

# VETTE GAZETTE

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## Chairman's Corner with Larry Linder

2005 will soon be history and as we look back on a very successful year for the Chapter. The cruise in's, fall at Knoxville, a good Italian dinner, some good hossenfeffer and now Christmas.

Mike Mills is a new board member events chairman - Welcome Mike ! Tom Slie-mers is retiring from the post. Tom did an out-standing job of securing interesting things to do and see. Thank You.

The upcoming events for the new year are getting firmed up. We have some very interesting judging schools planned in January, February, March and April. I would like to see more of you in there.

Several of the members have spent a lot of time and effort to secure a nice place to have our Founders

Day event in February.

Plans are under way for another successful June Judging chapter judging meet in 06. My car will turn 40 on the 22nd of June. My wife is still 29, and I'm an 18 year old trapped in this 62 year old body.

We are submitting an application to the NCRS National for hosting the 2008 Regional. It would be held in June at the Dayton convention center. There is a good chance we will get it. It will be a lot of work and we should have time to prepare for it. Anyone who would like to help should contact the Regional Meet Chairman - Terry Buchanan and offer your services.

One of the good things about the regional is the performance verification -

does it all work and will it run to 80% Red Line at full throttle. This is fun you can almost smell the exhaust.



Feature Article

Barring something unforeseen we should have

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## Some Things You Just Know by Terry Brim

Some Things You Just Know and such was the case with Joe DeLapp. The year was around 1986 and Joe was a senior in high school outside Chicago. What was it that Joe knew? He knew that he wanted, a C1 Corvette! Most of us don't know that un-

After all, in 1986, the C1 body style was already at least 23 years old, older than Joe and yet it was definitely what he wanted.

til much later in life and even then most of us want a particular corvette body style because either we had one growing up or it was our first corvette, or we knew someone who had one. None of these reasons fit Joe. After all, in 1986, the C1 body style was already at least 23 years old, older than Joe and yet it was definitely what he wanted.



However, the Corvette would have to wait. After high school, Joe went to the Air Force academy and then to pilot training in Texas. Still Joe would have to wait.....after completing his pilot training, he was assigned overseas duty. During all this time however, the C1 corvette was

never far from his mind. As Joe put it, he saved his pennies and when he came back states side he began to look for what he knew he

always wanted.....a C1 Corvette. Joe finally found this beauty in 1998 in Arizona. Joe has also made some smart decisions along the way. His first smart decision was to buy an extended warranty from the dealer where he bought the car. Turns out there were

problems with oil pump which caused the engine to throw a rod, but luckily the whole thing was covered.

Like most AF brats, the car has moved around. After leaving Arizona, Joe was stationed in South Carolina and then on to Korea for a year. While in Korea, the car remained states side in South Carolina however.



Upon his return to the states, Joe was stationed at Ft Campbell, Ky for two years prior to coming to WPAFB. Needless to say,

In the 7 plus years since owning the C1, Joe has only put around 3,000 miles on it.

Joe does not find a lot of time to drive the car, but he

says he is working on that! In the 7 plus years since owning the C1, Joe has only put around 3,000 miles on it.

Joe recently had some work done to strengthen the windshield frame resulting in a replacement windshield being installed. Prior to that, he did the usual suspension work, replaced the clutch and heater core along with replacing some electrical wiring. All typical things for a 45 year old car! Joe is expecting yet another overseas assignment to Italy or Germany coming up in June 2006 so it

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## *Some Things You Just Know (con't) by Terry Brim*

Continued from page 2

looks as if the miles won't pile up soon. By the way, Joe will be looking for a place to store his baby while he is gone. If you have or know of such a place contact Joe, I'm sure he would like to hear from you.

Roman Red, the car looks beautiful. Down the road however, Joe does harbor thoughts of maybe an NCRS restoration.



The car is a basic corvette equipped with a 283/230hp engine, wonderbar radio and heater.

Down the road however, Joe does harbor thoughts of maybe an NCRS restoration.



Joe has no plans to sell the car, although he didn't say so somehow, I got the feeling it is keeper for "Little Joe" Already at the tender age of 4, he feels very comfortable in his dad's vette. Take a good look, and you will see the next generation of Corvette owner! For the immediate future, Joe would like to just drive the car and enjoy it. The car is mechanically sound and looks good.



Although painted Honduras Maroon, Joe believes the original '59 color was



The Corvette Z06's 7-liter 505-horsepower engine sounds like lots of small things exploding. Find a short highway on-ramp, stomp on the gas, and the explosions start coming faster and faster, turning into a roar.

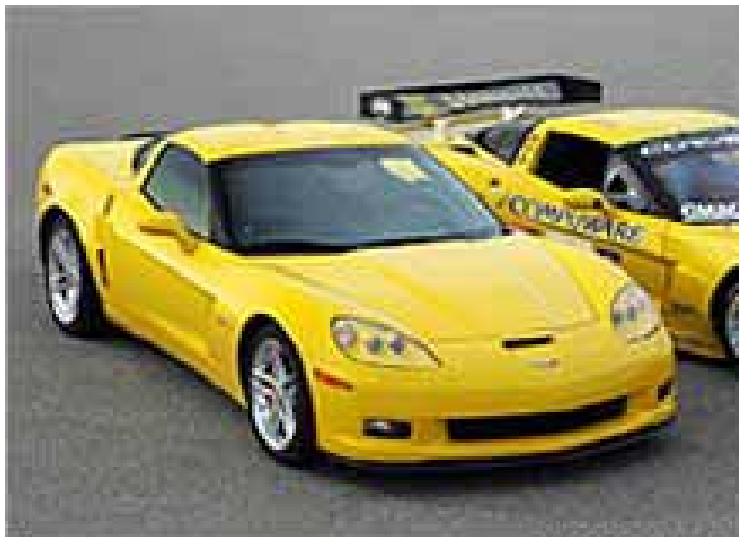
Beyond about 3,500 RPM, the Z06's second set of exhaust pipes opens up. Those extra pipes don't have much muffler in them, you see, so as not to use up too much power pushing out the exhaust gases. The car's throat is wide open.

You stay in first gear -- the Z06 handles zero-to-sixty in as little as 3.7 seconds in this gear alone -- and the sound gets louder until there's an Alaskan brown bear riding shotgun and, man, he is *really* ticked.

As you back off and drop into traffic, the vicious roar dies back down to a mean rumble. The Z06 is still easy to handle in traffic. The regular 'Vette certainly has adequate road feel, but this one has more. Every bump

worth noticing shakes the steering wheel a bit and gives a gentle kick in the butt.

Around town, the Z06 is slightly less comfy a cruiser than the regular 'Vette. The



COURTESY: GM

seats are still comfortable, the visibility's still good and there's even space for some luggage under the big back window. There are even cup holders. Try bringing your Pepsi with you in a Dodge Viper.

The one drawback of the Z06, or any Corvette, is that it's just not much fun around town. Oh, it's fine but suburban driving feels like taxi-ing your fighter jet out to the runway. There's no point to whipping a Corvette around a corner in your subdivision because, really, nothing whips. It

just goes around the corner. That's the drawback of any ultra-high-performance car, though. It's hard to push the envelope when the envelope's just so darned big.

If you're the type to compare numbers, the \$65,000 Z06's performance capabilities are up there with cars costing much, much more. Not that those who pay more are simply daft. They're just very rich. The Corvette's cost is largely used up in performance. There are levels of interior finery and overall sophistication that one could get for that extra hundred thousand or so.

On the open road the Corvette thrills. The Z06 was developed in tandem with the very successful C6R race car. As a "race car you can drive on the street," the Z06's capabilities are too far out there to do much more than poke at them gently with a long stick on public roads. Still, you definitely get the idea.

Top speed is 198 miles per hour. In cornering, maximum lateral g-force is 1.1.

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### **TALES FROM THE ROAD**

Close Encounters

#### **Episode 2--THE L-88**

by Patrick Ofenloch

Many articles have been written about the extremely rare and valuable L-88 Corvettes. Some of my better fantasies feature me--the hero, of course--driving into the sunset in an L-88. My very best fantasies are about my actually owning an L-88. Can you imagine what kind of experience that would be? Might it possibly be the most fun you could have with your clothes on?

This Tale begins while driving the length of the great state of Indiana, "The Cross Roads of America ". I pulled out of Evansville, a city of 121,000 people, that it so far South it would probably be Kentucky if not for the Ohio River, and pointed the headlights northeast toward South Bend—population 255,000 on the Michigan border almost 320 miles away. Evansville is the home of one of the newest Toyota plants; South Bend is the resting place of the last Studebaker plant. It is

also home of a little-known college that has a football team--Notre Dame.

I stopped for lunch in a town where the businesses had names like "Boot City", "Fence City", "Sofa City", "Food City" (and of course, a Wal-Mart). If you are a stranger in small-town America, and walk into a local restaurant, everyone is going to stop what they're doing, and stare at you. Never fails. A few tables over, a lanky unshaven man in jean overalls stared more than most. Finally, he stood up, walked to my table, and told me why.

"I see y'all got a Corvette shirt on." (thankfully, this was true) "What year 'vette do y'all have? "

"I have a 1995," I proudly responded.

"Hell," he growled, in a voice that convinced me he gargled broken glass every morning, "That ain't no Corvette! Why, I got me a 1968 split window. That is a true vette.

"Hmmm..." I thought to myself. I am no Corvette expert, but I never heard of a

1968 split window. Did I misunderstand? Maybe he meant to say 1963?

"I ordered my car new in 1968," he continued, " and paid only \$3800 for it. And, I only have 24,000 miles on it. I'll bet it is worth 20 times that amount now. Yes it is.

"That is a great car and I am very happy for you," I said. "You should be proud of it. So what color is it? "

"It is a black car and I ordered every option that was available in 1968. I even got that there '427' with a 500-plus horsepower motor in it. You know they only put about 100 motors like that there in those cars. "

Now, he had my full attention. I continued to ask questions in a curious but calculating manner.

"So your car has aluminum cylinder heads? "

"Yessiree! he answered.

"4-Speed?

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“Yep. Why it even has that there M22 close ratio trans with one of those 3.55 posi“

My heart started to race. Was this an unidentified L88? Had I found the Holy Grail? In 1968, only 80 L-88s were built. Today, just 56 are still known to exist. Could this be number 57?

I mentally multiplied \$3,800. times 20 and came up with \$76,000. Could I possibly buy this car for just \$76,000? At this point, my mind began racing, my heart pounding, and the best of all my fantasies (those in which I am fully-clothed) began playing in 3-D! I could picture myself driving a true, thoroughbred L-88. And yes, the color of the car in my dreams was now black.

Now wouldn't that be a fun call to my wife. “Hey, Honey! I need to mortgage the house so we can buy a car from some guy who drives a taxi that I met at Luke's Diner near Boot, Fence, Sofa, and Food Cities. And, I am not going to leave this guy's side until you send the money!”

Okay, okay. Before making that call, calm down and breathe; think, analyze...try to remember your marriage vows.

“So where do you buy gas for your corvette?” I asked my newfound, best friend.

“Why hell, man, ”looking at me like I was from Pluto, “. you can buy gas fer a vette anywhere!

“But, don't you need 103 octane? Is there a sticker or label on the console that says anything like that?”

(At this point I can't speak clearly anymore, and I am starting to slur my words. For a moment I could see myself at the Barret Jackson Auction, lighting a cigar as the auction bids topped \$750,000 on my newfound treasure.)

“Nope, there ain't a sticker like that.”

“Was there ever a sticker or label that you can remember on the car? “I was beginning to feel actual pain.“

Why hell, I guess you don't know much about vettes do you? Corvette

Motors never put any sticker like that on any car.”

I wish I could end this story sipping on a glass of rare wine,—served by my French maid—and relating how I made automotive history by discovering a Corvette of great heritage, rich in tradition and practically priceless. However, let me tell you “the rest of the story” and we can both head to “Liquor City” for a bottle with a cap instead of a cork.

As our conversation continued, the term “split window” came up again. Yes, this was definitely a “427” Corvette with a 500-plus horsepower motor. Yes, it was a rare car. However, while the gentleman was serving our country in Viet Nam, one of his friends put a '63 split window in his 1968 corvette and then, modified the engine.

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## **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 20 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](http://www.ncrs.org/mvc)

### **WELCOME NEW MEMBERS!**

Jack Thorpe    James Schape  
Martha "Marty" Fligor



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or selling real estate, put  
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## Miami Valley Chapter Officers

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[ekayler@rixan.com](mailto:ekayler@rixan.com)

**Secretary:**

Terry Buchanan (32872)  
937-429-3434 After 6PM  
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**Treasurer:**

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**Judging Chairman:**

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937-434-8897  
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**Newsletter Chairman:**

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**Membership Chairman:**

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**Rules Chairman:**

Jerry Michaels (36147)  
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[jerned@aol.com](mailto:jerned@aol.com)

**Events Chairman:**

Mike Mills (40661)  
937-748-5039  
937-241-5868 (c)  
[Michael.mills5@wpafb.af](mailto:Michael.mills5@wpafb.af)

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another excellent cruise in. We need to get this lined up after the first of the year. Mike is sure to have some more and different things to do for the year - so stay tuned.

Several ladies have been helping to organize some social events and its already paid dividends in the form of the Founders Day Event. They have some really great ideas for the summer.

We should plan to participate in a few more car shows - cruise-in's and

show off our toys as a group.

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 in hand.

Looking forward to seeing you all at the upcoming meeting and events.

Regards  
Larry



MIAMI VALLEY CHAPTER

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## ***The Corvette Z06 (con't) Jerry Swain***

Continued from page 4

You can see what you're pulling in the "heads-up" read-out that seems to float in the air someplace forward of the front bumper. You can also see your speed, of course, and engine RPM. By the way, 0.4-g is about where the average person in the average car would start getting scared. Acceleration is catapult-quick. The firmer steering and suspension make turns a more earthy experience

than in the regular Corvette. Undulations in the pavement threaten to pull you off course unless you maintain a firm hand on the steering wheel.

The Z06 always feels a bit like Bill Bixby on the way to turning into the Incredible Hulk with buttons popping and sleeves tearing apart from the cuffs. Taking the 'Vette and pumping in over 25 percent more horsepower has that sort of effect, even with toughened

suspension and brakes that could stop a rock-slide.

The car feels like it can't quite handle what it's got and it needs your help, please, to hold it back a little. It's largely an illusion of course. The Z06 takes care of itself just fine.

All in all, it feels very much alive and wide awake. And it's not happy.

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## ***The Show "Car Crazy" by Jack Kerr***

This past week my son and I were on the show "Car Crazy" that's on the Speed Channel. They started broadcasting their new shows about a week ago and I think our show was the second of the new season. I wrote a letter to Barry Meguiar about how my father had passed the love of cars to me and how I'm doing the same with my son Adam. I explained how Adam had tagged along to car shows with me as he grew up and how much he enjoys cars. A couple of months ago they contacted me and said that Barry wanted to feature my letter at the end of the show and wanted more photographs

of our cars and my garage. So, I sent that information to them and they actually did a small feature at the end of last week's show. I thought the members might be interested.

The other interesting thing that happened to me recently was that I was contacted by a guy who was putting together a high end calendar of muscle cars. He had heard that I had a nice 442 and apparently he had one lined up for a photo shoot but the owner had to back out for some reason. So, he called me. My son drove the car to the shoot because I had to work.

Apparently it's a real high end calendar and Adam said that the photographer was excited because my car was a lot nicer than the one he had lined up. They did a studio shoot of the car and spent three hours taking photos of it. Adam said they had some copies of last year's calendar there and that they were the nicest calendars he's ever seen. So, even though it's not corvette related it was still pretty exciting for me. I'm supposed to get several copies of the calendar, a poster of my car and 8X10 copies of all the photos of my car.

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## *Nick Kammer's '63 Engine Rebuild*

As any of you who were at our November Chapter meet at Nick Kammer's place know, he is just putting the finishing touches on the rebuild of his '63 engine. Nick thought you might enjoy some pictures of his work.

I agree...Thanks Nick



When I bought my '70 vette in July 1982, the first thing I did was a title search to trace the history of the car. I was successful in tracing the ownership of the car back to the second owner (As it turned out, I was the 5th owner of the car). When I contacted the 2nd owner in West Milton, Ohio, all he could tell me was that he had bought the car from a guy in Dayton in the spring of 1974, at that time, he thought the car had about 30K miles on it.

Unfortunately, he couldn't remember the guys name and further searches in the Montgomery and Green County license bureau's lead to a dead ends.

When I joined NCRS and started showing the car, I made up a window plaque showing all of the previous owners of the car with their names, addresses, mileage, when the car was bought and purchase price.....all except for the first owner. For the original owner I simple put unknown.....Fast forward to the Kettering Labor day car show this past year. Because of the display location we had in 2004, I almost didn't enter the car this year. However, at the last minute decided to

display the car. Since I had already made plans that day with my wife and daughter, I arrived early, set the car up for display, complete with the owner history plaque, and left for the day expecting to return that afternoon.



When I did return, Jerry

“do we have a surprise for you!” Knowing the two of them, my immediate thoughts were that something had happened to the car while I was gone. When asked, they both assured me that it was something I was going to like.....little did I know.

They had found the original owner of my car...more accurately, the original owner had found my car!

Ken Scott had been at the show with his wife and Daughter and her family.

### Owner History

Owner #1: Unknown, car believed to have been purchased in Dayton, Ohio summer, 1970.

Owner #2: Conn Hurst, 5630 Jay Rd. West Milton, Ohio (Ph 513-667-4942) bought car from original owner in spring 1974 for \$3200. Car had 29K miles at the time.

Owner #3: David Moore, 2307 Fine Dr. Dayton, Ohio bought car from Conn Hurst on 12 July 1974 for \$3450. Car had 34K miles at the time.

Owner #4: John Naylor, 8822 Jamaica Rd. Germantown, Ohio (Ph 513-859-7851) bought car from David Moore on 14 March 1978 for \$3800. Car had 35294 miles at the time.

Owner #5: Terry Brim, 507 Woodcove Way, Beavercreek, Ohio (Ph 513-429-0281) bought car from John Naylor on 22 July 1982 for \$6600. Car had 49314 miles at the time.

Michaels and Terry Buchanan were in their usual spots watching over their babies. As I pulled up a chair, they both had a grin on their face and said

He had seen the corvettes on display and because he had once owned one, Ken asked his family if they would mind walking over

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## Reunited after 35 Years (con't) *by Terry Brim*

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Continued from page 12

and looking at the corvettes on display. According to Ken, as he approached the cars, he turned to his daughter and said “see that maroon ‘70, I used to own one like that. In fact, I had it when I was dating your mother.

As Ken approached the car he told me it looked very familiar even though the luggage rack was gone and it had different wheels on it, the car looked exactly like his old vette. When Ken began to read the owners history, he couldn’t believe his eyes. The guy that Ken had sold the car to way back in

1974 had a very unusual name, Conn Hurst and he was from West Milton, Ohio! Ken knew right then and there that this was his old vette.

He had special ordered the car bought the car from what was then Ray Bryant Chevrolet on Brown Street in Dayton. The car was delivered in July 1970.

Needless to say, the rest is history. Thanks to Jerry and Terry, they were able to get Ken’s name and phone number. The history of the car is now complete. I have updated the previous owners plaque and will proudly

display it at all future car Shows. Of course Ken wanted to stop by the house and take a closer look at the car, maybe drive it around the block for old times sake, take a few pictures and see if I was interested in selling him the car.

Needless to say, I was very accommodating on all but the last request. Since I still had the original wheels and had purchased a set of original tires for judging, I put those back on the car prior to Ken’s visit.

Thanks for getting it all started Ken!!



First and Last Owners



Ken Scott and his car reunited once again

# Members Corner

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**Name:** Jerry Black

**Significant other's name:** Roseanne

**Date/place of birth:** 1/23/49

**NCRS#:** 28029

**Place of employment or occupation and brief description of what you do:**

Wright State University; Director of Purchasing. Responsible for +100 million per year in purchases.

**What other interests/hobbies do you have?** Boating and person water crafting

**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?**

We need to get our spouses/significant others involved more than once per year. For example, when Queen city hosts their swap meet, the women bake items and sell to raise funds. It also gives them a chance to become acquainted. Occasional road cruises with the wife perhaps ending in a picnic is another idea. All in all, for a new chapter, we are doing great! I have already heard some Queen City members saying we have a better organized group and seem to have a lot of fun.

**First car ever owned:** 57 Chevy

**First Corvette owned:** 71 roadster

**Present Corvette's), classic cars owned:** 63 convertible. This year I had the following Vettes: 01 Z06, 02 Z06, 01 roadster, 72 BBcpe, 73 roadster, 64 coupe, and the 63 currently under restoration.

# Members Corner

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**Name:** Pete Cerar

**Significant other's name:** Judy

**Date/place of birth:** 9/9/40 Queens, N.Y.

**NCRS#:** 16570

**Place of employment or occupation and brief description of what you do:**

Coldwell Bankers Heritage Realtors.....Realtor 2000 Hewitt Ave., Kettering, Ohio  
45440

**What other interests/hobbies do you have?**

Golf

**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?**

Love friendships, info and cruises when I can.

**First car ever owned:** 1954 Chevy 2 door

**First Corvette owned:** 1961 fuel...Red on White

**Present Corvette's), classic cars owned:**

1959 Fuel...Black on Red with silver coves; 2000conv. Millennium Yellow with Torch  
Red interior

# Members Corner

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**Name:** Larry J. Linder

**Significant other's name:** Victoria (Vicki)

**Date/place of birth:** 16 April 1943

**NCRS#:** 22779

**Place of employment or occupation and brief description of what you do:**

MicroControls Principal Engineer, Design embedded control hardware and software for commercial customers and our own line of SBC (single board computers) along with software to support hardware done in "C".

1. R&D - Digital Signal processing for Audio and Video - special video test equipment.
2. Real Time digital closed loop systems for test and manufacturing apparatus.
3. Fuel Inject parts for 57 - 65 Corvette's

**What other interests/hobbies do you have?**

Doing a body off on a 65 blue Coupe - goal is a 100 pt car exactly as the General Made it.

Helping other Corvette owners with problems and rebuilding.

Grand Kids 3 of them and more on the way.



# Members Corner

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**Name:** Larry J. Linder (con't)

**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?**

It runs its self all you have to do is keep your hand on the rudder and an eye on the shore line

**First car ever owned:**

1953 Chevrolet Sedan - 6 cylinder, power slip. Used very little gas. Used to stop at the filling station and check the gas and fill the crank case one a week. Always started when nothing else would. Large back seat for drive in movies. Or loaded with 16 kids on the way to the swimming pool.

**First Corvette owned:**

1957 - White / Red 270 3 speed close ratio. Overbored 1/8" to 301, ported polished head, 4:11 positraction - owned for 3 months. Sold it for tuition money - best investment I ever made.

**Present Corvette's), classic cars owned:**

1966 - Red Roadster black interior, two tops, tan convertible top, 5 KH knockoff wheels, 5 non dot Goldline tires, Teak / Tele col. 327 / 350 HP. Original 41,000 mi car. Owned

for 36 years. Purchased for 2,750 with 9,000 mi on odometer. It had never been in the rain or whether.

1965 - Blue Coupe blue interior, 5 KH Knockoff Wheels, 327 / 365 HP. Engine has 0.060

over bore for a 337" displacement, compression ratio 11.25 static. new TRW popup pistons,

heads ported and polished, manifolds flow matched, Crane cam kit and roller rockers.

3.73 Positraction, First design disk brake calipers with SS leaves, Under car Off Road Exhaust System. Body OFF restoration in process. All parts painted, plated as original - cataloged. Frame is next and body is last before we assemble a brand new 1965 Coupe exactly as it was. Plus a bunch more HP.

1965 - Blue Coupe blue interior, 5 KH Knockoff Wheels, teak / tele, non dot blackwalls, 327 / 375 HP. Stored - awaiting body off restoration - if I live long enough.

Looking for 1965 - Yellow Coupe former fuel car.

Looking for 39 Nash Coupe

# Members Corner

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**Name:** Jay C. Kellogg

**Significant other's name:** Delores (forty-nine years)

**Date/place of birth:** 10/19/1935, Columbus, Ohio

**NCRS#:** 06

**Place of employment or occupation and brief description of what you do:**

Retired Tooling and Production Engineer. 32.5 years Inland Div. of GM, 1.5 years at Delphi. (Worked on Corvette instrument panels from 1969 through 1984 model years).

**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?**

With my experience at NCRS, I think you gentlemen are doing a fine job.

**First car ever owned:** 1932 model B with less than 10,000 miles on it, purchased from original owner for \$10 in 1953

**First Corvette owned:** 1954 serial #E54S001391

**Present Corvette's), classic cars owned:**

1993 Ruby Red 40th Anniversary convertible.

**Classic cars previously owned:** 1954 Corvette serial #E54S002155, 1960 Corvette, '55 Nomad, '55Cameo, '55Chevrolet sedan, (2) 1949 Cadillac series 75 Limos, 1965 Mustang Coupe, Convrt and Fastback, 1957 Cadillac 60special, 1959 VW Karmann Ghia Convrt, 1969 VW Convrt, 1979 Cadillac Seville.

# Members Corner

**Name:** Jack Kerr

**Significant other's name:** Amy

**Date/place of birth:** 3/18/57 Dayton, Ohio

**NCRS#:** 33304

**Place of employment or occupation and brief description of what you do:**

Novacel Inc., Troy OH, My position is Global Supply Chain Manager and I'm responsible for Purchasing, Production Planning/Scheduling, Inventory Control, Warehousing, Distri-

**What other interests/hobbies do you have?**

I'm interested in football and my favorite teams are the Cincinnati Bengals and the Ohio State Buckeyes. I'm also a NASCAR fan and attend several races each year. I have season tickets to the Bengals and to the NASCAR races in Bristol TN.

**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?**

I enjoy going to the cruise ins when I have time. I also enjoy attending the NCRS meet. I participated in the judging event at the most recent event and that was fun. One suggestion is to hold some fun events that we could involve our spouses in. Maybe a monthly dinner at a local restaurant. There are other attractions we could visit as a group such as winery tours. I'm sure we could come up with some interesting things to do if we put our minds to it. I hope to host a meeting in my garage this next year too.

**First car ever owned:** My first car was a 1968 Camaro. I sold that car in 1975 and purchased a 1971 Olds 442 that I still own.

**First Corvette owned:** 1966 Roadster

**Present Corvette's), classic cars owned:** 1966 roadster (first corvette), 1967 roadster with the 427/400 engine. It's a silver car with black interior and it has the original hard-top. I'm the third owner of this car and it only shows 42000 miles on the odometer which are the original miles. It's undergoing a frame off restoration and it's a completely matching numbers car. I still own my 1971 Olds 442 which I bought when I was a senior in high school. I have a 1969 Camaro project car that I bought for my eighteen year old son. We plan to build a G-machine with updated suspension and a completely built 427 corvette motor that's out of a 1968 corvette. I also own a 1994 Trans Am with the ram air setup on it. I gave that car to my son on his seventeenth birthday.

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# 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:

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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](mailto:www.nick.kammer@ncmc.com)