



VETTE GAZETTE

Volume 4 Issue 3

September 2006

**Inside this
issue:**

Chairman's Corner with Larry Linder

Spring and Summer have gone now and we are in the need to move on. -- sounds familiar -- where ?

It has been a fun and busy summer with a MVC sponsored road tour to Bowling Green and summer set cruise in, The 4th of July got rained on but there were a lot of cars there. A cruise through Green County, a lot of old covered bridges and wonderful dinner - thanks to our entertainment/events group and especially Debbie and Bob Hiney who missed the tour to take care of the food - thank you all. Once the cruise-in at Stake and Shake got settled in - it promptly was shot out of the water by some people who just didn't understand. Thanks to some quick work by Jerry and Greg we never missed a weekend without someplace to cruise to.

I think we had more than

our share of members at Carlisle this year - they were everywhere. One thing to ponder - maybe we should rent a space for the chapter, put up a tent and have a place to rest, visit and talk of cars. There will be a couple of vender spots coming up so we could sell our excess parts. This is just a thought.

We had our Corvette only parking spaces at the Kettering Holiday at Home under the shady hickory trees.

This fall we are off to McDorman's, some more cruise-in's and coming up is Jeff of Restoration Station's fame and a larger road tour. Last year they were over 110 Corvette's.

The Corvette Expo at Knoxville is on the agenda. The South East NCRS Chapter is having a road tour through the mountains, a judging school and chapter meet at the Expo and of

course their awards dinner after wards.

We are holding our own as far as total members and are doing a lot better than most chapters

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Feature Article

from a general membership attendance. Maybe it has to do with the fact that we always have new

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A Mid Life Crisis *by Terry Brim*

Pete Cerar was always a car guy. Like many of us who were in high school in the late 50s or early 60s, cars were well, sort of a way of like, just part of our psychic.

Pete remembers his dad buying “Junkers” at the beginning of summer during his high school years for Pete to drive to work during the summer and then he would sell the car in Sept. According to Pete, he would try to “spiff’em” up. Of course whenever Pete had a hot date, he would drive his dad’s silver on silver 59’ Chevy convertible.....WOW!

Like many of us, after high school, came college, military services, marriage, family, etc. You all know the story. During all those years however, Pete had always wanted an old corvette, but could do nothing about it.

Fast forward to his mid 40s. Pete, he and his wife Judy were sitting at the breakfast table one morning and Pete turns to her and says “I think I’m having a mid-life crisis” According to Pete,

Judy’s eyes got real big, she said “really”. Pete said yea, I think I would like to buy an old Vette.....Judy said “oh, ok” (sigh of relief) and that was that, Pete now had the green light and he was on his way.....way to go Pete!

Enter Al Kationa, Pete had known Al for many years and knew he was into vettes. Pete wanted something in the late 50’s. He had graduated from high school in 58’ and Judy had graduated in 59’.

By this time after going to shows with Al and doing his homework, Pete knew he wanted a 58’ or 59’ high horse fuel injected car. As

luck would have it, Al had a buddy up in Corning, NY that was restoring just such a car. It was a 59’ high horse fuelie, black over red with

silver coves....just What the doctor ordered!

Pete and Al flew up to NY with a friend in a small piper cub to look at the car.....it was just what Pete wanted and a deal

Pete turns to her and says “I think I’m having a mid-life crisis” According to Pete, Judy’s eyes got real big, she said “really”. Pete said yea, I think I would like to buy an old Vette.

Of course whenever Pete had a hot date, he would drive his dad’s silver on silver 59’ Chevy convertible.

was cut. According to Pete and verified by Al, it was a trip neither will soon forget. Turns out they ran into to

some very severe weather on the return trip, wings iced up, air pockets, the whole bit and neither knew for sure if they would ever see the vette again.

This was in the winter of 1987/1988. This was not the first vette Pete actually bought however. Although, he had signed a

contract for the 59’ in the winter, it was not quite finished and in the spring of 1988, Pete and Al went to Knoxville



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A Mid Life Crisis (con't)

Continued from page 2

Where Pete found a white /red 61' fuelie. He bought the 61', brought it home (actually had to have Craig Egbert trailer it home because the brakes went out) and for 11 weeks, Jeff Bernhardt and Craig went over the car making it "right".

Meanwhile in May of 1988, the 59' was delivered to Pete with the odometer reading a mere 43434 miles. As a side note, the car now reads 45908 miles on the odometer. Pete says his goal is to keep the miles under 1K per year. The car is now 47 years old so he is sticking true to his word!

Pete has traced all owners back to 1965 and has notarized letters from them authenticating both the mileage and the fact the car is an original fuelie....



One of the reasons the car has such low mileage is that it sat in parts for 18 years from 1970 to 1988.



In 2001, Pete decided he wanted a C5 for taking trips and going on the road. He sold his 1961 fuelie to Craig Egbert in late 2001 and began his search

Pete has traced all owners back to 1965 and has notarized letters from them authenticating both the mileage and the fact the car is an original fuelie.

chances one would find a car with that color combination? Well, if you guessed zero, you would probably be right.

Finally in October 2002, although Pete didn't find exactly the car he wanted, he did find a fully loaded yellow 02' convertible on the internet with only 3K miles on it and it was right here in Fairborn. The only problem with the car was that it had a black interior.....imagine that!

True to his word, Pete changed out the interior to red, (and a lot of guys thought he wouldn't do it!!) put a Corsa exhaust system on it, red valve

for the C5. Just like when he started his search for the 59' Pete knew what he wanted.....a fully loaded yellow convertible with red interior! Now what are the



covers, painted the brake calipers red with yellow corvette insignia compliments of Craig Egbert again, put red corvette

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A Mid Life Crisis (con't)

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letters on the front and back, and put mirrors under the trunk!



The car now has 12K miles on it, still not a lot, but he and Judy do drive the car! Pete says the car is nice because he can just jump in the car, go see their kids, take a road trip ala Bloomington, Carlisle, Columbus, his son Chris lives in Columbus, Bowling Green plant tour, etc.

The car is equipped with a 6-speed, HUD, 12 disc CD player, polished aluminum wheels and all the other goodies you would expect to see in a C5. On a personal note, I can only tell you that on a highway, Pete is a tough guy to keep up with. I think his cruise control has a minimum setting of 80 MPH!!!

Let me return to the 59' for just a moment. During the process of doing historical research on the 59', Pete discovered that at one time, one of the previous owners had painted the car blue and another had used black

shoe polish to dye the interior black! Back then I guess Corvette's were just another car to customize and personalize however one wanted.....

On a personal note, I can only tell you that on a highway, Pete is a tough guy to keep up with. I think his cruise control has a minimum setting of 80 MPH!!!

THE CLOCK STORY...At the conclusion of interviewing Pete for this article, we came out to his drive way where the 59' was parked and



as we approached the car, we heard a rather loud tic tic tic. In Pete's own words, he uttered "what the hell is that?" Turns out that while

we were in his house doing the interview, the gears driving the second hand on the clock in the 59' had stuck and would

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A Mid Life Crisis (con't)

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not rotate. Obviously, Pete was not a happy camper! He had had the clock rebuilt 18 years ago when he first got the car and was going to have to have Roger of Roger's Clock rebuild it again.



WOW. 18 years seems like a long time for an old corvette clock to keep running, especially the mechanical style.

While sitting at Carlisle with Pete and his son Chris, retelling the story about the clock, Chris and I did a little calculation. Turns out that Pete disconnects the battery whenever the car sits in storage, so if he only put 2474 miles on the car in 18 years, driving an average of 40 MPH, that's less than 62 hours real time on the clock! I told Pete he should take the clock back to Roger's clock and tell him it ran for less than 2 weeks before it failed.....doubt that he did that however.





Miami Valley Chapter

Are you having fun yet?

Join us. We ARE having fun and work hard to make it a TOP priority. We are the Miami Valley Chapter of the NCRS. We are NCRS members who in February of 2003 started a local chapter for Dayton area NCRS members and Corvette enthusiasts currently 76 members strong and growing. Most of our members live in Greene, Montgomery, and Warren counties.

To check us out go to our web site www.ncrs.org/mvc and cruise through our event's calendar. Come to one of our meetings to see if it's for you. We are a varied group owning everything from modified Corvette's to Top Flight award winning Corvette's. From C-1's to C-6's we all have one thing in common and that is a passion for the Corvette.

We hope to see you at one of our next meetings held on the 2nd Tuesday evening of every month. We also get together on weekends for cruise-in's and car show caravans throughout the spring, summer, and fall. You are already an NCRS member. Why not join **your** local chapter and get the most out of your membership. Feel free to call me with any questions.

Regards,

Nick Kammer
Membership Chairman
Miami Valley Chapter NCRS
Office: 937-297-3611
Home: 937-848-3022

All You Need to About Springs **by Larry Linder**

Standard Springs, Optional Suspensions & Ride height

Standard, F40, F41, and Datona Spring part numbers and rates.

Background:

The judging manual is not inclusive as applies generally to most cars. When I talked to several NCRS

Judges and Judges at Bloomington and Springfield, they said they had seen several documented cars with a

high HP (365 HP) and the F40 suspension package for 1965. The cars were also equipped with 3:70, 4:11, or 4:56 gears and usually the larger black wall tires.

They also said that the F40 even with an FI or 396 was very rare. When you look at the spring rate information, you will understand why anyone who wanted to drive his car on the street didn't buy it.

They also said that there is no documented case of an original 250, or 300 HP car with such an

option. One of the judges I talked to was "Dobbins" when he was judging a 63 - Z06 car.

The F40 used in 64 & 65 are derived from the Z06 parts.

F41 in 66 and 67 share these part number in the Chevrolet part manual.

	PN	Rate #/in
Production Front Spring	346939	280
RPO F40* & F41*	3832518	550
"Datona" 1975*	3986032	860
Production Rear	3850839 (356825)	140
RPO F40* & F41*	3828811 (3977578)	305
"Datona" 1975*	6258056	450

* Lowers vehicle approximately 1 to 1.5 inches.

Testing your spring rates:

To check your spring rates, you need two - two hundred pound guys set in car and see

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All You Need to About Springs (con't)

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how far the car drops. Weight distribution for small block cars is 51% rear wheels, 49% front wheels, big block cars 52 % front 48% rear wheels. You should be able to calculate the spring rate.

The basic rates are determined by coil diameter and steel alloy.

To accommodated for Air Conditioned, big block, and big block with air. the free length was different than the non air cars but the rates were similar. The factory used color stripes to code the springs as well as broad cast number for production.

A simple way to test the springs and ride height.

See the service manual for you year of car to determine the correct location to measure make height measurement. Measure the ride height at the base of frame front and rear and from side to side on the 63 - 67.

Spring rates: Sling a 100 # bag of sand to each bumper and re measure the ride height. Measure the height difference and divide by 200 lb and you can determine the spring rate both front and rear.

Spring Data: If you intend to have your springs repaired by a spring shop you will need to specify to them what the spring deflection is to be at what weight and the compressed length. If you buy new springs you need to shop with this data in hand and have them checked before you install them.

You need to know the front wheel weight and rear wheel weight. Published data can be used but actual measured data is better. Tire wheel / tire weight may have changed and accessories added or deleted. The half load is normally used , 1 passenger and 1/2 tank of fuel, for weighing. The mid year cars have the engine off set to the right by approximately 1" from true center. With a driver on board the car is balanced - right to left. The small block has approximately 51% of the weight on rear wheels and the big block has 49% of the weight on the rear wheels. Cars with energy absorbing bumpers must be weighed.

Front coil example.

Total front end weight of a 66 small block without air is 1400 lb.

divide the 1400 lb by 2. Each wheel supports 700 lb of weight.

Current ride height as measured from the floor to the bottom of frame is 5.5 "

Desired ride height as measured from floor to bottom of frame is 6.4"

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All You Need to About Springs (con't)

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We do not know the free length of the spring.

Specify to the spring shop that the Spring should deflect 0.9" less @ 700 lb.

They will modify the spring accordingly. This will restore the proper ride height to your car.

Rear leaf spring Example:

I just installed a new spring from Chevrolet and the car sets too high in the rear.

The rear wheel weight of the car is 1500 lb or 750 per wheel.

Measure the current height at the center of the spring. 16.5"

Measure the end height of the spring near the bolts. 10.3"

Ride height from frame to ground.

Measure the current rear ride height 7.8"

Desired ride height. 6.6"

We want to drop the rear ride height by 1.2"

The data the spring shop needs to know.

Spring deflection @ what weight.

Current ride height - desired ride height = spring deflection.

$7.8 - 6.6 = 1.2$ " - amount we want to drop the rear.

1.2" - delta spring deflection.

new spring: $16.5 - 10.3 = 6.2$ " of spring deflection @ 750 lb.

desired: $16.5 - 10.3 + 1.2 = 7.4$ " of spring deflection @ 750 lb.

What happens when the spring is re-installed the ride height is 6.6 " - just what we wanted.

The new center height is 15.3 inches (determined by spring deflection).

The end height is 10.3 inches (determined by wheel / tire size).

Over the years you can expect the re-arched springs to sag as did the original springs 40 years ago. In 40 years will you care?

Snags & Opportunities: When the spring shop reassembles the leaf spring remind them to use silicone grease on the vinyl separators or you may experience some strange non linear jounce / rebound rates, choppy ride on rough surfaces.

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Ads and Services

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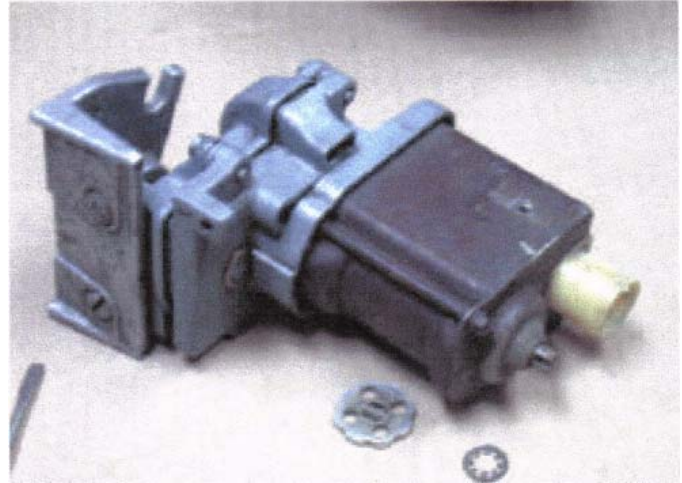
C2 Headlight Motor Rebuild by Alann Boatright

Before we get started, a big thank you is in order for the Author of this article. His name is Alann Boatright from Bailey Co. Alann is an artist and owns his own business, Primal Wear, a cycling apparel company. He is in the process of writing a book about the restoration of his 63' SWC. Alann has 3 more chapters to write before he publishes. The 3 remaining chapters are: Maiden Voyage, First Showing, and last but not least....Handling The First Chip. Sounds like a great book Alann! Thanks again for allowing us to publish your tech article in our chapter newsletter....



01.29.04

This is a task I was dreading. The headlight motor rebuild, could send them off for \$128 per motor, or do it myself. I decided to do it myself after Gary C from Castle Rock, Colorado sent me a set of.....



....instructions via the web. I met him on the Corvette Forum. We started out by checking on the condition of the electric motor. First remove the retaining ring from the rotating knob as shown in the previous picture.,,,



Next, remove the two bolts that hold the electric motor casing together.

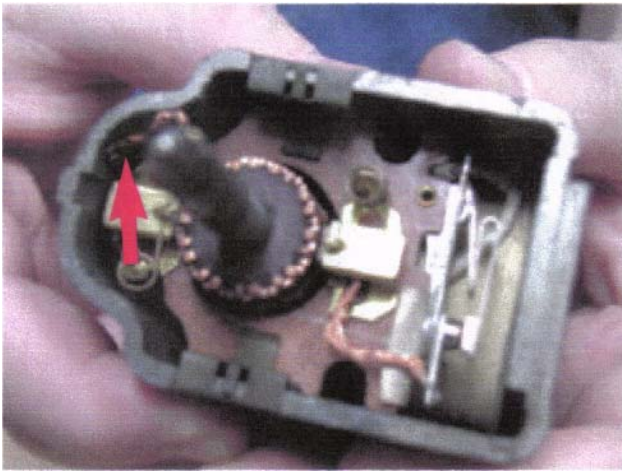


Pull the two sections apart. You may want to do this the opposite of how I show it here in case your "junk" wants to fall out. In my case it didn't, but it could have I suppose

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C2 Headlight Motor Rebuild (con't)

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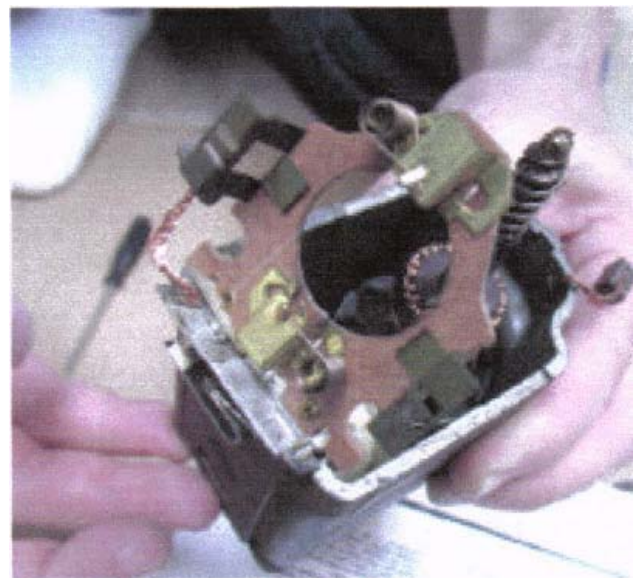
Here is a semi blurry shot of what you can expect to find inside. The arrow points to the brush that is soldered to the casing. Be careful not to break it off when removing the motor and other parts.



I show you this side of the housing because I can Made you look!



Remove the brush assembly by pressing up on the retaining clips as shown. Remember the one against the curved side is soldered to the housing

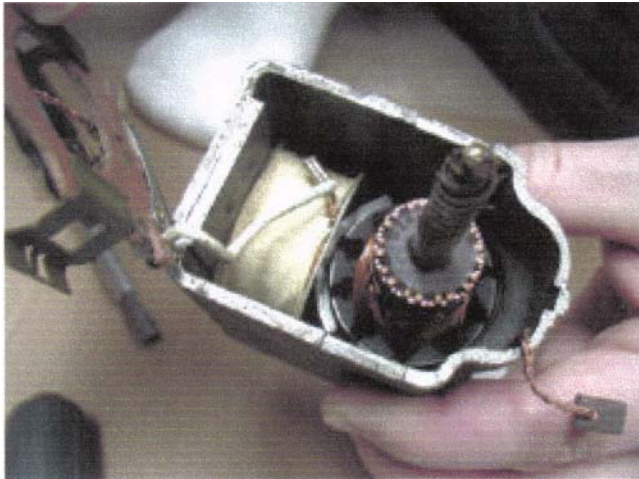


Do not fear the jack in the box brushes, they will spring out of their casing, but will stay attached via copper wire.

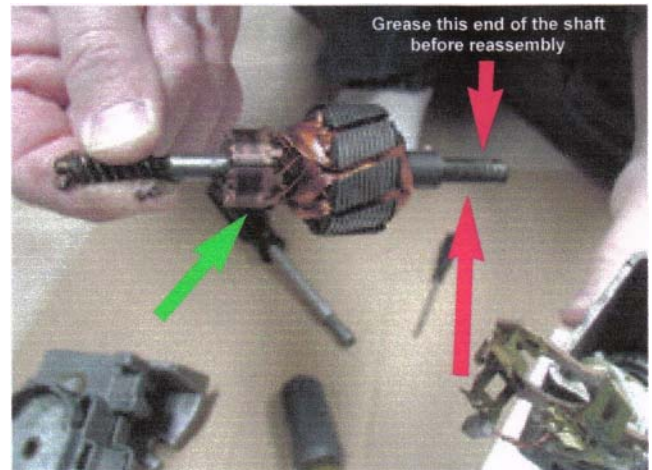
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C2 Headlight Motor Rebuild (con't)

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Once the brush assembly is out of the way you can remove the motor for inspection. If it is hesitant to come out **DO NOT FORCE IT**. Sand the end of the spindle that protrudes from the bottom of the casing (see arrow in next pic)



The reason for sanding the spindle is that corrosion may cause it to pull out of the bearing in the bottom of the housing and it is really hard to get it back in if it comes out. Notice the corrosion on the copper contacts (grn arrow)



Here is what is left inside the housing. If the part shown here is bad, you can start crying aloud. Nobody will think any less of you. GM no longer makes this part.



With really fine sand paper (I used 2000 grit) sand away any tarnish or corrosion on the contact area of the motor.

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C2 Headlight Motor Rebuild (con't)

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Oooooohhh.....Aaaaaaaaaaaa

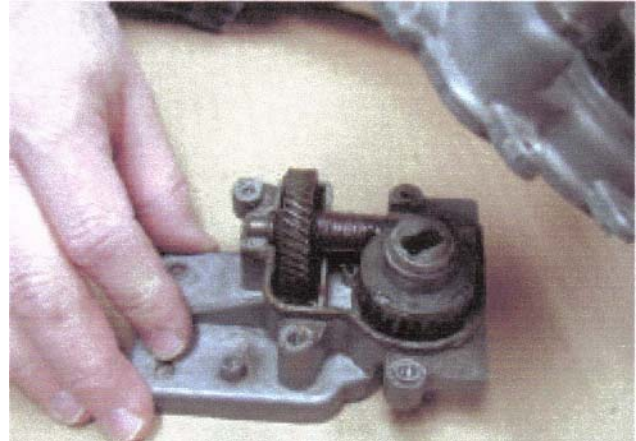


Then clean any corrosion build up out of the scored lines on the contact area of the motor.



Next remove the four bolts that hold the gear section together. Most of the problems you are going to have are in here.

But, fear not....it is so easy it makes you want to file charges against those guys charging \$128 per motor to rebuild them.



Wa La! The gunk covered gears are now visible to the naked (or clothed) eye.

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C2 Headlight Motor Rebuild (con't)

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This is the underside of the clam shell. Be sure to clean up all the old grease and goo because it may (IT WILL) contain bits and pieces of metal shavings.



You will find three washers, from left to right, 1 convex black metal washer, one thick silver metal washer, and one nylon washer. There are two gears. One shown here, and who knows what Kip has done with the other one.



You will find that most likely the teeth on your pot metal gear are now in the final stages of tooth decay and may even have gingivitis.

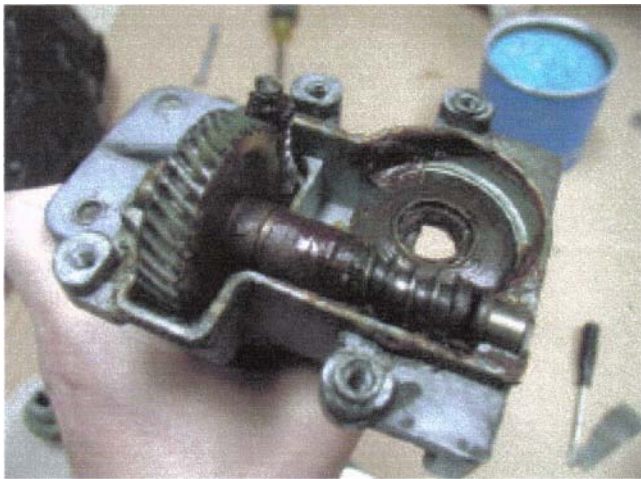


While the opposite side of the same pot metal gear is like brand spanking new. This is because the headlight movement from open to close only utilizes half of the gear's teeth.

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C2 Headlight Motor Rebuild (con't)

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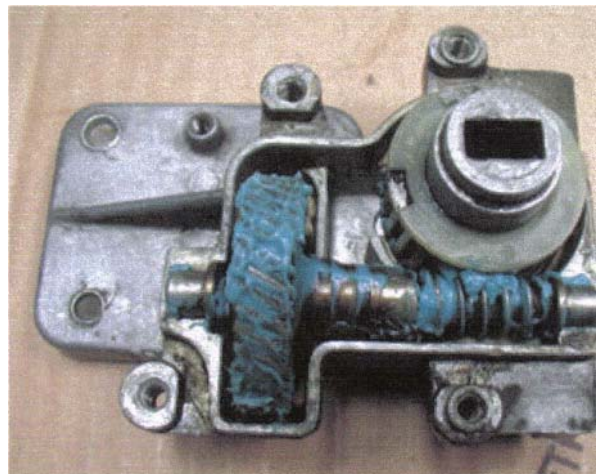
Note that the black curved washer faces curve up toward the removed pot metal gear. Next goes the silver metal washer, then the pot metal gear, then the nylon gear. Be sure to clean the old grease off of everything before reassembly.



At first I thought I was suppose to “flip” the gear 180 degrees which I soon found was not possible due to its construction. What you have to do, is rotate it in a circular fashion to put the bad teeth away from the worm gear.



Notice my really clean parts and housing. You will do well to clean your stuff thoroughly! After all cleanliness is next to godliness you know.

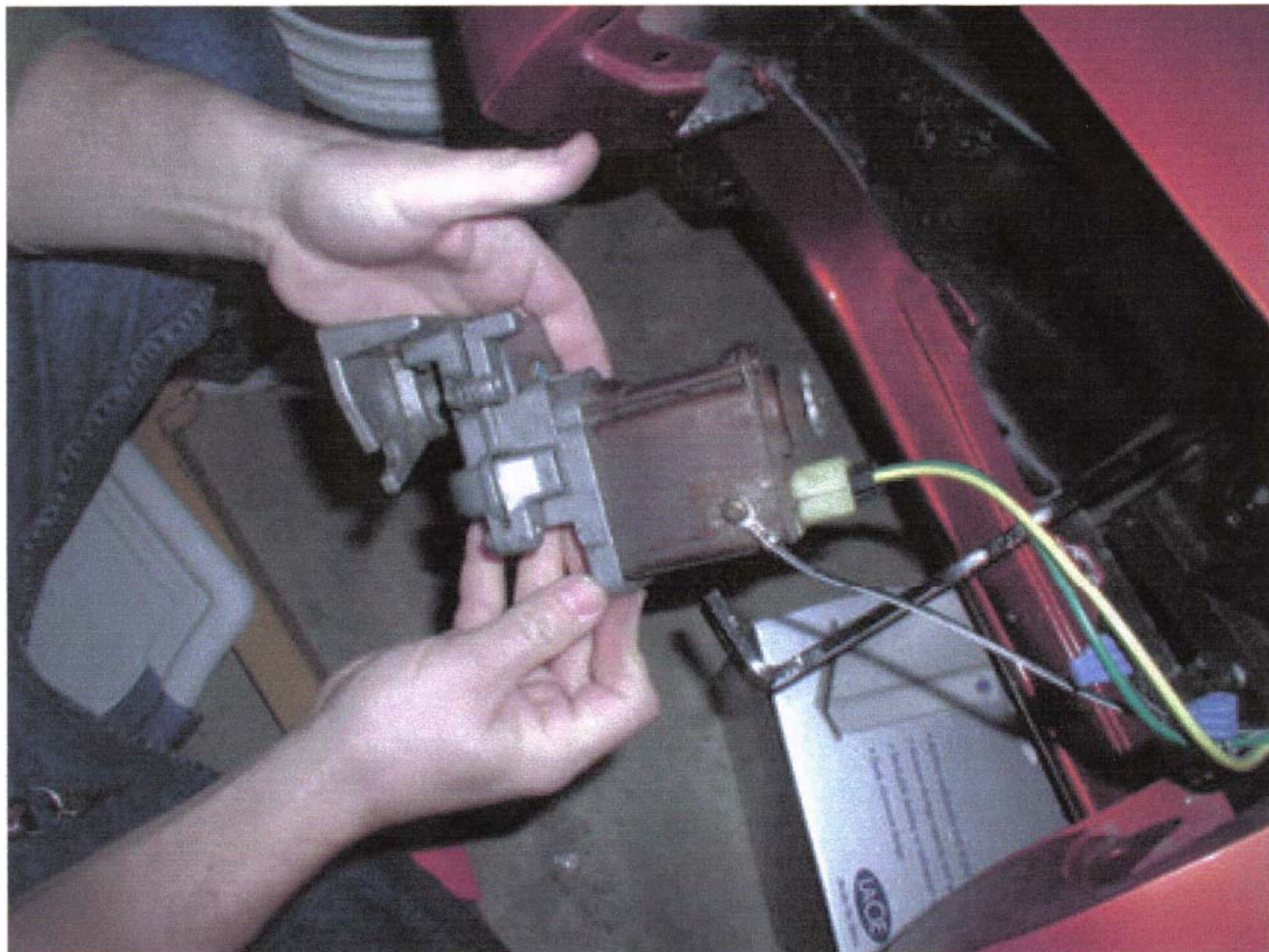


Grease it all, toss it back into the clam shell, seal it up. Mount it back to the motor portion (which you have already reassembled) and take it out to the car for a “test drive”.

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C2 Headlight Motor Rebuild (con't)

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We took them out to the car and hooked them into the wiring harness for a quick test. They worked perfectly. One of the motors needed to be taken apart once again so that we could grease the bottom portion of the motor spindle where it passes through the bearing, but other than that it was far too easy to do.

In fact, the whole job was so easy to do that I actually had a difficult time falling asleep the night that I did my rebuild. I was so happy to have accomplished the task myself that I was wound up like a cheap watch and couldn't let it go. I wanted to get up and write it all down before I forgot. I wanted to sort through my pictures and even thought of making a short How To video. I dreamed about my headlights opening like switchblades upon demand.

I hope this has made your life easier. If you have any questions just drop me an eMail

alann@primalwear.com

Members Corner **By Nick Kammer**

In an effort for us to get to know each other a little better we will feature brief bio's of our fellow members. If you haven't submitted your member profile I would encourage you to do so. You can give as much or as little info as you want. You will find the 'Members Profile' form in our quarterly newsletter accessible at our website.

See page 24 for Members profile form. Fill out and return to Nick Kammer to get your profile published in the next issue of our Vette Gazette

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

www.ncrs.org/mvc

WELCOME NEW MEMBERS!

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The Body Goes On by Terry Brim

It's been a long time since Terry Buchanan's 68' BB convertible had a solid footing under it. As you might recall, last spring Terry took his beloved to friendly neighborhood back yard repair shop for a little suspension and underbody touchup.

The results, now of public record and made famous by word of mouth is what you see below.



That's right, a little fresh'er upper turned into a complete body off restoration for Terry's 68' That was back in the spring of this year. Fast forward now to early September and the 68' was now ready to have the body re-mated to a brand new frame....



well almost brand new, looks new anyway!!

The first step was removing the body from it's resting place where it had been for the past several months.



The mating process came off with only a minor hitch.... seems as how one of the highly paid mechanics on the job forgot to take the emergency brake cable out of the way underneath the body. Once that was taken care of, the body fit on the new frame like a glove.



Now just look at how well that body fits!!!



Oops, that was in the happier days!! Hang on Terry, those days are about to return.....:)



The mighty crews from right to left. Mike Glaunsinger, Terry Brim, Karl Clauss, Tony Ninotti, Greg Gorniak, Jim Stukenborg, and Terry Buchanan.

Miami Valley Chapter Officers

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Michael.mills5@bearingpoint.com

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Now would be a good time to have the spring cleaned and painted. The spring needs to be disassembled and cleaned. Use special chemical to remove silicone or paint will not stick. Paint all leaves a light gray, apply silicone grease to vinyl separators and re assemble.

Once you change the ride height you will need to have the wheels realigned. This will re-store the proper caster to the front end and camber to the rear end. It should now ride and drive as it did when new.

Data Source: Experienced Judges

Chevrolet Corvette Parts Manual 1953 - 1973

Chevrolet Corvette Chassis Preparation manual 1975



MIAMI VALLEY CHAPTER



MIAMI VALLEY CHAPTER



MIAMI VALLEY CHAPTER

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And better things do at these meeting. Coming up this fall and winter are more judging schools.

At the November meeting we will have our annual election of officers and Board of Directors members. Anyone who would like to help organize and lead the chapter is encouraged to run for their favorite office. There is a need for "Day Chairmen" to run some activities.

The charities we planned to give to were evaluated and the list will be presented to the general membership for approval. There was a lot of discussion about the matching funds given by National to our selected charities, some were matched and some were not. The rational is still a

mystery. A charity is a 501C and must be incorporated in the State and accepted by the IRS. Even though some charity donations were not matched - we will continue to fund the worthwhile ones.

Plans are underway for another Founders day dinner in February - you should plan to attend - everyone had a great dinner, and most people walked away with many door prizes. I will promise not to give any more boring speeches. Al Katona won the Red 65 Fuel Injected Coupe. You should have been there!

Plan to attend and join in the rest of the activities for the year.

Famous last words:

1. Buddy can you spare a 40083 AC fuel pump or a

Dime.

2. I have a numbers matching car - where can I borrow a quick stamp kit.

3. Sure its a numbers match car - does the casting number matter.

4. You can use a 68 or 69 tri power fuel line on that 67 435 - No one will know the difference.

5. These carbs on my 57 have 1 1/8" venturies - No one will think to look.

In the mean time keep on cruising, a smile on your face and a rump, rump, rump in your heart

Regards
Larry



A time gone
bye...

Terry & Louie
Brim
Fall 1974



A Day at the Grand Prix ***by Gary Whitaker***

Diana and I volunteered by email from a link from the NCRS web to the 1st annual grand prix race that was at the Frazee area last Saturday, 27 May. I do not know if it can be considered that we were there in behalf of our club but we did show off the NCRS chapter tee shirts in the morning until we changed to their yellow volunteer shirt. However, we still got to wear the Corvette hats during the day.

Diana was chosen as corner #3 flagger and she is a mean one with flags. She black flagged 2 cars into the pits for unauthorized equipment on the car or driver and raised the red flag during one race stopping the race entirely because of an accident in turn #4. This without the say so of the control tower. Good thing there was an safety official close by that saw what was going on and backed her up on the radio.

I was a person carrying around a radio relating information from the control tower to the flaggers of #3 and #4 of

potential problems from the lookouts to look for from info related from the other corners and turns. I have never been involved in anything of this nature, but just from standing back and observing, I felt the event was well planned, executed and there were enough people there with past experience of this type of event to answer questions if some question arise.

I did feel there was no welcoming group to any extent. No one introduced themselves unless I initiated it first and the core group running the show did not introduce themselves at any point during the event so people would just look for titles on backs of different colored shirts if they were looking for a judge, steward, official etc. and I would introduce myself as radio on corner 3. I am going to think positive that the event was new and everyone at the top was just attempting to get everything on time, with as little risk of injury to people, drivers and cars. Therefore they did not worry about names or introductions. Also we did not know we

were actually needed until Thursday night by e mail and on Friday night set up of the track. The head of the volunteer committee did not show up so I just jumped in and started moving tires.

On Saturday, we had a list of places and names at the registration table so we just picked up our shirt, meal ticket, looked on a map of the track and took our spot and someone from the control tower came around just before the first race to make sure there was enough people on the spots. I guess most of the 100 or so volunteers had done this before and Diana and I were the only novices. It did look like a lot of people did know each other especially ones with the red officials shirts on.

There was as always the thrill of an accident just like the Indy 500 or nascar race with one of the White Allen dealer sponsored cars flipping over at turn 5 (which we could not see) and there was one sponsored

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car called euro classics that was painted orange and baby blue where the guy was very aggressive pushing other cars onto the tires. There was enough small accidents where at least 12 of the 30 cars had lost a part or all of the front end fins and or body by the end of the racing day around 3:00.

There was a grudge match between White Allen Porsche dealership and Wag-
oner Suburu of which the Suburu won by 2 car lengths. All cars were outfitted with Suburu engines as a requirement. Suburu was not a sponsor of the race. Only owned and sponsored

one car. I would like to think next year, there may be a requirement of Porsche engines in all cars with as much at White Allen and Porsche spent on advertising, sponsorship, cars (2), Indy style uniforms for all pit people, tents, tools, parts, back up carts, trailers and display of many cars from the Centerville dealership.

Also what seemed interesting was cars taken care of by the pit crews that seemed to be mechanics like the White Allen crew, Carl's body shop crew, and Ernest Concrete did not place high in any race. The sponsors like dentists (2) and an all girl group with no uniforms that just

pooled money (that had cheap tee shirts, wore personal wind breakers, shared a helmet and had no tent, tools, parts, or trailer and golf cart) and where the pit crew seemed to be employees of the businesses did very well.

I do not know if I want to go to those dentists and meet one of the pit crew as the person to clean my teeth unless they did the cleaning in record time with no accidents.

The overall the majority of winners were the cars that had 98 lb. females in the driver seat. They were also aggressive but also had the weight advantage just like any other race car.

ATTENTION!!!!

This space reserved in future issues for any old pictures you might have of yourself, your better half or your favorite old Corvette. I will scan in the pictures and place them in future issues of our Vette Gazette....might be fun to share with others!!

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