

The group headed back to the hotel for some male bonding in the parking lot and a couple “cold ones” to close out the day. We also “tucked”

our classics into bed in such a way that any would be thief w/ a roll-

back would just keep moving.

A man from Michigan and his 14 year old son stopped by the group to comment on the all the nice Corvettes. Jerry Croy then

piped up “Do you want to go for a ride”? The deal was sealed that when Jerry’s

wife returned with his 07, Jerry would take the boy for a ride! This opportunity for the young boy turned into a pumpkin and as he’ll learn in life, timing is everything! The window was closed as Elaine returned, the dad was talking with the group and the son was nowhere to be found. By the time the son returned, Jerry & his wife

were in for the night and the ride in the 07 was no longer an option.

Luckily Dale Felty was

around and “bribed” the kid!! “You don’t want to ride

in new Corvette You’ll have many opportunities for that What you probably won’t get is another chance is to ride in a classic Corvette!!” “Want to go for a ride in my 71?”

The cars we’re “untucked” and the boy went off to experience what so many of us vividly remember to this day Our first ride in a Corvette!!

Dale did what so many of us need to do!! Infect America’s youth with the “Corvette Fever”! To get the youth to dream of American Muscle rather than the “Ricers” and European sport cars. The youth need to see these cars, ride in these cars. This is so the youth can walk the same path we did: which is dream about Corvettes, save for a Corvette and buy a Corvette to enjoy!



Miami Valley Chapter 2010 Road Tour — Part 2

by Nick Kammer

Saturday morning after breakfast we headed back over to the Corvette Museum which was the gathering spot for the Holley Carburetor Power Tour from BG to Somerset, Ky for the Somer-nites Cruise Event. The weather was clear, the sky was beautiful and blue, and the heat was starting to build. A wide variety of hot rods, Corvette's, and muscle cars gathered in the parking lot next to the new addition to the museum (you've got to see the museum if you haven't been for awhile). At about 9:15 AM we headed out in single file for our destination. There were easily several hundred cars in the Cruise line heading down the highway at any given point. Of course it's a little difficult to stay in formation the entire time so a little more cat and mouse was in order for some of us. Did I mention that is was getting hotter by the second?

There were the expected lines of cars trying to cram into Somerset but it was well organized with a staging area in a local parking lot next to a Pizza Hut that we gladly patronized for lunch. After lunch we took the back way into town but did get caught up in a line of cars

several of which were overheating due to the extreme 100 plus degree heat of mid day. The thermometer in my '03 hit 103 degrees at one point. We were still glad to be there enjoying the sights and sounds of many classic cars of every make. For most of us the order of the day was to seek shade and fluids wherever possible as we trekked through town admiring all the great cars. Ask Dale Felty about his separate unexpected adventure that day. Eventually we gave into the heat and humidity in the late afternoon and with the idea of a pool back at the hotel we headed out.

Coolers, ice, liquid refreshment and a patio by the pool were a welcome respite from the day's events before dinner. I've got to salute the guys who were driving their non-a/c convertibles (tops down) in that kind of heat (Dale and Mike and whoever was brave enough to switch cars with them throughout the day). You could stick a fork in them by the end of the day as they were well done but had smiles on their faces none the less.

After dinner we headed

back to the patio by the pool and had a few more cold ones while admiring a few of the cars that were in the parking lot including an amazing 'Eleanor' Mustang fastback clone.

Sometime around 9:00 PM a few of us fired up the Vette's and joined in cruising up and down the main drag with many others. A few of us who will remain unnamed did do a little light to light drag racing just because we can.

The trip home Sunday saw more shaking and baking for the intrepid Mike Mills and Dale Felty in their '66 and '71 convertibles respectively with their convertible tops down for a toasty but pleasant ride home....Easy for me to say with my '03's top up and A/C on. I did have the top down on the '03 for the first few hours but after awhile that sun did start to bake and I gave in.

We all had a great time and even with the heat (did I mention it was hot, damn hot) I think we'd all do it again in a heartbeat. See you next year for an even bigger turnout from our Chapter.

“PV” Anyone?

by Terry Brim

They say one of the toughest things to do in the NCRS judging world is to pass what they call a “PV” test or Performance Verification test. Always up for a challenge, I decided to try it on my 70’ 350/350 4-speed convertible with A/C. I knew



for the most part my car was in factory operating condition as I had had the car judged a few times. However, there were a few

items that I also knew I had to do a little work on. Starting with the easy stuff, I have driven the car for years with an aftermarket steering wheel and a set of 76’ vette wheels with radial tires both of which would have to go. I



still had the original steering wheel along with the original wheels mounted on a set of non radial bias belted tires that I used for judging. Changing those items was the easy part as I had been through that routine many times before! For years, I

also ran the car with a set of KYB shocks and a mono leaf fiberglass spring. That combination along with the radial tires made the car drive like a dream, but that was not the objective for passing a PV test. The objective here was to make

the car drive as it originally was delivered from the factory....no matter how poorly it drove!

Since the PV test had been in the back of my mind for a couple of years, last year, I replaced

Now the easy stuff was done: steering wheel, tires, shocks, rear spring, exhaust system, throw out bearing, temperature gauge, and interior dimmer switch

the KYB shocks with a set of delco shocks and with the help of Greg Gorniak, I replaced the monoleaf spring with an OEM spring from a 69’ which I got from fellow Chapter member Jamshid.

A couple of years ago, I also replaced the exhaust system with a set of stock mufflers from Allen’s. Unfortunately, last spring while out on an early spring drive to clean out the winter cob webs, I had a float stick on my carburetor. While nursing the car back home, I experienced such severe backfiring that I blew both stock mufflers apart at both ends!

After rebuilding my carburetor, again with the help of

fellow Chapter member Nick Kammer, I had a decision to make....do I replace the exhaust with stock mufflers again or do I replace

them with something that would give me more of a 60s sound? I opted for the latter and bought a set of magnaflow mufflers. As advertised, the sound was great, just what I wanted! The only problem was when I checked with the national team leader regarding whether or not the car would pass a PV with non-stock mufflers, the answer I

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“PV” Anyone? (Cont’d)

by Terry Brim

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got back was an emphatic NO!

Once again, I turned to a fellow Chapter member for help. I took the blown out mufflers to Craig Egbert and asked him if he could weld the muffler seams front and rear where they had blown apart. Craig worked his magic and since the mufflers were still welded to the exhaust pipes (just as I had bought them from Allen’s), it was less than an afternoon’s task to replace the magna-flow’s with the repaired stock mufflers and pipes. (thank you to fellow Chapter member Bob Hiney who just happened to stop by for his assistance).

One more item cropped up after the winters nesting, I had developed and on again off again squeal in the throw out bearing. I knew as Murphy would have it, the squeal would become most prominent during the PV test. Since it had been almost 15 years since my last clutch replacement, I decided now was the time to replace the throw out bearing and clutch. Enter fellow Chapter member Roger Owsley. I had been taking the car to Roger long before I

even knew NCRS existed (try 1985). In fact, Roger had put the last clutch in for me so he was an obvious choice the pesky throw out bearing.

Next on the “easy list” was the temperature gauge. For years, my temperature gauge never read more than 120 degrees. For the PV test however, that would never do....spec says temp gauge must read at operating temperature between 190 and 210 degrees. Simple solution, buy a new temperature sending unit! Not so fast, if anyone has ever tried buying an after-market replacement, you will know what I’m talking about.....they just do not give you the proper temperature gauge readings.

Once again Roger Owsley worked his magic, he was able with a few tricks to get the sending unit and temperature gauge to work per spec. (if any of you are having this problem, recommend you go see Roger).

Last item on the easy list was that my interior lights would not dim evenly across the entire spectrum. Turns out, I had a dead spot in the headlight switch rheostat. Simple fix was a new headlight switch.

Now the easy stuff was done: steering wheel, tires, shocks, rear spring, exhaust system, throw out bearing, temperature gauge, and headlight switch. Next came the hard stuff, the vacuum system, the

emission system and the washer system.

I had worked on the vacuum system a

year or so ago and had it so that the wiper door wouldn’t arbitrarily open and close on it’s own when I started the car. I also had the system tight enough so that there was sufficient vacuum remaining to close the headlights as long as 40 seconds after engine shut down. PV manual specs minimum of 30 seconds so although on the edge, I felt I was ok.

I soon discovered something was missing, a TCS temperature sending unit mounted in the passenger side cylinder head!

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“PV” Anyone? (Cont’d)

by Terry Brim

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Onto the emission system. I had the emission system working for more than a year or so I thought. I had replaced the TCS switch on the transmission along with a new TCS solenoid mounted on the passenger side of the intake manifold. Indeed, the RPM increased in 3rd and 4th gear 300 - 400 RPM as it should. After reading the PV manual for about the 5th time however, I soon discovered something was missing, a TCS temperature sending unit mounted in the passenger side cylinder head! This sending unit is to disable the TCS feature from operating below 82 degrees or above 250 degrees.

Sure enough, after removing the spark plug heat shield, there it was! Unfortunately it wasn't working. After replacing the TCS temperature sending unit, the TCS system worked..... sometimes! After MUCH trouble shooting, I found a loose connection on the TCS control relay mounted on the firewall.



After owning the car for over 28 years, I never even knew there was such a thing! I can now say if anyone wants to know how their emission system works on a 70 small block, come see me.

Now for the last and final hurdle, the infamous 5-port

washer system! Any of you with this wonderful feature know what I'm talking about. Some engineering

genius way back when thought it would be neat to wash the low beam headlights every time one wanted to simply wash the windshield! PLUS after the wash cycle was completed and headlights lowered, the washer fluid wouldn't drain from the headlight washer nozzles which when lowered were of lower gravity than the washer pump and reservoir.

Lesson learned.....let the washer cycle finish before pushing the wash button to many time as this seems to get the relay out of sync causing it to hang up!

To start, my 5 port washer pump hadn't worked in years....probably due to lack of use! After replacing the 5 port washer pump, I

had washer fluid on the windshield all right, along with washer fluid over the top of the car and over the sides of the car and wherever else you

can imagine. In further inspecting the washer arms that run along the wiper arms, I soon discovered the only fix was a set of new rebuilt wiper arms with the washer nozzles attached. Plenty of after market ones are available however, I wanted to maintain the originality of the car. After much searching, I found a rebuilt pair of originals in California. After some minor adjustments, I now had washer fluid only on the windshield in the proper quantity and at the proper places.

The headlight washers however was a different story. After some minor adjustment of the headlight

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“PV” Anyone? (Cont’d)

by Terry Brim

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washer nozzles, I had washer fluid squirting only on the low beams according to spec. The problem was I had replaced all the washer hoses a few years ago not knowing the requirement for the anti drip check valves located inside the tee’s where the washer hose splits of to wash the top and bottom of each low beam headlight.

Without these anti drip check valves, the washer system drains itself after the wash cycle and the headlights are lowered. The PV test guide says this is a definite no no and is cause for immediate failure! No problem I thought, just find an aftermarket set and presto problem solved. One little problem however, no one, but no one makes an aftermarket anti drip valve for these 5 port washer systems. I have a motto however and that is never throw anything away that I take off the car. Lucky for me, I saved the old washer hoses

from my project a few years ago and wouldn’t you know up in my garage attic full of dust still connected to the to the old washer hose tee’s were the anti drip check valves.

Night prior to leaving for the PV test I decided to do one final check of the basic stuff...you know do the interior lights come when you open the doors.....NOPE! Murphy struck again, but this time early.

dry run the PV test with me per the PV test guide. During the dry run, Nick and Greg (who has been through a PV on his 65 coupe) made a few minor suggestions and adjustments. In adjusting the windshield washer spray pattern however the washer pump quit working...ugg.

After they left, thinking I was toast, I took the washer pump off the car, opened it up only to discover that the relay inside the pump had gotten stuck probably from pushing the washer button to many times and too quickly between wash cycles trying to keep the washer fluid coming while adjusting the washer hose

positions. Lesson learned.....let the washer cycle finish before pushing the wash button too many times as this seems to get the relay out of sync causing it to hang up!

Fast forward to a couple of days before the PV test. I had asked Nick Kammer and Greg Gorniak to

Night prior to leaving for the PV test I decided to do one final check of the basic stuff...you know do the interior lights come on when you open the doors.....NOPE! Murphy struck again, but this time early. Luckily enough however, a few shots of WD40 on the passenger door ajar switch did the trick.

The 70 mile drive over to the McDorman Regional in Canal Winchester, Ohio was uneventful given it was on bias belt tires at highway speeds. Many thanks to Mike Ammer who served as my shadow in his 04’ coupe.

Day of the PV test, with the 5 port washer system primed (a must for those 5 porters wanting to pass) I was ready to go!

All went as planned for the pre-road portion of the PV

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“PV” Anyone? (Cont’d)

by Terry Brim

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test with one exception.

When the judge asked me to raise and lower the head-lights to see if the headlight position alarm light would stay lit until both head-lights were up...no light would come on! After a couple of tries and some si-

When the judge ask me to raise and lower the head-lights to see if the head-light position alarm light would stay lit until both headlights were up...no light would come on!

lent cursing, the judge, with a little smile, finally put me out of my misery and asked me to try again, this time using the headlight switch....turns out I was using the pull down head light override switch.... Using the headlight switch the alarm light came on and worked perfectly. Was I nervous you ask? Nope not at all!

The road portion of the PV test also went as planned with no hiccups. The car performed flawlessly! The one thing I remembered after the road test however was that during the 90% acceleration portion of the test, I cranked the RPM up to 5600 with the A/C on! It was a hot day and I had turned on the A/C at the start of the road test to keep us cool and had forgotten to turn it off before I started

the 90% acceleration run. I was lucky that I didn't throw a belt with that smart move! All is well that ends well however and I

passed the PV test on my first try. The key of course is to **read the PV test guide** and when

done read it again and when done read it again

and when done read it again and when done, well you get the idea....

What's next? Most folks say the hard part toward a Duntov is now behind me, all that remains is to achieve a judging score of 97 or better at a regional and then at a national meet. That is probably possible correcting a few more judging items, as I have previously scored 95-96 at numerous chapter meets. However that's a decision for another day.

Having meet my goal of passing the PV, I have turned my attention back to making it a driver. The stock steering wheel, tires



and wheels came off the car the day after the I returned home. I have also reinstalled the rear speakers in the car as I have a stock radio converted to a digital 80 watt system

with an ipod connection....great sound for cruising back country roads. Next week, I plan on reinstalling the magnaflow mufflers and KYB shocks followed by the monoleaf spring to get the ride back.

After all, these cars are meant for one thing.

“DRIVING”

A Time Gone Bye

If you have pictures of a time gone bye and would like to share them with Chapter members, simply email them to me or give me a photo which I will scan in and return original to you...simple as that! Help make you newsletter more interesting and fun for your fellow chapter members

Thanks Terry

Chairman's Corner (con't)

Continued from page 1

Annual Officer elections are just around the corner. If you would like to run for office please contact Otto Takacs, and he will put you on the ballot. Most of the board members have been in their positions since the start of

the chapter and I am sure you would get their support in running for a position. Give it some thought.

The Board of Director's is working on a membership survey. When it comes out please take the time to fill it

out and turn it in. We need feedback on how we are doing and what direction you want to see the chapter go. Well that's all I have for now.

Keep the dirty side down

Greg

Miami Valley Chapter flag flying at Corvette Museum in Bowling Green, Ky



Ads and Services

Place your ads and services here for next issue of the Vette Gazette

Editor's Note

HELP!! HELP!! HELP!! HELP!!

To all Chapter members, this is my 28th issue of the Vette Gazette (since the fall issue in 2003) and I am looking for help with our Chapter Newsletter. Your help could be in many forms. Simply writing technical articles or other articles of interest. Sharing old pictures of time gone bye or other Corvette stories you would like to share with our fellow Chapter members.

If any of you would like a position on our Board of Directors as the Newsletter Editor, that would be GREAT! I will help with the transition of responsibilities.

Thanks
Terry

Members Corner By Nick Kammer

In an effort for us to get to know each other a little better we will feature brief bio's of our fellow members. If you haven't submitted your member profile I would encourage you to do so. You can give as much or as little info as you want. You will find the 'Members Profile' form in our quarterly newsletter accessible at our website.

See page 15 for Members profile form. Fill out and return to Nick Kammer to get your profile published in the next issue of our Vette Gazette

For calendar/upcoming events and for sale items/parts wanted items see the chapter web site:

www.ncrs.org/mvc

WELCOME NEW MEMBERS!

John Ballard Steve Hero
Mike Croake Tom Kombau
Roger Owsley Scott Smith
Bob Stewart

Miami Valley Chapter Officers

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red65vette@hotmail.com

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Chairman:

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Miami Valley Chapter

Are you having fun yet?

Join us. We ARE having fun and work hard to make it a TOP priority. We are the Miami Valley Chapter of the NCRS. We are NCRS members who in February of 2003 started a local chapter for Dayton area NCRS members and Corvette enthusiasts currently 76 members strong and growing. Most of our members live in Greene, Montgomery, and Warren counties.

To check us out go to our web site www.ncrs.org/mvc and cruise through our event's calendar. Come to one of our meetings to see if it's for you. We are a varied group owning everything from modified Corvette's to Top Flight award winning Corvette's. From C-1's to C-6's we all have one thing in common and that is a passion for the Corvette.

We hope to see you at one of our next meetings held on the 2nd Tuesday evening of every month. We also get together on weekends for cruise-in's and car show caravans throughout the spring, summer, and fall. You are already an NCRS member. Why not join **your** local chapter and get the most out of your membership. Feel free to call me with any questions.

Regards,

Nick Kammer
Membership Chairman
Miami Valley Chapter NCRS
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Home: 937-848-3022

Miami Valley Chapter

National Corvette Restorers Society

Member Profile

In an effort for us to get to know each other better we will include in our quarterly newsletter 'Vette Gazette' our members profiles. Whatever facts you wish to share with the rest of us are welcome. If you wish to submit a member profile just complete the profile below and send it to the web address listed below. Input on how we can improve our Chapter is also encouraged. If you would like for me to take your information over the phone just call me at 937-297-3611. Otherwise send the profile as an attachment to your return e-mail back to me (see bottom of page).

Name:

Significant others name: _____

Date/place of birth: _____

NCRS # _____ (we have this on file but other members may find this an interesting tidbit of information.)

Place of employment or occupation and brief description of what you do

What other interests/hobbies do you have? _____

Under the heading 'Complaints take a number, solutions come on in', what do you like about our Chapter and what could be done to improve what we do? _____

First car ever owned _____.

First Corvette owned _____.

Present Corvette's), classic cars owned _____

Thanks for your input and information.

Forward this profile to Nick Kammer, Membership Chairman

www.nick.kammer@ncmc.com