



# VETTE GAZETTE

Volume 7 Issue 1

March 2009

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## Chairman's Corner with Larry Linder

This note is normally only to ask you if you have got your Corvette's ready for a busy year.

I hate to say this but I need too. There is a word in the English language "Civility". This has to do with how one properly talks or communicates with another person. It means being polite. What people say may be in jest, but to some it may be offensive and personal. They don't know the difference. Enough said.

We need a Secretary to take care of meeting minutes, correspondence and be a focal point for communicating with the membership. The requirements are simple and the person needs to be available to cover each General Membership, and Directors meeting.

Terry has accomplished a lot for the chapter and we will be the poorer for his absence. The good news is

that he has agreed to support our outstanding web sit.

It is spring and the tulips and flowers are starting to spring up.

It's time to perform your "preflight check list". Items on the list are - dust off the cobwebs, change the oil, lube the chassis and steering gear box, check the coolant, check hoses, fuel lines and most importantly check the brakes. Never assume anything.

The founders day was successful and we had a record attendance. The ladies had a blast with the "Price is Right" They also raised their eyebrows when they found out what our cars may be worth. Please plan to attend next year for good fun and good food. An outstanding job by all who worked so hard to make

this an enjoyable evening for all.

We have a list of endeavors for the new year.

Judging schools, Judging meet, and Technical Judging schools. A couple of 4<sup>th</sup> of July events such as the one we help sponsor at the Greene county Fair Ground with the Greene County Antique and Classic Car Club and the Centerville Celebration.

A road tour to Houston Woods is planned again this year, but traveling via another route. The year promises to be another great year.

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## Blue on Blue by Terry Brim

Most of us are old enough to remember the old Bobby Vinton song "Blue on Blue.....I'll never get use to losing you". But such is not the case with Jack Kerr.

Jack may be old enough to remember the song Blue on Blue, but as far as losing you (with you being his first car), Jack has not lost her...she still sits in his garage looking better than the day he bought her.

Jack may be old enough to remember the song Blue on Blue, but as far as losing you (with you being his first car), Jack has not lost her...she still sits in his garage looking better than the day he bought her.

Junior year in high school, but the Camaro was never titled in his name so tech-

cars, but Jack remembers his dad telling him the story of his first car and how he wished he would have kept it...maybe that's why Jack still owns the 442. To be honest, Jack's first car was a 68' Camaro that his dad bought him during his

nically, the 442 was HIS first car.

Jack is the second owner of the 442 and relates a story that last summer he drove the car to an Oldsmobile show and a guy came up to him out of the blue and asked Jack if he had bought the car from a fellow here in Dayton. After telling the guy that he did, he asked Jack if he remembered the guys name, Jack said yeah, his name was Jim Odda and the guy replied "I'm Jim Odda! After almost 25 years, The guy was amazed that Jack still owned the car.

So how did Jack get into

Corvette's you ask? Turns out that Jack had a buddy in high school (Tom) who's dad (Paul) was into Corvettes big time. Paul was a member of Corvette of Troy, one of the early Corvette Clubs in the Dayton area. At one time according to Jack, Paul owned 7 Corvettes. Jack says the first



Vette Paul bought was exactly like the one he currently owns, a Blue 66' Big Block roadster.

Seems as how Paul got into racing with the 66' and eventually started moving up in the racing classes modifying the engine as he



went along. Jack says it

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Jack's first car was a beautiful Blue 71' olds 442.

That was in 1974, Jack was a senior in high school not quite into Corvettes just yet.

Going back to his childhood, Jack's dad was not into

## Blue on Blue (con't) by Terry Brim

Continued from page 2  
was one fast 427 Vette.

As luck would have it, Paul would let Tom and Jack drive the car on the week-ends...one lucky kid!

One weekend, Jack and his buddy Tom took the car to Southland 75 Drive-In movie theater.

While there, like all kids, they had a "few beers" while watching the movie. After the drive in, they decided to go to Friches to grab a bite to eat, This time however, Jack was behind the wheel of the 66' as his buddy had a few too many as Jack puts it.

While sitting at Frisch's, Jack says a guy in a black 69' Chevelle SS pulls in next to them and of course starts running his mouth. Jack said Tom feeling pretty loose by then wasted no time jawing back at the guy. Next thing Jack knew, his buddy had him in drag race!

Jack's first thought is God, If Tom's dad finds out we're racing his Corvette, he's

going to kill us! Tom's response to Jack was "yeah, we're going to shut this guy up, do you think you can handle it?"

Long story short, the motor mouth guy in the 69 Chevelle SS and Jack along with Tom in the 66' Vette went out somewhere between Centerville and Waynes-

ville to a long stretch of road. Jack said they lined them up and he just smoked the guy driving the 69' SS. That's the night Jack decided man, I gotta have one of these! In addition, Jack says that he also got to drive the 66' Vette around the Indy 500 race track....WOW! What an experience that must have been.

Tom found his current Blue/Blue 66 in 1991 in Cincinnati. Jack and another buddy, Andy spent about 5 years doing a full body-off restoration on the 66' finishing it about 5-6 years ago. The car is in it's original Nassau Blue color with a blue interior. It still

has the original drive train complete with the 427 BB and 4-speed tranny.



Jack also has a 67' roadster that he bought in 1997. Jack and Andy are doing a body-off restoration.

The chassis is currently sitting in Jack's garage and the body is at his buddy's.

Unfortunately, college has kinda got in the middle of the 67' restoration however...we all understand that one. Jack has two in college now with a third one starting next year .



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## Blue on Blue (con't) by Terry Brim

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Sounds as if it may be awhile before we see the 67' on the road. The 67' is Big Block 400hp tri-power roadster Silver/Black. According to Jack, the 67' is almost a typical barn find story.

While they were restoring the 66' Jack got a call from Andy one night and said that he had got a call from a mutual friend Ronnie and that Ronnie's cousin Jim had a Corvette that he wanted to get rid of. Jim had started working on it, but didn't want to finish it. Jack asked what it was, but Andy didn't know but said he was going out there tonight and did Jack want to ride along and see what he's got?

The guy lived out by Germantown in the country and when Jack got there, the guy wasn't home from work yet, but his wife said the car was out in the "schoolhouse" and they could go take a look at it. There sat the car with the Big Block hood and hardtop, but the body had been off

the frame but was just sitting on it now. The parts were laying around, however as they started looking at the parts, everything they saw had the right numbers for the car, but the car had no motor.

when he got it home and started taking all the parts out of the car that the guy had stored inside it, he opened up the glove box and there was the original owners manual complete with the original protector plate....A true barn find!

About that time Jim came home and when Jack asked him if he had the motor, he said yeah it was at his brothers,

they had just finished rebuilding it. After checking out the motor, Jack asked what he wanted for the car, \$13,500, Jack said he'd be there the next day to pick it!...That was in 1997.

When I was doing the interview with Jack for this article, almost as an after thought, Jack told me a couple of other interesting stories about the car. As Jack was leaving, Jim said "just so you know, I never titled the car". The name on the title still showed the second owners name so technically Jack was only the third owner of the car. The other interesting thing about the car was that when Jack got

it home and started taking all the parts out of the car that Jim had stored inside it, he opened up the glove box and there was the original owners manual complete with the original Protector Plate....A true barn find!

Jack says one of these days, he'll get back to restoring the 67'. When completed, if the restoration on the 67' is anything like the



blue on blue 66', it will be absolutely stunning.

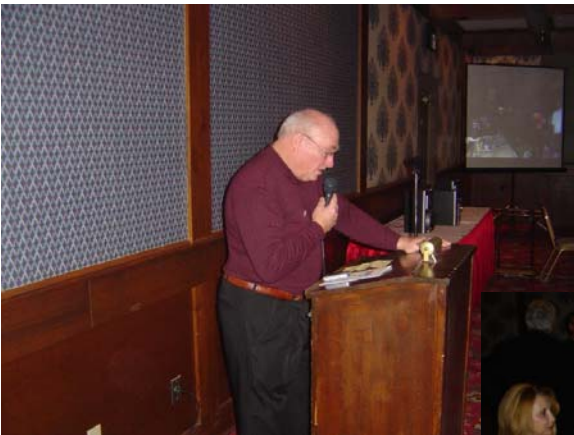
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## ***Founders Day 2009 by Bob Hiney***

Although the weather outside was bone chilling, snowy and slippery, the Founders Day Banquet at the Presidential Banquet Center, Dayton, Ohio on February 21, 2009 was quite pleasant.

From the open bar to start the festivities, the more than adequate meal, the yearly comedy of Larry Linder and Tom Sliemers, the new twist of the "Price is Right", the Chapter award given to Terry Buchanan, not to mention all the door prizes donated by our sponsors and members, and the video highlights donated by Terry Brim, the evening couldn't have been much better.

Out special thanks to the 52 members and guests who braved the weather to make this event one of the best "highlights" of the year. A special thanks to all the people who donated their time to make this event better and better every year. Although we had a record 52 people attending this year, your "day chairman" will be looking forward to even more next year (did I hear someone say 60+). So mark your calendar for February 2010.





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## *Founders Day 2009 (con't) by Bob Hiney*





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## *Founders Day 2009 (con't) by Bob Hiney*





## Sixteen Years Of Hibernation by Jim Stukenborg

The last time I put gas in my 65 Corvette coupe was November 1992. The car has been sitting in my garage since that time. Most of the time, the rear axle has been out of the car.



This whole saga started when I was advised by Miami Valley NCRS member Klaus Huber that the aftermarket

universal joints installed on my Vette was a disaster waiting to happen. The grease zerks installed in these joints are a point of weakness that could lead to the initiation of a crack and subsequently total failure



of the joint. A failing half shaft can cause a lot of damage before the car can be brought to a stop. This actually happened to Klaus' 67 Corvette coupe.

The joints were changed, but during the process, the side yolks pulled out of the differential. They are generally held in by snap rings on the inner end. This led to the decision to remove the differential. In a Corvette this is not an easy thing to do. Of course this led to other issues.

. The last time I put gas in my 65 Corvette coupe was November 1992. The car has been sitting in my garage since that time.

Worry about old grease in the rear wheel bearings, rust in the trail-

ing arms, and a lot of little things that developed over the 27 years the car was on the road. Working on the bottom side of a car is not my idea of fun and other cars needing work resulted in 16 years of inactivity.

Buying a newer Vette also lessened the urgency for the 65 to be back on the road.



NCRS Miami Valley Chapter president and close friend, Larry Linder, decided that I needed to refocus on the 65 Vette and maybe a little



nudge would help. This led to planning several chapter tech sessions at my house. Tech sessions are a part of NCRS activities so this fit a need for the local chapter as well. So, with the impending sessions, the car had to be unburied, the garage cleaned up and the

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## Sixteen Years (con't) by Jim Stukenborg

Continued from page 8

parts ordered....now we had a deadline for action. Tech session #1 covered the rear wheel bearing setup.



have been to use a rear spindle removal tool.

The first of the sessions covered the installation of the new bearings on the new trailing arms. The big problem with this job was that the bearings are pressed onto the axle shafts, but they also need to be properly shimmed for end play. The service manual says 0.001" to 0.007" on end play. Larry likes to shoot for 0.001" to 0.003".

torqued to 60 foot pounds. The end play is then measured with a dial indicator. After the end play is determined, the nut is removed along with the inner bearing and the proper shim(s) are installed to get an end play of 0.001" to 0.003". The bearing and nut are then reinstalled and re-torqued to 60 pounds and the end play rechecked. If we end up where we want to be, then we're ready to go on to installing the bearings. If not, then we change shims as necessary and repeat the process.

### Rear Wheel Bearings

The 65's rear axle and old bearings had already been disassembled. This was done by a shop that used a torch. Unfortunately, this ended up with a torch groove on one of the axle shafts necessitating a new axle. A better way would

To make the shimming easier, since we do not want to remove a pressed on bearing, a dummy axle was used. This axle, available from some Corvette parts suppliers, is under sized so that the bearings will easily slip on and off. With just a little bit of lube on the bearings so they won't get scratched, the dummy axle with the outer bearing and bearing spacer, the inner bearing, the spindle flanges deflector and the spindle flange are installed on the axle and the axle nut

The bearings should then be packed with grease. Next, the outer bearing and grease seal are installed in the housing. It is better to

use a seal driver to install the seal, but this can be done with a large socket. Be sure to lube the seal surface and

axle with grease so the seal doesn't run dry against the axle. Next, the bearing housing, caliper bracket, and parking brake plate (splash shield) are bolted



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## Sixteen Years (con't) by Jim Stukenborg

Continued from page 9

to the trailing arm. The bearing housing goes next to the trailing arm. Note that the bearing housings are side specific. The correct side will have the flat on the strut rod ear, facing toward the rear of the car. Only one of the two ears has this flat in the hole through the ear.



The lower shock absorber mount forging goes in from the front through the ears and the strut rod, and the flat on the end of the forging mates up with the flat on the rear ear. The splash



shield should have the parking brake mounted to it and

adjusted to the rotor with a very slight to no drag before mounting it to the trailing arm.

The caliper bracket and parking brake plate are also left or right side only. The proper side will have the caliper tilted a little toward the rear of the car. The service manual shows how to adjust the parking brake after assembly should you forget to do it before installing the axle and covering up all of the parking brake components.

Additional grease is packed inside the housing to fill at least a third of the inside volume. When warm from running, the grease will tend to flow into the bearings. The axle is then installed in the housing.

Next, the bearing spacer, shims and inner bearing are placed on the spindle, and using a spindle installation tool the bearings are pulled onto the axle. The inner seal surface is greased and driven onto the housing.

The flange deflector, u joint flange, washer and nut are installed and the nut tightened to 60 ft lbs. (Note that the service manual recommends 50 ft lbs while a Corvette Fever article in the October 1993 issue recommended 100 ft lbs). We

compromised and used 60 ft lbs. The end play should be the same as the set up. If it is, the cotter



key can then be installed and the assembly of one side is complete.



Trim the cotter key so the

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## Sixteen Years (con't) by Jim Stukenborg

Continued from page 10

half will fit without interference. Repeat the process on the other side. One source for the spindle removal tool is Volunteer Vette Products. The tools listed are in their catalog.

**Editors Note: A big thank you to Jim for sharing this tech article.**



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## A Time Gone Bye

WAITING FOR  
YOUR PICTURES  
OF A TIME  
GONE BYE....I  
NEED YOUR IN-  
PUTS TO MAKE  
THIS PART OF  
THE VETTE GA-  
ZETTE A suc-  
CESS!!



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## Chairman's Corner (con't)

Continued from page 1

We need you all to sign up to help judge cars at our June meet. There promises to be a lot of cars. Our chapter puts on a high quality judging meet that makes some others look pale.

We had a new board member - Merle Hoover who took over Greg's job as treasurer. Merle's wife passed away a few weeks ago and he indicated that he needed time to readjust. You have our heart felt Condolences. Greg has agreed to assume the treasurer's board position for the rest of the year.

We received notice from the

National NCRS that our Chapter has received a Top Flight Chapter Award for 2008. Thanks to all who contributed to make this happen.

The board decided not to pursue the Top Fight Chapter award for 2009. If anyone would like to volunteer to do coordinate this even, please step forward - we exceed all the requirements. Check the web site often to see what is going on.

The Cruise-in on Friday Night at K-Mart is ON and will start the 3<sup>rd</sup> Friday in April. All the pesky rumors of its demise are untrue. It

starts at 5 PM and lasts till sun set. As a co-sponsor we will have some table space to promote our chapter. Hope to see you there.

Ever read Dear Abby in the paper? We have our version and its called "ASK DON" the link is posted on the MVC web site.

Ask Don—Challenge the members with your questions.

Enjoy your cars and drive carefully.

Regards  
Larry



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## *Ads and Services*

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

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### ***Top Flight Chapter Award***

As many of you probably already know, last year our Miami Valley Chapter of NCRS received a Top Flight Chapter Award. Ever wonder what is involved with achieving such an award? See pages 15-18 for the Requirements and pages 19-20 for the Reporting Form

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## 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 21 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](http://www.ncrs.org/mvc)

### **WELCOME NEW MEMBERS!**

Bob Dransman    Tracy Harpster  
Vinod Naga

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## Miami Valley Chapter Officers

### **Chairman:**

Larry Linder (22779)  
937-426-4832    After 6PM  
Fax – 937-347-1193  
[ljlinder@sbcglobal.net](mailto:ljlinder@sbcglobal.net)

### **Vice Chairman/Advertising**

#### **Chairman:**

Bob Hiney (39943)  
937-684-5071  
[hineyfarms@msn.com](mailto:hineyfarms@msn.com)

#### **Secretary:**

Terry Buchanan (32872)  
937-429-3434    After 6PM  
[buchanant@sbcglobal.net](mailto:buchanant@sbcglobal.net)

### **Treasurer:**

Greg Gorniak (25258)  
937-426-8122  
[red65vette@hotmail.com](mailto:red65vette@hotmail.com)

### **Judging Chairman:**

Mike Ammer (17574)  
937-434-8897  
[mikeammer@gmail.com](mailto:mikeammer@gmail.com)

### **Newsletter Chairman:**

Terry Brim (39588)  
937-429-0281 (H)  
937-430-1281 (C)  
[mvccbrim@woh.rr.com](mailto:mvccbrim@woh.rr.com)

### **Membership Chairman:**

Nick Kammer (33307)  
937-848-3022  
[Nick.kammer@ncmc.com](mailto:Nick.kammer@ncmc.com)

### **Rules Chairman:**

Jerry Michaels (36147)  
937-866-8703  
[jerned@aol.com](mailto:jerned@aol.com)

### **Events Chairman:**

Mike Mills (40661)  
937-748-5039  
937-241-5868 (c)  
[michael.mills5@wpafb.af.mil](mailto:michael.mills5@wpafb.af.mil)



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## **NCRS Chapter Award Program Requirements**

The NCRS Chapter Award Program was developed to promote involvement and participation by members in their **Chapter events** while encouraging the sharing of knowledge in the restoration and preservation of the Corvette. The Program measures the performance of each Chapter against standard award criteria similar to the principal used in judging our Corvettes. Each Chapter is eligible to receive an award every year after submitting the required quarterly reports and fulfilling the following criteria:

**Chapter Top Flight Award:** Performs/completes all eight required activities and a minimum of six variable activities during the program year. Must submit quarterly reports according to schedule.

**Chapter Second Flight Award:** Performs/completes seven required activities and a minimum of five variable activities during the program year. Must submit quarterly reports according to schedule.

**Chapter Third Flight Award:** Performs/completes six required activities and a minimum of four variable activities during the program year. Must submit quarterly reports according to schedule.

**Report Schedule:** Complete and accurate Quarterly Reports must be submitted to the appropriate Regional Director (address on report form) no later than:

- |  |                  |
|--|------------------|
| 1 <sup>st</sup> Quarterly Report (January, February, March)    | - Due April 10   |
| 2 <sup>nd</sup> Quarterly Report (April, May, June)            | - Due July 10    |
| 3 <sup>rd</sup> Quarterly Report (July, August, September)     | - Due October 10 |
| 4 <sup>th</sup> Quarterly Report (October, November, December) | - Due January 10 |

**Reports received after the deadline(s) will result in the activities during that quarter being eliminated from the program. If no activities occurred during a quarter, report submission is still required.**

**Copies of sign-up sheets (with members NCRS number), Chapter Newsletter, registration forms and/or other supporting documentation must accompany each quarterly report or the event will not be recorded.**

REQUIRED ACTIVITIES	
1.	Host at least one Chapter Judging Meet during the program year.
2.	Conduct one Chapter Technical Seminar during the program year.
3.	Conduct one Chapter Judging School during the program year.
4.	Conduct one Chapter Membership Meeting during the program year.
5.	Conduct one Chapter Charitable Event during the program year (does not have to be Corvette related).
6.	Conduct one Chapter Road Tour during the program year.
7.	Conduct one Chapter Social Event during the program year.
8.	Chapter Website must be maintained and linked to <a href="http://www.ncrs.org">www.ncrs.org</a>
VARIABLE ACTIVITIES	
1.	Chapter or hosted Regional Judging Meet(s) must include cars registered for Flight Judging from at least 5% of the Chapter's members. (Each car can only be counted once during the program year).
2.	Required number of technical articles: Eight for large size chapters, Six for medium chapters Four for small chapters Must be published in the author's Chapter Newsletter. (Submit a copy of the Newsletter with the report.)
3.	At least 15% of Chapter members and/or family members must judge or tabulate at the Chapter or hosted Regional Judging Meet(s). Must list each family member separately on the Judges/Tabulators list. The 15% can be an aggregate of all judges/tabulators from all the Chapter Judging meets. However, each family member can only be counted once for judging or tabulating during the program year. (Example: Marcie tabulates at all three Chapter Judging Meets during the program year – Marcie can only be counted once, not 3 times, towards the 15% requirement.)
4.	15% of the Chapter members must drive their Corvettes to the Chapter Meet or hosted Regional Meet, or other Chapter events, excluding the Road Tour, during the program year. Each member can be counted once for driving to a Chapter meet or event during the program year. (Example: A member who <b>drives</b> his car to get Flight judged at the Chapter Meet can get counted in #1,#4 and #6. A member cannot be counted for driving to the Chapter meet and then again for driving to the Chapter Christmas party.)
5.	Chapter Road Tour must include at least 5% (minimum of 3 cars)of the Chapter's members' cars.
6.	20% of Chapter members are required to attend at least one Chapter function during the program year. (A member that participates in the Chapter Road Tour and attends the Chapter Holiday party can only be counted once, not twice, towards the required 20% for this variable activity.)
7.	Set up an NCRS display at a non-NCRS Car event to promote NCRS and encourage NCRS registration.
8.	\$100 or more to be donated by the Chapter to a (501-3C) charity (Charity to be one that helps or assists people and is not linked to any political party or person).



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The NCRS Chapter Award program will be based on the calendar year January 1 to December 31. Recognition Certificates will be sent by mail; Awards will be presented at the Annual General Membership Meeting held during the National Convention. Chapter membership counts will be based on the number of active Chapter members as of January 1 of the program year. A current membership list must be sent with the 1<sup>st</sup> Quarter Report. A new members list must be reported with the next available Quarterly Report submitted. All Chapter events, Judging Meets and Road Tours must be planned well in advance with all members notified via email, Chapter Newsletter, or flyers sent to members' homes.

### **Definitions**

**Chapter Judging Meet** – meet where judging of 1953-1992 Corvettes is conducted per NCRS judging guidelines by NCRS judges (see NCRS Judging Reference Manual for details). This includes the display of Sportsman Class Corvettes. Co-hosting a Chapter judging event satisfies this requirement (each co-hosting Chapter receives credit for the judging meet).

**Chapter Members** – Total number of active members in each Chapter (must also be an active member at the National level). Generally, a husband and wife have one NCRS membership number – for the Chapter Award Program, they will be counted as “one” member when establishing total chapter membership.

**Chapter Membership Meeting** – A planned meeting with the sole purpose is to conduct the business of the Chapter and elect officers.

**Chapter Road Tour** – An event where Corvettes are driven as a group for enjoyment. Road Tours are cautioned to observe the rules of the road, all local laws and the NCRS alcohol policy to preserve the image of NCRS, Inc.

Member name, signature and NCRS number must appear on the sign-up sheet to be counted as a participant. Participating in the National Road Tour will not fulfill this requirement.

**Chapter Size** – Small Chapter is fewer than 75 Chapter members; Medium Chapter is 75 to 150 Chapter members; Large Chapter is 151 or greater Chapter members.

**Charitable Event** – Event planned and advertised for the sole purpose of raising money to be donated to a local or national charity (501-3C). Charity's purpose must be to help and/or assist people and must be an approved Charity (see Charity Match Program for approved charities and the pre-approval process).

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**Corvettes Judged** – Car(s) and member must be registered for the event to be counted as a participant. Member can be counted more than once if multiple cars are registered – member must have a designated family member to represent each car. Count the cars registered and judged, not the member.

**Event Notification(s)** - Members must be notified well in advance of any Chapter event/meet via email, chapter newsletter, a Driveline advertisement, flyer sent to member's homes, etc.

**Judging School** – An event where members are trained to be NCRS Judges per the NCRS judging school guidelines. The Judging School will be held in accordance with the guidelines as outlined in the **NCRS Judging Reference Manual**, Section 13.

**Program Year** – January 1 through December 31.

**Social Event** – An event where NCRS members can gather to discuss mutual areas of NCRS interest and enjoy the camaraderie of NCRS membership. This could be a Chapter Holiday Party, Chapter picnic/party, meal “get-together”, etc.

**Technical Articles** – Articles written by a Chapter member, published in the member's Chapter Newsletter. Chapter Newsletter containing the article must be sent with the quarterly report.

**Technical Seminar** –The seminar should be a technical discussion and/or presentation, approximately 1 hour in length, addressing Corvette restoration and preservation techniques.





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**2009 NCRS Chapter Award Program**  
**Quarterly Reporting Form**

**Chapter Name:** \_\_\_\_\_ **State:** \_\_\_\_\_

**Reporting Quarter** 1 2 3 4 **Date:** \_\_\_\_\_ **Members on Jan. 1**

(circle)

(see definition)

## Required Activities

C = Yes

- ( ) 1. Host one Chapter Judging Meet – Date of event: \_\_\_\_\_
- ( ) 2. Conduct one technical seminar. – Date of event: \_\_\_\_\_
- ( ) 3. Conduct one judging school. – Date of event: \_\_\_\_\_
- ( ) 4. Conduct one membership meeting – Date of event: \_\_\_\_\_
- ( ) 5. Conduct one stand alone chapter charitable event. – Date of event: \_\_\_\_\_
  
- ( ) 6. Conduct one chapter road tour. – Date of event: \_\_\_\_\_
- ( ) 7. Conduct one chapter social event – Date of event: \_\_\_\_\_
- ( ) 8. Chapter website maintained and linked to [www.ncrs.org](http://www.ncrs.org) (need chapter web address by January 1) Address: \_\_\_\_\_

**Items 1 through 7 must have supplementary documentation such as sign-in sheets documenting attendance.**

**Each required activity is to be a separate entity.**

## Variable Activities

- ( ) 1. \_\_\_\_\_ Number of members to have their car(s) judged at a hosted Chapter/Regional judging meet.
- ( ) 2. \_\_\_\_\_ - Number of technical articles published in the chapter newsletter (send newsletter).
- ( ) 3. \_\_\_\_\_ Number of members that judged or tabulated at a hosted Chapter/Regional judging meet.
- ( ) 4. \_\_\_\_\_ Number of members that drove their Corvette to a chapter meeting or event.
- ( ) 5. \_\_\_\_\_ Number of members that drove their Corvette on a chapter road tour.
- ( ) 6. \_\_\_\_\_ Number of members that attended at least one chapter event.

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( ) 7. \_\_\_\_\_ Set up an NCRS display at a non-NCRS Car event to promote NCRS  
Date: \_\_\_\_\_

( ) 8. \_\_\_\_\_ --- Amount your Chapter donated to a 501-3C charity. (see new guidelines)  
(Need a copy of the canceled check or documentation from the charity)

**All activates must be conducted according to NCRS Chapter Guidelines.**

**All items must have supporting documentation (such as sign-in sheets).**

**Report Schedule:** The NCRS Chapter Award Program will be based on the calendar January 1 thru December 31.

**First Quarter due April 10th**

**Second Quarter due July 10th**

**Third Quarter due October 10th**

**Fourth Quarter due January 10<sup>th</sup>**

**All reports & supporting documentation must be sent to:**

Marilyn Heitzman

15769 W. Portage River Road S

Elmore, Ohio 43416

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A special thanks to Terry Buchanan for all of his hard work in putting together the inputs required for the Miami Valley Chapter Top Flight Award last year.





## 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](http://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 2<sup>nd</sup> 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  
Office: 937-297-3611  
Home: 937-848-3022



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# 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:

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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](mailto:www.nick.kammer@ncmc.com)