

VETTE GAZETTE

Volume 4 Issue 2

June 2006

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Chairman's Corner with Larry Linder

In five weeks we will have another chapter judging event. This year is unusual because a regional will be held in St. Louis the same day. This may cause us to loose some national level judges but may open up the opportunity for you to gain some points judging your favorite year of cars.

So far we have had a number of judging schools and the attendance has been the usual 10 to 20 % of members. It can be an interesting and challenging activity. I didn't realize myself that the Corvette was changed dramatically from year to year. In spite of the fact the basic body / frame was almost the same for each series. Each year has brought a host of changes and improvements. It gives you a real chance to learn a lot about different year cars. The side benefit is that there is fresh coffee and donuts for all.

The judging school was a pretty full day. After the school, some helped set a body onto the frame of nice 65 in Sugarcreek and later reassembled at Greg Gorniak's to pull the body off of Terry Buchanan's 68.

The official cruise-in started on the 21 of April but I didn't go because of the rain. The 28th was a different story. It was a beautiful spring evening, mild temperatures, clear blue sky (a rare thing in Ohio) and enough cars to over flow the parking lot. The Skyline 5-Way was as good as ever and the Steak and Shake was a real treat. Try the vegetable soup .

There were Corvettes from 54' to a couple of 06' Z06's, one with less than 50 miles on it. There was as an outstanding 48' Chevrolet truck with a late model LT1, some really nice early Fords, a lot of great street rods, and some very nicely

done Mo-Pars. A lot of old friends were there. The shops did well as the Ladies went shopping. Hope to see you in the weeks to come.



Feature Article

We were not successful in our bid for the 08' regional. It went to a Michigan chapter.

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A Labor of Love *by Terry Brim*

For many of us, owning and restoring old corvettes is either a business, an investment, a challenge, a hobby, or we do it for our personal pleasure. For Steve Salley, restoring old corvettes is a passion, a labor of love for doing something few of us will ever know or understand.

Corvette's weren't always in Steve blood. It was 1969 and Steve was in the 8th grade with about \$90 bucks in his pocket. (I never did ask him how he got that kind of money back then, but I'm sure that's a story for another day.) At any rate, Steve was angling to buy a 1961 Ford of all things! Like all of us however, Steve had a dad who had other plans. His dad wouldn't let him buy the 61' but told Steve, he could buy a Model A Ford if he could find one....probably thinking no way Steve would ever find a Model A for \$90 bucks.

Undaunted, Steve managed to get hold of a copy of the Trading Post, it had just come out and was free at that time. Sure enough, looking through the Trading

Post, Steve found a Model A for sale in Kettering for \$250. Now I ask you, how many of us in the 8th grade back then would lay out \$250 for a Model A Ford? Well, I now know of at least one person!

Turns out the guy had started to make a street rod out of it, putting a 39' Ford rear end in it, a Corvair front end and so on. As Steve began to work on the Model A and search for parts, he came across a guy in Fairborn that his dad knew who had a Model A along with some spare parts. After a phone call Steve headed for Fairborn. Sure enough, the guy had the part Steve needed, but he also had

something else that would change Steve's life, at least as related to cars. Sitting next to the Model A roadster was his son's 60' corvette fuelie stripped to the bare glass with the engine sitting on an engine stand. The vette was for sale, but had a price tag of \$1,000, much to rich for a kid who

wasn't even old enough to drive yet!

Steve says he remembers looking at the car however thinking man, that's a neat car I'd like to have one of them someday.sound familiar?

Now, the real twist of fate....the guy was selling the 40 Ford because he had just bought a 60' corvette fuelie....you guessed it, the same 60 vette Steve had seen in Fairborn.

After that, Steve began looking in the Trading Post for Corvettes. Obviously, the love affair was on! In the mean time, Steve remembers his older brother had to drive him everywhere as he wasn't old enough yet to even have a driver's license.

Steve didn't find a corvette, but he did find a 40' Ford in Beavercreek for \$150. The car had a solid body and frame but was minus an engine. Undaunted, Steve bought the 40' Ford. Now, the real twist of fate....the guy was selling the 40 Ford because he had just bought a 60' corvette fuelie....you guessed it, the same 60 vette Steve had seen in Fairborn. According to

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[A Labor of Love \(con't\)](#)

Continued from page 2

Steve, this peaked his interest in Corvette's even more.

Finally in his senior year in high school, Steve found a 58' corvette for sale in Germantown. Unfortunately, the 58' was in parts and wasn't all there. Seems the firewall had caught on fire! But, there was another car that came with it.....another incomplete 58' vette which had the front end missing but which had a complete firewall. Well in Steve's

mind 2 parts make a whole, so he bought both cars for \$850... He had his first Corvette or more correctly, Steve had his first 2 Corvettes. At the same time, Steve says he rented his neighbors garage for \$25/mo (gee, I wonder if his neighbor's name was Sliemers). That according to Steve got the ball rolling in Corvettes.

Steve kept the car for about two years however back then, there was not a lot of restoration parts available like there is today and Steve decided the best thing to do was sell the 58' and put the Money toward something

he could drive. Since then, Steve says he has owned a number of Corvettes.... obviously; he has a real passion for these cars!

Steve is also a realist however, even though he has a passion for these cars, he also considers them a good investment. The added benefit according to Steve is that he is able to take something, a hobby he enjoys, where he is able to meet a lot of nice people, make a lot of good friends

Finally in his senior year in high school, Steve found a 58' Corvette for sale in Germantown. Unfortunately, the 58' was all apart and wasn't all there.

along the way and yet is able to realize some appreciation in his investments. Sounds like he has it all together and articulates what our hobby is all

about!

Having had many Corvettes over the years, I had to ask Steve if he had a favorite?...Without a moments hesitation came his answer, a 57' as far as styling and appearance. As far as drivability and

appearance..65'to 67' Corvette's.

Steve does have a 57' which he is doing a body off restoration. He recently sold his daily driver at Knoxville this spring, a red 75' convertible. He is currently working on a 65 roadster which will be his next driver for a year or so.

About a year and half ago, Steve had a really nice red/red 72 coupe with 42K original miles. That car is currently in Madison, Wisconsin at Quaker Steak and Lube. He purchased this car from twin brothers who had owned it since 1978. They had purchased it from the original owner. The car was an absolutely immaculate car both inside and out. The



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[A Labor of Love \(con't\)](#)

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carpet was also perfect , showing no sign of wear.

Had Steve joined the chapter before he sold it, he says that he would have had it judged and thinks it would have done “very well” By the looks of these pictures, that’s probably an understatement!

Although Steve knew most everyone who started our NCRS Chapter, he says he is not big on clubs and was a little hesitant to get into it. After attending a few of



our meetings however, Steve has not missed very many meetings. They are very informative and fun without a lot of infighting which most clubs have.

In walking through Steve’s shop, he had 3-4 vette’s in the middle of restoration. In the corner was a 60’ which was stripped and undergoing a frame off restoration.



Interestingly when I asked Steve if he was restoring the cars as a business, he hesitated, sort of laughed and said “yeah I guess so, you don’t make a lot of money in the restoration business....this is more because I like to do it”. Steve has a young man working for him that he is teaching the business to. This allows Steve to stay involved with Corvette restorations while still having time for

Although Steve knew most everyone who started our NCRS Chapter, he says he is not big on clubs and was a little hesitant to get into it



his main machine shop business. Steve says he

spends many evenings however doing what he loves and that is restoring old corvettes!

Steve is also doing a body off on a 65’ coupe. Like many of these old cars, Steve didn’t realize just



how bad the frame was until he had the body off the car. At that point, he discovered the inside frame rails were also rusted and much time was spent getting the frame right before dipping and

painting. In addition, this particular 65’ had some damage which required Steve to try a couple of aftermarket fenders. Not satisfied with the fit of the aftermarket fenders however, he found a NOS fender panel which he finally put on the car to get the right fit.

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[A Labor of Love \(con't\)](#)

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At about this time, it became apparent to me that Steve's work really is a Labor of Love and he isn't satisfied until he gets it right.



Steve was working on another vette, a 63' coupe which had been hit in the front. According to Steve, the most difficult part of this restoration was getting the headlight buckets right....you mid year owners can probably appreciate that statement!



As an aside, interestingly enough, Steve's first experience working with fiberglass was not on a Corvette, but

rather on a 65 XKE of all things. The same year he bought the 58's, he bought an XKE from a guy in Bellbrook. Turns out the top of the fenders of the XKE were rusted out and Steve used fiberglass to mold a piece of aluminum channel to the inner fender as part of the repair process.

Yet another car in Steve's shop was the 65' roadster mentioned earlier. Seems like most old vette's have an interesting story behind them. According to Steve, about 10 years ago a guy called him saying that he



heard Steve bought Corvette parts and would he be interested in buying a hardtop for a 65 roadster? Steve bought the hardtop and while he was



there told the guy if he ever wanted to sell the roadster let him know. About two years later, the guy called Steve and said he was ready to sell the roadster! The car is interesting in that it is a basic 250 hp, automatic with PS, telescopic column and teakwood wheel. Steve is doing a frame on restoration on this car to make a nice driver.

To appreciate the kind of nose Steve has for these cars, he recently purchased another 72' 454 Corvette from the original owner who bought it new in 1972. The car came with every piece of paperwork, even had the original tires! The car was purchased new at Ande Chevrolet in Lawrenceburg, Indiana.

According to Steve, All the car needed was a little "touch up" . I'm sure the heads are still turning wherever this baby goes.

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A Labor of Love (con't)

Continued from page 5

Oddly enough, unlike many of us, Steve didn't get his interest in cars from his



dad; his dad was a tool maker and a cabinet maker. Steve did however have 7 brothers and sisters. Being 1 of 8 kids, he grew up around a lot of older guys with neat cars...that is apparently what triggered his interest in cars and forged his "Labor of Love".





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

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64 to 66 Emergency Brake Pull Handle Larry Linder

Background: Emergency brake is hard to operate and ineffective in stopping or holding card on a hill. On most 64 - 66 before 1 April 66 had parking brake lever PN: 3842938 as per assembly manual. This lever did not allow user to apply adequate force to the Emergency operating cable with a reasonable force on the Emergency Brake pull handle. A Technical Service Bulletin TSB #66-59, HIGH PARKING BRAKE APPLICATION - was issued on May 4, 1966 to instruct dealers to modify the emergency brake bracket and install a new lever.

The Emergency Brake is a pull handle under the dash, attached to the frame mounted lever via a cable, the cable, pulley and bracket are mounted to the outside of the fire wall and direct the cable downward, to the lever arm and then a pull rod with cable holder and two self locking adjusting nuts. This pulls the emergency brake cable that attaches to both rear brake shoes. A large return spring is used to pull the lever to its retracted position.

After 01 April 66 the lever used in production was changed and was assigned PN:3899399. This new design changed the linkage ratio from 4.800 to 5.714, increasing the force applied to the rear emergency brake cable. Assuming a 30 lb pull on the brake handle the brake application force increased to 173 lb from 144lb. The levers are very similar, the long dimension is the same, the short dimension was reduced, the overall shape is the same, no PN was stamped on them, and they can be identified only by the dimensions. The major hole to hole dimension is 6.00 " in all cases. The 1st design had a secondary hole center to center of 1.250". The second design had a secondary hole center to center of 1.020"

The Service Bulletin shows the lever arm bracket modification that is necessary to clear the pull rod / lever connection with the new ratio.

PN 3842938. (1st Design)

PN 3899399. (2nd Design)



The first design is from a 65. Correct finish is bare steel and not painted.

The second design is a new part. The new lever is phosphated to



Fig 1: 64 to E66 Lever PN:3842938

Fig 2: L66 Lever PN:3899399

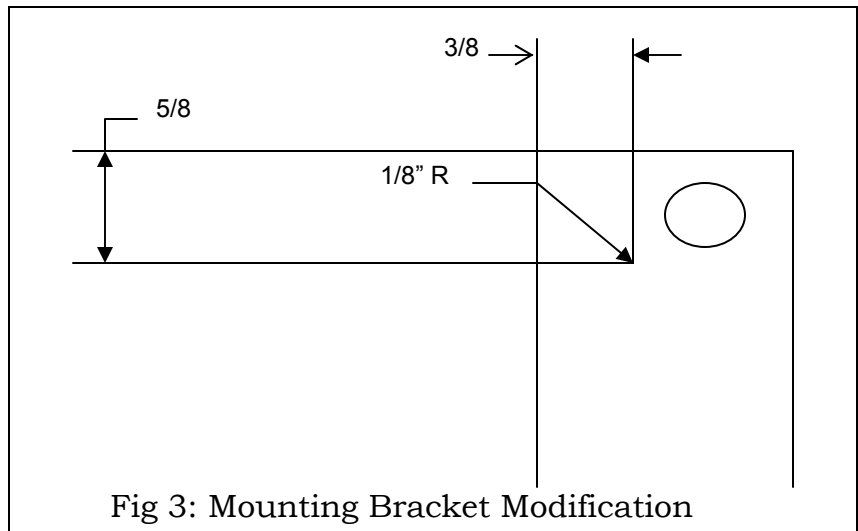
64 to 66 Emergency Brake Pull Handle (con't) Larry Linder

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reduce corrosion. It was checked using a lever from a known original 66. SN 24,xxx
22 June 66

Factory frame mounting bracket modification occurred before the new lever arm was available for production. Several earlier 66 cars with lower SN (16,nnn) numbers were checked and they had the notch in the emergency brake bracket but had the 1st design lever.

The bracket notch is $3/8 \times 5/8$ with a $1/8$ in radius. See Fig 3:



Why should you care -

1.0 From a practical point of view it is nice to know that if needed your emergency brake will work.

2.0 If you are going for a PV (performance verification) then you do care because the 1st design lever will make it difficult for you to pass the Emergency Brake functionality test.

Common Problems:

1. There are other reasons the Emergency Brake effort is very high. If cars have been rebuilt the bolt mounting the pulley on the firewall may not be a shoulder bolt and the bronze bushing may not be lubricated. Disassemble clean and lubricate - replace bolt and pulley if necessary.

2. The cable is attached to the lever with a cable bracket / clevis pin / cotter key. Clean and make sure the clevis is free to move. Lubricate with a high temperature grease.

3. The lever is mounted on the bottom of the frame bracket under the car with the bolt facing downward, shoulder spacer facing upward (threw the frame bracket) and locking nut. When cars are rebuilt the spacer is often lost.

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64 to 66 Emergency Brake Pull Handle (con't) Larry Linder

Continued from page 10

Clean and lubricate the spacer / lever and if necessary replace corroded fasteners.

4. The pull rod is mounted to the lever with a washer a spring J clip. Clean and lubricate the pull rod and make sure that there is not excessive wear on the lever or pull rod.
5. The rear emergency brake cable is mounted with a U shaped U bracket that holds the cable captive and allows you to adjust the free play in the emergency brake system. Make sure that new nuts are used and the spring is present to control cable tension and release of the brake.

The most difficult problem:

The emergency brake shoes use a high friction coefficient lining specifically formulated for the this emergency brake application (according to a retired Delco chemist). Original GM linings were a light tan in color and not dark brown or black. The lining color is the first give away that something is wrong. Some rebuilders don't know the difference and others may not care which lining material they use but you do because the high friction coefficient linings are a must for proper emergency brake operation.

Replace Lever with 2nd Design:

Replacing the 1st design lever with the 2nd design requires that a clearance notch be cut into the frame mounting bracket. The service bulletin describes this modification. You can use a small hack saw, or die grinder with a burr to make the notch in the bracket. After you are satisfied that adequate clearance for the pull rod end is available mount the lever to the frame bracket. It is time to clean and paint the modified frame bracket. Assemble as in the service manual, and make final adjustments.

Adjustments:

1. Adjust the emergency brake shoes according to the Chevrolet Service Manual.
2. Adjust the cable / pull rod to allow some free travel and not be trying to apply the emergency brake.

Burnish new parking brake shoes:

Apply the emergency brake lightly and drive the car for a few hundred feet to make sure the new parking brake shoes are seated. This was done at the factory by pulling the car off the production line with the Emergency Brakes applied and driving to the parking / shipping lot. (Courtesy of Delco Products Brake Engineer Ret.) continued on page 11

64 to 66 Emergency Brake Pull Handle (con't) Larry Linder

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Test:

Test the functionality of the emergency brake by setting the brake, putting the car in low gear and letting out the clutch. The engine should die before the car moves. In the case of a power glide the emergency brake should hold the car in the D rive position with out the service brake being applied.

Never test this on the open road by pulling the emergency brake at 50 mph. These are mechanical brakes and may cause the car to veer off course.

At this point if all is proper your emergency brake should operated properly.

A complete kit that includes a copy of the service bulletin, instructions on how to modify the frame bracket, a new lever, bolt / nut set, shoulder washer, cotter pin, and J clip is available from Volunteer Products.

Order PN 66-00164A02 for the Lever only

Order PN 66-00164K01 for the complete Kit.

Volunteer Vette Products

3103 E. Gov. John Sevier HWY

Knoxville, TN 37914

1 865 521 9100

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 23 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!

Charlie Rigano Karl Clauss

Mike Cleary Joe Vonderhaar

John Crusier



Pete Cerar, CRB

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The Body Comes Off *by Terry Brim*

Anyone who knows Terry Buchanan also knows he is a determined man. After much deliberation (I'm sure) and consultation with his trusted rustoration specialist, Mr. Greg Gorniak, Terry decided to go all the way with a body off restoration of his beloved 68 Big Block convertible. A group of back yard Corvette body removal specialist gathered together one Saturday recently to do the deed. Those present achieving the delicate maneuver were Greg Gorniak, Ron Lambdin, Mike Glausinger, Karl Clauss, Nick Kammer, Ed Kayler, Terry Brim, Larry Linder, Tom Sleimers, and Terry Buchanan.

Following are photos of that momentous event courtesy of Terry Buchanan and Terry Brim.



See page 15 for more photos

The Body Comes Off (con't)



See page 16 for more photos

The Body Comes Off (con't)



Miami Valley Chapter Officers

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937-241-5868 (c)
Michael.mills5@wpafb.af

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We may try again for the 09' regional.

If any of you have a favorite charity - please nominate them to be a recipient of a Chapter donation and National NCRS matching funds. The charity stuff has change a lot this year to include some scholarship funds.

A new program is for the NCRS is to identify new NCRS members and have a local chapter contact them, invite them to come to the meeting and join up.

We will endeavor to keep

Name Badges updated for all new members.

Our chapter has a first class web site thanks to Terry and Terri Buchanan.

A world class news letter thanks to Terry Brim.

Keep the tech articles coming and we are always looking for a new featured car.

We have a number of new members so make an effort to welcome them to our meetings and social events.

On the Social side of life there are a number of new

events coming up, please sign up if you are going to participate in any of them. Debbie, Freddie and Mike are doing a great job supporting these events.

Each of these events is successful because of your input and support.

Keep and eye on the Events button on the web site.

Regards

Larry



Save The Wave

This is a reprint of an article, titled "SAVE THE WAVE" that appeared in the August / September 1969 issue of the Corvette Newsletter.

Ever since Corvette No. 00001 first met Corvette No. 00002 on the road, their drivers saluted each other with waves. Today, unfortunately, this grand and glorious tradition is wavering.

There's one item of standard equipment that comes as a pleasant surprise to every new Corvette owner. It's an instant wave of recognition he or she receives when he meets one of their ilk on the road. The first time it happens, they will be taken by surprise. He immediately thinks:

1. He has been mistaken for Sterling Moss
2. His lights are on.
3. He has just been given the bird.

Soon, however, the new Corvette owner anticipates, indeed even relishes, encountering other Corvettes as he drives. During this period, he experiments with his waves, running the gamut from the gaping "yoo hoo" to the ultra cool "two finger flip." He perfects his timing, making sure he affects nei-

ther a too-early wave, nor the jaded "oh brother" too-late variety. Determined not to be one upped, he even develops a defense mechanism for non-wavers, usually settling on the "Wave? My hand was just on the way to scratch my head" approach. (This is especially useful when you're not driving your Corvette, but you forget, and like a dummy, you wave anyway.)

Indeed, one of the most perplexing problems facing a would-be waver is what to do when driving next to a fellow Corvette owner. Passing him going in opposite directions is one thing. Greetings are exchanged, and that's that. But what happens when you pull up next to a guy at a light, wave, nod, smile and then pull up to him at the next light, a block later? Wave again? Nod bashfully? Grin self-consciously? Ignore him? Or take the chicken's way out and turn down the next side street? If you're expecting an answer, you won't

find it here. Sad to say, some questions don't have any.

Girl-type Corvette drivers also have a unique problem: to wave or not to wave. This miss or misses who borrows her man's Corvette for the first time is immediately faced with this quandary. Should she wave first and look overly friendly, or ignore the wave and look like a snob? Most ladies who drive their own Corvette prefer to suffer the latter rather than take a chance of being misread. For this reason, all girls are excused for occasionally failing to return a well-meaning wave. So are new owners who are still learning the ropes.

There is no excuse, however, for a guy who refuses to return the wave, not out of ignorance, but of arrogance or apathy. While this type of behavior is the exception to the rule, it seems a few owners of newer models [remember this article was written in 1969] refuse to recognize anything older than theirs,

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Save The Wave (con,t)

Continued from page 18

while some others simply won't wave, period. Boo on them. These ding-a-lings don't seem to realize that they are helping to squash a tradition that had its beginnings back when most of us were still driving tootsie toys.

***So now you know the meaning of:
"SAVE THE WAVE"***



MIAMI VALLEY CHAPTER



Members Corner

Name: Don Groves

Significant other's name: Sandy

Date/place of birth: Dayton, Ohio

NCRS#: 39770

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

A/C compressor remanufacture

What other interests/hobbies do you have?

Stain Glass, Tinkering and most sports

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?

Likes: Friendly & Helpful

Improvement Suggestions: Different approach to Tech questions or time spent quarterly in meetings for answering questions received in advance....editors note: GREAT SUGGESTION DON!

First car ever owned:

Chevrolet

First Corvette owned:

1965 convertible

Present Corvette's), classic cars owned:

1966 convertible

Members Corner

Name: Karl G. Clauss

Significant other's name: Carmen J. Oliver-Clauss

Date/place of birth: January 11, 1948/Dayton, Ohio

NCRS#: 37652

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

Presently employed as a technical writer/trainer for Application Data Systems, Inc. of Southaven, Mississippi., a Public Safety firm. I was 9-1-1 Director in Miami County and Xenia, Ohio and retired on a disability as a Sergeant after 20 years from the Dayton Police Department.

What other interests/hobbies do you have?

Grand children and Golden retrievers

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 have only attended one meeting, I have no answer or this.

First car ever owned:

1955 2 door Belair Chevrolet

First Corvette owned:

1979

Present Corvette's), classic cars owned:

1965 black/white convertible 4 speed and 2004 Commemorative Convertible 6 speed

Members Corner

Name: Freddie Haugh

Significant other's name: Bob

Date/place of birth: Bob/Tiffin, Ohio Freddie Dayton, Ohio

NCRS#: 42304

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

Bob Haugh & Assoc.—Wholesale furniture from mfg to retail stores in Ohio, W. Va, and Indiana

What other interests/hobbies do you have?

Freddie—Travel, reading, basket making

Bob—Fishing, travel, crafts (wood working), 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?

Likes: Members are nice

Improvement Suggestions: More Social events needed

First car ever owned:

1963 Falcon convertible

First Corvette owned:

1973

Present Corvette's), classic cars owned:

1996 collector edition—silver

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