
Love at First Corvette By Terry Brim

Most of you have heard the cliché “Love at First Sight”. For Mike Glaunsinger and his wife Belinda, that wasn’t exactly how it was, rather it was more like Love at First Corvette....but more about that later!

Like many of us, Mike didn’t come from a family of Corvette lovers or even car nuts for that matter. Mike says his dad liked cars , but that was about it. At the tender age of 14, Mike was buying all the hot rod magazines trying to figure out what was hot and what wasn’t. Mike recalls he couldn’t wait to get his drives license. He also remembers even before he got his license, every time his mother wanted to go somewhere, she would ask him to drive her even though he didn’t yet have his license!

Mike’s first car was a 52’ chevy. In August of 1965, Mike ordered a 66’ GTO before they even hit the showroom floors. After driving the GTO for 3 years, he bought a big block Camero....Now Mike was getting close to our beloved Corvette’s.

Finally in 1971, Mike went down to, at time, what was Ray Bryant Chevrolet here in Dayton and bought a new 71 LT1 Corvette convertible. Unbeknownst to Mike at about the same time, another individual was also buying a new 71’ Corvette. This one however was a small block convertible bought at White Allen Chevrolet here in town.

So, we now have two individuals both purchasing brand new 71’ Corvette convertibles in the same town, destined at some time later to share their love of Corvette’s as well as their lives together...What are the odds?

Mike worked for AT&T at the time and used to cash his check at a local bank in

Beaver-creek. As fate would have it, Mike went in to cash his check one time as usual and was showing

the teller (She’s the lady, we’ll call her Belinda, who had bought the 71” small block vette) his ID. Well, Belinda being the observant person she is, not only saw

Mike’s ID, but perhaps more importantly, she also saw Mike’s Corvette owners card in his wallet...nice move Mike!

Of course you can probably guess the rest of the story. Upon seeing Mike’s Corvette owners card, she said to him “oh, I see you have a Corvette too”. Being the inquisitive kind of guy that Mike is, he replied “yeah, is that yours out front”?....and so it was “Love at First Corvette” It might have very well ended there had it not been for Belinda taking the bull by the horns....she was cashing one of Mike’s co-workers checks later and asked the guy, do you know a Mike somebody who drives a Corvette, he says yeah, so Belinda asked the guy to have Mike give her a call, she wanted to talk to him about the Corvette club....and so it began!

When Mike and Belinda got married, he decided to sell his LT1. It had turned into primarily a race car by then and like most young couples, they wanted to buy a house and start a family. They kept Belinda’s 71’ for a couple of years after they were married, however, since they lived out in the

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country and with the amount of snow back then, they eventually sold her '71' as well and bought a 4-wheel drive Blazer.

That was circa late 70's. Around 1990, Mike decided he would like to get back into Corvette's. Since then, Mike has had a string of Vette's starting with a 1980 L82, a 1979 driver, followed by a 67' small block auto-matic which one of Mike's co-workers at NCR owned. Apparently. The guy had had the 67' sitting in his garage for a long time and had decided he was never going to do anything with the car. Mike bought the car, proceeded to pull the body off, (Mike says he had the body off the car for 14 months).

Although this was Mike's first body off restoration, all went as planned. Mike does all the work himself from sandblasting the parts and frame to final painting of the car.

At the time of interviewing Mike for this article, he and fellow chapter member Karl Clauss were doing a body off restoration on fellow chapter member John Deuer's 63 split window coupe.



Mike and Karl had just finished a body off restoration of John Deuer's yellow 69' BB convertible, which by the way received an NCRS chapter top flight award at our June judging meet.



Mike says the car was the wrong color and the engine was completely chromed with the wrong

block, but the interior was in good shape.



After completing the body off on the 67' small block and driving it for awhile, Mike got the itch for a Big Block 4-speed. He eventually work a deal to trade his 67' small block plus some green backs for the 67' BB coupe which he currently owns.

This was in 1999 and back then the car was nice, but it didn't look like it does today.



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Unbelievably, Mike has painted the car five (5) times! The car was Marlboro Maroon when he bought the car. Mike then stripped the car and painted it Silver, but after seeing it Silver, Mike says that he never even took it out of the garage, he re-stripped it again and painted it back to Marlboro Maroon. After a year or two, Mike decided to paint the car again, but this time black with a red stripe.

After another couple of years, Mike stripped the car once again

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and repainted it Silver!...Needless to say Mike has become a wizard at stripping and painting this Vette at least!

The car remained Silver until Mike decided that he wanted to have the car NCRS judged. At this point, Mike opted to do a body off restoration, secure the correct block and once again, re-stripped the car, but this



time he painted it the correct Marina Blue which you see on the car today.

I should point out that at that at this stage of the interview, Mike was took great pains to let it be known that his buddy Karl Clauss is really the expert paint stripper. The final product is a stunningly beautiful Marina Blue BB coupe for which Mike received an NCRS Top Flight award in 2006.

sitting in the garage than it did on road. Mike then bought a 2000' convertible to drive.

When the C6's came out however, he and Belinda decided to trade the 72' and the 2000' for a Daytona Sunset Orange 2005 Z51 6-speed convertible.

What a daily driver that must be!



The car is currently up for sale however as Mike would like to get a mid year preferably a 67' small block convertible.

The kind of guy Mike is, he bought a 72' for his wife to drive about four years ago which he completely re-

did. As often happens however, after redoing a older car, the 72' spent more time



Mike Glaunsinger's Corvettes

