

# Exhaust Notes

The official magazine of

1st QTR 2015 Edition



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# Meet your very competent Chapter Board for 2015

-and if you get the chance, thank them for their service and compliment them on their boyish good looks.

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Try not  
to judge!

On the cover: A '65 Nassau Blue coupe / bright blue interior with a ZZ4 crate engine and factory 4-speed makes its way down a snowy lane amongst the tall pines. It's winter, but this 355hp 3.70 rear total body-off restored classic can't wait for warm weather.

# Our January Chapter Meeting

...was held on the 13th at Voss Chevrolet's Collision Center meeting room with a special speaker - our very own member Peter Knab—at the podium. What a better way to spend a cold winter evening than with your Corvette buddies and talking about racing!

Not many in the chapter know this, but Peter is a past Nascar driver. In the late 70s he raced under the sponsorship of Charles Dean's Bearfinder Racing. Peter had with him a slide presentation of his racing days and plenty to talk about with the membership in attendance.

Early on Peter started out racing any old Chevy he could get his hands on, then graduated to various Corvettes in the late 50s and 60s, including a midyear coupe that he acquired after it was flipped and totaled on a test drive from Lang's Chevrolet at the hands of a new car salesman behind the wheel and a prospective customer in the passenger seat. Don't know if he impressed the would-be customer enough to make the sale or not. Peter took this car and rebuilt it, lightened it and made it a racer that he campaigned at several race tracks, including our nearby Mid-Ohio Raceway in Lexington, Ohio.

By the late 70s he caught the eye of Dean's Bearfinder Racing and was hired to mix-it-up in Nascar's Sprint Cup Series with the likes of Donnie Allison, Cale Yarborough, Buddy Baker, Richard Petty, Johnny Rutherford, Darrell Waltrip, Bill Elliott, David Pearson, Dale Earnhardt and many more A-list racers.

Peter was part of the 3-man driving crew with Phil Currin and Rob Hoskins in a black Corvette in GTO class racing the 1977 24 hours of Daytona where an engine met its demise, but Peter met Paul Newman.



Our thanks and appreciation to Peter for sharing his history with our Chapter! - Jeff Bernhardt

Peter Knab racing his Chevy Laguna along side David Pearson's Mercury at Charlotte Motor Speedway Napa National 500 Oct 9 1977.



Talladega Super Speedway in spring 1977 where Peter qualified and started 35th Before finishing in 12th place.

Thanks to Voss Chevrolet for their continued sponsorship of our Chapter!



# Upcoming events

## Member Appreciation Dinner

**WHEN: 21 February 2015**

**Reservations at 6:30 pm**

**PLACE: Carvers Restaurant**

**1535 Miamisburg Centerville Rd**

**We will have our own room for our NCRS club members and spouses (significant others) and will be able to order from the menu at your own expense.**

**(More information to follow)**

## Miami Valley Chapter March Meeting

**WHEN: 10 March 2015**

**Starting at 6:15 pm (note the delayed time as they do NOT close until 6:00pm)**

**PLACE: Ault & James Engine Rebuilding**

**1326 Springfield St**

**Dayton, Ohio**

**(More information to follow)**

**SEE YOU THERE!**

## Miami Valley Chapter April Meeting

**WHEN: 14 April 2015**

**Starting at 6:00 pm**

**PLACE: Carillon Brewing Company in Carillon Historical Park**

**1000 Carillon Blvd**

**Dayton, Ohio**

**(More information to follow)**

**SEE YOU THERE**



# Tech Desk

by Jeff Bernhardt

## Breaking Down the Cause of Brake Problems

As you watch the snow fall outside along with the temperatures, you may find yourself a little time to reflect on the events and times you had while enjoying your Corvette in the warmth of last summer's sun. Go ahead, sigh just a little, because we've got a lot of gray winter-ish weather ahead and therefore a long time yet before you smell that summer-ish exhaust again. And, as you put another log on the fire and settle back with your iPad, you may think about what is the most important aspect of your Corvette to you. I already know the answer to this question— and you're wrong. No, it's not those swoopy style lines of the body or the high level of gloss produced from the carnauba –infused miracle 2000 spray wax you got at Cooter's Auto Parts and Fishin' Bait. Maybe you haven't yet figured out why that spray wax smells a lot like lake trout, or why flies are always landing on your car. And you're still wrong, it's not the way your Corvette carves corners or breaks the back end loose on hard acceleration at the exit of the curve, even though you rate that feeling higher than anything you can do without a partner. So what's left, the sweet sound of the upper register of your engine blowing hard through that aftermarket exhaust system. Nope. None of this is worth a plugged nickel if your car can't stop. That's right -stop. You've got a ton-and-a-half of steel, fiberglass and Cooter's fish wax barreling down the boulevard when suddenly the light turns red just as you make eye contact with Officer O'Malley on his motorcycle in the parking lot of Dunkin' Donuts. Right now the only thing that's important to you is the pedal to the left of the long one, and it better work. And, now is not the time to wonder when the last time was that you flushed the brake fluid and replaced it.



Reality check. Following are a couple of shots from my archives of what brake fluid failure looks like. The shot on the left is of a '67 master cylinder with the brake fluid drained out. Well, most of it. The mud in the bottom of the reservoir used to be brake fluid a long time ago, but now it won't even drain. It needs to be scraped. You see, there's a simple, easy to remember equation that explains this situation: brake fluid + moisture + iron + time = a hefty fine and a ticket to the Policeman's ball. Because you blew that red light, that's why. Imagine this mud trying to find its way down a port from the reservoir to

the bore of the cylinder to be pushed out by pressure from the piston. Ain't gonna happen.

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It would be kind of like sifting wet sand through your fingers and trying to get it into a straw.

So here's what you tell Officer O'Malley after he catches up with you on his motorcycle after you blew that red light. You look him right in the eye and explain to him that your brakes simply don't work because "the breakdown of the moisture-infused over-aged brake fluid within my brake system has resulted in total brake failure due to the increased viscosity of the semi-solid compound



that will not pass through the primary port of my master cylinder." "Further, (now show him the picture to the left) "the corrosion of the iron bore has mixed metallic particles with the brake fluid causing it to become abrasive. This has eroded the bore making a seal impossible within the cylinder—causing by-passing— as well as outside the cylinder—causing leakage—, as shown in this shot I'm showing you right here Mr. Officer". Officer O'Malley has probably been writing a lot while you've been explaining all of this, but I'm pretty sure he hasn't been taking notes.

So It's pretty clear by now what you need to do to eliminate this situation from happening. Eliminate the moisture. Moisture finds its way into any, ANY brake system due to the porosity of the brake hoses and master cylinder cap allowing air to pass through. That's right, air passes through. And all air has moisture in it to varying degrees. The moisture needs to be eliminated from the system before it can cause damage. This means the fluid needs to be extracted and replaced on a regular schedule. What's that—you say you hardly ever drive your Corvette so it's fine? That was the situation with the last photo here. This is a master cylinder from a very original Corvette with very few miles on it, and in pristine condition for it's 30—odd years. The brake fluid has literally solidified around the rear seal. Yes, I've seen it before. So, you "I don't drive my car much so it's probably ok" people, good luck with that. Rule of thumb: if your brake fluid is 5 years old, change it. After 5 more years, repeat. And so on.

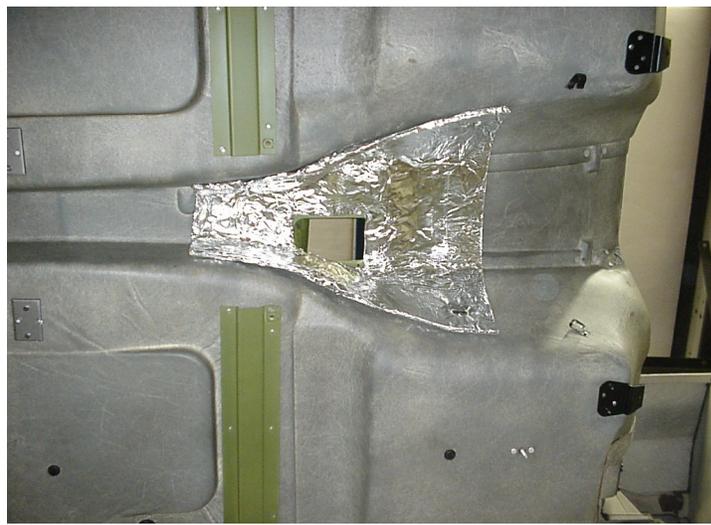


Run DOT 3 (or DOT 4 which is compatible with DOT 3 but with a higher boiling point) only. Space does not allow for all of my arguments and documented problems with DOT 5 silicone fluid here, so let's just suffice with this: DOT 3 is the fluid installed in your car originally, and guess what—it still is today. Keep it fresh and you won't be tearing your brake system down.

So, it's the offseason. I can't think of a better time to do this for your car, and for you. Officer O'Malley is behind on his quota. He's pissed. And, oh yeah—he's a Ford guy.



# SCRAMBLE



OK kids, it's time to play scramble. The top row consists of 2 pictures from one car. The bottom row is 2 pictures from another car. Arrange the numbers and letters below according to the car they belong to based on what you see from the bottom sides of these cars.

**U69**

**65**

**AO Smith**

**67**

**St. Louis**

**U69**

**Z01**

Answers:

Top row : is a '65 with U69 radio option because '65 and '66 Corvettes had power antennas with the radio option, and this is the '65 silver fiberglass. It has the Z01 "comfort and convenience group" due to the backup lights (center tail light bulbs have only one wire for a one-filament backup light bulb), and it's an A.O. Smith car due to the green zinc chromate floor plates found on Iona, Michigan-built A.O. Smith cars.

Bottom row is a 67 because of the black fiberglass color, has the U69 radio option because it does indeed have an antenna, and it is a St. Louis car because of the black paint-dipped floor plates as found on St. Louis-built Corvettes.

# From your Editor

Let's talk about information just a minute. Information is all around us from the speak that we do, the online articles that we read and the printed matter we subscribe to. On the judging field, I like to think of it as an "information exchange" in that we judges help the owner achieve a higher score next time because of the things we share with him.—whether it's replacing those stainless fuel lines or dulling down the hood gutter. That owner is now the better for his experience today with us, the **NCRS**.

As the Newsletter Editor of our Miami Valley Chapter, I'm right in the midst of an information exchange. I try to make you the better for reading our little rag, but I can't do it no my own. And, I know I'm surrounded by very knowledgeable individuals within our Chapter that have something they could contribute, something to say or something to add. My thanks goes out to Mike, and Dave and those who have contributed much already, but what about the rest of you reading this. It isn't hard, wouldn't take you a lot of time, and it's easy. It doesn't have to be about Corvettes either—anything that would be of interest to the Chapter will work. A Chapter that would be the better for knowing what you have to share. Email me what you have and I'll get it in.

- Jeff Bernhardt [restoration-station@woh.rr.com](mailto:restoration-station@woh.rr.com)

## Our Corvette Coupe has two removable roof panels.



Should your choice be a Corvette Coupe, a lot comes with it as standard equipment. Like the two removable roof panels shown in the picture. In addition, the rear window is also removable. With both taken out and stowed neatly behind you, the joys of open-air

driving are yours. In minutes, both sections can be reinstalled for complete closed-car comfort.

Standard wheels include bright trim rings along with a ribbed center hub on each wheel. A lock, visible on the stern above the name, turns the new standard audio alarm system on and off. When activated,

any attempt to force doors or hood open is greeted by a loud, raucous hooting from somewhere under the car. How long does it blast? Until you turn it off or the battery wears down. The Corvette has a very strong battery.

Corvette's fiberglass body features an advanced "low profile"

resin for smoother surfaces, and a strong steel "birdcage" surrounding the passenger area. The result is a very rigid structure with less weight than a comparable steel copy.

1972 Corvettes are available in 10 colors, four new: Pewter Silver, Targa Blue, Bryar Blue, Elkhart Green. Plus: Steel Cities

Gray, Sunflower Yellow, Mille Miglia Red, Classic White, War Bonnet Yellow, Ontario Orange.

Of the ten, three—Steel Cities Gray, War Bonnet Yellow and Ontario Orange—are firemist colors with metallic flakes in the paint.

**Corvette exterior options**  
Luggage carrier. Many owners

like this convenience available from your dealer. Adds to your vacationing pleasure.

We've shown you *white-stripe tires*, which are available; blackwall tires are standard.

*Custom wheel covers*. Distinctive appearance, available to dress up your wheels.

