



VETTE GAZETTE

Volume 7 Issue 2

June 2009

**Inside this
issue:**

Chairman's Corner with Larry Linder

The Vette Gazette is late because I am late. I was born late and have never made it up.

This year has been a terrific year in terms of successful events.

Our Judging Chapter Meet was a good one, one of the best. I missed the last few hours due to poor planning on my Niece's part in selecting the 20th as her wedding date. I barely got to the church on time.

The two 4th of July events were successful due to a large number of Corvettes at the Greene County Antique Car Club show. The Centerville event also had a number of Corvettes present.

The July cruise to Houston woods was great – The curves were great and we were able to exercise our driving skills. Some were

pretty rusty as even I could hear a few grinds on gear changes. We dodged the rain on the way over and it only sprinkled while we were eating and magically cleared up for the drive home.

Carlisle is only a few weeks away and many members are planning on going.

Sevierville (Knoxville) and the Restoration Station road tour are the same weekend. You can go to Sevierville on Friday and Saturday, come home Saturday night and get read for road tour Sunday.

The Friday night Cruise in has taken on a life of its own and has been very successful and the attendance has been guessed at on a good night as 300 +.

There are some serious

issues we need to think about for the

In Memory of Ron Lambdin	2
1965 Corvette Differential Assembly	5
2009 Houston Woods Road Tour	8
2009 Chapter Judging Meet	9
A Time Gone bye	11
Ads and Services	12
Members Corner	13
Chapter Officers	13

November elections.

We need replacements for a number of board members who are retiring.

Chairman: Larry Linder

Secretary: Terry Buchanan

Judging Chairman: Mike Ammer

Newsletter Editor: Terry Brim.

We need members to volunteer to run for these offices who are Corvette Guys who understand civility and

Continued on page 11

In Memory of Ron Lambdin by Terry Brim

Many of us have heard the old cliché “life is to short”. That was certainly the case with one of our NCRS Chapter members, Ron Lambdin. Ron left us long before he should have, but he also left us much richer for the time he spent with us.

Before I continue, I want to thank Ron’s wife Carol and his son Scott for allowing me the privilege, of interviewing them for this article. When I first called

After graduating from High School, Ron was accepted at Purdue in their Mechanical Engineering program. No small feat as most of you know, Purdue is one of the top engineering schools in the country.

top engineering schools in the country. While at Purdue, Ron met his future bride to

Carol to ask if she would do the interview, I was not quite sure what her response would be, but I found her to be a very warm and gracious lady.

Thank you Carol and Scott for sharing Ron’s story and for giving the us a little insight into the person that Ron was and will always be in our hearts.

Ron was an only child born and raised in a little town in southern Indiana, Paoli, Indiana to be specific. Paoli is about 2 hours south of Indianapolis, which puts it just about a suburb of French Lick, Indiana. I should have asked if Ron

knew Larry Bird, who knows, they might have been close to neighbors!

After graduating from High School, Ron was accepted at Purdue in their Mechanical Engineering program. No small feat as most of you know, Purdue is one of the

be Carol. After graduating from Purdue in 1965, Ron went to work for Delco Remy in Anderson, Indiana. Like most of us, Ron grew up interested in cars, but it was his time working for Delco that really brought this interest to a head, especially his interest in Corvettes. It was while working at Delco that Ron purchased his first Vette, a red/black 66’ 4 speed 327 convertible. Ron only owned that 66’ for a short period of time however as he decided in 1967 to join the Air Force as an OTS candidate.....He hated to sell the 66’ but remember, this was at the peak of the Viet Nam war and again like most of us Ron’s age, more

times than not, our draft number dictated our future.

Upon graduating from Officer Training School in Texas, Ron was stationed here locally at WPAFB for his first 4 year assignment. In 1970 Ron and Carol were married and she joined him here in Dayton to start their life together. After his 4 year commitment, Ron left the Air Force to start his civilian career working for the Air Force in the same job as when he was a “blue suitor”. During this time, Ron also earned a master’s degree in Aeronautical Engineering from Ohio State University.

Fast forward to 1989, it had been 22 years since Ron owned a Corvette, but apparently the Corvette Bug had already bitten. According to Carol, Ron had wanted another Corvette for some time and as luck would have it fate intervened. One day in 1989, while driving in Kettering, Ron spotted another red/black Corvette on the corner of Woodman and Stroop. This time however, the Vette was a 72’ coupe. Carol says when they went past the 72’ sitting on the corner with a for sale sign on the car, she said Ron

Continue on Page 3

In Memory of Ron Lambdin (con't) by Terry Brim

Continued from page 2

really wanted to look at the Corvette. Ron made the guy an offer and the deal was done, Ron was now the proud owner of his 2nd Corvette after 22 years!



Ron drove the 72' for 5 years before he decided to "redo" the Vette. We've all been there on

Carol recalled on one occasion, she was helping Ron install new carpet in the 72' and the meticulous guy Ron was, they sat in the car all afternoon getting it "just perfect".

"seems like every little thing they did to it took a long time and lots of

that one! Ron had the engine rebuilt, but most of the work he did himself with support from a fellow chapter members Craig Egbert and Nick Kammer. Sometime during the course of events, Craig and Ron realized that the 72' had once been owned by Craig. Of course this comes as no surprise to those of us who know Craig, he has probably owned most Vettes in the Dayton area at one time or another....:) Ron actually stripped the car himself and had Craig re-spray the Vette back to it's original color which was Bryar Blue.

money". She sounds like an ole pro at doing Corvette restorations!



The Vette has been undergoing the "redo" now for almost 15 years. As Carol stated during the interview

Much of Ron's time during this period however was spent not redoing the 72', but rather working to grow his computer business. Just about the time Ron started restoring the 72', he also started working at starting a computer business in the evenings. He was still working at WPAFB during the day and doing the upstart

computer business at night. It's no wonder Ron had little time to devote to the 72' restoration. In 1999, Ron retired from WPAFB to devote full time to the computer business, but like most anyone who has been on the ground floor of a startup company knows, it takes a lot of one's personal time to make it go. During this time however, Ron did manage to find some time to work on the Corvette. Carol says it was his way of relaxing and getting away from the stress of the computer business.

Carol said Ron did most of the work himself and once in awhile she would try to help. Carol recalled on one occasion, she was helping Ron install new carpet in the 72' and the meticulous guy Ron was, they sat in the car all afternoon getting it "just perfect".



Most of the restoration on

Continue on Page 4

In Memory of Ron Lambdin (con't) by Terry Brim

Continued from page 3

the 72' is complete except for the interior. Scott intends to finish the car however at the same time; he is taking over his dad's computer business working at night. *It might be nice for members of our chapter to volunteer to finish the interior of Ron's 72'. Anyone interested, let me know and I will approach Carol and Scott on the idea.* Both Carol and Scott intend to keep the 72' in the family and maybe someday pass it on to Scott's son.



Ron's second Vette is a beautiful red 98' 6 speed convertible that he and Carol purchased in 2006 from Bud's in St Mary's, Ohio on according to Carol "one of the coldest December nights she can remember". The 98' only had 18K

miles on the car when they bought it in 2006. Carol says the odometer currently shows a little over 20K miles as Ron drove the car sparingly in the 3 years they have owned it.

When I asked Carol what Ron enjoyed most about our NCRS chapter, her response was immediate.....the Tuesday night meetings with the guys

When I asked Carol what Ron enjoyed most about our NCRS chapter, her re-

sponse was immediate.....the Tuesday night meetings with the guys along with the annual judging meet at Carillon Park and the Jeff Bernhardt's annual October road tours. Sounds like most of us doesn't it? Ron brought Scott to a couple of our Tuesday



night meetings; maybe we can talk Scott into joining our Chapter to carry on the Lambdin NCRS tradition. On a personal note, the thing I remember about Ron was his willingness to help. I recall at one of our judging schools, I was having difficulty getting my laptop to drive the external display projector and Ron was the first to jump in there and give me a hand....Thank You Ron, we miss you!



1965 Corvette Differential Assembly

by Jim Stukenborg

This is the second of the two tech sessions on Jim Stukenborg's 65 Vette coupe.



The previous session covered the trailing arms and wheel bearings. This session will cover the re-assembly of the differential. In the previous session write-up it related that the lack of side yolk snap rings as the reason the Vette was taken off the road for the repair that took 16 years. The broken snap rings were found in the bottom of the case. One can only speculate what cause them both to break. Further inspection of the inside of the differential showed very little gear and bearing wear. The side yolks showed only a little radial grooving on the ends. The side bearings were replaced because they were on hand and with the ring gear

removed they are easily driven from the outside in to remove them. Trying to remove them with out taking out the ring and pinion is almost impossible as they are a tight fit to the case and not easily gripped with a bearing puller. The interference fit is the only thing that holds them in place.

Inspection of the under side of the car showed evidence that the pinion seal was leaking. This required the removal of the pinion nut and drive shaft yoke. We marked the nut position, but during the cleaning process lost our mark. We should have used a hammer and punch and put on an indelible mark. When the pinion nut was retightened by guess to the wrong spot and we ended up with excessive preload on the pinion shaft bearing. The service manual says the proper preload on the pinion is 20-25 inch pounds new and 5-15 used. This is the force it takes to turn the pinion yoke with nothing to

turn but the pinion shaft as the ring gear was still out of the diff. This preload comes from compressing the crush sleeve on the pinion shaft. This crush sleeve is a heavy walled tube that fits over the pinion shaft. The tube has a raised ring rolled into the tube wall that serves as crush point. Checking with



a knowledgeable rear end person confirmed that just backing off the pinion nut was not the correct thing to

The broken snap rings were found in the bottom of the case. One can only speculate what cause them both to break.

do as the preload is the only thing that keeps the pinion nut tight and

the compressed crush sleeve does not spring back. So a new crush sleeve was installed and the pinion nut was tightened until the preload spec was met. A special wrench to hold the

Continue on Page 6

1965 Corvette Differential Assembly (con't)

by Jim Stukenborg

Continued from page 5

pinion yolk helps with this job. The wrench torque needed to get the proper preload is over 100 ft-lbs. Note that there are two lengths of crush sleeves available. Here, we needed the shorter sleeve. Remember to prelube the pinion seal before reinstalling the drive shaft yolk.

The spider gear shaft was replaced although there was



minimal wear evident. In the design of the C-2 suspension, the half shafts are the upper suspension link and the side yokes rest against

the spider gear shaft and the weight of the car is pushing in against them. In normal



operation the yokes and the differential rotate together. Only if one tire is spinning or a small tire is installed on one side at the rear, or the car is in a turn would the yolk be spinning against the shaft. The slight radial grooving at the ends of the side yokes was removed holding the yokes

upright by hand and carefully sanding the end on a sheet of emery paper mounted on a smooth saw table top using long slow strokes.

The ring gear was then put back into the case, the old shims reinstalled, and the bearing caps torqued to 55 ft-lbs (spec is 50-60). The shims are a different thickness so if they are reused make sure they go in the side they came out. The contact pattern between the gears

the snap ring is properly seated the yolk can't be pulled out by hand.

Adapter plates were bolted to the side yokes and a



torque wrench was used to measure the positraction slip force. The torque meas-



ured over 140 ft lbs so the positraction clutches were not replaced. The differential cover was then bolted on the case. A little grease was used to keep the gasket in place while the cover was being installed. It is not

Continued on page 7

1965 Corvette Differential Assembly (con't)

by Jim Stukenborg

Continued from page 6
necessary to use sealer on the gasket.

A new breather tube was installed in the small hole at the top rear of the differential



case. The hole had to be de-burred to get the tube to go into the hole. Plug the hole first so metal chips do not fall into the differential. The assembly was then degreased and painted with a coating of Dupli-Color gray cast iron and bolted to the differential cross member in preparation for installation back into the Vette. The big rubber cross member cushions were replaced as the metal outer jackets were significantly corroded. The old cushions were removed with a chisel, but a press is needed to reinstall them.

The author would like to give a big THANK YOU to Larry Linder and all of the other NCRS club members who assisted with the work covered in the previous

article on the trailing arms and this work with the differential assembly.

The car is back together and almost ready to hit the road. One remaining item is the gas gauge. This may be the subject of another tech session.



2009 Houston Woods Road Tour By Bob Hiney

For those that missed it on July 18 2009 our club met at Jerry Michaels for our annual Road Tour. Because everyone seemed to enjoy last year's adventure to Houston Woods State Park we decided to try it again. With the weather cooperating for a change, all 26 participants in 14 beautiful Corvettes left Jerry's for a wonderful time weaving through the back roads on our way to the Lodge. After arriving at the Park Lodge we checked out the sights and scenery including the full functioning "BAR". About 5:30 PM everyone set down for a meal and some great conversations. I wish to thank the participant's, Mike Mills and Jerry Michaels for there help.

The Participants

Jim and Tracy Landsiedel, Mike Mills and Aly, Bob and Debbie Hiney, Mike Treece, Greg Gorniak, Tracy Harpster and Nancy, Lou and Cheryl Miller, Nick and Lynn Kammer, Pete and Judy Cerar, Jerry and Chris Michaels, Bill and Patrice Schottelkotte, Jerry and Nancy Swain, Larry and Vickie Linder, and Terry and Louie Brim. Thanks to all.

If anyone knows of some sights (points of interest) or roads (curvy) that would be of interest to our club for a Road Tour next year please notify a board member.



2009 Chapter Judging Meet by Terry Brim

At last, the Gods were smiling on the NCRS Miami Valley Chapter Judging Meet held this year at Carillon Park on June 20th. The chapter decided, after having rained on the day of our meet 3 of the last 4 years, to move the date to later in June. As it turned out, we made a smart decision.

All total, there were 15 Flight cars that were judged (8 C1's, 6 C2's, and 1 C3) and 18 Sportsman/Display cars. We Also had 34 chapter members and judges along with 33 guest. A special thanks goes out to all the support we received from other NCRS Chapter members who help judge and to the tabulators. We couldn't have done it without you!



2009 Chapter judging Meet (con't) by Terry Brim



A Time Gone Bye

If you have pictures of a time gone bye and would like to share them with Chapter members, simply email them to me or give me a photo which I will scan in and return original to you...simple as that! Help make you newsletter more interesting and fun for your fellow chapter members

Thanks Terry

Chairman's Corner *(con't)*

Continued from page 1

have a drive to continue to make our chapter on of the best. Who ever runs for these offices must be able to dedicate the time to make it happen.

There are a number of changes to the Chapter By-Laws dictated by changes in

the National By-laws and some that have needed attention for a long time.

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.

Ask Don -

Challenge the members with your questions.

Enjoy your cars and drive carefully.

Regards

Larry

Ads and Services

Place your ads and services here for next issue of the Vette Gazette

TECH TIP

Engine oil leak

An issue of the Auto Restorer last year had a letter to the editor answering a question about an oil leak with a 1980 Corvette that could not be located. Seems that when the Vette was run at high speeds for an extended period of time it would lose a lot of oil. However, when it was left to idle on the driveway no oil would drip. The letter writer finally identified the leak coming from two threaded holes drilled on either side of the harmonic balancer. These holes were grand fathered in the block from the old days when they were used for engine mounts. It seems that some of these holes were drilled a little too deep near an oil gallery. The answer was to put short 3/8-16 bolts with washers in these holes to stop the leak. A little thread sealer on the bolts would probably be a good idea. Jim Stukenborg

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 15 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!

Bill Stump Jim Makley

Miami Valley Chapter Officers

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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