



VETTE GAZETTE

Volume 2 Issue 2

June 2004

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Chairman's Corner with Larry Linder

Half of 2004 has already gone and we have much more remaining to accomplish yet this year. We have had chapter meetings at Mike Brown's body shop where we saw a number of cars being repaired and at Trim Parts where we saw the intricate details of manufacturing of trim pieces such as emblems, moldings, and carpets for our cars.

The Judging meet at the Carillon Park was a success in spite of some weather problems. We should thank all members who made it happen. Mike Ammer, Terry Brim, Terry Buchanan, Greg Gorniak, Nick Kammer, Ed Kayler, Jerry Michaels, Tom Sliemers, and help from the Queen City Chapter for making it a success.

We had many experienced judges from around the county that helped with the judging. We had several Top Flight awards, and a number of second flight awards that were a few points away from top flight. The Judged cars showed an incredible effort by the owners to restore their cars. We also had a large number of Sports man and specialty display cars at the show. Each participant received a large photograph of his car in front of the "30's" Sunoco station located at the park. The photography was outstanding, the pictures beautiful, and the digital images suitable for posters. A big

thank you to Dan Arnold for his great photography work. Our regional chairman Marilyn Heitzman said that this was one of the best first time judging events she had ever attended.

A CD will be made available for minimal cost to members, and orders of posters will be taken in the next month. Vett -Views magazine saw the pictures and wanted to run them on their magazine covers.

We have selected Hospice of Dayton as the charity we are going to support this year and have made a donation and received a nice letter thanking us for the support.

We have accomplished most of the requirements for achieving a Top Flight chapter award for next year. The only thing that we need is 4 original technical articles to be published during the year for June 04 to 31 May 2005 and we can achieve Top Flight status. If you have a project going and would like some help with it contact Terry Brim and we will get you some help documenting it.

We have almost 80 members and more are signing up as we market our chapter. We lost a few from last year because we didn't fulfill some people's needs or expecta-

tions. We are trying harder to maintain interest and interesting things to do. If you have something you want to do and think others might be interested - contact Tom Sliemers or any board members and express your opinion.

There are a lot of things coming up, such as the 4th of July car show at the Greene County Fairgrounds sponsored by the Greene County Antique Car Club and the Miami Valley Chapter of NCRS (us). The Centerville show is the 5th, so we can go to both of these events this year. Summer Cruise-ins are at Miamisburg, Germantown,

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Feature Article

Life begins well let's see.....After Retirement

by Terry Brim

At least that's the way it was with one of our chapter members corvette life. Meet Les Ashmore....he's the one grinning from ear to ear. Les retired about 10 years ago and before retirement he never really thought much about corvettes or any other kind of car for that matter....they were just transportation. A means of getting from one place to another.

After retirement, Les did a couple of unique things. First he took up woodworking and from what I saw, he is darn good at it. His living room furniture was all made by Les and looks as if it had just been delivered from the mills of North Carolina.

The second thing Les did was to decide that he wanted an old car....like something from the 20s or 30s. After some initial thought however, he began to rethink his decision....maybe a car that old wasn't the way to go after all.....maybe the parts would be too hard to find.

His next idea was to get an old Thunderbird...a FORD! What was he ever thinking! Les says he liked the two seaters (55-57), even considered a 59 thru 61, but decided with his limited garage space, maybe they were a little too big. At this point, Les wasn't sure what he was going to do. He still wanted an old car, but just wasn't sure what it was he wanted.

Mind you corvettes had never even entered his mind yet!

Then fate entered the picture! About 6 years ago, Les was at the annual 4th of July car show in Centerville.....As it

He still wanted an old car, but just wasn't sure what it was he wanted. Mind you corvette's had never even entered his mind yet!

Being retired and on a fixed income he was concerned about the

cost. However, he knew he had to have "one of them". And so, Les started his search but he couldn't find anything. He didn't know anyone who

had a corvette. Someone finally told him about a dealer in Springfield. When Les visited the dealer, however, they didn't have anything worth buying.

Les continued to look through the newspapers, magazines, etc but had no luck. A few weeks later he got a call from the salesman in Springfield telling him that they just gotten a 61 vette so back he went. It

was not a black on black but rather a red on red with white coves and it was a 61 not a 59-60. Although, it wasn't exactly what he was looking for, he put a refundable deposit down on the car. He had been looking for quite some time and had reached the conclusion these cars were hard to find.

About the same time however, someone told Les about another dealer in northern Ohio. So once again, Les and his wife went off in

search of a black on black 59-60 vette. When Les got there he told me that he couldn't believe his eyes....all those corvettes!

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turns out, that is the one car show Les attends every year. This year as Les was walking along looking at the cars, he suddenly spotted a black on black 60 vette with silver coves. Immediately, Les knew this was the car he HAD to have! According to Les,

Les retired about 10 years ago and before retirement he never really thought much about corvette's or any other kind of car for that matter....they were just transportation.

his thought was "Oh my God, that's itthat's the car! Les was absolutely sure he now knew the kind of car he wanted. It had to be a black on black 59-60 corvette! Jeff Bernhardt, another chapter member, had just finished restoring the car and it was a beauty.

his thought was "Oh my God, that's it.....that's the car! Les was absolutely sure he now knew the kind of car he wanted.

Feature Article Continued from page 2

According to Les however, the prices narrowed the selection down very quickly, there were only two of them in his price range. Oddly enough, both were also red on red with white covers.....Must have been destiny that Les was supposed to have a red on red vette with white covers!

After test driving the car and doing some negotiations a deal was struck. The car was solid and complete however, it kept jumping out of 2nd gear. According

to Les, when confronted about the car popping out of 2nd, the salesman said "aww, you know these old cars"yeah right!

Notwithstanding, Les bought the car and had it delivered. After driving it a couple of times, Les decided that he needed to get the transmission fixed. With no power steering or power brakes, according to Les, you had better have both hands on the steering wheel when turning a corner and he didn't have a 3rd hand to hold the gear

gear shift in 2nd gear.

After going over the car, Jeff said "Les, you've got a real sweet car, you did ok"

Les took the car to Jeff Bernhardt's Restoration Station and asked Jeff to go over the car and tell him what he had bought..... According to Les, he told Jeff "don't sugar coat it, be honest with me" After going over the car, Jeff said "Les, you've got a real sweet car, you did ok"

I'd say by the looks of this beauty, Les did more than just ok!

See you around the cruise-ins Les.....enjoy your retirement!

you had better have both hands on the steering wheel when turning a corner and he didn't have a 3rd hand to hold the gear shift in 2nd gear.



Guess all corvettes really are red!



Look Tony, this one has a trunk also!



Brake Caliper Rebuild by Greg Gorniak

Just when I thought I had all my work done on the Red Vette this spring I noticed one of my front brake calipers was leaking. Just what you want to see when the weather was warming up and the rain was not making its daily appearance.

Well have no fear; the fix is not that bad. The problem is that one or more of the brake pistons is leaking. My brakes had the ever popular conversion to stainless steel cylinders done over 8 years ago so the calipers did not need to be swapped out but just rebuilt. If you still have the non converted type the procedure should work for you as long as the cylinders walls are not too far gone. The pictures and procedure are for a 1965, but apply to all early style C2 and C3 disc brakes.

First thing that must be done is to remove the offending caliper. In other words get the car off the ground, the wheel (s) off, and the caliper removed from axle. You will have to disconnect the brake line that attaches to the back of the caliper. You will not be able to unscrew it from the back of the brake but must remove it first from the steel line that enters the wheel well. Once it is disconnected from the steel line you can now unscrew the brake hose from the back of the caliper. Be careful not to round off the nut that attaches it to the steel brake line. Plug the line or use a drip pan to catch the fluid that will run from the lines. If it is old or has never been off you might consider replacing it with a new rubber line.

the disk pads, compress the pistons (fluid will squirt from the back of the caliper) and remove the disc pads. Unbolt the caliper from the wheel. The caliper is now off the car and can be split by removing the 2 bolts that hold the halves together



Remove the pin that runs through

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Chairman's Corner

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Springboro as well as other locations around the Miami Valley - See the web site.

Our July monthly meeting at Mershon's in Springfield Ohio.

Our chapter sponsored cruise-in every Friday night at West Carrolton has been both a success and a disappointment. A success from the fact that it is pretty well attended by the same active members, a lot of well done custom cars, and GM, Ford, Chrysler, AMC restorations and a disappointment that it has not been well attended by our chapter members. We have a food vender, necessary facilities and more. Jerry Michaels is the chairman for this activity - Thanks Jerry for all the hard work.

Larry Linder
Chairman

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Winter Time Fantasies by Terry Brim

They say in the spring time, a young man's fantasies turn to love.....for most corvette owners, in the fall time, their fantasies turn to winter projects on their babies and so it was with me. Maybe it was being around all those beautiful NCRS corvettes last summer that I began to find those pesky little things that weren't quite right on my 70 roadster.

As the last cruise-ins began to wind down last fall, I began to make a list of things Santa Claus needed consider. Those included:

- front & rear carpeting
 - upper shift boot
 - door guide strikers
 - missing wiper arm washer tubing
 - windshield washer bag
 - 5-port washer
 - windshield/headlight washer tubing
 - T3 headlights
 - high speed blower motor relay
 - horn/key buzzer relay
 - hot water shut off valve
 - upper and lower radiator hoses
 - heater hoses
 - A/C , alternator and power steering belts
 - radiator seals
 - license plate frames
 - distributor cap & rotor
- and a host of other little odds and ends.

With the parts in hand and winter finally settling in, the fun started. I decided to first remove the rear

They say in the spring time, a young man's fantasies turn to love.....for most corvette owners, in the fall time, their fantasies turn to winter projects on their babies

deck lid, convertible top and hood (thanks to Terry Buchanan for his help here). Removing these made it easy to crawl around the car with very little problems.

I thought I would start by removing the complete interior since I was going to either replace or restore everything except for the seat covers. (I had redone the leather seats about 12 years ago,



but they were still in good shape).

Replacing the carpeting went fairly smoothly. Since I had done this about 12 years ago, I sort of knew what to expect. The one thing I did learn from my previous experience was remounting the seats. This time around, I re-

moved the runners from the seats and fastened them to the floor first to get the correct holes cut in the carpet for the mounting bolts and front flaps. Once this was done, I remounted the seats back on the runners and then bolted the seats to the floor.

The installation of the rear carpet went fairly smoothly, the key here is to take your time and make sure you trim the carpet and padding for a nice fit over the wheel wells prior to applying any adhesive. The rubber carpet plugs up the back side add a nice finishing touch



Next came the door strike bolts and guides. Some unknowing soul had painted these black (now I'm not going to mention any names here, let's just say this was pre NCRS days). After stripping these to get them back to original finish and remounting them back on the car, I spent considerable time getting the striker bolts to align with the door guides. Once completed, however, the doors operate better than new!

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Winter Time Fantasies Continued from page 5

After that came the job of sprucing up the door panels. The carpet strips needed to be replaced along with the faded wood grain trim panel. With the aid of a staple gun, replacing these items went well, or so I thought at the time. What I didn't realize was that I would have to redo the door panels! Lesson here is if you plan on re-dying any part of your interior (especially if it is a light color like saddle) you had better plan on doing ALL the interior parts as the after market dye colors vary from the original which is usually faded after a number of years. Since I had only ordered 2 cans of spray dye that took 3 weeks to arrive, I knew I would have to move on to other things while I waited for the additional



dye to come in.

While I awaited the arrival of more dye, I began to attack the engine compartment. I had plenty of things to do here starting with the radiator seals. After much deliberation, I decided I would have to pull the radiator in order to replace both radiator to fan shroud and radiator to support seals. Since the car had

A/C and the condenser was in front of the radiator, I opted not to pull the condenser, but rather to remove the fan shroud and pull the radiator out leaving the condenser in place and the A/C system untouched. I



did this in part because last spring, I had just replaced the condenser and had converted the A/C system form R12 to R134 and I didn't want to open the system back up.

In retrospect, I'm not sure this was a wise choice! Had I to do it over again, I probably would had opted to pull the condenser and take the radiator out the front. In order to get the fan shroud out, I had to remove the fan blade and harmonic balancer along with the alternator and all the belts. Even then, getting the fan shroud out with the radiator still in place was a very difficult task.Little did I know the half of it! On the plus side, once I finally managed to get the fan shroud out, the radiator came out fairly easily. I encountered no problems in putting the radiator back with the seals firmly in place between the radiator and the radiator support. The nightmare started when I tried to put the fan shroud back in the car.

Looking back, I remember when I

was pulling the fan shroud out standing on the engine block pulling and tugging and twisting the shroud until it finally broke free, never giving a thought that what comes out must go back in!! (Notice at this point, I have no pictures of the radiator or fan shroud out of the car as I was just so excited just to get the damn thing out!)

To make a long story short, it took me the better part of a day to finally get the shroud back in the car. The GM engineers must have stayed awake at night figuring out how to design every nook and cranny so that there was only one way to get the shroud back in the car with the radiator and engine still intact. I found the key is to start with the lower left hand corner of the shroud first and then push, tuck, bend, cuss and swear until finally it went back in place....All during this time, making sure the self adhesive seals remain on the shroud. If they are not in place when the radiator and fan shroud finally mate, it is all but impossible to get the seals in place once both are back in the car.

Once the seals were all snuggled in their place and tightened, new

Even then getting the fan shroud out with the radiator still in place was a very difficult task.Little did I know the half of it!

radiator hoses and belts were the order of the day.

Next came the

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First Annual MVCC Chapter Judging Meet by Terry Brim

It was advertised as our chapter's first annual judging meet at Carillon Park.....rain or shine. It's a good thing it was advertised that way because yes, it did rain and it did shine! Between the rain showers, some heavy duty judging did occur by some very capable judges. A total of 9 cars were judged. In addition, there were 16 Sportsman display cars and 5 Special display cars.

The judging field consisted of 2 C1s, 3 C2s, and 4C3s. Top Flight awards went to Pete Tank's beautifully restored 54, Gary Schwaiger's stunning 62 convertible, and Fred Neitzel's very nice 72 LT1 roadster.

The field of Specialty cars included Tony Ninotti's 54 classic, Mike Ammer's 62 racer, Greg Gorniak's 65 Duntov, and Paul Borowski's 75 Five StarBowtie.

Others participating in the judging were Darrell Werdehoff's 64 coupe (2nd flight); Jerry Scudder's 64 convertible (2nd flight); Dave Goss's 67 coupe (2nd flight); Terry Buchanan's 68 convertible (2nd flight); Terry Brim's 70 convertible (2nd flight); and Dale Felty's 72 LT1 convertible (2nd flight).



AND THE WINNERS ARE!



Pete Tank's 54 Convertible
Top Flight



Gary Schwaiger's 62 Convertible
Top Flight



Darrell Werdehoff's 64 Coupe
2nd Flight



Jerry Scudders 64 Convertible
2nd Flight



Dave Goss's 67 Coupe
2nd Flight



Terry Buchanan's 68 Convertible
2nd Flight



Terry Brim's 70 Convertible
2nd Flight



Dale Feltys 72 LT1 Convertible
2nd Flight



Fred Neitzel's 72 LT1 Convertible
Top Flight

Brake Caliber Rebuild Continued from page 4



When you split the calipers the only thing to watch for is an O-ring that seals the fluid passage between the halves. The O-ring may be discarded as it will be replaced with a new one. Just note its location and fit. You may now continue with disassembly or clean the split caliper.

Next step is to remove the pistons. Pry the rubber boots from the cylinder bore.



Now work the piston out of the bore. Be careful not to damage the cylinder walls.



Inside will be a spring, save it, they are not normally in a rebuild kit Repeat the disassembly for the remaining pistons. If you haven't cleaned the calipers do so now. Mineral sprits will work fine.

Next step is to inspect the bores. Look for pitting or scratches. If stainless steel, chances are things should look fine and may not need to be honed.



If you are unsure of or have pitting ,use a brake hone to dress the cylinder.



Use a lubricant (brake fluid is ok) and do not hone any more than you need. Keep the hone moving to keep things even. After honing is complete, clean the bores one more time and blow out with compressed air.

Re assembly is in reverse order. Start by replacing the O-ring on the piston.



Place the spring in the piston.



Lube the O-ring with brake fluid and work it back in the bore. Start by angling the piston in the bore and working it with an awl or similar tool. Be careful not to pinch the ring. Work it in. Do not force it.



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Once the piston is evenly in the bore, replace the rubber boot and make sure it is fully set in the groove.



You may need to lightly tap the boot flush with the caliper housing.

Repeat this procedure for the remaining pistons. Take your time,


do not force things.

Now replace the O-ring and bolt the caliper back together. Reattach the caliper to the wheel, install brake pads, attach brake hose and bleed the brakes.

You are now done!

Big Block Tri-Power Fuel Line Woes' *by Nick Kammer*

Have you ever had difficulty getting all the individual fuel lines to line up so that you could get the fuel line connections to go into the carburetor bowl inlets and adjacent fuel lines and fittings? An easy solution to this is to wait until after the fuel lines are all connected to each other and into the fuel bowls before tightening the carburetor base plate nuts to the intake manifold studs. Leave those carbs loose until you have successfully started all the fuel line connections (don't tighten them yet). This allows you to move the carbs as necessary to facilitate proper fuel line connection. Then you can go ahead and tighten the carb base plate nuts to the intake manifold with the final step of tightening all fuel line fittings sufficiently. One more final note, don't use teflon tape on the fuel line fittings it isn't correct and isn't necessary



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Mike Brown

Phil Mullen
Larry Bretland
Ed Fritz

Packard Museum Dinner by Terry Brim

It was a night to remember; at least it was if you were a Packard car buff! Actually, it was a fun evening when back in February a number of us met for an evening of socializing and fun at the old Packard car museum in downtown Dayton. Tom Sliemers was our organizer for this event and did a great

job. The highlight of the evening of course was the guided tour of the museum itself. Not being a Packard car buff myself, I was amazed at both the number and quality of automobiles they had. What was even more amazing to me was the number of old Packard's that by looks of it had been sitting in the museum for years waiting to be re-

stored! Since the museum is a totally volunteer organization they may be there for years to come.

Thanks Tom for a very interesting and fun evening!





And what a great evening it was!

Winter Time Fantasies Continued from page 6

heater hoses and a new hot water shut off valve. Replacement of the heater hoses was no problem. However, the hot water



shutoff valve was another story in and of itself. Someone in an earlier life had replaced the shutoff valve, but had done so with an after market valve that did not have a mounting bracket. As a result, for years, I had seen the shutoff valve in line with the heater hose visible along the left firewall. When I ordered a new shutoff valve that was correct for a 70 350/350 with AC, it came with a mounting bracket attached to the valve. Now the question became where was the original mounting place for the valve.

After much research and lots of calls trying to find an original 1970 350/350 AC car with the original hot water shutoff valve still in it's original mounting place, I discovered the secret mounting place for the valve. It was hidden behind the egg crate side louver on the passenger side of the car mounted to the inner fender skirt. After removing the side louver and looking at where it should have been, to my amazement, there were the

mounting holes with the right spacing that matched the holes in the bracket perfectly.



While in the engine compartment, I also replaced the horn/key buzzer relay with the correct case markings. Ditto for the high speed blower relay mounted on the passenger side firewall.

Next came removal and re-polishing of all the chrome distributor cover and spark plug wire covers. While the distributor cover was off, I checked the distributor tags for the correct numbers and replaced the cap with an original GM cap. The numbers indicated that the distributor and coil were original!



The 1970 had a 5 port washer pump which supplied washer fluid for the wipers as well as the headlights. Getting into the washer system on

these cars is like opening Pandora's box. I decided to go the distance and start with replacing the washer bag, which sounds simple enough except that on AC cars the only way to get to the washer bag is to remove the egg crate side louver on the drivers side of the car. Once that was done, it was relatively easy to reach the old leaky washer bag and replace it.

Upon inspecting the washer system further, I noticed that the washer hose going to the headlights was gone as was the left metal tube running along the left wiper arm. A complete washer



hose kit was available aftermarket, so out with the old washer hose and in with the new. Replacing the metal tube along the left hand wiper arm along with the new hose and clamps was yet another story. In order to get at it, I had to remove not only the wiper grill, but the entire wiper door.....believe me having fat fingers is not an advantage here!

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Winter Time Fantasies Continued from page 13

Once that portion of the washer system was functional, I turned my attention to the headlight washers. Of course nobody wants to wash just any old headlights, so new T3's were in order. While installing the new headlight washer hose, I noticed the wiring at both head lamp open switches had broken off right at the connector plugs...no wonder my headlight open light in the cockpit never came on!

For a short time, I had visions of having to replace the entire wiring harness, but Pete Tank came to the rescue. Pete had an old wiring harness with the headlight switch connector plugs still attached. He was gracious enough to cut off the connector plugs with about six inches of



wire which allowed me to splice in the old harness wire where it had broken off from the plugs. Word of caution here when replacing the headlight bezel, be very careful not to over tighten the screws that attach the top of the bezel to the headlight door.

The cast aluminum doors are soft and the threads are very easy to strip. I was lucky however in that I only stripped one. An oversize screw did the trick and should not be visible to the casual eye.

For a short time, I had visions of having to replace the entire wiring harness, but Pete Tank came to the rescue.

With the work on the engine compartment complete, I turned my attention back to finishing the interior. The additional interior dye had arrived and so the entire interior got a fresh coat of Lt Saddle dye. By this point in time, putting



the interior dash, center console, door panels, rear quarter panels, and rear storage compartment back in the car took about a day. The finished product looked pretty much original except for the aftermarket radio which I have had in the car for about 8 years and opted to just



leave it. (I have the original radio safely tucked away in the attic).

One final thing remained and that was to get the car ready for our June judging meet, I had to dig the old wheels and PO2 hubcaps out of storage and refresh the rubber on the hard-top. With the hardtop back on the car (thanks in part to the help of muscleman Greg Gorniak) and a new set of Coker Firestone tires mounted back on the original wheels, the car took on a totally different look.

The before



and the after look....



Have a great summer! I have already started my fantasy for next winter....have you?

Dayton Dragons Game by Terry Brim

Play Ball, or at least that was the pretext for a Corvette gathering! Actually Corvette owners will do almost anything to get together and show off their babies....:)

Such was the case at a recent Dayton Dragons baseball game on 6 June when a number of us gathered our

cars for a static display outside Fifth-Third field.

Of course it didn't hurt that admittance to the game was free for all those who participated including their guest....such a deal!

There were 17 Vettes in all on display including one

from the City of Kettering drug busters unit.

Special thanks to Tom Sliemers for arranging this event and to Voss Auto Group for sponsoring the event for us.



Nick's World





The Favorite American Pastime!

Rebirth of a 69 427 Corvette Part 3 by Terry Brim

They say that even the best laid plans of men and mice sometimes go awry. So is the case with Pete Tank's effort to restore the 69 427 corvette featured in our previous newsletters. Pete was hoping that by now he would have the frame and drive train all back together and that the body would be well on its way to being refurbished.



Such is not the case. The frame is finished however after sand-blasting, cleaning and being treated with a fresh coat of paint, it looks as good or better than the day it ran down the assembly line in St Louis.

When I visited Pete's place in the middle of June, he had already mounted the rear end, half shafts, part of the suspension and brakes back onto the frame.



In addition, Pete had started to run new brake lines to all four wheels.

Up in front, he had the A frames bolted back onto the frame along with the steering gear.



When I left Pete that day, the plan was to come back in a week or two and take some shots of the complete drive train mounted back in the frame. I was looking forward to seeing the frame complete with the chassis and drive train back together again!

But then fate took over. When I called Pete a week later to see how it was coming, he told me that they had sent him the wrong clutch.

Another week went by and as luck would have it, the owner of the car decided

When I left Pete that day, the plan was to come back in a week or two and take some shots of the complete drive train mounted back in the frame

to have Pete install some racing parts on the car, so back to the catalogs.

On yet another front, the body sits in a body shop in waiting its turn at being

stripped and readied for final paint.

Does all of this bother Pete? Nah, I'm a patient man says Pete, we'll get it done!

So stay tuned in the next issue of the Vette Gazette, looks as if there will be a Part 4 to this story if not a Part 5 and 6.

You know what they say...All good things take time, and so it is with the Rebirth of a 69 427 Corvette!

Member Profiles

By Nick Kammer

Each issue of our Vette Gazette quarterly newsletter will feature member profiles. This is the first installment. :

Terry Buchanan, our Chapters Secretary is one of the clubs founding members. Terry was born in Mt. Vernon, Illinois on January 9, 1952. His wife's name is Teri and they reside in Beavercreek, Ohio. Terry has been an eighth grade science teacher at Van Buren Middle School in Kettering for 30 years! In addition to teaching Terry also has been a Realtor for 20 years and is currently associated with Prudential Residencz Realtors. Other interests include gardening, recreational basketball/sports, and of course their grandchildren. His first car was a 1969 Chevelle SS (very cool first car), first Vette was a 1977, and currently owns a 1968 427/390 roadster which just received a Second Flight award (just missed Top Flight by a gnats eyelash) at our first judging meet last month. Terry is one of our hardest working members always willing to jump in and do what needs to be done. NCRS #32872, MVCNCRS #2.

Jerome (Jerry) Swain was born on February 19, 1945 and resides in Centerville with his wife Nancy. Jerry works at NCR as a systems analyst manager. Jerry certainly enjoys driving his 1967 Sunfire Yellow Coupe and would encourage us to plan more road tours and social events that would include our better halves. I second that motion Jerry! First car ever owned was a 1951 Pontiac Starchief straight eight/3speed. It was the only car he ever took apart and put back together more times than his current Vette. At age of 54 Jerry bought his first Vette, a 1967 Coupe which was totaled in mid January of 2001. His current Vette, another 1967 Sunfire Yellow Coupe was found in Tucson, OK. It is only 1875 cars after his first Vette was built. NCRS #39792, MVCNCRS #44

Jeff Bernhardt is someone we all know and respect when it comes to Corvettes and Corvette restoration. Jeff resides in Bellbrook with his wife Karren (not Karen) and their children. He was born on October 31, 1955. Most of us have visited his restoration shop in Springboro known as 'Restoration Station' where he does complete body off restorations as well as body and mechanical system repairs. There are usually several Corvettes for sale on his web site 'Field Of Dreams'. Jeff's other interests include cycling. First car ever owned was a 1960 Chrysler Saratoga 383/pushbutton auto. He still owns a dashboard out of one of these cars...way cool! Only a serious motor head would have one of those still hanging around. First Corvette owned was a 1965 Glen Green/black 365 HP roadster with side exhaust, teak, tele, knock offs, and goldlines. He wants it back someday. Not if I see it first Jeff! NCRS #20186, MVCNCRS #68

Mike Ammer is our Chapters Judging Chairman for 2004 and also one of our earliest members that helped get our Chapter organized. Mike and his wife Jan reside in Centerville. An interesting fact is that Mike and Jan were on my newspaper delivery route when I was in grade school. We lived in the same neighborhood and his '62 Corvette was probably the first Corvette I ever saw. Mike was born in Lebanon, Ohio on August 8, 1940. Mike is the Controller for Carver Supply Co... His other interests include tennis, gardening, land-

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scaping, interior/exterior decorating, woodworking and antiques. The first car Mike ever owned was a 1954 Chevy with his first Corvette being a 1961 model that he bought new. Mike has owned his current '62 fuel injected model since it was just one year old having bought it from former Vette racer Jack Knab. Mike I have to be at the top of your list when you go to sell the '62 as I saw it as an 11 year old back in 1968. NCRS #17574 MVCNCRS #15

Patrick Ofenloch, was born in Buffalo, NY and currently resides with his wife Suzanne in Centerville. Pat works for the Gosiger Co. which produces CNC Machine Tool automation products where he is a sales manager. His other interests include saltwater fishing, photography, cooking (this may come in handy for a future event Pat), and reading. Pat enjoys hearing stories about other people's cars and also enjoys the plant and company tours. Road tours seem to be a favorite activity for our group and Pat is in that group that enjoys driving their cars as much as possible. First car ever owned was a 1969 Ford Maverick. Don't laugh too hard, at one point he redeemed himself by owning a '67 Shelby GT500. His first Corvette was a 1995 Coupe as is his current ride. He would like to add to the list someday. I think I know someone who is selling a perfect Z06 if you're interested. NCRS #40609 MVCNCRS #78

Paul Martin was born right here in Dayton on March 26, 1947 and currently resides with his wife Helen in Dayton. Paul is with Martin Custom Products which is a manufacturer of hydraulic brake systems for recreational products. Other interests include motorcycling, bicycling, radio control cars and planes, billiards and astronomy. His first car was a 1952 Studebaker and his first Corvette was a '58 Fuelie with power windows, and both tops. Of course he wishes he still had it. Don't feel too badly for Paul as his current ride is a '65 Fuelie roadster. NCRS # 39446 MVCNCRS #29

Nick Kammer. I am the Membership Chairman for 2004 and am proud to have been involved in the founding of our Chapter in February of 2003. It has been a great experience especially in meeting so many great people. I was born in Dayton on January 8, 1957 and reside with my wife Lynn and my 3 children ages 16, 12, and 12 in Sugarcreek Township. I work as a Home Loan Officer with National City Mortgage. My other interests include camping and hiking, boating, woodworking, drag racing and auto cross racing. I enjoy going to Bloomington Gold and Corvettes at Carlisle every year with several of our fellow members. It has become an annual tradition for many of us. Special thanks to Al Katona for inspiring me to buy my first Corvette. First car owned was a '66 VW Bug. First Corvette owned is the '63 roadster that I still own today. NCRS #33307 MVCNCRS #8

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

If your baby is in need of new electric wiring, "Electric Limited" probably has just the thing you need. Pete Tank tells me that he can get our chapter members a 10% discount on all their electric wiring harness needs.

Contact Pete at:

937-439-1903 (h) or 937-901-8890 (c)

ptank@woh.rr.com

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.kammern@compuserve.com

Miami Valley Chapter Officers

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Larry Linder (22779)
937-426-4832 After 6PM
Fax – 937-347-1193
llinder@attglobal.net

Vice Chairman:

Ed Kayler (36775)
937-748-2004
ckayler@rixan.com

Secretary:

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

Treasurer:

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

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Mike Ammer (17574)
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Tom Sliemers (16327)
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Office Hours By Appointment



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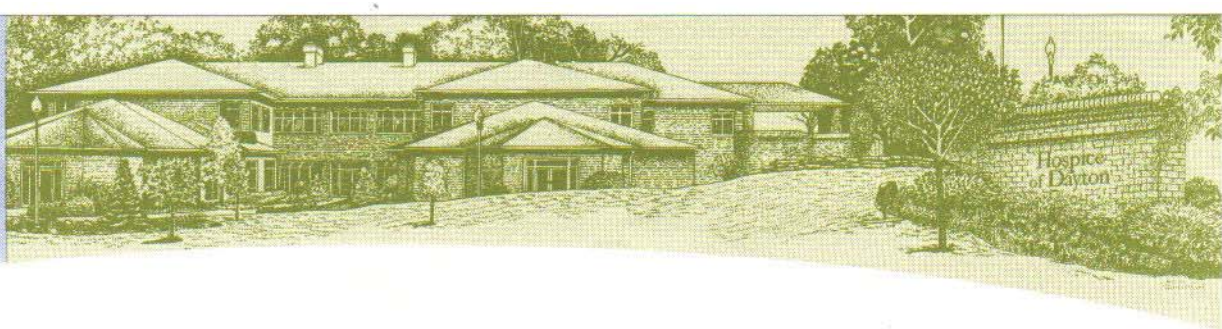


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WWW.PERFORMANCECLINIC.NET

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

www.ncrs.org/mvc

Please see thank you letter on the next page from Brenda Humfleet, President, Hospice of Dayton Foundation. This thank you note was in response to our Chapter's contribution to the foundation.



May 28, 2004

National Corvette Restorers Society
Attn: Greg Gorniak
624 Southern Belle Blvd.
Beavercreek, OH 45434

Dear Friends,

Thank you for your gift of \$200.00 to Hospice of Dayton. Our organization has long been blessed with tremendous support from our community and we count on donations like yours to help us provide high quality hospice services.

More than 40,000 patients and their families have been touched by Hospice of Dayton over the years and have appreciated the quality care they have received from our staff. In fact, our program has become a vital and important resource in not only the greater Dayton area but also in the 13 counties we serve. Our program continues to experience rapid growth and today, Hospice of Dayton cares for nearly 500 patients daily in their own homes, nursing homes, hospitals and in the Care Center on Wilmington Avenue in Dayton. Donations from our community allow us to continue providing important programming like grief counseling through Pathways of Hope and outreach programs in our community schools.

Your gift exemplifies your belief in the hospice philosophy and represents a commitment to providing peace of mind at the end of life. On behalf of all our staff, our board of trustees, our patients and their families, we thank you again for your support and friendship.

Sincerely,

Brenda Humfleet
President
Hospice of Dayton Foundation

No goods or services were exchanged for this donation. Our Tax ID number is 31-0933339.