



VETTE GAZETTE

Volume 3 Issue 2

June 2005

Chairman's Corner with Larry Linder

It hard to believe that today is the 186th day of the year. We have had another successful chapter judging meet with a lot of nice cars doing well in the judging.

Thirty or more Corvettes at the Xenia 4th of July Antique Car Show. This is their 40th anniversary.

The cruise in has had 100 plus cars at times. The best part is the friends we make at these events. Coming up is the cruise to Springfield as a regular summer event. A nice drive, a lot of Pizza, and a stop at Young's Dairy for some good ice cream on the way home.

Coming up is a number of excellent events to round out the summer. The 05 Regional event hosted by Queen City could use your help so sign up your car, enter as a judge or a worker. The three day

event will be interesting to say the least.

If you have a desire to become a member of the board of directors feel free to come and see what goes on.

A special thank you to all of members who have volunteered their time and energy's to make it all happen.

If you would like to have your car as a featured car for the quarter – volunteer, send Terry Brim an E-Mail and you will have him knocking on your door with a camera and recorder in hand.

We have an award winning web site and you all should thank the T Buchanan's for their effort.

Looking forward to seeing

you all at the upcoming events.

Regards
Larry

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Feature Article

For calendar/upcoming events and for sale items/parts wanted items see the chapter web site:
www.ncrs.org/mvc

Miami Valley Chapter Judging Meet

We have just completed our 2nd annual NCRS Miami Valley Chapter judging meet at Carillon Park. It was a warm summer day with sprinkles of rain but all in all, the weatherman was very cooperative.

We had a total of 19 sportsman entries, 12 judging entries, and 2 display cars including a 63 split window dragster from Dave Middleton's performance clinic.



Sportsman Cars

This years judging results were:

Craig Egbert	1954	2nd Flt
Craig Egbert	1957	3rd Flt
Carl Schroeder	1957	Top Flt
Pete Cerar	1959	2nd Flt
Mike Ammer	1962	Top Flt
Veit Parker	1965	Top Flt
Larry Linder	1966	Top Flt
Jerry Michaels	1966	Top Flt
David Borrer	1967	Top Flt
Jim Salvino	1967	Top Flt
Terry Buchanan	1968	2nd Flt
Terry Brim	1970	Top Flt



A big thank you goes out to our excellent team of judges some of which came from as far away as Louisville, Ky.

Miami Valley Chapter Judging Meet (con't)



Mr. Big Block by Terry Brim

Most of us know Jerry Michaels as Mr. Big Block. Jerry loves those cubic inches and horsepower that comes along with the Chevy big block engines.

It wasn't always that way with Jerry however. If we go back in time to when he was just a young'un in high school, we would find Jerry driving a Chevy six banger. That's right, Jerry's first car was a 57 Chevy six cylinder. It didn't take him long however to drop a 283 V8 into that puppy, this coming from a Bel Air station wagon donor car he had bought. Not exactly a big block, but it was a start in the right direction.

Jerry drove the 57' all the way through college until as he put it, he got a real job making real money. Upon graduation, he bought his first real big block, a 67' super sport Chevelle, 396 with a 4 speed! Although the 67' was a big block, Jerry wasn't satisfied. He promptly "built it out to the maximum" and used it to drag race. Friday nights on RT 725 in Miamisburg between around 10PM and 2AM

must have been quite the scene back in the early 70's. At \$50 a throw and with the cops watching, Jerry says the only thing that ever beat him was a 67' 435 Corvette coupe.

Needless to say after that, Corvette's had his attention. Problem was about that time family came first and the Corvette had to take a back seat for awhile. Not for long however because in 1974 Jerry and another guy bought a 65' 396 Corvette big block

If we go back in time to when he was just a young'un in high school, we would find Jerry driving a Chevy six banger.,

the car because it had side pipes....imagine that! They sold the vette to a guy in West Carrollton and Jerry says that Al Katona thinks the lucky guy still has the car. Jerry says he would love to find the guy and go see the car again, so if any of you know of someone who has a red/red 65' 396 side pipe vette convertible, send him Jerry's way.

red/red convertible. At the time, Jerry says he didn't really like

At \$50 a throw and with the cops watching, Jerry says the only thing that ever beat him was a 67' 435 corvette coupe.

Gee, I wonder how many red/red 65' 396 side pipe convertible vettes there are out there.

Jerry only kept the 65' about a year.....was the time of the first energy crunch, big blocks weren't very popular and nobody, not even Mr. Big Block himself thought they would last in popularity. After that along came a series of "detuned" vettes (mid to late C3's) and Nova's, many of which he bought new, kept for a couple of years and then sold.....sound familiar?

When Jerry's "overhead" went down in the late 90's....translated means kids grew up, got married and moved out of the house, his interest turned once again to those old big block cars of yesterday.

His first purchase during this time was a blue/blue 66' BB vette convertible which he found in Columbus. After restoring this baby back to original specs, according to Jerry, some guy came

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Mr. Big Block (con't) by Terry Brim

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along from Alberta, Canada of all places and made him an offer he couldn't refuse.

Jerry's next vette was the



red/red 66' BB convertible which he just finished restoring to NCRS standards. What makes this beauty so special is the power guide



transmission of all things.

Only 20 of these 66' BB vettes were made with the "girlematic trans" and Jerry believes that he has the only red/red convertible with this option. Speaking of options, of the 15



options offered in 66, Jerry's baby has 14 of them, the only one missing is air conditioning.

Jerry bought this car off of a lady in NJ whose husband had passed on. He was put in contact with her via another corvette owner who had been trying to buy the car for some time and had given up....seems as though she didn't want to part with the car for sentimental reasons. When Jerry first contacted

the lady, he was told the same story as the other guy....she had no interest

in selling the car. Under-

terred, Jerry made a wise decision at the time, he asked her if he could call her periodically to inquire about the

car. Once given the green light, Jerry says that he called her 3-4 times a year. After about 4 years, he received a call one day from the lady



stating that she was getting remarried and asked Jerry if he was still interested in that "old car"? Needless to say, sight unseen, he was on his way with Greg Gorniak's trailer in tow almost the next day.....that was four years ago.

After about 4 years, he received a call one day from the lady stating that she was getting remarried and asked Jerry if he was still interested in that "old car"?

Jerry has recently added to his stable of big blocks... yup another 66' red/red BB vette convertible along



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Mr. Big Block (con't) by Terry Brim

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with his BB white 68'
Chevelle convertible.



Plans for the future include
a Duntov for his rare 66,
restoration for his other 4
speed 66' vette along with
restoration for his caddy.

Jerry says when he bought
his 4 speed 66' vette, his
intention was to make a
driver out of it but getting a
top flight for his girlmatic
must have given him the
bug because he now doesn't
have the heart to just do a
driver.

We wish Jerry success,
after seeing his rare 66' at
our recent Chapter judg-
ing meet, I have no doubt
that we'll soon have a sec-
ond red/red Duntov car in
our chapter.....what's with
all these red/red vette's
anyway!!

Good Luck Jerry, we'll see
you on the judging field!

Rounding out his stable of
classic cars is a 96' grand
sport Corvette and a rare
caddy convertible. Accord-
ing to Jerry, these cars are
investments, not
toys.....yeah right Jerry!



Ads and Services

Small Block Chevy Bare Block 3914678 302-327-350CID
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Typical used in 1968

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Lessons to be Learned ***by Patrick Ofenloch***

Recently I had a business trip scheduled to be in the vicinity of Bowling Green, Kentucky. I asked my business colleague whom; I would be working with, how far we would be from the Corvette museum? We all work hard and put in many hours, sometimes you need to stop and smell the roses. He scheduled our meeting time so I could visit the museum.

Going to the museum has been my dream for many years. I thought this might be a great opportunity to also drive my Corvette to its birthplace. I know most people probably don't give their cars human qualities or even talk to them, the way I do. But for me this was truly a sentimental journey and a great homecoming for a car that my wife and I love. I felt I owed it to the car.

After departing from a rest stop I hit the edge of a pothole. Next, I heard something scrapping the road. At first I thought it was the exhaust, or maybe even a tire. To my dismay I saw the rear suspension of the car dragging on the road. I wondered if my car was mad at me. Was the car upset at being in the rain or did the car just not want to go home?

As my beloved car limped to the next exit, I pulled into an oil change station. I found the term "Southern Hospitality" really is still alive. The employees were so concerned for me and had me bring the car into one of their bays out of the rain. They made me feel so welcome. A call was made to a local towing company and repair facility. A flat bed was arranged and on it's way.

The car was taken to a shop where the problem was diagnosed. Eventually my car and I were back on our way. I had missed that day's 859-356-2086

business meeting but did get into Bowling Green later that evening. The following day we were able to meet with our clients.

The much anticipated and life long dream to visit to the Corvette museum and assembly plant tour was finally complete.

Dan and the employees of "Valvoline Instant Oil Change" were so helpful. They blocked one of three bays on a very busy morning. Dan the owner, spent time talking to me about his Corvettes as well as his trip to the Corvette museum. He shared photographs of when he and his son visited the museum. I thought at that time this would be as close as I could get to visit the museum, given my cars current condition. Some photographs on a computer, and some friendly conversation. I was reassured by one of the employees, "It will be alright, sometimes bad things happen to good people." They generously offered a piece of their own life experiences as well as sodas and lunch. I was treated as if I was a guest in their home. Dan gave me his phone number and told me if you need another car to continue on your trip let me know, you can use mine.

In the pouring rain and lightning Dan helped Mike, (the flat bed operator) load my car onto the flat-bed.

Mike told me of his experiences as a previous Corvette owner. The shop that repaired my Corvette was talented enough to fix the suspension with fabricated in house parts. The passenger side suspension was also at this time

diagnosed with a missing cotter pin. Which was probably what caused the drivers side suspension to fail. I was reassured by Mike, Brian and the owner Jude you will be safe with this repair. You will make it to Bowling Green and back home to Dayton, Ohio. An unnecessary apology was given to me for the repairs taking so much time. The bill was for a tow and ½ hour labor.

You are probably waiting for the moral is to this story. What did I learn from all of this? Why was everyone so kind when they didn't even know me? Was it the fact that I was in a Corvette? Was it the fact that the people I met were Corvette owners? These business owners knew I was from out of town. They had nothing to gain from me as far as a becoming a long-term customer. But still, they were honest, professional, courteous and most of all caring.

I am very humbled and grateful for meeting these honest people. I wonder if I was in their position if I would have extended that amount of concern, helpfulness and hospitality.

This story I felt had to be passed on. Sometimes we don't stop to smell the roses. We sometimes miss seeing how many truly nice, friendly people there are all around us. Many times we only hear about the bad in people. I know if I can help good people who sometimes have bad things happen to them I will take the time to help.

WELCOME NEW MEMBERS!

Viet Parker

Jack Tepper

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Lessons to be Learned (con't) by Patrick Ofenloch

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I'm not quite sure how to thank these business people and extend to them my sincere thanks, so I am including their address.

The other lesson: Take the time to visit the Corvette museum and assembly plant. Before you leave on your adventure to Bowling Green, I would suggest you take a look under your C-4 and see if the cotter pins are all securely in place.

Valvoline Instant Oil Change

Daniel Childress

2000 Declaration Dr.

Independence , Kentucky 895 358-4500

Judes Custom Exhaust

Brain and Mike

11273 Taylor Mill Road

Independence, Kentucky



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.



Pete Cerar, CRB

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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.nick.kammer@ncmc.com