

VETTE GAZETTE

Volume 5 Issue 3

September 2007

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Chairman's Corner with Larry Linder

It hard to believe that another Summer has slipped by and all summer events are behind us. Fall has officially begun and we are looking forward to a number of events. Knoxville Expo has moved to a new indoor location. Nice in the early spring but not so nice in the fall. Jeff's road tour is going to be bigger and better this year assuming that it does not rain. A couple of judging events are also lumped into the same time period. We need about 10 weekends in September so we can go to all of it.

The elections for board of directors is in November so anyone wanting to help direct this endeavor is encouraged to run for any post.

Terry Brim is retiring as Editor of the Vette Gazette. He has done an excellent job and will be missed.

Anyone wishing to take on

this task should step forward and I am sure Terry will give you some help.

Invitations have been sent out to chapters to solicit proposals to host a regional event for 2010. Your board of directors didn't think we were ready to take on a task of this magnitude yet. Maybe in 2011 we may be ready.

Financially the chapter is on sold footing but we need to accumulate more money to support a regional event. Typically a chapter may make a few bucks but the upfront money can be eye watering.

There is a lot being planned for next years events. We are zeroing in on the founders day event, judging schools, judging meet, a road tour with dinner and more.

The two dyno runs we made

were at a chapter meeting and a

second for just the fun of running your car. These were fun to watch.

Carlisle was pretty warm and the show ended with a major wind storm blowing down tents and sending loose stuff into every-



thing. Fortunately we left a few hours before the storm.

Coming up next winter is

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Never Say Never by Terry Brim

For some of us, the old cliché “Never Say Never” is something we have only heard and very few of us have lived by. Such is not the case with the subject of our feature article in this issue of the Vette Gazette. Now for those of you who have been a member of the NCRS Miami Valley Chapter the past 3-4 years, you know of whom I speak.....That’s right our own Terry “Bucky” Buchanan and his beloved Green Monster.

Terry’s dad was always a car enthusiast, but he never owned a Corvette. The first car



Terry really remembers was a 61’ chevy 348 cid 4 barrel with dual exhaust and Air Conditioning no less that his dad bought right off the show room floor! More on this car later however.

The one thing however that Terry was not successful in doing was turning his younger brother into a corvette nut. Turns out he is somewhat of a Mustang fan....who would have thunk! Terry was not

your normal gear head in high school, rather he was more into sports (ala football) along with the finer things in life.

Back to the 61’ Chevy, this was the car Terry took to college. He was tempted, just

once, when one of his college buddies also had a 61 chevy...so Terry did what

most guys would do....challenged him to a drag race. Of course, the one big difference was that Terry’s 61’ was a girle-matic while the other guys car was a

4 speed. Well as Terry put it, the guy “kicked my but big time” I’m sure that would



not happen today even with

Terry did what most guys would do... challenged him to a drag race. Of course, the one big difference was that Terry’s 61’ was a girle-matic while the other guys car was a 4 speed. Well as Terry put it, the guy “kicked my but big time”

his current 68’ 427/390 vette.

Terry eventually sold the 61’ chevy and bought a 69’ SS Chevelle. Someone however had replaced the 396 motor and 4 speed with a 307 cid /auto-

matic. But Terry didn’t mind as he was about to get married during his second year of college and the Chevelle would do just fine until he and his wife Terri finished school.

Fast forward 5-6 years after college (circa 1981), Terry decided he could afford to buy a Corvette and “drive it around” A friend of his at the school where he was teaching had one and well you know how the story goes. Once he was hooked, the only problem was how to “sell” the idea to his wife. As the story goes, Terry told his wife, Terri, “you know we could get one of these, they’re not that expensive and we could probably sell it for what we bought it for and drive it for a couple of years”....sound familiar?

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Never Say Never (con't) by Terry Brim

Continued from page 2

In 1981, Terry found a beautiful White '77 vette with wire wheels which he says he would still have the car today except for 2 small problems.....his two little girls kept getting bigger and bigger until his oldest daughter Lisa, just couldn't fit behind the seats any longer...man, we have all been there!

Sadly, after a couple of years, Terry sold the car, which his wife drove to school every day by the way. Next came raising the girls, putting them through college...all vette-less years.

During this "dry spell" however, the fever was never far away. Terry recalls that around 1992/1993 his brother's brother-in-law, you remember his brother, the Mustang guy, bought a 61' black fuelie. When Terry would go see his brother, first thing he would do is go over and see the 61' fuelie.

In 1999, his brother, the Mustang guy, who lived near Auburn, Indiana at the time, invited him to come up and go to the Auburn classic car auction. Terry says "he got hooked

sooo bad!" Terry said he had the bug so bad that he came home and cleaned up the engine compartment of his old family car!

In early spring of 2000, he began looking for a vette, probably telling his wife over the winter months that they could afford to buy one and drive it for a couple of years and sell it for what they had paid for it.....Hey, if it works, stick with it....He finally found what he was looking for right here in Beavercreek, a 68' Green 427/390 convertible....the Green Monster as Terry calls it.

In 2001, Terry had the car judged for the first time at the Queen City Chapter where he received a 2nd flight....not too bad for the first time out he thought!

After that he was not only hooked on Corvettes, but also on NCRS judging. The next stop was the Ft Wayne, In. meet in 2002 where once again, he

received a 2nd flight award, but he had improved his score by 5 or 6 points so...the hook was set even deeper!

In 2003, he took it back down to the Queen City meet, and once again received a 2nd flight award. In 2004, he had the car judged at our chapter meet and again at the Heart of Ohio meet. At both meets, once again, he received 2nd flight awards. It was after the Heart of Ohio meet that Terry says he "really got angry with the car."

After each succeeding judging meet, he would correct items from the judging sheets but, according to Terry, he could never "get it over the hump". At about this time, he actually put the car up for sale, but Mike Ammer encouraged him to keep the car.

In 2005, he again had the car judged at our chapter meet, but again fell just short of a top flight. Not to be deterred, in early 2006, Terry took the car over to



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Never Say Never (con't) by Terry Brim

Continued from page 3

Greg Gorniak's to have a "little work done on the trailing arms and rear spring" Terry knew he had some rust issues with the frame, but had no idea just



how bad it was. Terry says that "every time they would hit the trailing arm bolts to knock them lose, rust would just fall down in buckets" He asked Greg "Is this normal" of course Greg told him only on 68' girl-matics! Thus was borne the term "Rustoration Station"

At this point, Terry suspended the operation until he could talk to some knowledgeable folks about repairing the frame without doing a body off. Needless to say, the experts told him that the only real way to determine the extent of the rust was to remove the body. At this point Terry says, his conscience would not allow him to simply put the car back

together and sell it to some unsuspecting individual.

As luck would have it, a fellow chapter member, Jamshid, had a frame that would work as a replacement. So the decision was made, the body was coming off!!



At this point in the interview, Terry was insistent that I mention how grateful he is to all the chapter members who helped out on this project. Needless to say he thinks Greg Gorniak walks on water! The other folks Terry is indebted to for their help are Mike Ammer, yours truly, Karl Clauss, Mike Glaunsinger, Nick Kammer, Ed Kayler, Larry Linder, Tony Ninotti, Tom Sliemers, Jim Stukenbork, and of course Jamshid Moradmand for almost donating the frame.

"every time they would hit the trailing arm bolts to knock them lose, rust would just fall down in buckets"



That was April of 2006 and through the summer months, Terry would make parts list, order the required parts then he and Greg would work on rebuilding the entire chassis on the new frame.

It was during this time that Terry made the decision to have the engine and trans rebuilt and to detail out the

chassis for that long sought after NCRS Top Flight award.



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Never Say Never (con't) by Terry Brim

Continued from page 4

Unlike many Corvette restoration stories, this one has a happy ending in that Terry had the car judged earlier this year at our chapter meet and was rewarded with his first ever Top Flight Award.



Terry did confide however that he is seriously thinking about having it judged at an NCRS regional meet next spring...do I smell a Duntov in his future?

On another front, there is a rumor floating around that he is currently telling his wife, Terri, "you know we could get one of those new corvettes, they're not that expensive We could probably drive it for a couple of years, then sell it for what we paid for it and get our money back"....sound familiar?



Many of you may or may not know, but Terry was one of the original founding members of our Miami Valley Chapter and has served as our secretary since the chapter was initially formed back in February 2003.

If we see Terry driving around town in a new vette someday soon, you'll know he is quite the salesman....Good Luck Terry!



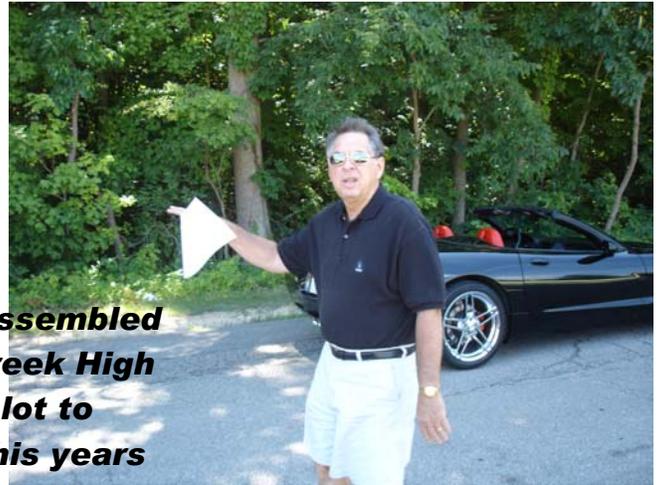
When I asked Terry what the future holds for the Green Monster, he confided that it will remain in the Buchanan family for quite some time to come.



Summer Road Tour



Thirteen cars assembled at the Beavercreek High School parking lot to participate in this years annual Chapter summer road tour.



Debbie and Bob Hiney were the day chairs for this event. The tour took a 2 hour drive through some beautiful Greene county country roads with a interim stop at the Hiney farm. The tour culminated in an early dinner at a local restaurant in Waynesville, Ohio....Thanks Debbie and Bob for a fun filled afternoon!



Summer Road Tour (con't)



Summer Road Tour (con't)



Summer Road Tour (con't)



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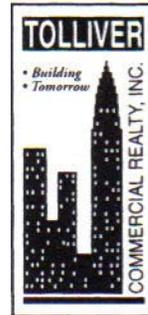
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Looking for Lost Horsepower by Larry Linder

Several weeks ago we had a chassis dynamometer get together at Precision Autosports on Factory road in Beavercreek. The shop is run by Jeff Whitman and his partner. Both very knowledgeable and considerate fellows. They are also very careful of your car - they are car guys too. I have known Jeff and his wife since they were in grade school.

The chassis dyno is a good way to see how your car runs without abusing it as you would do on a drag strip. The process is to tie the car down securely; we don't want to launch one out the door and into the creek. There are two tie downs in the rear and two in the front at a 15 degree angle. Once the car is secure with the tires on the dyno rollers so it can spin the roller. A large fan is set up in front of the car to simulate moving air through the radiator. There is one connection made to the ignition and that is a clip-on probe to get a good ignition signal for measuring RPM. This also allows a revlimiter to be programmed. The operator has a hand held control with a green light button

that signals a start and a red light button that tells him when to lift his foot.

The operator sits in the drivers seat, he drives the car and shifts threw the gears until he gets to 4th or a direct drive gear. Once the computer in the dynamometer gives a green light and starts measuring the torque, the operator merely holds the throttle to the floor till the red light comes on and he then takes his foot off the gas. You can see what your car looks like at near red line in high gear - at well over 127 MPH.

Truths:

An engine produces power by burning fuel. The weight of the fuel/air burned is proportional to power - too rich or too lean and power drops off. Volumetric efficiency is the other term. This is how much fuel/air the engine can ingest compared to its displacement. An air/fuel ration of 18.1 is considered lean and is too lean for a carbureted engine but good for maximum economy. An air/fuel air ration of 14.33 is stoichiometric (chemically correct) producing $\text{CO}_2 + \text{H}_2\text{O} + \text{N}_2$ and is the point where the combustion is most complete.

Maximum power requires an excess of fuel to make sure all of the air is consumed with the added fuel in the form of $\text{HC} + \text{CO}$. This air/fuel ratio is 13.33 to 12.5 with 13.33 the ideal number. This is due to the fuel's molecular structure - so much for the chemistry review.

Old HP vs New HP:

The old HP for advertisements was brake HP at the flywheel with no accessories, no water pump, no alternator etc. The new HP ratings are net and are as installed with all accessories. The chassis dynamometer is a lower net rating because the efficiency of the intake air filter, exhaust system, gear box, differential, tires and all other parasitic are included. It is also how you normally drive your car on the street.

Test Data:

The test data shows the plots of Torque, vs. RPM. HP is calculated using the speed and torque. Peak torque, and peak HP are calculated by the dynamometer computer. The air/fuel ratio is measured by a heated oxygen sensor -

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Looking for Lost Horsepower (con't) by Larry Linder

Continues from page 11

this is sniffed by the little copper tube put up the tail pipe. All data is electronically smoothed. The most important measurement is the air/fuel ratio.

Actual Tests:

This is neat stuff; there are no winners and losers in the test. Sure we compare numbers but the object is to see how your engine makes HP and ways to improve it. It was a very enlightening experience to say the least. It was easy to see what made HP and what didn't. Each plot contains two dyno runs, each run has the torque, HP, and air/fuel ratio plotted. The color plots are a lot easier to read.

66' 390 HP 427 cid: (Plots 1 and 2)

The 390 HP 427 had a 750 CFM Holly instead of the stock 600CFM, an aluminum intake, new distributor, side exhaust and few other things that were visible. The HP output was not as good as we hoped it would be. The air/fuel ratio told the complete story. Off idle wide open throttle the fuel air ration went very

lean, it was lean in the 1 - 4 K RPM range and went dead lean at the top end. The primary jets were changed to a larger size and the fuel pressure was set to 4.5 lb. so we didn't overload the needle and seat. This brought the fuel air ratio in the mid RPM range closer to 13.3. The secondary had the right size jets - same as what GM delivered with the engine - imagine that. The secondaries were not opening soon enough to supply more fuel to the engine. A much lighter secondary vacuum diaphragm spring was installed and the next test it ran worse. The secondary vacuum diaphragm was disassembled and we found the spring was out of place. This was fixed and we made another test run. The improvement was pretty

dramatic with a 20 HP gain in power. The final fuel air ratio was . a little rich but not by much. The off idle bog and lean fuel air ratio could be helped with a different accelerator pump cam on the Holly. It also showed why the 390 HP 427 engine was originally equipped with a 600 CFM and not a 750 as in the test. The 750 never fully opened and a 600 CFM would be fully open and the

off idle problem would be gone.

66' 350 HP 327 cid: (Plot 3)

The 38 years ago the 350 HP 327 had the heads ported/polished, the 600 CFM Holly ventures resized, the intake manifold and exhaust manifolds were flow matched to the heads, 2 1/2 exhaust system and factory off road under car mufflers. The rest was as delivered by GM. The bias ply tires cost a lot of rear wheel HP. The fuel/air ratio was almost 13.4 all the way to redline. The head and manifold improvements are worth about 100 HP at the flywheel and 50 hp at the rear wheels.

65' 425 HP 396 cid: (Plot 4)

The 425 HP 396 was a very original and car without any engine modifications. The bias ply tires cost a lot of HP on this car too. The more HP output the more the tires lose. The air / fuel ratio was almost 13.4 all the way to redline. This would indicate that the only way to get more power was to improve the volumetric efficiency by head, manifold modifications and the cam

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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 19 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!

Dave Pritchard



A Time Gone Bye

Ever wonder what some of our Chapter members looked like and what they were thinking as they were about to enter the world after high school?

One of our members shared a rare glimpse back in time. I found two things so amazing about this individual....First, how he looked back then!

AND

Second, even more amazing, was what he wanted to do after leaving high school!

Following is his quote in the senior year book. "My ambition is to graduate from Alter, then get started on an education! Then I will cruise through life in a 59' corvette" *Do you know who this individual is? Find out on the following pages.*

"My ambition is to graduate from Alter, then get started on an education! Then I will cruise through life in a 59' corvette"



Chairman's Corner (con't)

Continued from page 1

an engine dyno pull at Performance Clinic - stay tuned for this one.

Probably the only disappointment in the year was the lack of participation of members in events. It's the same 20 to 30 % - It would be nice to have a few standing room only events.

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.

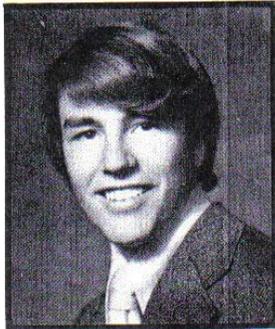
The South East chapter is having a judging meet on the 20th of October but their add was left out of the DriveLine - or maybe they slipped up and missed the dead line. The event is at the Knoxville expo center on Saturday 20 October. Fun but dead serious

judging. You can make contact with them from the ncrs.org web site. It is the same Saturday as Hear of Ohio - They also need your support. Either way you earn more judging points.

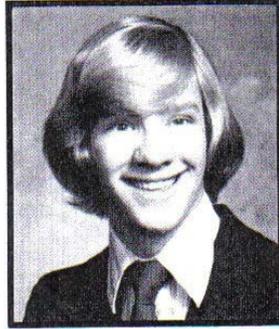
Look at our web site for scheduled events.

Regards
Larry

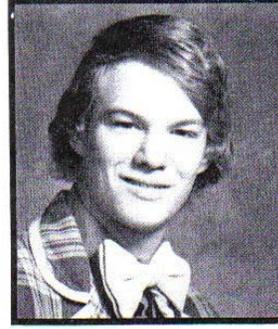
A Time Gone Bye (con't)



Jeff Janning



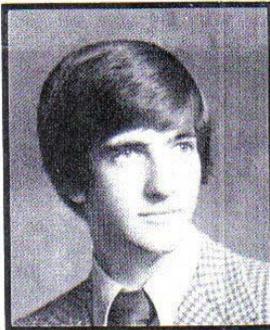
John Janning



Stephen Jeffords



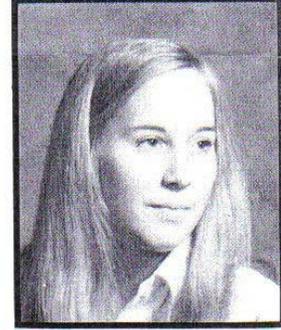
Kim Johnson



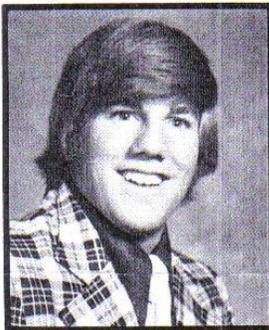
Rick Jones



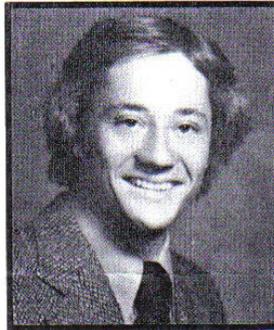
Ralph Kane



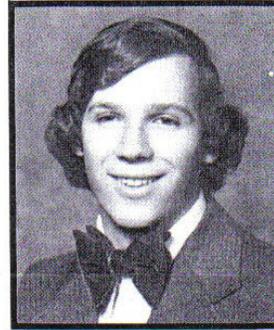
Connie Kehl



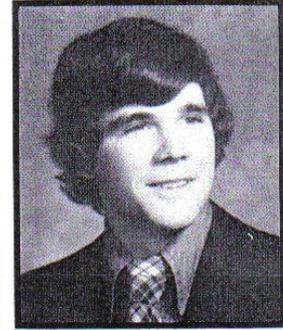
Tom Kelley



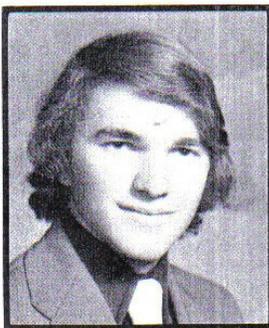
Chris Kelly



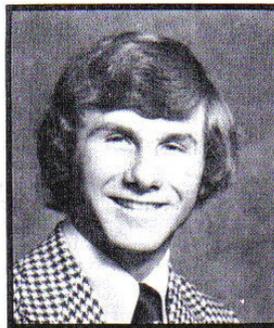
James Kerezi



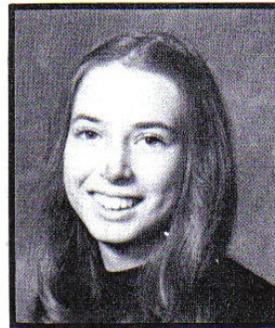
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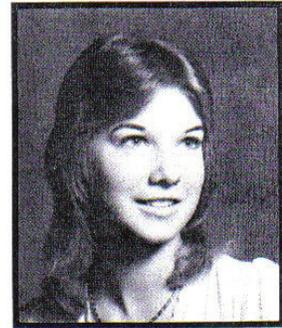
David Kessler



Robert Kinzig



Mary Kay Kissell



Nancy Klosterman

A Time Gone Bye (con't)

GLENN HOGENKAMP: Basketball 1,2; Intramurals 1,2,3,4

MATTHEW JAMES HORVATH: Football 1,2; Track 1; Key Club 2,4; Perfect Attendance 1,2,3,4; Intramurals 1,2,3,4

KATHY HORWATH: GAA 1,2,3; Castle Players 1,2,3,4; JCOWA 1,2,3,4; Spanish Club 1,2,3,4

DAVID HOVORKA: I have spent almost a fourth of my life inside these walls in preparation for the future. The time has not been wasted.

TOM HUELSMAN: Football 1; Basketball 1,2; Intramurals 2,3,4; Key Club 4

ANTHONY HUESMAN: Student 1,2,3,4; Football Manager 3; Trainer 4; Basketball Trainer 4; Key Club 4; J.A. President 4; Student Council President 4

RICHARD A. HULL: Basketball 1; Perfect Attendance 1,2,3,4; Intramurals 1,2,3,4; Track 2,3,4; Cross Country 3,4; Key Club 3,4; Varsity A 4

JOHN IACOVONE: Basketball 1,2,4; Baseball 2,3,4

JIM IVANOFF: Intramurals 1,2,3

JEFF JANNING: Band 1,2,3, (president) 4; Pep Band 2,3,4; Jazz Band 4; Intramurals 1,2; Castles Players 3,4; Orchestra 3; Junior Chorus 1

STEVE JEFFORDS: Intramurals 1,2,3,4; Golf 3,4; Varsity A 4

KIMBERLY JOHNSON: If we only have love, Then tomorrow will dawn and the days of our years will rise on that morn.

RICK JONES: Intramurals 1,2,3,4; Band 1,2,3,4; Pep Band 1,2,3,4; Key Club 1,2; Baseball 3,4

NICK KAMMER: My ambition is to graduate from Alter, then get started on an Education! Then I will cruise through life in a '59 corvette

RALPH KANE: Intramurals 1,2,3,4; Art Club 1,2,3,4; J.A. 3; Wrestling 3; Homeroom Rep 4

CONNIE KEHL: Today is the tomorrow you worried about yesterday.

CHRIS KELLY: If you ever experience happiness you can wake up without a worry, but first enjoy yourself, because your life is short.

JIM KERIVAN: Intramurals 2,3,4; Student 1,2,3,4; DAHA Hockey 1,2,3,4; Ping Pong 4

DAVE KESSLER: Intramurals 1,2,3,4; Tennis 1,2,4; Homeroom Rep 2; Key Club 2; National Merit Semi-finalist 3; Accounting Award 3

BOB KINZIG: Intramurals 1,2,3,4; Football 1; Track 1; Homeroom Rep 2,3,4; Class President 3; Executive Student Council member 4

MARY KAY KISSELL: GAA 1,2; Volleyball 2

NANC KLOSTERMAN: "Bean"

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Looking for Lost Horsepower (con't) by Larry Linder

Continued from page 12

07' 405 HP 366 cid: (plots 5 and 6)

The 2007 with 387 HP at the rear wheels blew us all away. This was 30 HP increase over the stock exhaust. It was very apparent that

the engineers at Chevrolet new how to improve the volumetric efficiency of this engine. With the stock exhaust system the fuel air ratio went a little rich at the top end. After the exhaust

modifications the fuel air ratio was perfect as the computer adjusted it for load, temperature and fuel condition. The only drawback was the total noise - yes it was a lot louder.

Conclusions:

Once the fuel air ratio was correct no more HP could be had by changing the tune of the engine. Internal and external changes were required to improve volumetric efficiency. The

stock air filter was worth 4 to 5 HP on the older cars. This was comparing a good stock paper element and no filter. The base plate was left in place. On the carbureted cars you could see the standing cloud of fuel vapor over the carburetor on the 327 and 396. It also points out the merits of ram manifold and fuel injection.

This is the first of several parts of the Search for the Lost HP.

Larry



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

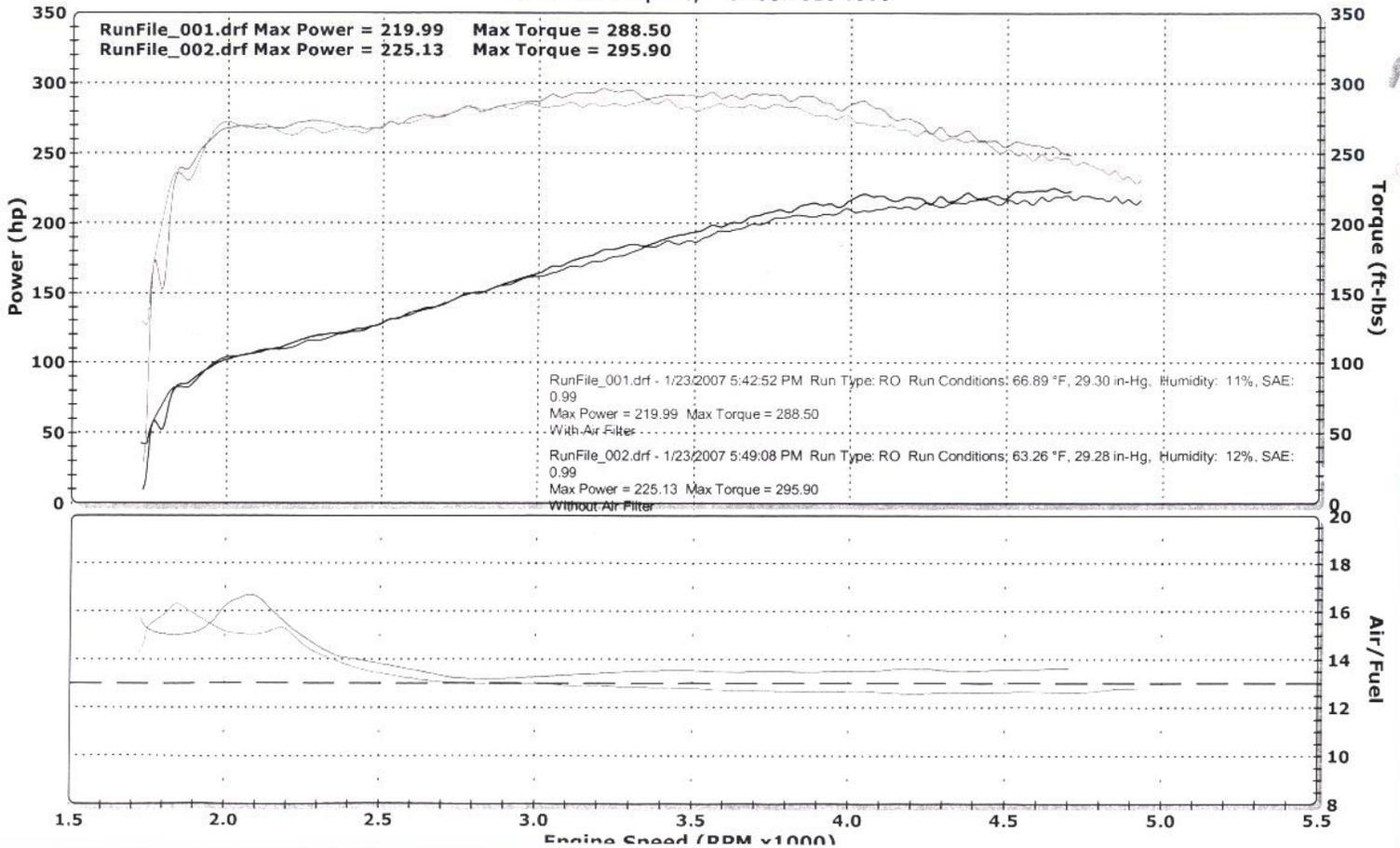
Dyno Plot 1

Precision AUTOSPORTS

DYNOJET RESEARCH

CF: SAE Smoothing: 3

Precision Autosports, LLC - 937-320-5950



66' 390 HP 427 cid

First Run

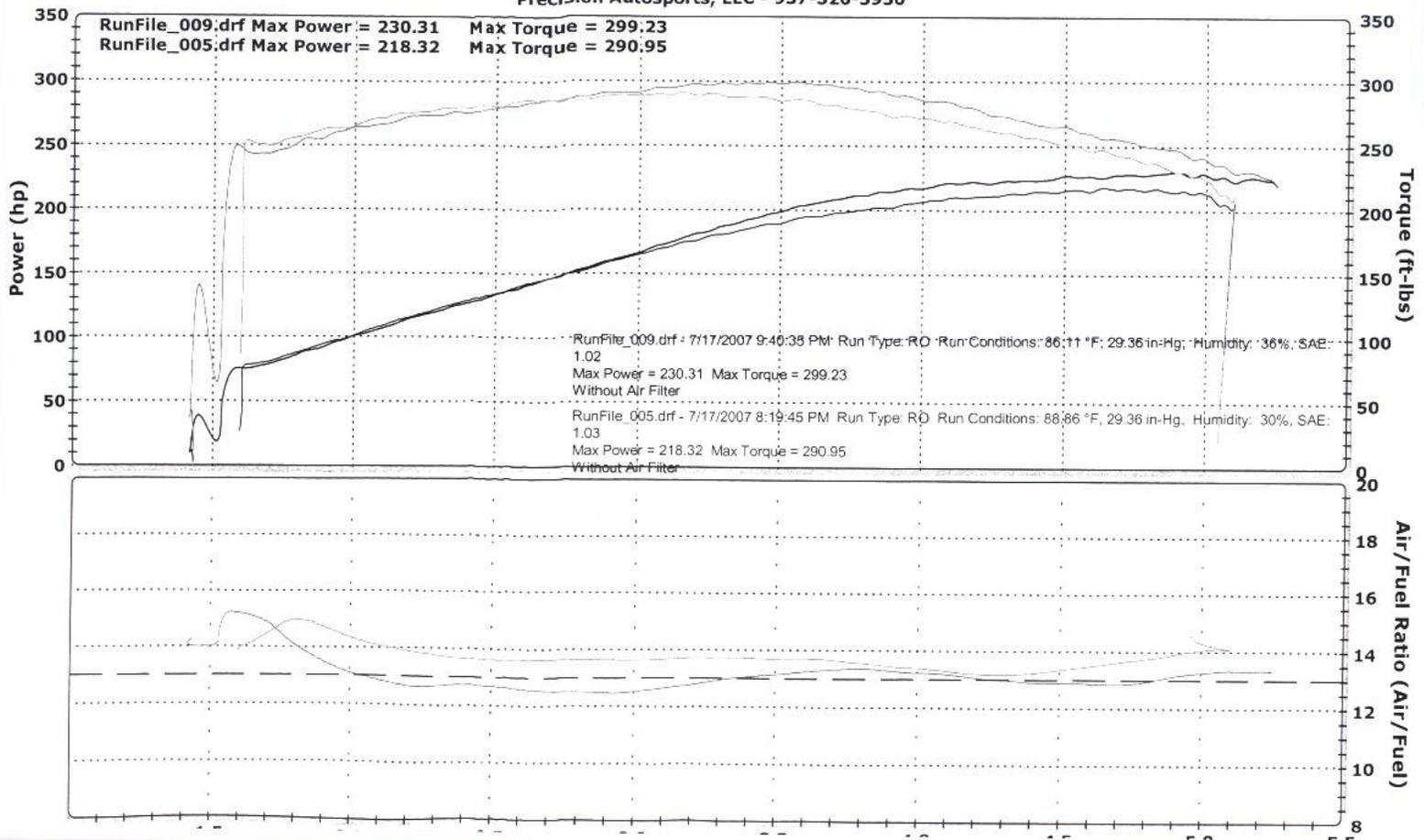
Dyno Plot 2

Precision AUTOSPORTS

DYNOJET RESEARCH

Precision Autosports, LLC - 937-320-5950

CF: SAE Smoothing: 5



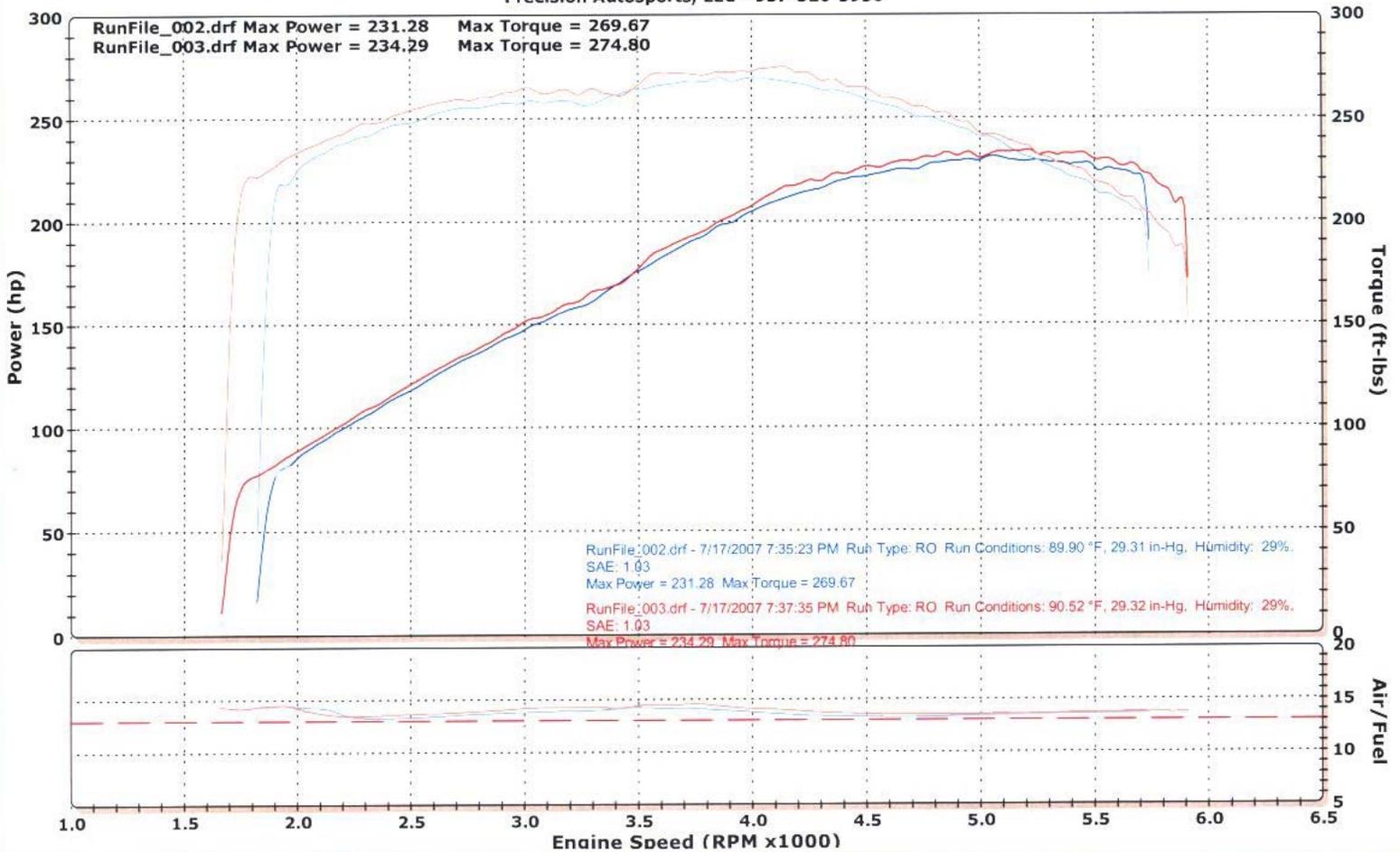
66' 390 HP 427 cid
Second Run

Dyno Plot 3



DYNOJET RESEARCH
Precision Autosports, LLC - 937-320-5950

CF: SAE Smoothing: 5



66' 350 HP 327 cid

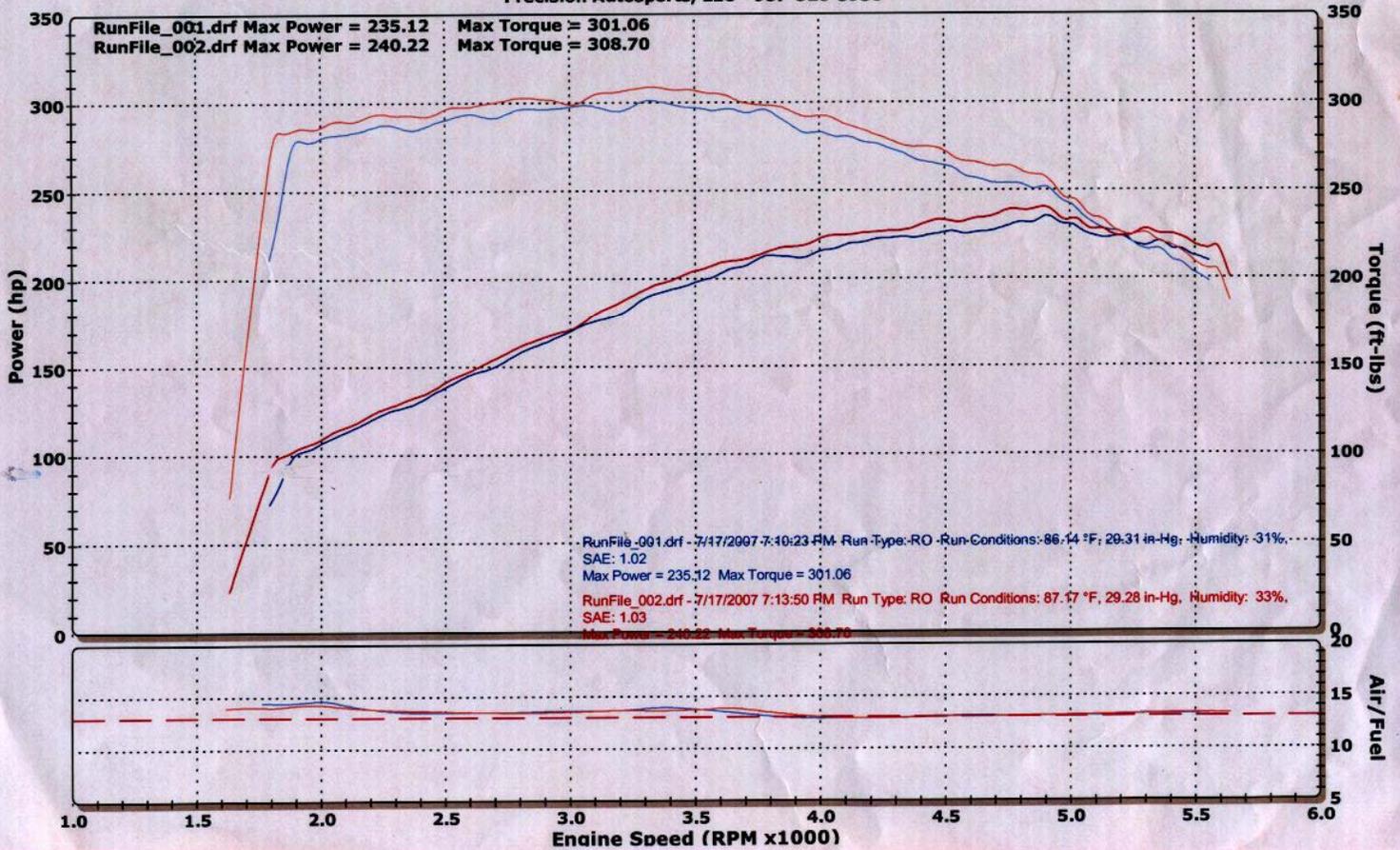
Dyno Plot 4

Precision AUTOSPORTS

DYNOJET RESEARCH

CF: SAE Smoothing: 5

Precision Autosports, LLC - 937-320-5950



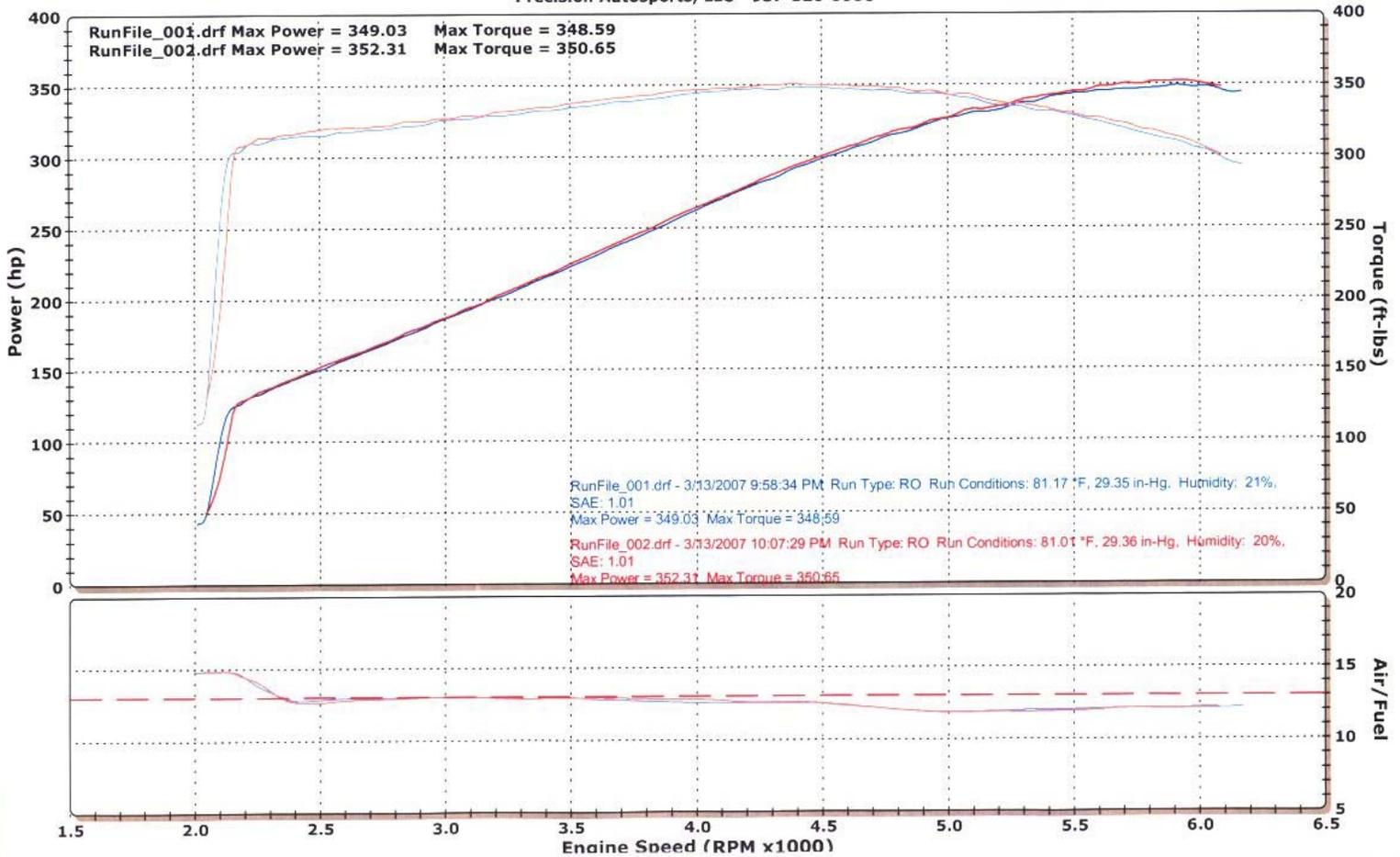
65' 425 HP 396 cid

Dyno Plot 5



DYNOJET RESEARCH
Precision Autosports, LLC - 937-320-5950

CF: SAE Smoothing: 5



07' 405 HP 366 cid
First Run

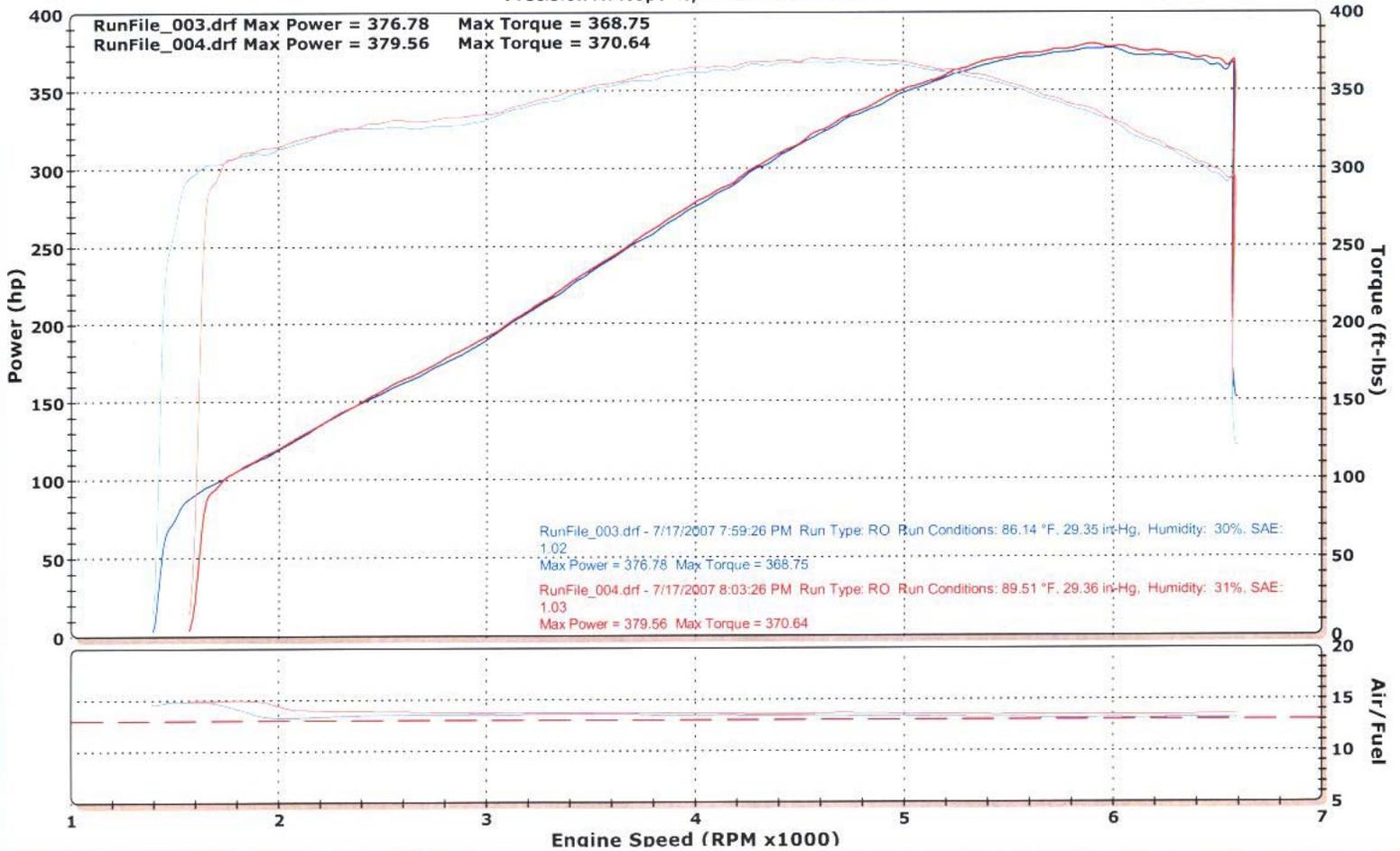
Dyno Plot 6



DYNOJET RESEARCH

Precision Autosports, LLC - 937-320-5950

CF: SAE Smoothing: 5



07' 405 HP 366 cid
Second Run