
Never Say Never by Terry Brim

For some of us, the old cliché “Never Say Never” is something we have only heard and very few of us have lived by. Such is not the case with the subject of our feature article in this issue of the Vette Gazette. Now for those of you who have been a member of the NCRS Miami Valley Chapter the past 3-4 years, you know of whom I speak.....That’s right our own Terry “Bucky” Buchanan and his beloved Green Monster.

Terry’s dad was always a car enthusiast, but he never owned a Corvette. The first car



Terry really remembers was a 61’ chevy 348 cid 4 barrel with dual exhaust and Air Conditioning no less that his dad bought right off the show room floor! More on this car later however.

The one thing however that Terry was not successful in doing was turning his younger brother into a corvette nut. Turns out he is somewhat of a Mustang fan....who would have thunk! Terry was not

your normal gear head in high school, rather he was more into sports (ala football) along with the finer things in life.

Back to the 61’ Chevy, this was the car Terry took to college. He was tempted, just

once, when one of his college buddies also had a 61 chevy...so Terry did what

most guys would do....challenged him to a drag race. Of course, the one big difference was that Terry’s 61’ was a girle-matic while the other guys car was a

4 speed. Well as Terry put it, the guy “kicked my but big time” I’m sure that would



not happen today even with

his current 68’ 427/390 vette.

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Terry eventually sold the 61’ chevy and bought a 69’ SS Chevelle. Someone however had replaced the 396 motor and 4 speed with a 307 cid /auto-

matic. But Terry didn’t mind as he was about to get married during his second year of college and the Chevelle would do just fine until he and his wife Terri finished school.

Fast forward 5-6 years after college (circa 1981), Terry decided he could afford to buy a Corvette and “drive it around” A friend of his at the school where he was teaching had one and well you know how the story goes. Once he was hooked, the only problem was how to “sell” the idea to his wife. As the story goes, Terry told his wife, Terri, “you know we could get one of these, they’re not that expensive and we could probably sell it for what we bought it for and drive it for a couple of years”....sound familiar?

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In 1981, Terry found a beautiful White '77 vette with wire wheels which he says he would still have the car today except for 2 small problems.....his two little girls kept getting bigger and bigger until his oldest daughter Lisa, just couldn't fit behind the seats any longer...man, we have all been there!

Sadly, after a couple of years, Terry sold the car, which his wife drove to school every day by the way. Next came raising the girls, putting them through college...all vette-less years.

During this "dry spell" however, the fever was never far away. Terry recalls that around 1992/1993 his brother's brother-in-law, you remember his brother, the Mustang guy, bought a 61' black fuelie. When Terry would go see his brother, first thing he would do is go over and see the 61' fuelie.

In 1999, his brother, the Mustang guy, who lived near Auburn, Indiana at the time, invited him to come up and go to the Auburn classic car auction. Terry says "he got hooked

sooo bad!" Terry said he had the bug so bad that he came home and cleaned up the engine compartment of his old family car!

In early spring of 2000, he began looking for a vette, probably telling his wife over the winter months that they could afford to buy one and drive it for a couple of years and sell it for what they had paid for it.....Hey, if it works, stick with it....He finally found what he was looking for right here in Beavercreek, a 68' Green 427/390 convertible....the Green Monster as Terry calls it.

In 2001, Terry had the car judged for the first time at the Queen City Chapter where he received a 2nd flight....not too bad for the first time out he thought!

After that he was not only hooked on Corvettes, but also on NCRS judging. The next stop was the Ft Wayne, In. meet in 2002 where once again, he

received a 2nd flight award, but he had improved his score by 5 or 6 points so...the hook was set even deeper!

In 2003, he took it back down to the Queen City meet, and once again received a 2nd flight award. In 2004, he had the car judged at our chapter meet and again at the Heart of Ohio meet. At both meets, once again, he received 2nd flight awards. It was after the Heart of Ohio meet that Terry says he "really got angry with the car."

After each succeeding judging meet, he would correct items from the judging sheets but, according to Terry, he could never "get it over the hump". At about this time, he actually put the car up for sale, but Mike Ammer encouraged him to keep the car.

In 2005, he again had the car judged at our chapter meet, but again fell just short of a top flight. Not to be deterred, in early 2006, Terry took the car over to



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Greg Gorniak's to have a "little work done on the trailing arms and rear spring" Terry knew he had some rust issues with the frame, but had no idea just



how bad it was. Terry says that "every time they would hit the trailing arm bolts to knock them lose, rust would just fall down in buckets" He asked Greg "Is this normal" of course Greg told him only on 68' girl-matics! Thus was borne the term "Rustoration Station"

At this point, Terry suspended the operation until he could talk to some knowledgeable folks about repairing the frame without doing a body off. Needless to say, the experts told him that the only real way to determine the extent of the rust was to remove the body. At this point Terry says, his conscience would not allow him to simply put the car back

together and sell it to some unsuspecting individual.

As luck would have it, a fellow chapter member, Jamshid, had a frame that would work as a replacement. So the decision was made, the body was coming off!!



At this point in the interview, Terry was insistent that I mention how grateful he is to all the chapter members who helped out on this project. Needless to say he thinks Greg Gorniak walks on water! The other folks Terry is indebted to for their help are Mike Ammer, yours truly, Karl Clauss, Mike Glaunsinger, Nick Kammer, Ed Kayler, Larry Linder, Tony Ninotti, Tom Sliemers, Jim Stukenbork, and of course Jamshid Moradmand for almost donating the frame.

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That was April of 2006 and through the summer months, Terry would make parts list, order the required parts then he and Greg would work on rebuilding the entire chassis on the new frame.

It was during this time that Terry made the decision to have the engine and trans rebuilt and to detail out the

chassis for that long sought after NCRS Top Flight award.



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Unlike many Corvette restoration stories, this one has a happy ending in that Terry had the car judged earlier this year at our chapter meet and was rewarded with his first ever Top Flight Award.



Terry did confide however that he is seriously thinking about having it judged at an NCRS regional meet next spring...do I smell a Duntov in his future?

On another front, there is a rumor floating around that he is currently telling his wife, Terri, "you know we could get one of those new corvettes, they're not that expensive We could probably drive it for a couple of years, then sell it for what we paid for it and get our money back"....sound familiar?



Many of you may or may not know, but Terry was one of the original founding members of our Miami Valley Chapter and has served as our secretary since the chapter was initially formed back in February 2003.

If we see Terry driving around town in a new vette someday soon, you'll know he is quite the salesman....Good Luck Terry!



When I asked Terry what the future holds for the Green Monster, he confided that it will remain in the Buchanan family for quite some time to come.

