

VETTE GAZETTE

Volume 5 Issue 2

June 2007

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Chairman's Corner with Larry Linder

The middle of the Summer is almost at hand. The chapter has accomplished a lot. Founders day was a huge success with more participants.

Our judging schools were not as well attended as they should have been. The weather did not cooperate as usual. The subjects are always changing and the cars we are using as examples cover almost all years.

The members who took the opportunity to show their cars at Bud's Chevrolet in St. Mary's had a great time with perfect weather for the drive up and back. Complimentary rooms were provided at the motel next door for the cars that were there over night. A big clean arena sized building with locking doors and security was provided at Buds to store the cars overnight. This event is attended by mostly newer

cars owners. They all got a kick out of seeing the older vettes as they remembered their cars of yesterday.

Our Judging meet was on the 30th of June this year and was yet another great success. There were a lot mid year big blocks along with some C1's and C3's. The number of judges were adequate, It was a good opportunity to be an observer judge and to learn a lot about your favorite cars.

On the 4th of July we are CO sponsored the car show at the Greene Co. Fairgrounds. Later in July a new mystery tour ended up in Waynesville at the Duchlerly. The mystery was that you got the maps and guide a few minutes before we left on the tour. We catered the dinner at the last tour but several people could not participate because they took care of the

dinner.

This year you can buy what

ever is on the menu. The food is excellent and the tour will be fun. Thank you Bob and Debbie Hiney.

A number of our chapter



members are planning to go to Carlisle in August. There will be more space and a tent for members next to Tom Sliemers's tent. Bring your chair, cooler, and have a great time. The motel phone numbers are available.

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Old Racers Never Die by Terry Brim

For any of us who Mike Ammer, we know how much he loves his race cars. It wasn't always that way however. When Mike was still in high school, he fell in love with the looks of the 57' Corvette fuelie.

Now if you stop and think about that statement, from the outside, a fuelie doesn't look any different for a non fuelie 57'. So what does that tell you? Well, it tells me that even way back then, Mike subconsciously was thinking about racing...why else would he like the "looks" of a fuelie?

Mike says the other thing that caught his fantasy about the Corvette was the fiber glass body. To his way of thinking, "that sucker will never rust out". Well not the body anyway Mike!

His first car was a 54' Chevy Bel Air. After graduating from high school Mike, like his father, got a job at "mother cash" here in town. Mike recalls that he and his buddies would spend their lunch hour walking down to what was then Ray Bryant Chevrolet and watch

the guys in the body shop learn to repair fiberglass. At the time, Mike says that Ray Bryant was trying to establish themselves a reputation around town as experts in the repair the Corvette body.

At about the same time (1960) a friend of Mike's bought a new tri-power Chevy Impala. Well, you guessed it, soon Mike was in the market for a new set of wheels as well. Mike says he was so impressed with the tri-power that he was thinking about buying one himself.....BUT! As luck would have it, there was a new 61' Corvette sitting on the showroom floor! Mike being the accountant that he is started to add up the numbers and discovered that a stripped down 61 vette was only about \$300 more than the tri-power Impala!

On the spot Mike plunked down a down payment and ordered a basic vette with the base small block motor, 3- speed transmission, and a convertible top. The color was Hon-

duras Maroon with Beige interior (Sounds familiar, I like Mike's style!) Fast forward a year. Mike had a friend that was looking to buy a 58' Corvette that had been stolen and had the motor and transmission stripped in the process.

Upon recovery of the car, the insurance company had had the car repainted and instead of putting a basic 283 engine back in the car, they put a new 327/340, 4-speed in the car. Only problem was the guy that now owned the car was asking more than Mike's friend could afford to pay. So once again, Mike the accountant, told the guy that if he would swap engines and transmissions with his 61' (we're talking 283 base motor with a 3- speed remember), he would pay his friend enough money so that he could buy the 58'.

Now if you stop and think about that statement, from the outside, a fuelie doesn't look any different for a non fuelie



So, the deal was struck, Mike was about to go into the fast lane! The

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Old Racers Never Die by Terry Brim (con't)

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best laid plans of mice and men!...you know how that story goes.... December 31, 1962 New Years eve, outside temperature was zero! Mike and his friend had completed the engine and transmission swap. The stable in Mike's 61' now held a 327/340 with a 4-speed tranny. All that was left was to hook up the fuel line!

As the gas ran over their hands at zero degrees, they couldn't function enough to connect the line

the gasoline on the floor (underneath Mike's beloved 61') caught fire.

To make matters worse, the car was still up on blocks and could not be moved, the water line had frozen, and the fire had run up the telephone pole and had burned the phone lines! By the time Mike went to a neighbors house to call the fire department, the 61' was melted....I

As Mike recalls, they unplugged the fuel line going to the engine and proceeded to connect it to the fuel pump. Have any of you tried to connect a fuel line with gasoline leaking out of the line in zero degrees temperature? Not an easy job! As the gas ran over their hands at zero degrees, they couldn't function enough to connect the line, so they plugged the line back up and went into the house to wash their hands and get warm. In the meantime, during the process gasoline had run onto the floor.

To this day Mike doesn't know what happened, but



mean totally melted, every sq in melted! WOW

Not all was lost however as the insurance company gave Mike \$3500 for the loss of the 61'. The bug had bitten by then of course, so he set

To this day Mike doesn't know what happened, but the gasoline on the floor (underneath Mike's beloved 61') caught fire



out to find another vette. As luck would have it, a commercial artist friend of Mike's knew Jack Knab. Jack had been racing Corvette's for years and at the time had a 62' fuelie that he was looking to sell for \$3800. Well now, Mike had \$3500 burning a hole



in his pocket at the time, so go figure...the deal was struck!

Jack has just raced the car at Daytona against the best in the business

with the next stop on the circuit being Sebring. According to Mike however,

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Old Racers never Die by Terry Brim (con't)

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the cost of the tires to run at Sebring was more than the car was worth. Reluctantly, but fortunately for Mike, Jack decided to get out of the racing business as he could not compete



with the professional sponsors like Gulf Oil.

When I asked Mike if it

bothered him that the car had been raced? His answer was "geez, at the time he was kid, heck, he didn't care!"

Mike says when he

went to look at the car, it looked like a new car, having only 10,000 mi. (Jack would drive the 62' vette to the race location, run the car at the race and then drive it back home!)



Having had the car now for almost 45 years, was Mike ever tempted to sell the car? Only one time, when the 63's came out. Mike and his buddies all had 61's and 62's at the time. They would all go down to Ray Bryant's and "float around" the 63's. Mike says he thought about it, but he could never afford a 63' equipped like his 62' with the fuelie, etc. At the time, Mike said his 62' was paid for and beside, "he kinda like the car to tell the truth" So, that was the end of his wanderlust, he has never again thought

If you run the numbers, that means in the last 40 years, Mike has probably averaged at best a couple hundred miles a year!

about selling the car.

Mike only has 56K miles on the car with most of those being put on the first 5 years. If

you run the numbers, that means in the last 40 years, Mike has probably averaged at best, a couple hundred miles a year! Mike says the car was used as a daily driver by he and his wife when he got out of the army. Jan worked at at WPAFB and

Mike returned to his job at NCR.

Mike did drag race the car a few times however, to quote him "back in those

days, speed equipment was a pair of slicks" but they were expensive and hard to come by. Probably a good thing for Mike that he couldn't afford to get serious about racing the car, it might not have survived in such original condition.



Even though, Mike quit drag racing the 62', racing remained in his blood. Mike says for years he would drag Jan over to the finals at Indianapolis. That is how they would spend their vacation!

In the early 90's Mike joined the NCRS. Although they was not a

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Old Racers Never Die by Terry Brim (con't)

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local chapter, the Lake Erie Chapter being the closest, he would still read all the newsletters and manuals. Around 1994, Mike saw an advertisement for the newly formed

Cincinnati chapter. At the time, he remembers, the Chapter was sponsored by a Chevrolet dealer in Milford, Ohio. Mike

would go down to the chapter meets and at the time, there would be only 5 or 6 members at the monthly meetings.

Mike met some great people in the Cincinnati chapter during those early years and it was at this time that he got into having the 62' judged. It didn't take him long to achieve Top Flight as the car was still pretty original. Since then, he has accumulated numerous NCRS awards and has attended many



judging meets. Later, Mike says he would see some guy milling around trying to get Top Flight (and eventually Dontuv) on his red 65/396 coupe. Mike says he was never friends with the guy (really now), but he would

see him and talk with him at the meets.

The year (2000) Mike was at Bowling Green for his BOWTIE judging, Greg Gorniak was

there for his Dontuv judging. One of the lessons learned out of his BOWTIE experience was that he had kept the car in such good condition, that the judges didn't believe that some of the things on Mike's car was original. i.e., when he first got the car from Jack Knab, Mike took the trico wiper blades and visors off the car and just put them away.

When he put them back on the car in 2000 for the BOWTIE judging, they looked to new to be original!

Enter the



NCRS Miami Valley Chapter. One year when Mike was at the Lima swap meet, he ran into Al Kationa and Nick Kammer. Nick gave Mike an application for the Miami Valley Chapter and the rest is history....way to go Nick!

Nick remembers Mike's car as he lived on the same block as Mike grow-



ing up and remembers the

Mike says he would see some guy milling around trying to get Top Flight (and eventually Dontuv) on his red 65/396 coupe.

car sitting in Mike's garage when he would deliver the paper on his paper route.

A couple of years ago, the Cincinnati Chapter held their regional meet and they wanted to have an exhibit of race cars. That's

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Old Racers Never Die Terry Brim (con't)

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when Mike decided to put the numbers back on the car. As luck would have it, Mike had a friend that has a horse and carriage school down in Lexington, As the story goes, there was a man and his wife on vacation visiting the school and come to find out, this guy makes the numbers for all the NASCAR racing cars. How



lucky can you get!

To put things in perspective back then, Mike has paperwork from the Daytona race that Jack Knab averaged well over 90 miles per hour for 3 hours....wow! Mike has the same motor in the car today having



done nothing to it except a valve job which by the way, he concedes didn't really need to be done.

The 62' was built for racing with a 327/360, big brakes, stiff suspension, quick steering, radio delete, and roll bar.

Along the way, Mike has also

owned a 79' which Craig Egbert re-painted. That car also received a Top Flight

before Mike traded it on his 2004 which he bought new. The 04' comes with chrome wheels, HUD, and a six speed which was the only requirement Mike had other than being red.

That was in the spring of 2004. Mike and I took the car to Carlisle that August and he made the mistake of letting yours truly drive the car. Needless

to say I was impressed. One month later, I bought



my 2004. Thanks Mike!

Mike's other hobby is collecting model Corvette's. If you have ever been in his garage, you'll see one en-



tire wall lined with his collection.



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Trip to Buds Chevrolet in St Mary's

A few of our Chapter members took advantage of a short road trip to the annual Corvette show at Buds Chevrolet in St Mary's. We drove up to St Mary's on a Friday evening where we were able to park the cars indoors until the show the following day.



In addition, Buds was kind enough to put us up at a local motel located right next to the dealership.

Weather the next day was absolutely perfect as evidenced by the 300+ corvettes that showed up however most were of the C5/C6 variety. The "old ones" were tucked away

still sitting inside where they had been parked the night before.



Country roads were the order of the day for the return trip home.



Of course what's a road trip without a fuel stop for these old cars.



Well, most of the trip home was country roads...right
Larry



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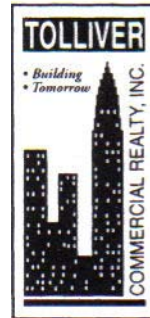
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2007 Chapter Judging Meet

Given that the last two Miami Valley Chapter NCRS judging meets were rain outs of sorts, this year's event was a rousing success both weather wise and corvette wise. There were 14 corvettes entered for flight judging,. Three C1's;



Eight C2's;



and Three C3's.



In addition, there were 16 sportsman entries and 42 participants and guest.



There were 14 corvettes entered for flight judging. 3 C1's; 8 C2's; and 3 C3's. In addition, there were sixteen sportsman entries and 30 participants and guest.

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2007 Chapter Judging Meet (con't)

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A big thank you is in order for all those who helped make this years judging meet a great success.



The judges,



the tabulators,



the participants,



and of course the all important scribes!

Following are the much awaited judging results:



Terry Micaelis, 54' Conv
(235/150) 2nd Flight Award



E.G. Lewis, 55' Conv
(283/265) 2nd Flight Award



Vass Theodoracatos, 57' Conv
(283/245) Top Flight Award



Karl Clauss, 65' Conv
(327/365) 2nd Flight Award



Veit Parker, 65' Conv
(396/425) Top Flight Award

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2007 Chapter Judging Meet (con't)

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Noel Kendall, 65' Conv
(327/365) 2nd Flight Award



Roger Porter, 67' Conv
(427/400) 2nd Flight Award



Terry Buchanan, 68' Conv
(427/390) Top Flight Award



Jerry Wagoner, 67' Conv
(427/390) Top Flight Award



Noel Grace, 67' Coupe
(427/435) Top Flight Award



Christan Blanchon, 68'
Conv (327/350) 3rd Flight Award



Jim North, 657 Coupe
(427/435) 2nd Flight Award



Noel Grace, 67' Conv
(427/435) 2nd Flight Award



Dale Felty, 71' Conv
(350/370) 2nd Flight Award

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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 12 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!

Jack Thrope

Faben Wolf

Mike Treece

2007 Chapter Judging Meet (con't)

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A big thank you is in order for the Miami Valley Chapter board members who worked to make this the best chapter judging meet yet.....Larry Linder for his making of the name tags.

Mike Ammer for serving as Judging Chairman. Greg Gorniak for event registration. Terry Buchanan for coordinating the event shirts, sponsors, lunch, and Carillon Park facilities. Nick Kammer for flight judging and

sportsman certificates. Ed-Kayler for signs. Terry Brim for parking coordination. Mike Mills for beverages. Jerry Michaels for the use of his Network Reality office, and ex board member Tom Sliemers for printing of the judging manuals.



A special thank you to chapter member Dan Arnold for all the great pictures taken of our flight cars and out sportsman's cars.....

Thanks Dan!!!

Chairman's Corner (con't)

Continued from page 1

One of the things the judges are going to be harder on is condition credit for a "NTP" (Not Typical Production) part. So save your NOS parts and have fun at swap meets finding the right stuff.

It time to start thinking of our charity program. Last year we donated a \$1,000 to charity. It is tribute to our open minds and generosity. Some were eligible for matching funds from NCRS and others were considered political. How does a donation to a charity that is to see that deceased service member children get an education -

can this be political - no where in my logical mind can this be considered political but some think so. The donations are directed as to how "our" members wish them to be.

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. Look at our web site for scheduled events.

Famous last words:

1. The rare car is now a 66

or 67 small block Power Glide as most have been converted to numbers-matching big blocks.

2. The numbers that appear on the cars are matching as they are restamped. Weather they are original or not is never considered.

3. The ability to build a new 65 66 67 Corvette is on the horizon. Last year there were only a few parts left to reproduce. A couple of sections of the "bird cage" are needed and on the way.

Regards
Larry



Miami Valley Chapter Officers

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Yes, at times, even Mike
lusts after the unobtainable.



Like any good Corvette fa-
natic, Mike is doing his part
to keep the tradition going.
Someday, his youngest
grandson will have stories to
tell his kids about his
grandpa and the racer who
just faded away....





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