



VETTE GAZETTE

Volume 1 Issue 3

December 2003

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Chairman's Corner with Larry Linder

When looking back at the events of 2003 we have had a busy year and have all accomplished a lot. We started a new NCRS chapter and have seen it grow to 72 members. The meetings have been well attended and the popular topics of meetings have been restoration / judging.

Next year is going to be an even busier and more exciting year for the Miami Valley Chapter. We are going to have our first Judging meet at the Carillon Historical Park in Dayton Ohio. Carillon is an excellent place for a car show, that offers a great time for the Corvette owner and the entire family.

We need to have a second road tour, and also plan to support a charity or two both monetarily and with our time. Suggestions would be appreciated along with volunteers to manage these events.

NCRS has a Top Flight Chapter award (see requirements on page 17) and with all the events being planned for 2004 we have a good chance of getting the top flight chapter award - a very ambitious effort for a new chapter.

Nationally we have a new regional chairman, Marilyn Heitzman. Scott Sinclair has taken on the 2004 National meet and we would like to extend a warm welcome to Marilyn.

If you have a favorite subject that you want to hear about, please contact a board member and we will see if we can find an expert to give us a talk about the subject. We would need the subject, persons name, address, phone number, and E-Mail address.

I would like to thank the efforts of our many members who have worked

hard to make 2003 a great year and who's work will make 2004 an even better year.

We wish you all a very Merry Christmas and Happy New Year.

Larry Linder
Chairman

Kettering Holiday at Home Car Show by Terry Buchanan

The annual Kettering Holiday at Home celebration features a car show which has the reputation of being one of the area's top invitational shows. Since this year was the 50th anniversary of the Corvette, the organizers invited our chapter to display some of our outstanding corvettes. The Dayton Daily News featured several of our cars in the Holiday at Home brochure, including Greg Gorniak's '65 on the cover.



Greg Gorniak 65

Labor Day in Kettering is

Mother Nature gave us a three and a half-hour window of opportunity that made a disappointing day at least bearable

traditionally a beautiful sunny day but it just didn't happen this year. It was overcast and rainy. However, at about 11:30 a.m. the skies cleared just

enough to have 11 brave corvette enthusiasts jump in their cars and drive to Kettering. Mother Nature gave us a three and a half-hour window of opportunity that made a disappointing day at least bearable. Crowds were down but enthusiasm was high as the Corvettes made their way to the display area.

The cars that participated had many excellent features that impressed the crowds.

Tony Ninotti had the oldest Corvette with his '54 and

Pete Cerar had the newest with his '02. C-1's that participated also included Les Ashmore's '60 and Mike Ammer's '62. C-2's were represented with Greg Gorniak's '65, Jerry Michaels's '66 and Pete Tank's '67. Two C-3 convertibles owned by Terry Brim '70 and Terry Buchanan's '68 made

the show. C-4's were represented



Pete Cerar 02

by Jay Kellogg's '93 and Brian Sherman's '95.

Holiday at Home Car Show organizer, Rob Anderson, thanked everyone for coming out on a rainy day. He thought our Chapter turn out was good and thanked everyone for braving the elements.

See more Holiday at Home Cars on the next Page



Tony Ninotti 54

More Kettering Holiday at Home Cars



Mike Ammer 62



Les Ashmore 60

C1's



Jerry Michaels 66



Pete Tank 67

C2's



Terry Buchanan 68



Terry Brim 70

C3's

Boonshoft Concourse de Elegance by Terry Buchanan

Each year as the summer winds down, car enthusiasts can look forward to Dayton's premiere car show, The Boonshoft Concourse d'Elegance. This year's concourse took



place on Sunday, September 14. Our chapter was the only association asked to display Corvettes at the concourse and to highlight the 50th anniversary of the Corvette. The tree lined street of Deweese Park Way and the grounds of the Boonshoft Museum of Discovery proved to be a beautiful backdrop for Dayton's most anticipated car show of the year.

The display consisted of every body style that Corvette ever put on the assembly line. The Chapter collected 16 outstanding examples of Corvette history. Our cars were not judged but they could have easily taken some of the top awards in the show. Tony Ninotti's 1954

Corvette was given center stage as the focal point of the

The display consisted of every body style that Corvette ever put on the assembly line

display as it was the oldest Corvette at the show. A semi-circle of bright and shiny Corvettes encompassed Tony's C-1. The other C-1's (sometimes called the straight axles) were displayed by Merle Hoover's '61, Les Ashmore's '60 and a '61 Fuelie brought in by Morris Auto Restoration owned by the McKee family.

The C-2's were displayed by Morris Auto Restoration's



complete renovation of a '63 split window owned by the McKee family.

Greg Gorniak's '65 Duntov

award Corvette and Dave Morris's '67 completed the mid-year display.

The Sharks or C-3's were displayed by Terry Buchanan's '68, Terry Brim's '70 and Ed Kayler's '72, which was recently judged Top Flight at the Queen City Fall Meet.

The C-4's were well represented with two 40th anniversary '93 Corvettes owned by father and son, Jay and Craig Kellogg. Jay owns a convertible and Craig a coupe. Brian Sherman showed his '95 and Tom Sliemers brought his '96 Grand Sport.

The newest generation of Corvettes was displayed by Ed Kayler and Jim Stukenborg, both with '01's.

Our display was an outstanding representation of what the Miami Valley Chapter of NCRS is all about - Great Cars & Great Friends!

Queen City Judging Meet

**Greg Gorniak's
Duntov 65 remains
a show stopper**



**Ed Kayler received
a top flight award
for his beautiful 72
Big Block**



**Mike Ammer's
62 Big Brake
racer**



More Boonshoft Concourse de Elegance Cars

Les Ashmore 60



Greg Gorniak 65



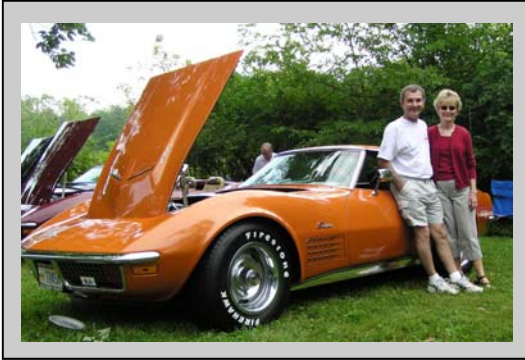
Terry Buchanan 68



Terry Brim 70



More Boonshoft Concourse de Elegance Cars



Ed Kayler & Diane 72

Tom Sliemers 96



Mr & Mrs Brian Sherman 95

Jim Stukenburg 01



Mr & Mrs Jay Kellogg



Mr & Mrs Craig Kellogg

The C-4's were well represented with two 40th anniversary '93 Corvettes owned by father and son, Jay and Craig Kellogg.

Valley Vineyard Dinner



Fill them vette's up



This baby has wings!



Which way is home?



The Gang!



Girlie Man!



Where does this go?

That Sunday.....That Summer by Louie Brim

I could hear Nat King Cole singing "THAT SUNDAY.... THAT SUMMER.....I could feel the wonderful sun and breeze and I know it was really fall but for a few hours it really wasthat Sunday, that summer.

A gorgeous day of being

part of a corvette family of 80 plus cars. From a significant other's point of view it is really nice to be able to "sometimes" share my husband's relationship with his significant other...:) It is difficult to share the couch with a football guy or the golf course with a golf freak

and sometimes it's not easy to find a spot in the garage when our guys are barely visible under the hood, so it was really special to share that wonderful day . It is definitely a day I would not ever want to miss.....

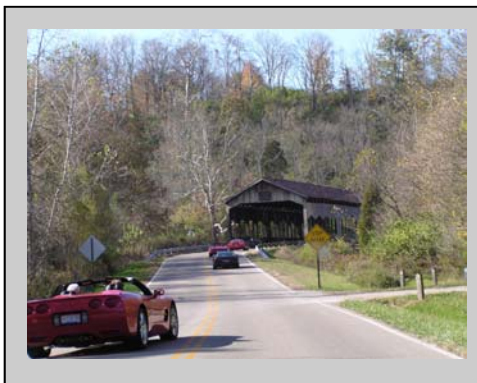
Restoration Station's Fall Road Tour



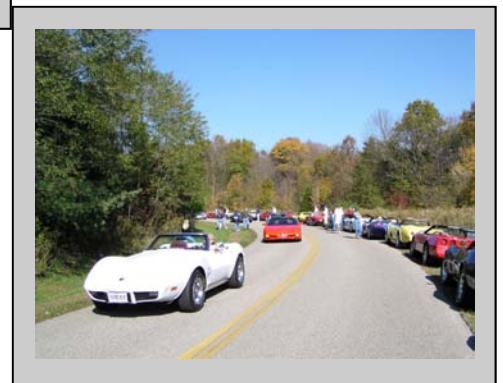
What a beautiful day!



Jeff Bernhardt was our host for this event



Corvettes as far as the eye can see!



Feature Article

The Big Itch by Terry Brim

Talk about your 7 year itch, meet Mike Mills. At the tender age of 7, Mike got the itch for a corvette. As it turns out, Mike was introduced to the Corvette world by his uncle who had and still has a 68 coupe. Mike recalls how at every opportunity, he and his cousin would sit and play in his uncle's 68 corvette.

The road has not been easy for Mike however. His first experience in buying a corvette was back in 1999. Mike and his wife Traci went looking for a Big Block shark at a not to be named local area dealer. As it turned out, the dealer did not have a BB shark however, he did have a 67 roadster on his showroom floor within Mike's price range. After striking a deal, Mike became the proud owner of what he thought was a 67. After owning the car for almost a year, Mike discovered that the car was not a 67 after all, but rather a patched up 63 or 64 made to look like a 67 complete with a 67 VIN number. Thankfully, he did manage to get his

money back from the dealer. After that experience however, Mike decided he had better become educated in the art of matching numbers.

After owning the car for almost a year, Mike discovered that the car was not a 67 after all, but rather a patched up 63 or 64 made to look like a 67 complete with a 67 VIN number

As it turned out, about this time, the dad of Mike's best friend from high school had a 89 roadster which he was looking to sell. Since this was a one owner car which he knew this time around to be correct, it found its way into Mike's family. Since the car had sat for the previous 18 months however, Mike had to do a few things to get it back to roadworthy condition. This entailed the usual, brakes, lower ball joints, alternator, fuel injectors, spark plugs, new seat covers, new convertible top, etc. As a side note, Mike has turned into a regular gear head, opting to do most of his mechanical

work himself. Incidentally, Mike has the 89 looking sharp and is thinking about selling it next spring, so heads up for anyone looking for a clean red/red 89 roadster. To hear Mike put it, although the 89 is a great car, it just wasn't



what he was looking for in a corvette. What he was looking was noise and chrome bumpers with maybe a 4-speed thrown in, preferably a shark.....so the hunt began again! This time around older but wiser.

Mike tells of finding (as advertised) a Blue 1970 big block shark complete with matching numbers on eBay in Lincoln, Nebraska. Just what he was looking for, or so it

Continued on next page

Continued from page 9

seemed. He was ready to buy the car when the owner shared with him the name of the previous owner of the car. Mike

Again, as Mike tells the story, her response was “oh, there was no VIN number on the car when we bought it”

could never make contact with the previous owner however, after many phone calls, he did manage to talk to his wife. It was during one of these conversations that Mike asked her to tell him about the car. As Mike tells the story, her response was “oh, it was a beautiful candy apple red corvette”....alarms began to go off in Mike’s head.

Because of the experience with his 67, Mike’s next question was about the VIN number on the car. Again, as Mike tells the story, her response was “oh, there was no VIN number on the car when we bought it”again, more alarms! When Mike asked the current owner about this, his response was that the VIN number was lost when they were

painting the car..... What’s that old adage, “fool me once shame on you, fool me twice shame on me” This time around, Mike had done his homework! Needless to say, that shark did not join Mike’s family.

Still on the prowl looking for a chrome bumper vette, Mike set out again. This time however Traci was pushing Mike to look for a mid-year. This combined with his mid-year knowledge gained from researching the 67 fiasco, Mike decided to turn his search towards a mid-year.

This past June, Mike found his current 1966 red/black roadster in the Detroit Trading Post. Although it’s a non



matching numbers car, Mike knew exactly what he was getting. The car is mostly original except for the engine which is a 396 big block out of a 69 Nova. Mike’s view is that corvette’s are meant to be driven and a driver is what he was looking for.

Like most of us, Mike has plans for those cold winter nights and week-ends. They

include, installing a set of side pipes which he bought from Greg Gorniak... watch out! Mike’s winter time projects also include, installing a stock intake (vs the Elderbrock currently on the car), changing the rear end to a 356 (currently the car has a 411). When I asked Mike about this change, he told me he was afraid that with the combination of the big block, side pipes and 411 rear end, it would be too noisy on the road for cruises he and Traci love to take.... talk about doing your homework! Other plans are to install a new oil pressure gauge and tachometer head replacement.

Next spring when we all come out of hibernation, look for Mike and his beautiful 66 red BB roadster. I’m sure he’ll have plenty of stories to share.

See more of Mike’s Corvette world on the next page

Mike Mill's Corvette World



Miami Valley Chapter Members Corner



This is Dean Sherman's 66 roadster. Dean bought it 3 and a half years ago. It was his second vette (The first was a very rough 67 coupe)



Al Iwasko's 71 LT1



On a warm summer night in August, members got to observe how a clutch replacement is done on Al Katona's 67 427/435 big block. The delicate operation was performed at Nick Kammer's car barn.

Rebirth of a 69 427 Corvette by Terry Brim

Pete tank is not your normal everyday corvette owner. As a hobby, Pete tackles BIG jobs . i.e. he does frame off restorations of corvettes just for the fun of it. Pete has done 5 and is about to start his sixth. A 1969 427 big block which is to put it mildly a basket case.



Pete usually spends over 1000 hours on each restoration which takes him about 6 months. When Pete called me one Saturday morning, he sounded excited, "it will be here in about an hour he said" You would have thought he was taking delivery on a brand new 2004!

As it turned out, what he took delivery of was a very rough looking 69 vette along with what literally looked like a pile of junk. Not to worry says Pete, in about six months time, it will look as good as the newly restored absolutely

stunning 54 currently sitting beside the 69 in his Centerville garage. Pete tells me that he does eve-



rything himself except the body work and the painting. (his UPS man painted is 54...wow!).

I am going to do a running series on Pete's restoration in upcoming issues of Vette Gazette. Hopefully,

As it turned out, what he took delivery of was a very rough looking 69 corvette along with what literally looked like a pile of junk.

they will be informative and of interest to our club members. By the time the next issue is hot off the press ,Pete should have the body off the car and well on his way to getting this baby back to like new condition.

Stay tuned, more to come!



Calendar of Upcoming Events

December 2003

Su	Mo	Tu	We	Th	Fri	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

9 Dec: General Membership meeting at Nick Kammer's Car Barn where Nick's 63 roadster will be judged for overview of Chassis and Mechanical... (bring your own chair)

January 2004

Su	Mo	Tu	We	Th	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

13 Jan: General Membership Meeting at Morris Restoration

17 Jan 6pm to 11pm
Ed Crowder's Drag Racers Reunion featuring original films from the 50's, 60's and 70's.
Contact Greg Gorniak for free tickets.

February 2004

Su	Mo	Tu	We	Th	Fri	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29						

10 Feb: General membership Meeting at Voss Chevrolet

CONGRATULATIONS MARILYN!

Dear Fellow NCRS Members,

I want to congratulate Marilyn Heitzman on her success in the recent elections to represent Region II on the NCRS Board of Directors. I know that she will do a good job for all of us.

Thank you to Bill Nichols and Steve Steffensen for their time and efforts to run in the election.

I have enjoyed my seven years as your Director. I tried to represent the wishes of the membership at large. During my term the region has grown from four to seven chapters. The Chapters are the strength of NCRS. I am very proud of the members that take the time and effort to contribute to the chapters.

My current efforts will be focused on our 2004 National Convention.

I thank you for your sup-

port and look forward to seeing you in Windsor in 2004.

Scott Sinclair
56/7 Team Leader
#2379

Miami Valley Chapter Officers

Chairman:

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937-426-4832 After 6PM
Fax – 937-347-1193
llinder@attglobal.net

Vice Chairman & Public Relations:

Al Katona (4008)
937-439-1781

Secretary:

Terry Buchanan (32872)
937-429-3434 After 6PM
tbuchanan@eresidenz.com

Treasurer:

Greg Gorniak (25258)
937-426-8122
red65vette@hotmail.com

Judging Chairman:

Mike Ammer (17574)
937-434-8897
mikeammer@hotmail.com

Newsletter Chairman:

Terry Brim (39588)
937-429-0281 (H)
937-430-1281 (C)
mvcbrim@woh.rr.com

Advertising Chairman:

Membership Chairman:
Pete Tank (39574)
937-439-1903 (H)
937-907-8890 (C)
sneaky66@msn.com

Rules Chairman:

Jerry Michaels (36147)
937-866-8703
jerned@aol.com

Events Chairman:

Les Ashmore (39710)
937-429-0822
baquilterl@aol.com

Acting Events Chairman:

Nick Kammer (33307)
937-848-3022
microvette63@aol.com

People working on Events:

Tony (Anthony) Ninotti (32847)
937-252-4618

Thomas Sliemers (16327)
937-429-0596

The 2004 Chapter Board of Directors are:

- Larry Linder - Chairman
- Ed Kayler - Vice Chairman
- Terry Buchanan - Secretary
- Greg Gorniak - Treasurer
- Nick Kammer - Membership
- Mike Ammer - Judging
- Tom Sliemers - Events
- Terry Brim - Newsletter
- Jerry Michaels - Parliamentarian



***Wishing You and
Yours a Very
Merry Christmas
And
Happy New Year
Terry Brim, Editor***

Hydroformed C-5 Frame Rails by Jim Stukenborg

If one reads about the C-5 Corvette, the term hydroformed frame is usually mentioned. We are usually told that the process involves water under high pressure.

An informative exhibit at this year's Nashville celebration displayed the steps in this process to add a little clarification to the term. As you can see in the photo, the frame starts as large round tube long enough to make one frame rail. Next, the frame gets some conven-

tional kinks to clear the front and rear suspension.

The third step shows how the hydro-forming changes the round tube into

the finished rectangular profile with accompanying depressions and stiffening groves. This is done in a die that shapes the tube when the high pressure is injected



into the capped tube.

The fourth step has lasers to cutting the necessary holes for body mounts and etc. The next step would then be to weld in the necessary cross members. Corvette started it, then it was used on the GM pickups, and now the Ford F-150 is touting that they now have the strongest frame in truckdom using hydroforming.

PARTS/CARS FOR SALE

Members place your ad here in the next issue for any parts you may want to advertise for sale

Contact::

Terry Brim

937) 429-0281(H)

(937 430-1281(C)

mvcbrim@woh.rr.com

PARTS/CARS WANTED

Correct gas cap for 1970Contact Terry Brim 430-1281

NCRS Chapter Top Flight Award

Quarterly Reporting Form

Chapter Name: _____ State: _____

Reporting Quarter 1 2 3 4
Number of members on June 1 _____

(circle)

(see definition)

Contact Name _____ Phone # _____

Required Activities

- = Yes
- 1. Conduct one Chapter Meet, Regional Meet or National Convention. (Circle One)
- 2. Conduct one technical seminar.
- 3. Conduct one judging school.

- 4. Conduct one membership meeting.
- 5. Conduct one stand alone chapter charitable event.
- 6. Conduct one chapter road tour.
- 7. Conduct one chapter social event.
- 8. Chapter website maintained and linked to www.ncrs.org (need chapter web address by March 15, 2004) Address: _____
- 9. Annual chapter report sent to Regional Director by the due date.
- 10. Chapter Award Program report sent to the Regional Director responsible for the program by the due date.

Items 2,3,4,5,6, and 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 cars judged at any chapter meet.
2. _____ Number of technical articles accepted for publication in the chapter newsletter.
3. _____ Number of members that drove their Corvette to a chapter meeting.
4. _____ Number of members that drove their Corvette on a chapter road tour.
5. _____ Number of members that judged in at least one chapter meet during the year.
6. _____ Number of members that attended at least one chapter event.
7. _____ Amount your Chapter donated to a charity or to the National Corvette Museum. (Need a copy of the canceled check or documentation from the charity)

Items 1,3,4,5,and 6 must have supporting documentation such as sign in sheets.

The NCRS Chapter Award Program will be based on the calendar June 1 to May31.

First Quarter due September 15th

Second Quarter due December 15th

Third Quarter due March 15th

Fourth Quarter due June 15th

All reports must be sent to:

Don Troyer

1234 Sierra Vista Avenue

Alhambra, CA 91801

atroyer2@earthlink.net

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