

VETTE GAZETTE

Volume 5 Issue 4

December 2007

**Inside this
issue:**

The Jack Knab Story	2
Jeff Bernhardt's Fall Road Tour	5
Ads and Services	7
Front Away Bar	8
Members Corner	9
A Time Gone Bye	10
Chapter Officers	11

Chairman's Corner with Larry Linder

A new year is at hand and the Vette Gazette is late because of my procrastination.

The new year starts off with some excellent activities such a judging meet where we may be able to judge one of the first 57 "air box" Corvettes'. Mike Ammer has done a good job of lining up judging activities.

The Founders day Dinner is at a new place, with a different menu. We had a difficult time selecting the

menu as every item on the menu was excellent. Ed Kayler and a few others had stopped by the "Amber Rose" and interviewed several meals. Is this a new way to loose weight. They thought all were very good.

In a few weeks the regional and swap meet at Kissimmee will be here. This is one of the best places to get good NOS parts. Not cheep but excellent parts.

Look at the list planned events on the chapter web site that continues to im-

prove. If you look at others and make a com-

parison it is one of the best.

Terry Brim is retiring as Editor of the Vette Gazette. He has done an ex-

Feature Article with Terry Brim

As many of you know, for the feature articles in our Vette Gazette, I normally come to you, do an interview, take a few photos, go home and write the article.

In this issue and the next, you are in for a special treat! Jack Knab is our

feature article, what you will read will be in Jack's own words written by himself, what a n honor to have a piece of Corvette racing history among us to tell his story . Jack says this will be the first of at least a two installments (maybe three), so stay tuned!



The Jack Knab Story

cellent job and will be missed.

Anyone wishing to take on this task should step forward and I am sure Terry will give you some help. Terry has volunteered to continue to assemble and publish the news letter

Continued on page 9

The Jack Knab Story by Jack Knab

My experience with Corvettes all began with a Dayton Newspaper article about the GM Motorama Auto Show in New York in January, 1953. It included a photo of the Chevrolet Corvette, a GM Styling exercise to attract public reaction to future design ideas. It became



the hit of the GM show, and the public response was overwhelming! I was just 22 years old, and a fledgling commercial artist at the time, but the SWS Chevrolet dealership on E First St. (next to the Victory theater), had my order for one the next day! The only problem was, it was just a GM show car, and the order only went as far as the desk of George Shellabarger, the owner/manager.

What George did do, however, when GM made the decision to manufacture the Corvette, was to honor my order for the first one at the dealership, and he

kept me advised of all of the activity concerning the car as it went into production.

In the latter part of 1953 as we were anticipating delivery, George called and said he had bad news: Chevrolet had made a decision that all the early Corvettes were

only to be sold to Very Important People (VIPs), and as a Very Young Artist, I was extremely low

on the Totem Pole. And so I ended up getting the second one that SWS received in early spring, which was 1954, from the St. Louis Plant. Even at that, there were not too many in the Dayton area, and some of those were GM Division cars that were doing test work. Of some interest, in the light of today's car prices, I was able to buy the Corvette for \$2750.00 (the difference between '52 Chevy trade) with a 90 day note from Winters Bank! It became my daily driver and also business car, as I was now working in the family printing business. It was completely dependable, and I never had one

mechanical problem during the time I

owned it, but....wet weather was another story altogether! The wraparound windshield created a real problem for weather-stripping, and it was never right until the 1956 model year! Later in '54 I added Dayton wire wheels, and a Scott hardtop. I also became a member of a local sports car club, the FCCA, where most members were running MGs, Austin-Healeys, Porsche speedsters, and Jags. We conducted monthly events including rallies, tours, speed events, and an annual hill-climb, and the Corvette held its own in that group



Continued on page 3

The Jack Knab Story (con't) by Jack Knab

Continued from page 2

When the 1956 Corvettes were announced in the fall of 1955, I ordered my '56 with the HP V8 with two 4-barrels, 3-speed stick and both tops, black with the red interior from SWS Chevrolet and George. On delivery, I traded my '54, but kept the Dayton knock-off wire wheels for the new '56.



I started attending sports car races, such as Sebring, and Elkhart Lake, with my friends in the FCCA, and developed a real interest in photographing the cars and drivers at those events, and so I joined the SCCA.

The monthly events with the FCCA led to a closer friendship with Bill Howe, who was the Chevrolet Dealer in Middletown. He and I attended the SCCA National Convention in St. Louis in December of 1955. which included a tour of the Corvette Plant. The plant was down for the weekend, but we did see how they were produced!



I attended races at Sebring, and both Elkharts in 1956, but only as a spectator, and to photograph and shoot 16MM movie film.



At Elkhart in June, we saw the debut of the Jerry Earle SR2, and the Dr. Dick Thompson '56 that would win the SCCA National

Championship in class C Production.



Racing a Corvette was beginning to look like I could do it!

Bill was already competing in SCCA races with his '56 Corvette, and he wanted me to join him at some regional races. I finally decided to attend a race & drivers' school at Lawrenceville, Illinois in the fall. The race course was laid out on concrete runways and access roads at a former Air Force base. I only competed in the driving school event which included a short observed race.

Continued on page 4

The Jack Knab Story (con't) by Jack Knab

Continued from page 3

As a novice I did well (didn't hit anybody or cause any concern to the observers) but it became obvious to me, that my '56 wasn't up to any serious road racing! I ran out of brakes after two laps...chunked the tires...and pitted the windshield! I thought the Dayton wire wheels would help cool the brakes, but I was wrong. In addition, the wire wheels required tubes (running in tubeless tires!)...which caused heat build-up in the tires...all that, plus the abrasive airport concrete, spelled the end of my new venture into the racing world with the '56!

Bill wanted me to attend the 1956 SCCA National Convention in Detroit, Michigan with him, because he was also invited to a special meeting at GM regarding his order for a new 1957 Corvette. This turned out to be a meeting with Mr. Fred Warner, Corvette Racing Director, and a group of Chevy dealers from around the country, which were also involved in SCCA and Cal Club racing. They were

there to get availability and ordering details for a production 1957 Corvette with racing options, as they would be used, and approved by the FIA, for use at Sebring in March. Mr. Warner asked for the got a commitment from those attending. The SCCA had also arranged a tour of the GM Tech Center with a special display of both Styling and



Engineering prototypes.

A group of the FCCA members decided to go to the

Sebring, Florida twelve hour race in March, 1957 as there was much speculation about the manufacturers

and new race cars that would compete there! ... and it was all true! All the top teams were there with exciting new cars..all the top drivers! And for us, the debut of the SS Corvette! The car was stunning and generated a lot of pre-race media and spectator interest. We watched it practice with John Fitch, Zora Duntov, and the great Italian driver Piero Taruff, each driving...trying to get it race-ready...but they had run out of time...the race car had just arrived from Detroit...and was untested and flawed...and it would fail, soon after the first hour of the race...but not without first demonstrating...that it may have been the quickest, and fastest entry there...and hope that they could work out the



Continued on page 11

Jeff Bernhardt's Fall Road Tour

It was a beautiful fall Sunday for Jeff Bernhardt's annual Fall Road Tour. A record 199 cars showed up for the event. Corvettes came from Ohio, Michigan and Indiana plus one all the way from Arkansas.

This year marked the 10th anniversary of the Road Tour. Jeff keeps notes each year as to how he might improve the event such as eliminating the bottleneck getting out of Waynesville. The Tour started out as a caravan from his old shop in Oakwood to his new shop in Springboro, when he invited his Corvette friends to drive their Corvettes in procession to the new shop as he was closing the old one. Jeff had 35 Corvettes in attendance, with people like Nick Kammer who has been in every Road Tour since.

This year, Jeff was lucky enough to have volunteers helping with check-in and parking, as well as the generosity of sponsorship from Ray Scacchetti of the Scacchetti Wealth Management Group, Wachovia Securities. This year was also another first for Jeff in that he had catering for the first time from the Little River Catering Co. who grilled burgers, dogs and brats. They also supplied side items, drinks and utensils. Jeff says next year's event will have a much easier check-in system that will be a breeze for all those involved and everyone will go home with something to show for the event. Jeff hopes to keep the Fall Road Tour going for a long time to come at no charge to the participants.

Thanks Jeff for a great time, we look forward to the 2008 Fall Road Tour



Jeff Bernhardt's Fall Road Tour *(con't)*



Ads and Services

Services:

MEDIA BLASING

Need your parts cleaned? I can remove rust, paint, grime, etc.

\$30 per hour.

Call Greg: (937) 369-5519

Rental/ For Sale:

Transmission Floor Jack.

New Professional model, Heavy duty.

\$50 per week or will sell for \$275.

Call Greg: (937) 369-5519

STONE'S AUTO SERVICE

350 N. Main St. Miamisburg, Ohio 45342

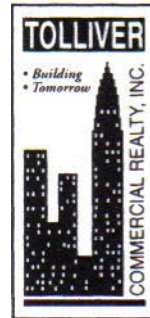
Please Call, (937) 866-3674

Open Monday thru Friday 8:00 to 6:00 pm

ASE - Ohio E✓ - A/C Certified



We do our best to keep your car running!



Garry W. Tolliver
President

288B North Main Street
Centerville, Ohio 45459

Business
937 / 434-9000

Fax
937 / 438-3333

Commercial • Industrial Investment
Real Estate • Brokers • Leasing • Sales
Management • Development



Pete Cerar, CRB

**When it comes to buying
or selling real estate, put
your trust in two names
that count!**

- Dayton area's No.1 real estate firm
- Pete's extensive knowledge - over 30 years experience in real estate
- A wealth of resource to help you buy or sell a home
- Sales leader club every year in business

Office: (937) 434-7600

Home: (937) 299-2999

E-mail: pcerar@coldwellbankerdayton.com

Website: www.pcerar.com



HERITAGE REALTORS®

Front Sway Bar by Larry Linder

Front and Rear sway bars are a major way of improving the performance of your car on the road. The bar diameters go up in small increments because the stiffness is proportional to radius raised to the 4th power. (R^4) of the radius of the bar. A slight increase in diameter results in a large increase in stiffness.

The down side of the larger sway bars is a noticeable harshness on uneven roads.

For the car to handle properly the front and rear bars should be increased in proportion. For example if a 15/16 front bar is used on a small block and a rear bar is added. The car may be so neutral that it can become unstable in severe corners at speed. Good for an experienced racer but bad for the average driver - the car can just slide sideways and never recover until speed is reduced.

Most cars benefit from larger sway bars but like anything it can be more than the car or driver handle when pushed to the limit.

Vehicle dynamics is a very deep subject - there are many books and examples. Chevrolet publishes a brown paper book telling you how to modify your Corvette for racing. The modifications are not reversible once done.

The chart is was prepared for the Judges to make checking originality easier.

1963 to 1975 Front Sway bar Size and Bushing partnumbers.

Bar Diameter	Sway Bar Part Number	Bushing Part Number	Suspension Option	Application
5/8 (0.626)				
11/16 (0.688)				
3/4 (0.750)	3831971	3817573	STD	63,64,65,66,67,68,69,70,71,72 exc. HD, SP. Perf. and 427, 454
13/16 (0.813)	334930	3923674	STD	73, 74,75
7/8 (0.875)	3871318	3871323	STD	65 (396) except H. D. Susp.
		3871823	STD	66-67 (437) except H.D Susp.
15/16 (0.938)	3831972	33828826	RPO F40	63-69 w/spec. Perf., Susp. H. D. Susp.
		RPO F41		
		3923674		70-72 w/spec. Perf, Susp. H/Perf. 350
		3923674		70-72 (454)
		3923674	RPO FE7	73, 74
1 1/8 (1.125)	351596	351597	RPO FE7	75

Data Source: Chevrolet Corvette Parts Manual 1953 - 1973

Chevrolet Corvette Chassis Preparation manual 1975

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 19 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!

Ron Yoakum

Chairman's Corner (con't)

Continued from page 1
until someone can take it over.

Ed Kayler is also retiring as the Vice President of our Chapter. Ed has done an outstanding job and particular I want to thank Ed for his efforts in serving as Day Chair for the chapter's annual founders day dinner.

Financially the chapter is on sold footing and our membership continues to grow.

Coming up this winter is an engine dyno pull at Performance clinic - stay tuned for this one. Planned is 65 327

with FI - we will see if it will achieve 375 HP.

Probably the only disappointment in the year was the lack of participation of members in events. It's the same 20% to 30 % - It would be nice to have a few standing room only events. From a percentage point of view the number of attendees at the monthly

meetings has grown but not by much. The overall favorites are the hands on car meeting where members get to see feel and smell the cars. Ever read dear Abby in the paper? We have our version and its called "ASK DON" the link is posted on the MVC web site.

Challenge the members with your questions.

Try " <http://www.ncrs.org/mvc>" for our web site.

Regards
Larry

A Time Gone Bye



Now who in his right mind
would ever do this to a
mid Year!!

See Page 11

Miami Valley Chapter Officers

Chairman:

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

Vice Chairman/Advertising**Chairman:**

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

Secretary:

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

Treasurer:

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

Judging Chairman:

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

Newsletter Chairman:

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

Membership Chairman:

Nick Kammer (33307)
937-848-3022
Nick.kammer@ncmc.com

Rules Chairman:

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

Events Chairman:

Mike Mills (40661)
937-748-5039
937-241-5868 (c)
mogulmike@ureach.com

The Jack Knab Story (con't) by Jack Knab

Continued from page 4

car's defects prior to LeMans. The race was won by the world champion, Juan Fangio in the big 4.5 litre factory Maserati, followed in second, by his teammate, Stirling Moss, in a 3-litre model. A great world class historic race. The next day, John McKee (Delco Moraine) and I returned to the track..to visit the Chevrolet garage and see the crew that built the SS, and watch them load the car on the transporter... not knowing at the time....that it would be the car's only race.

Part 1 by Jack Evans Knab



Editor's note: Stay tuned for the next Part of the Jack Knab Story coming up in the next issue of the Vette Gazette!



Time Gone
Bye picture is
Terry Brim's
1965 Vette
circa 1973





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

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