



VETTE GAZETTE

Volume 6 Issue 1

March 2008

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Chairman's Corner with Larry Linder

Another Spring has arrived. There are a lot of new activities planned for the year. The start of the year was great. The NCRS meet at Old Town Kissimmee Florida - it was perfect. Good fiends, great parts selection, and beautiful cars to look at. It was a great day for rear F40 / F41 rear springs. There were fuel injection parts, wiper blades and refills, gas and radiator caps. There was not a bargain price in the bunch but good parts for the restorer.

The February meeting was at Performance Clinic. As part of the event we ran my 65 FI engine. It produced 365 HP and 360 ft lb of torque, though rated at 375 and 360 ft lb of torque. After talking to Duke Williams on the NCRS discussion board he said that a new 375 HP engine was pulled from a new 65 Corvette in 65 and run on a dyno and it produced 300 HP and 330 ft lb of torque. He thought the output and

performance was pretty good. Plots are at <http://www.micro-controls.com/Corvettes/V65>. A nice video complete with audio was supplied by Dave Prichard.

March's meeting at Voss Chevrolet was informative and we had a chance to see some of the long term maintenance issues with a C4. A very well done large SUV with a nearly 40% fuel burn improvement. It went from 12 to 20 mpg in the city. A very good improvement.

Founders day dinner was nice as usual but some felt the service was lacking. We all got fed pretty well. Next year the Founders day committee will look for another place that has better service. Any recommendations would be appreciated. Thanks to Ed Kayler, Bob & Debie Hiney and others that make this a memorable event.

By the time this goes to



Press, the Knoxville show will be history. It promises to have more venders and more cars. Last fall we found a few much needed items such as a TI distributor for a 70 LTI, a TI coil for a 66 327, a rebuild able glove box door and a host of other much needed parts.

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The Jack Knab Story Part II by Jack Knab

When we returned back home to Dayton after the 1957 Sebring 12 Hour Race, one of the FCCA members brought his brand new 57 FI Corvette to one of our local speed events and we were impressed by its performance, and improved quality, but it lacked the new 4-speed that was not available when the car was ordered. Shortly thereafter we learned that it was now an option, so I returned to my SWS Chevy dealer to place my order for a 57 FI, 4-speed, with a Positraction 4.11 axle, Inca silver with red interior soft top only, but failed to take the HD brake option, or the HD suspension.. I could not justify the additional cost of those items! After discussing those items with my friends at Delco-Moraine, they thought I could add those through the parts department! I had the Parts Mgr. Herb Steinke start tracking part numbers, and availability.

Meanwhile, Bill Howe in Middletown was really eager to get his 57, (ordered in Detroit, with Fred Warner's approval, way back in December), as he was entered in the SCCA National Race at Cumberland, MD. At the last minute, the Chevrolet Zone Office told him the car was to be built the week of the race, and the only way to make the race was to take delivery at the plant! Bill called me and asked if I would fly to St. Louis with him to pick the Corvette up, and then proceed on to Cumberland. We grabbed a TWA flight out of Dayton... and a cab to the factory, just in time to see his car going thru the final checks, and water test ... but were then informed that we could not take the car... that their contract with the union stated that the car must be delivered from the factory to a dealership by the teamsters! So we made arrangements with the local Chevy Dealer, and went there to wait for the Union delivery!



Initial Delivery of Bill Howe's car in St Louis

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The Jack Knab Story Part II (con't) by Jack Knab

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As soon as we could get away, we left St. Louis, and returned to our homes back in Ohio, holding the revs down .. spent the night .. then struck out for Cumberland, MD early in the morning, along with two of Bill's close friends in a support vehicle with the race gear, tools, and the luggage. On arrival, Bill worked a deal with the local Chevy dealer for a space in the service area .. so we could prepare the Corvette for the race.

While we were working on the Corvette, a Maserati was rolled off a trailer, into the stall next to us, and several factory mechanics proceeded to work on it. We learned that it was the very car that had crashed and burned at Sebring in late March, and was now being resurrected for Carroll Shelby for the main Race on Sunday! The car was bare

aluminum, no interior, and they were rewiring the entire car, one wire at a time. No one had big rigs and endless spares back then, and it was a real treat to watch them put this back into running condition... and then end up winning the main race in it!

Shelby was also to compete in our production race, and was designated to drive one of two 1957 Sebring Corvettes, entered by Ebb Rose. They had been repainted black with "rose" pink coves. We learned many years later that they were provided to the Rose Trucking Company for \$1 each as part of the recent AMA agreement to withdraw from all racing activities. The red Sebring SR2 was also included in that transaction. Ebb Rose was a big trucking customer and pal of Ed Cole, and was also racing sprint cars, and boats, using Chevrolet engines, and his mechanic was his Texas neighbor, Tony Foyt ...A. J.'s father!

Another thing that occurred during preparation of Bill's car was a young 21 year old kid introducing himself to Bill, asking about the car, telling Bill that he had just competed in his first race (Marlboro), and then " point blank" asking Bill to let him drive the car and then back him to compete for the SCCA National Championship! Bill was astounded, and told him flat out "NO" and that he intended to race the Corvette himself only in a few Midwest races ... That young man's name was Roger Penske ...and he would continue asking Bill for his backing, for another year.

Also in Bill's race were other 1957 Corvettes, the most prominent being one entered for Dr. Dick Thompson, the current class champ, by Mr. Lindsey Hopkins. He was also a close friend of Ed Cole, and in keeping with the racing ban, not an official entry. We now know of several Corvettes entered, that were ordered at the same time as Bill's, but had

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The Jack Knab Story Part II (con't) by Jack Knab

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some options deleted to get early delivery, one being driven by Bark Henry. A number of 300SL's, and Jaguars, which were both top class contenders in those days, made for an exciting race.



Carroll Shelby



Carroll Shelby (Standing)
Ebb Rose (sitting)



Bill Howe



Dr Dick Thompson

The Cumberland National SCCA race was held at the local airport, using most of the runways and some taxi areas for the course layout, which was marked with cones and hay-bales. The paddock was within the course and we set up our little piece of ground alongside one of the back straights, and who should arrive to claim the adjacent area? The Rose Team, with the two black Sebring cars, the red SR2, and the ready- to- race and also win aluminum finish Maserati!

The race attracted a very large number of entrants, and there were as many as 50 to 60 cars in each race, broken down by class, with each race lasting 45 minutes or so. Bill's race was for Production Cars over 2 liters and the Start-Finish line was beyond our line of vision, so we did not witness the start, but as the cars came into view, it was pretty obvious that Dr. Dick Thompson, out in front, was the man to beat! Second was Carroll Shelby, then Bark Henry, and Bill running in the top ten! As the race went on, Thompson kept widening his lead and watching him handle one of the switchbacks, it was very obvious to me, why he was the National Champion. Shelby had second and Henry third, and Bill was now running fourth! The race progressed with little change in position, and no one was going to catch Thompson ...then we noticed Bark Henry did not appear ... Bill was now third! Thompson gets the checkered flag, Shelby second, and Bill in the three day old Corvette takes third ... in a National Championship Race!

For me to say Bill was elated is understated! The whole week was just a great ...and huge experience ... and the third place, against those ex-factory cars, was the icing on the cake!

Within weeks thereafter, my new 57 finally was delivered to SWS Chevrolet in Dayton and

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The Jack Knab Story Part II (con't) by Jack Knab

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I traded in my 56, complete with Dayton wire wheels. My expectations about the new 57 with FI and new 4 speed, coupled with the 4.11 axle were fulfilled, and it was a delight to quickly put on the break-in miles! Hind sight says that I should have kept the hardtop off the 56 , , , and I would regret it later! One interesting thing happened when I talked to Main One Tire about mounting race tires on the wide wheels I ordered through Parts. They offered me a set of Michelin radial tires at no cost ..so that Dayton Tire Company could estimate mileage and tire wear. I cautioned them about my driving habits and Main One's Mgr. Gene Rayburn said that would be taken into consideration! There were few if any, domestic radial tires back then, and many tires would only last for 20,000 miles or less. My Michelin mileage test was estimated at 55,000 miles

In July, The SCCA conducted it's annual Bellefontaine Hillclimb, and I was asked to be on the committee, by the Regional Exec, Bob McCormick. I was assigned to man the clocks at the finish line at the top of the Hill. We had timing clocks at both the start and finish, as well as voice communications over a wired line. This is an existing road that was shut down for the event .. rather steep, with several bends and a hard switch back just after the start. Not too difficult for the smaller cars, but a little dicey for the more powerful sports cars! I was also entered in my new 57.

After setting up the clocks and equipment .. with every thing working properly, Bob asked me to come down on the return road . and run twice .. as test and official runs. Then man the clocks at the top for the day. Late in the afternoon, when everyone had completed their runs ..Bob called on the phone line to inform me that I had the second fastest time ...and if I wanted, I could come down and take my third and final run. So I turned the phone and clocks over to my co-workers .. jumped in the 57 and took the return road to the starting area. Bob made me aware that the region would like to retain the Top award ... and it was now up to me on this last run! Gathering up the old adrenaline.. I stormed into the switch back and handled it much better then on the earlier runs .. and I seemed to be quicker in the top section also! After shutting down after the finish line .. I parked and walked back to the clocks and was handed the phone to hear Bob exclaim that I had done it .. a new hill climb record run!

But then he said .. hold everything .. don't shut the clocks down yet! And I could hear him talking to someone in the background. He came back on the line to inform me that the young man who I had just relegated to second place .. who had been waiting at the starting area for his first place trophy .. and had watched all this unfold .. was now unloading his 57 Corvette off the trailers And like me he had only made two runs, so he

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The Jack Knab Story Part II (con't) by Jack Knab

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was allowed one more run, whether the car was on the trailer or not! Bob had everyone remain at their stations for what would be this final run. The young man got his car to the starting line .. and was informed this would be the last run of the day!

This young fellow had more adrenaline then I . . and I could hear him storming up the hill at a ferocious pace and he came by the finish line like a rocket!

Bob and I checked the clocks and the group at the starting area announced the new record holder and winner. . by a mere fraction of a second . . of the Bellefontaine Hill Climb. It was that determined young man who unloaded his car and showed all of us present what a winner he would become. That young man was none other than 21 year old Roger Penske!

It was the beginning of a long admiring friendship with Roger, and we were in many races together . but never competed against each other again.

The SCCA NE Ohio Region and the City of Akron, Ohio co-sponsored a Regional race at the Akron, Ohio Municipal Airport in September, 1957. Bill Howe I both entered our 57 Corvettes, and it would be my first official SCCA race and thus I was to compete in the novice the event. To prepare for Akron, I had modified the suspension and brakes by

ordering the HD parts through SWS Chevrolet's Parts dept. It did not bring my car up Bill's, but I should be able to compete at that level. It would be my first venture into the wild and wacky world of metallic brake linings! Roll bars were not required but the SCCA was going to make them mandatory in 1958. Tech inspection was not as tough as I thought and it was a real pleasure to finally get into practice sessions and explore the capabilities of the cars handling and braking functions. The airport course was laid out on two of the main runways, and several taxiways with some haybale chicanes.

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The Jack Knab Story Part II (con't) by Jack Knab

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I don't remember all the various cars entered in my novice race but I found myself in the lead and didn't have anyone on my back bumper, so it was a matter of lasting and not making any errors. The car was as good as I had hoped, and the brakes were performing better than expected. The checkered flag was waved and I had my first taste of victory!



Because of the Novice win, I was invited to run in the main production event for over two-liter cars, which was the race Bill was competing in. I believe I was girded at the tail of the pack and Bill was near the front, so I never saw him in during the race. But his was the race of note: He was so far out in front, that his pit crew (friends) became so nervous that they kept telling him to slow and they were repeatedly giving him the EASY sign from the pits. Well the unforgiven finally happened. Bill allowed a 300 SL around him, thinking it was a lapped car. It wasn't! The 300 SL won the race and Bill ended up second. . and the pit crew never heard the end of that! And to my surprise I ended up third, not too far from catching Bill at his reduced rate! It was just another strange finish in my continuing Corvette Odyssey!

Part2 by Jack Knab



Jack's 62'
now owned
by
Mike Ammer



Yesterday's & Today's Motor Oil By Jeff Bernhardt

Yesterday's motor oil had among other additives, Zinc as an additive to protect valve train components of older design engines. Preservatives to keep oil on bare metal when engine is infrequently used. Unfortunately, this has changed. Newer engines are made from high grade metals that do not require such additives. Hence, today's newer motor oil contains no such additives.

Jeff Bernhardt has provided a number of items below to help educate us gearheads driving these older cars relative to the kind of oil we should and should not be using:

- ✦ Zinc dialkyldithiophosphate, or ZDDP is the main anti-wear ingredient of yesterday's motor oil that has sadly taken a hiatus on the EPA bus to obscurity.

- ✦ What this stuff used to do was this: the zinc in the ZDDP would bond to the internal metal of our engines and form a protective "zinc plating" to prevent metal-to-metal wear.

It's now gone because the higher powers said that it's possible that ZDDP could be damaging the catalytic converters on today's cars – catalytic converters that

they want to be warranted for 100,000 miles.

- ✦ There have been many, many testaments of car enthusiasts wiping out a brand-new cam in a matter of 10 minutes.

Camshaft break-in cards are now instructing users to first remove the inner valve

- ✦ springs before the cam break-in procedure, or cam failure could result - and the warranty will be voided. It's this initial running of a fresh cam that's so critical to the life of the cam that every precaution must be strictly adhered to.

- ✦ It is true that there are lots of engines running around out there with flat-tappet camshafts installed in the '60's, 70's and 80's, and are having their oil changed once a year with today's API motor oils - with no appreciable problems. These 'seasoned' cams should be fine for a while, but how long is that?

- ✦ Rotella diesel oil - forget it unless it has the specification C I 4, which has been discontinued. If it's the new C J 4, it won't do you any good. It too has fallen victim to the EPA bus.

General Motors used to sell an engine oil supplement under part number 1052367, but the part number was changed to an AC Delco number 10-106 with the wording that it was not recommended as an engine oil supplement, but an assembly lube (I'm thinking the lawyers were involved here) before it was discontinued. You might find some on a dealer's shelf

- ✦ somewhere where the inventory doesn't move much, but it's kind of like the VC-1810 vacuum advance cans that worked so great and started pulling at about 5" H.G; the word got out that they were no longer being made and in short supply, and Corvette owners stockpiled their own garages with them. Try to find one now.

- ✦ Any API (American Petroleum Industry) approved oil will be devoid of this lubricant that's been with us for all of these years, so what do we do? Look outside the box. There are oil manufactures that don't belong to the club, and aren't looking for an endorsement from the API, and don't care.

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Yesterday's & Today's Oil (con't) *By Jeff Bernhardt*

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Pennzoil says their GT racing oil is the way to go with 2000 ppm Zn in their blend, but I'm not sure there are any detergents in the stuff. Redline racing oil states that theirs is formulated for racing only, with very low amounts of detergent, and they don't even recommend it for street use. Joe Gibbs endorses his own brand of racing oil with a healthy dose of ZDDP. The racers don't want detergent in their oil as an

✦ added protection against detonation, but we need it in our street cars that will go 3000 miles (or 1 year) before being drained.

✦ The good stuff along with detergent includes Motorhead Classic "Hi-Z" motor oil, an oil formulated with the correct amount of zinc and phosphorous by a pair of "motorhead" car enthusiasts seeking the answer to today's oil problem. Sales are brisk at \$14.50 per gallon for their one-viscosity 15w40, which equates to \$3.625 a quart, and can be had by emailing Sam Nicolosi at think-zinc@motorheadoil.com or by calling their shop at (937) 254-2673. And – they're right here in town.

Brad Penn Grade 1 Racing oil has the ZDDP and the detergents, and comes in a variety of weights such as 0w30, 10w30, 20w50 and higher. They even have a 30w break-in oil. In case you haven't heard of Brad Penn, (www.bradpennracing.com) it's a green motor oil that's very reminiscent of the old Kendall GT motor oil that a lot of us used in the gold ole' days. In fact, it is the same oil. In 1997 the American Refining Group purchased

✦ the Kendall / Amalie refinery located in Bradford, Pa. The office is located on N. Kendall Ave.

✦ Most of the major camshaft manufacturers have a supplement to add to your oil during break-in, like the Comp cams break-in oil additive in 12 ounce bottles (PN 159) for about \$115 a case. Comp Cams says it's a "special blend of extreme pressure additives no longer available in off-the-shelf motor oils." Add a bottle to each of your oil changes and call it an extended break-in period.

The guys at World of Motorworks (www.worldofmotorworks.com) a group of Buick Grand National enthusiasts are selling a 4oz. bottle of ZDDP

additive for 10 bucks. Let's see, 4 oz. for 10 bucks or 12 oz. of Comp Cams additive for 9.50. I'll have to get back to you.

Ninety percent of the engines we're doing in the shop are total roller valvetrain with totally stock outward appearance, so any API oil can be used. However, we're still putting additives in the break-in oil, and additives in the engines we service with new crankcase oil.

If you must be faithful to the original 30-30 grind and solid flat-tappet lifters in your 365 horse small-block, what else can you do? I spoke with David McCarver at Comp Cams, and he told me you can have your new Comp Cam nitrided - at their facility. It's an additional \$100 to the price of the cam, but how much would it cost you to tear down your fresh engine and replace your brand new wiped out cam because of poor lubrication. I would do the nitriding, and the good oil as an insurance policy.

Jeff

Ads and Services

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Chairman's Corner (con't)

Continued from page 1

The parts from down south are in much better condition and at a lower price than we find at Carlisle.

Since this chapter of NCRS resulted from the cruise in

activities, we are this year co-sponsoring the K-Mart (Big K) cruise in with the Greene County Antique and Classic Car Club. Come on over and meet friends and fellow corvette owners. See the calendar of events for dates.

Our Judging meet will be on the first Saturday of June the same day as the Booth Chevrolet Car Show. For the ambitious you can attend the Judging meet and visit the Booth Chevrolet Car Show in one day.

A new road tour will be sponsored by the NCRS/MVC chapter. It should be fun and end up at an eatery as usual.

Our Judging schools have been very well attended and we should see more well schooled Judges at the chapter meet.

Several have thought that we should hold a regional but the consensus of opinion is that we hold the "Best Chapter Meet" of all the chapters. From comments of Judges and participants they consider it a good as some regional events. We need to continue to raise the "Bar". Our chapter entry form is different this year and it specifically allows participants to come, and participate without judging. Please read carefully and fill out forms completely. Many thanks to Terry Brim for the taking care of the Judging forms.

As usual the Bloomington event that happens in St. Charles is more and more an auction. Several parts venders said that they did well.

Buds Chevrolet is still a nice drive and show. See the Show and Shine calendar.

We may have an indoor swap space at the Greene County Fairground 4th of July Car show. NCRS members who show up early and help will get a free admission to the show. You have to attend and sell your own parts.

Carlisle will be coming up in Aug. and you can still find a few pictures of the Fairgrounds after the storm. Its was interesting on that Saturday afternoon we all got together at Tom's space and everyone looked at each other - someone said that maybe we should all leave.

Everyone agreed and we left early before the storm and tornado. It was like someone was looking over our shoulder and said to us that we should leave and we all understood the feeling.

Keep a date open for Jeff's Restoration Station road tour this fall. We want to help him break a record for the number of a Corvette in the road tour. Last year there were almost 200 and some 25 of our members in the tour.

On the personal side Bob Hiney has a patch on his nose due to some surgery and some form of skin cancer. We all wish you well.

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Founders Day Dinner

The 3rd annual Miami Valley Chapter of the NCRS Founders Day dinner was held 23 February, 2008 at The Amber Rose. Turn out was good, food was good, entertainment was good, door prizes were good. All in all, it was a fun filled memorable evening enjoyed by all.



Pictures courtesy of Terry and Terri Buchanan.



Founders Day Dinner (con't)



February Judging School

In February, a Chapter judging school was held at Craig Egbert's Little Giant Body Shop. Many thanks to Craig for his hospitality in hosting this event



March Judging School

In March, a Chapter judging school was held at Nick Kammer's car barn. Many thanks to Craig for his hospitality in hosting this event



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!

Les Bodine Ron Keener
Otto Takacs Steve Williamson
Terry Hackett Jerry Croy

Miami Valley Chapter Officers

Chairman:

Larry Linder (22779)
937-426-4832 After 6PM
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ljlinder@sbcglobal.net

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Chairman:

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hineyfarms@msn.com

Secretary:

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Greg Gorniak (25258)
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red65vette@hotmail.com

Judging Chairman:

Mike Ammer (17574)
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mikeammer@gmail.com

Newsletter Chairman:

Terry Brim (39588)
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937-430-1281 (C)
mvccbrim@woh.rr.com

Membership Chairman:

Nick Kammer (33307)
937-848-3022
Nick.kammer@ncmc.com

Rules Chairman:

Jerry Michaels (36147)
937-866-8703
jerned@aol.com

Events Chairman:

Mike Mills (40661)
937-748-5039
937-241-5868)c)
mogulmike@ureach.com

A Time Gone Bye

WAITING FOR YOUR
PICTURES OF A
TIME GONE BYE....I
NEED YOUR INPUTS
TO MAKE THIS PART
OF THE VETTE GA-
ZETTE A SUCCESS!!

Chairman's Corner (con't)

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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.

Try " <http://www.ncrs.org/mvc>" for our web site.

Regards

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