



VETTE GAZETTE

Volume 2 Issue 3

September 2004

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Chairman's Corner with Larry Linder

We are at the start of the 3rd quarter of 2004. It has been a busy summer with the 4th of July, Cruise the Berg and three general membership meetings accomplished. The June meeting was canceled because of the Judging meet at the Carillon Park and that was enough for June, July was at Merchons, and August was at Nick Kammer's barn. We had a chance to view Nick's 63 roadster along with a lot of the parts that was added to the new (original engine) he is installing and his rebuilt Warner T10 since this is an early 63.

So far the weather has not cooperated with our car activities. It seems that it rains every Friday and Tuesday.

Pete Tank was the day chairman for the winery visit we will hear more of this event in this issue of the Gazette.

Judging meets at McDorman's in Columbus and the Queen City meet in Cincinnati are coming up and of course the fabulous road tour put on by Restoration Station - every one of these events has been fantastic in the past and enjoyed by all.

There is a judging school in

Houston this year and you can pick up 20 Judging points for \$125 - a very good value for those aspiring to increase their judging level quickly. See the front page of your drive line and send in your application.

There are many important issues need to addressed.

We are now officially an NCRS chapter - Terry Buchanan was present to receive our charter at the National meet in Windsor, Ontario. From nothing to 80 members and a judging meet all in 18 months is really something to be proud of. Thank you all.

The second is to gain top flight status - after talking to a number of people who have worked on this project for their chapter - they found that it took a lot more work than they had anticipated because they just didn't have all of the proper records. They advised me that we should ask a member to volunteer his time as chairman and that all members should consider volunteering for this project. This is a really nice honor and chance to be recognized at the national level, any one interested please contact me on this.

The annual elections are coming up and if anyone is interested in running for office at the chapter level you are invited to sign up and solicit members to second your nomination.

These positions are a lot of work. You have to put forth a fair amount of effort to make the job a success, but the results are very rewarding. Much of it is a group effort and a lot of fun at times. The camaraderie and help from fellow members is outstanding.

We are again at the 80 + member level and more are signing up. If you have an event you think others might be interested in. Contact Tom Sliebers or any board members and express you opinion.

Larry Linder
Chairman

Feature Article

The Second Time Around by Terry Brim

What do you do if you have just wrote your last check for your kids college education? If you're Jerry Swain, you go out and do something for yourself like let's see now, oh yeah, write a check for a yellow 67 350/350 fastback corvette.

This was the first muscle car Jerry had owned since he bought a 442 brand new back in 1968. Like most of us back then when he and his wife bought their first house and decided to start a family, he traded it for a Chevy Vega in 1973....you remember those don't you? I do because I owned a yellow one with black strips no less.....ugggg

Anyway back to Jerry. One cold evening in January, after a tough day at work, Jerry decided to get in his vette and as he puts it

"burn some gas" It had been a little snowy, but according to Jerry, the roads were salted and/sanded and the weather was nice. Jerry was starting up from a stop sign on S. Fairfield Road and was just getting his foot into it when suddenly the backend hit some sand and broke loose. The next thing Jerry knew, he was on his side climbing up and out the passenger door. Of the 17 pieces of fiberglass panels on the car, Jerry had damaged all but one of them and had bent the frame for good measure. In addition, he had broken out both the front

and read glass. Needless to say, the car was totaled. Luckily, Jerry was not hurt other than his pride.



So what does a guy do when he has just totaled his the first corvette he

What do you do if you have just wrote your last check for your kids college education? If you're Jerry Swain, you go out and do something for yourself like let's see now, oh yeah, write a check for a yellow 67 350/350 fastback corvette.

has ever owned? Well if you're a normal guy, you look for something different. However, if your Jerry Swain,

you go out and find an exact copy of what you had, a yellow 67 350/350 fastback.

As they say, life is better THE SECOND TIME AROUND. Jerry found this one tucked away in a barn where it had been stored for 10 years. After that long in storage of course, it needed a few things to bring it back to life, but Jerry has been patient and his efforts have certainly paid off.

Jerry believes his is the only



MVCC mid year that has seen such places a Salt Lake City, Las Vegas, and a few other far away places. Needless to say, Jerry and his

wife

The next thing Jerry knew, he was on his side climbing up and out the passenger door. Of the 17 pieces of fiberglass panels on the car, Jerry had damaged all but one of them and had bent the frame for good measure.

Nancy

take many long road trips in the car. Since the car is equipped with air, it makes the long road trips out west a little more enjoyable.

On the way home from one such



trip while passing through Indiana,

Continued on page 3

Feature Article Continued from page 2

his engine blew up while accelerating to get on the highway. (Jerry, you just have to get a lighter foot man). Luckily however, he was only about 10 miles from his in-laws farm where he stored the car until he could get it home.

I was surprised to learn that this was the 2nd time he had had the engine rebuilt, he really does believe in THE SECOND TIME AROUND theory!

Everything is matching numbers on the car except for the carburetor and the starter. How's that for a driver.....way to go Jerry!



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Journal from the National Convention

By Terry Buchanan



Day 1, Sunday

Sunday was arrival and check-in day. My wife, Teri, and I anticipated a lengthy delay as we crossed the border from Detroit to Windsor so we started out early that morning. At the border we had to answer 4 questions - who, what, when, and where - and we were in.

The National Road Tour arrived at 1 p.m. to the Riverfront Festival Plaza. Over 75 Corvettes rolled in from all over the U.S. and Canada.



I was eager to check out the display field. As I was strolling through the aisles and aisles of Corvettes on display, I noticed a British Green, Automatic, Big Block Roadster for Bowtie judging. This car was almost the exact same car as mine except it had tri-power and a black top. Monday was its Bowtie judging and I knew I'd be up bright and early for that.

That evening there was a welcoming reception at the banquet hall for all members.

Day 2, Monday

I was up bright and early. I wanted to check all the action of the Bowtie Judging. Bowtie is on a pass/fail system. The judges are looking for untouched cars that have the original parts in original condition. There are 4 stars to earn. Mechanical, Chassis, Exterior and Interior. I introduced myself to the owner of the '68 and asked if I could take pictures. He said yes and I took somewhere between 75 to 100 shots. There were 3 lifts so Bowtie cars could be easily inspected



for authenticity.

Results of the Bowtie judging would be given to the owners the next day.

That afternoon Teri and I took a boat tour of the Windsor/Detroit area. That evening there was a membership meeting in the banquet hall. Judging awards were presented to judges with 100, 200, 300 and even 400 points. Chapter Charters were presented and I received our Chapter's first Charter.

Day 3, Tuesday

Looking out the window from the 16th floor of the Radisson Hotel, I could see it was raining.... but the show does go on rain or shine. Today I planned on checking out the finishing touches of the Bowtie Judging. Also, later that morning I was able to tour the rows and rows of Corvettes that were slated for the Flight Judging scheduled for Wednesday and Thursday.

That afternoon, I attended a Restoration Paint seminar. The seminar had examples of Corvettes with different types of paint and ways to detect lacquer and clear coat.

Teri and I slated that evening to try our hand at the Casino of Windsor. The Casino is located just minutes from the hotel just across from the display area. We had a great time and actually won until we started to play the bigger stakes slot machines.



We only brought a certain amount of money to play and when it was gone.... so were we.

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Day 4, Wednesday

I registered to be an Observer Judge for the 1968 through 1972 chassis team. I was amazed on just how thorough the judging team was. Mirrors and flashlights are standard equipment for this area. We judged 4 cars by the lunch break.



After lunch I attended the *Newsletter* meeting held with the Restorer Editor, Terry McManmon. Here we told about what each Chapter did with their newsletter. I learned that some Chapters spend up to \$500 per Newsletter to mail a hard copy out to members. This is an expense that I glad we are able to save.

Late afternoon I attended the *Plates, Numbers, and Documentation* seminar held by Al Grenning. Al has been documenting engine pads, build sheets and other Corvette documentation for many years. He has published a book through the NCRS which is must reading for the serious restorer.



Later that evening the membership was treated to a presentation by Dave Hill, who is the Chief Designer of the C-6 Corvette.



Dave brought in two examples of C-6's. His presentation and question and answer period lasted over an hour and a half. It was great to see the C-6 up close.



Dave said the Z06 C-6 will make its introduction at the Detroit Auto Show in January, 2005. That would be worth attending

Day 5, Thursday

Today is check-out day. We were able to get a late checkout so I didn't have to load the car up that morning.

Today was the Flight Judging of the Mid-Years along with Bowtie Seminars. I bounced from mid-year judging to attending seminars all morning.

I spoke with Jeff Brown, the gentlemen with the 1968 for Bowtie, and he told me he received 2 stars, Interior and Mechanical. He was disappointed but there is no appeal and there is no second chance to be re-judged.



I took one last lap around the display field and headed back to the hotel room where Teri had everything packed. We loaded up the car, paid the bill and made our way back across the border to the good ol' USA. It was a convention that I will remember for years.

WELCOME NEW MEMBERS!

Terry McCall
Ed Asbury
Gary McCall

Bob Haugh
Carl Schroeder

Dinner at the Winery by Terry Brim

It was a beautiful Saturday afternoon when 12 Corvette owners and their significant others met in Bellbrook for a leisurely drive through southern Ohio on their way to the Winery in Morrow Ohio for a very enjoyable evening of wine, food, socializing and oh yeah, driving their favorite toy.



Pete Tank lead the way through some of the nicest back roads of southern Ohio that I've seen. We even saw some of the roads twice going both ways as Pete occasionally got his directions misaligned. Notwithstanding, the drive was very enjoyable and it was a fun time for all.

Along the way, we stopped at the Little Miami Café for a light snack and a little relaxation to break up the drive. It was great to see the parking lot of this little out of the way place full of corvettes.





And what a great evening it was!

Rebirth of a 69 427 Corvette Part 4 by Terry Brim

They say all good things in due time. Such is the case with Pete Tank's rebirth of a 69 427 Corvette. If you will recall, the rebirth started one cold day in early December of last year when a number of us help Pete lift the body off this car.

It's now early September and still no baby! But as I said all good things in due time. Pete has managed to get the frame back to like new condition and by the looks of it, he is making good progress on the drive train



The engine has been totally redone has as the entire drive train of the car.

This owner obviously is not going for NCRS, but rather the results of this restoration is going to be one mean street machine.

I suspect the headers and laker pipes will be the first clue that this is not going to be an NCRS vette.

It's now early September and still no baby!
But as I said all good things in due time.



After the chassis is finished, Pete will transport the chassis to the body shop where the body is being stripped and read-

ied for painting. The final mating of the chassis and the body will occur there.

I suspect the headers and laker pipes will be the first clue that this is not going to be an NCRS vette



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.

Terry Brim is our Chapters Newsletter Chairman and was born in Toledo, Ohio on October 21st, 1944. Terry and his wife Louie reside in Beavercreek. Terry is the Director of Avionics Engineering Centers for Northrop Grumman which requires a lot of time on the road with offices in Georgia, Florida, and Oklahoma. Other interests include tennis, computers, working out, reading, music and being our newsletter editor. Spending time with their 2 adult children can be difficult as his son is a patent attorney in Chicago and their daughter is in her 3rd year of law school at Vanderbilt. Their one remaining child left at home is Spud who is a 10 year old Irish Setter who thinks he is human. First car owned was a 1952 Ford, first Vette owned was a 1967 black/red Roadster, followed by a '69, '65, a '73, and a '74. Currently own a 1970 350/350 a/c Roadster. Terry has really done a fantastic job with our newsletter winning praise from other more established Chapters. Great job Terry, keep up the good work. NCRS #39588 MCNCRS #33

Jim Stukenborg was born on September 24, 1936 in Coldwater Ohio. Jim and his wife Brenda reside in Beavercreek. Jim is retired from the Inland and Delco-Moraine divisions of G.M. where he developed brake lining for the past 26 years. This gives Jim more time to devote to his car collection as well as his other interests, golf, tennis and his family/grandchildren. As one of our founding members Jim is involved in a number of other car clubs including being the newsletter editor of the Dayton Corvair Club as well as membership in the Corsa, GTOAA, POCI, GSCA car clubs. His first car was a 1937 Ford 2 door sedan. Jim likes what our chapter has been doing especially the variety of meeting locations, our great newsletter and the excellent communications courtesy of Terry Buchanan. His first Corvette owned was a 1959 230 HP, 2 top, 3 speed (changed to 4 speed). Current cars owned are a 1965 Coupe (is it on the road yet Jim?), 2001 Convertible, '71 GTO Convertible 400 c.i. auto a/c, ps, pb, '66 Corvair with a very unique 266 c.i. reverse rotation olds engine. NCRS #39948 MVCNCRS #7

Mike Wren is a Bellefontaine, Ohio native and was born on December 5, 1944. Mike and his wife Sharon live in New Lebanon. Mike is a communications systems administrator for Montgomery County and is responsible for radio communications and infrastructure. His other main interest is being a FCC licensed amateur (ham) radio operator. Mike likes the tech sessions we have been having especially ones that pertain to C-1's. First car ever owned was a 1957 Chevrolet. First and current Corvette is a beautiful 1961 Roman Red, 245 HP, 4 spd, 2 top Roadster. NCRS #32930 MVCNCRS #46

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Jerry Black is one of our founding members and resides with his wife Roseanne in Beavercreek. Jerry is the Director of Purchasing and Contracting for Wright State University. Other interests include boating. Jerry appreciates the friendly people and willingness to share information that we have in our Chapter. A closer cruise-in location would be Jerry's only recommendation for improvement. First car owned was a 1957 Chevy 2 door post; first Vette owned was a 1971 Roadster. He currently owns a '68 427/400 Roadster, and a '99 Trans Am 30th anniversary convertible. Jerry hosted a Chapter fall party last year and we all hope this will become an annual event. Jerry is finishing up his car barn having recently poured a concrete floor and installing a lift. Hopefully we can all check it out at the fall party.

NCRS #28029c MVCNCRS #1

Mike Mills is a Kettering native born on February 13, 1973. Mike lives with his wife and Traci and their children in Springboro. Mike is employed by Meadwestvaco in Dayton. Other interests include snow skiing and boating. Mike enjoys the variety of meeting places and Friday night cruise-in and would like to see more hands on demonstrations/tech sessions. Call Mike if a project is in your future. I am sure he would be interested in giving you a hand in exchange for the experience. First car owned was a 1982 Olds Cutlass, first Vette was a '67 327/350 Roadster (at least that what the title and trim tag said it was). Present Vette owned is a '66 red/black big block Roadster. NCRS #40661 MVCNCRS #71

Tony DiGiorgio is a Dayton native born on November 24, 1956. Tony lives with his wife Susan in Washington Township with their 2 children. Tony is involved in the Real Estate business and is associated with Re/Max Pro-Formance Realtors in Centerville. Other interests include things that I cannot print in this newsletter. Just kidding Tony. I know his primary joy in life is his family. His son Michael is a budding car enthusiast by the way. His first car owned was a '67 Chevelle SS convertible. Tony and I went to high school together (Alter '75) and his Chevelle was the coolest car at our school. First Vette owned was a '69 Coupe 427/390, current collection includes '66 Roadster 427/425, '67 327/350 Roadster, '68 550+HP Coupe race car. NCRS #29604 MVCNCRS #19

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Larry Clark is a Cincinnati native now residing in Morrow with his wife Deborah. Larry is the Trim and Chassis department manager for General Motors Moraine Assembly. His family is his most beloved interest (3 sons and 1 daughter). Larry is a born again Christian, a motorcycle enthusiast having ridden bikes since 1973. He also enjoys restoring old tractors and engines. Unfortunately Larry doesn't have the time to attend too many meetings and has been to one meeting so far but enjoyed seeing many of the members Corvettes at the Germantown Cruise-In. First car owned was a 1941 Plymouth; first and current Vette owned was a '72 targa blue, 350, a/c Roadster. It only has 39,000 miles and he has documentation back to the late '70's. NCRS #37267 MVCNCRS #23

Edward Fritz Jr. is a Dayton native and resides with his wife Shirley in Lebanon. One of our newest members Larry is owner of Centerville Coin and Jewelry buying and selling coins, new and antique jewelry and also repairs jewelry and watches. His other interest is gambling. We are looking forward to seeing him at some of our events. First car owned was a 1955 Mercury; first Vette owned was a '65 Coupe. Currently owns a '65 Coupe and a 2004 Z06-Z16 edition. NCRS #20471 MVCNCRS #90

Dean Sherman is also a Dayton native and was born on July 12, 1966. Dean and his wife Irene reside in Beavercreek. Dean is employed by Elano Corp. and is responsible for all of the tooling calibration/inspection. His other interest include woodworking, NHRA drag racing, die cast car collecting, car building and bicycling. His first car was a '67 Pontiac Lemans. First Vette owned was a '67 Coupe 327/350. Present Vette is a '66 Roadster. NCRS #40404 MVCNCRS #64

John Reilly is native to Philadelphia and was born on March 31, 1947. John resides in Centerville. John is the owner of Big Times Boarding Kennel. They board, groom and train all breeds of dogs as well as participate in confirmation, obedience, agility and herding competitions. John hasn't had the opportunity to attend one of our meetings yet as his schedule for dog shows fills most of his time. Well John we hope you will take the first opportunity to come to one of our events. First car owned was a '68 Chevelle 327 with a 3 speed manual on the floor shifter. First Vette owned was a 1961. Present Vette is a '63 Coupe (needs work) as well as a '69 which he bought new off the show room floor. By your NCRS membership number John you have been a Vette fan a long time. NCRS #3405 MVCNCRS #31

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

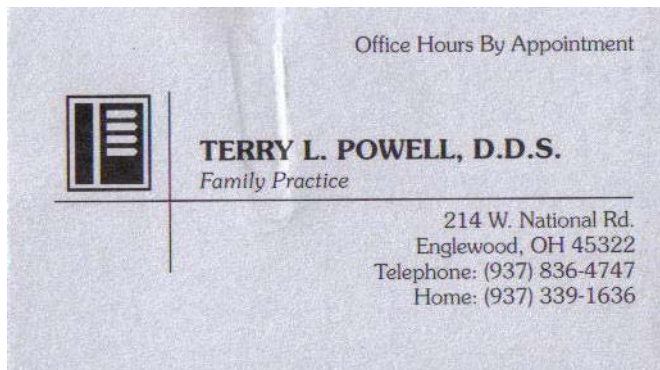
www.ncrs.org/mvc



Gary Tolliver was born on December 4, 1945 and resides in Washington Township. Gary is the owner of Tolliver Commercial Realty which is involved in the leasing, sale, and development of commercial real estate. His other interests include fishing, cooking, reading and travel. Gary enjoys the chapter's friendly and helpful people. He also enjoys and would like to see more road rallies and educational technical activities. His first car was a 1956 Chevy. First Vette was a '73 red, L48 Coupe followed by a '65 Coupe. Gary's current collection includes a 2002 black Z06, and a butternut yellow '67 Chevy II SS 327/4 speed which will be a feature car in this years Concours d'Elegance. Gary registered for the judging meet this year but when he showed up on Sunday morning the 13th no one else was there. A day late but I am sure he will be there next year to redeem himself. The memory is the first thing to go Gary. I know from experience. NCRS #41016 MVCNCRS #52

Gary Whitaker is a Dayton native and was born on November 26, 1950. Gary resides with his wife Diana in Union. Gary and Diana are managing partners in Whitaker Properties, LLC. They are owner managers of residential rental properties in Dayton, Middletown, Hamilton, and in the Hyde Park area of Cincinnati. They have been in business for 24 years. Gary's main interest is working on and enjoying his Corvettes. I am sure Diana is an integral part of this activity as we have seen her with Gary at many of our events since they joined in May of this year. First car owned was a 1969 Nova. Gary doesn't mess around when it comes to buying Corvettes. On a certain Friday in May he happened to attend an auto auction and ended up going home in an '85 Coupe. Before he bought the '85 on Friday he had bid on a car on EBay and when he went into the office on the following Monday he was the high bidder on a '93 Coupe. Talk about jumping in with both feet. Way to go Gary! Diana has really enjoyed the Corvette experience so far. According to Gary the whole experience has refreshed their friendship. Gary and Diana we are glad you decided to join our Chapter and we hope you have many years of interesting experiences in the future. NCRS #41939 MVCNCRS #86

Dan Arnold was born in Nuremburg, Germany on April 4, 1959. Dan and his wife Julie reside in Kettering. Dan has 2 vocations working as a digital imagery production manager for the National Air and Space Int. Center at WPAFB as well as a photographer of MLB and NFL for Fleer Trading Cards. His other interests include being a big Reds fan and baseball history. His first car was a 1957 Chevy Belair. First Vette is still owned and is a 1972 Coupe. Also owns a '66 Impala Convertible. We all appreciate the great work Dan did taking photographs of all the cars at our inaugural judging meet in June. NCRS #41956 MVCNCRS #85



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

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

Notes from Corvette's at Carlisle

C-5 Trouble Shooting

August 28, 2004

- Change fuel filter every 15,000 miles.
- Use Chevron Techron fuel system additive every 3,000 miles.
- Don't use additives with toluene.
- Balance tires and get alignment every 12,000 miles for optimum tire life.

-Run flat tires alignment specs:

Camber -0.2 on all 4 tires

Toe +0.10 on all 4 tires

-Z06 F-1 super car tires:

Camber -0.7 all 4 tires

Toe +0.10 fronts only, -0.10 back.

Would recommend changing the differential fluid @ 7,500 miles. This will renew the friction modifier to avoid noises from rear end.

- Torque lug nuts in a 2 step star pattern to 100 ft. lbs.
- Trouble code retrieval:
 - Use DIC ... hold 4th button down while pushing 1st button four times. Goes into auto diagnostic mode. Will display all codes, then one by one.
- Per GM specs engine will use 1 quart of oil every 2,000 miles.
- Excessive oil consumption ...check PCV valve.
- 4718M spec. synthetic oil of any brand is OK.
- Add 1 qt. when autocross racing. Drain back out when finished.
- 6 1/2 qts. MAXIMUM oil capacity. Any more than that will burn off.
- The oil life monitor is very accurate. Rely on it and use it to determine oil change intervals.

Any questions or concerns please call Nick at 297-3611.