

VETTE GAZETTE

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Chairman's Corner with Larry Linder

Another year has slipped by and we have had many successful events, road tours, cruise in, judging meet and a number of judging schools. In a few weeks it will be 2007 and there are a large number of planned events.

The founders day dinner is coming up and it was a very well attended event last year - great food, plenty of door prizes, good company, and a good time. If you have been out to eat at a nice restaurant - it is a bargain. Last year Al Katona won the Red 65 Fuel Injected Coupe. Please plan to attend - you will not be disappointed.

There are a number of Judging schools planned for the next year. They will be interesting. Some who had not judged in a real event judged at our event last June and in-spite of the rain had a lot of fun. It's all in the friends you

meet and about restoring a car in such a way that it represents exactly what the customer was delivered. Not what you wanted them to be. These cars were rude and crude by today's standards. We bought them, raced, modified, hacked, and trashed them. Some in fun and others by accident.

Here we are trying to rebuild these cars to represent what they were like then. When we look at a car that is restored to perfection - it is the way we wanted it to be but not the way the General delivered them. I am not suggesting that you use a gallon of latex and a roller and repaint your perfect car - don't do it. The perfect cars are a big hit - the crowds go wild and everybody loves them.

Plan to attend the Founders day dinner, attend some judging schools, and help judge in the June Judging meet. Then it is cruise -

cruise all summer.

If you would like to participate in keeping the MVC chapter

growing and going - talk to any board member and



Feature Article

volunteer your time and talent.

Ever read dear Abby in

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The Al Katona Story by Terry Brim

We are all born with different likes, dislikes, personalities and yes even quirks (except yours truly of course). By his own admission, Al Katona was born liking cars! He may have got this honestly however since his dad was a mechanical engineer for White Motor Company in Cleveland and had an affinity for cars as well.

Al's first recollection of car "tinkering" was when he was five or six years old. He had gone out to his garage and preceded to take the tail lights out of his dad's 48 Dodge. When his dad finally caught up with him and asked what he was doing, like George Washington, Al couldn't lie.."I just wanted to see how they worked"

That was the start of it,. After that according to Al, he was into just fooling with cars.

Unlike many of us, Al was not into reading comic books, etc, but rather he was into reading hotrod magazines. Every year when the new car models came out, Al remembers going to the downtown car dealers

to look at new cars.

He saw his first Corvette at Euclid Beach Park which was part of the motorama show in Cleveland every year. The car was a 53' Corvette on a turn table. This was at the tender age of 9 and Al was hooked. He remembers had an argument with his dad because he wanted him to buy one, but like most dad's, he simply told Al that he was out of his mind! Sound familiar?

After that, Al would go down to the Chevy dealers every year when the new Vette's came out, get the brochure and just dream.

His first ride in a Corvette came when he was 13. One of his friends father bought a brand new 58' fuelie! Al remembers going to Cumberland, Maryland to the sports

cars races in the 58' and doing over 100 mph for the first time. That trip really sold Al on Corvette's.

For many of in high school in the early sixties, the cool

kids were the ones with the 57' Chevy's. Al was no different except that he was the cool kid! Having had a 57' 2 door Bel Air hard top with a 283 V8. Al bought the white/red 57' car when he was 16 for \$700 from a guy on his paper route who had bought it new.

This was in 1961/62 and Drag Way 42 in West Salem, Ohio had just opened. Al had put a Duntov cam, dual quads, and headers with cut offs on the car and was anxious to see what it would do.....(Al and Larry Linder share a common bond.... See Larry's article "My 57' Chevy" on page 7.)

We are all born with different likes, dislikes, personalities and yes even quirks (except yours truly of course). By his own admission, Al Katona was born liking cars!

For many of in high school in the early sixties, the cool kids were the ones with the 57' Chevy's. Al was no different except that he was the cool kid! Having had a 57' 2 door Bel Air hard top with a 283 V8.

He kept that 57' until he came to Dayton to attend UD. Unfortunately he was forced to sell the car to pay for college, a road well

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The Al Katona Story (con't)

Continued from page 2

traveled by many of us. Al knew many of the current members of our chapter who also attended UD (Tom Sliemers, Larry Linder, Klaus Huber), but he didn't know them personally. Al was married at the time and worked two jobs to get through school.

Seems as how Al drove a Dayton Daily news truck 4 days a week and in the summer, he worked 3rd shift at Dayton Tire and Rubber.....busy guy!

At the time, he lived on Alberta street and walked past what was then Ray Bryant Chevrolet. One morning, Al spotted a load of 67' Corvette's being unloaded at the back of the dealership. Al says he stood there watching them unload every 67'. Of course he was ultimately late for class having lost track of time, but he remembers that to this day!

That afternoon when he finished class, Al again stopped by the dealer and asked the salesman if he could see the 67's delivered

earlier that morning. With a smile on his face, the salesman responded "sure kid".

The first Corvette Al bought was around 1967. It was a red/red 340 hp 63' split window 340hp. Al kept the 63' for 2-3 years. During this time, he joined the Dayton Corvette club and got into road racing. Al says the main reason for joining the club was because there were 10-12 guys in the club and all they did was race!

NCCC auto crossing was what got Al got into the Big Blocks. Soon after, he bought a silver 66 425hp Vette from Dick Rue auto sales on N. Main. It didn't take Al long to blow the 425 motor. He then went down to White Allen and bought a L88 short block and ran that with the high



the L88. He continued racing

these type of cars until around 1973. During this



time, he "went thru" 6 or 8 Vette's including two 1967 435hp Corvettes which he converted to L88s.

Al says he stood there watching them unload every 67'. Of course he was ultimately late for class having lost track of time, but he remembers that to this day!

Contrary to factory delivered carburetion, Al says he never used the tri-power set up,

but preferred the big 850 double pumper carbs. According to Al, back then, they were not interested in numbers matching cars, only how fast they could make them go!

rise 850 double pumper holly.

By then, Al was into SCCA running race prepared class with

All good things must come to an end however and so it was with Al's racing days. When I asked him why he got out of it.....money and a new wife, who would have ever guessed. 1973 was also when Al started his title company and like most

Continued on page 4

The Al Katona Story (con't)

Continued from page 3

people starting a new business, he poured everything he had into it, both time and money.

During this time however, he did try to keep one of his 67 L88's, but he just wasn't able to. In the process of selling the car however, Al says it struck him that "these cars were beginning to appreciate! He had bought the car for \$3800, chopped it up for racing and still sold it for \$4500.



Also about this time, Al met Jay Kellogg and decided to go to an NCRS event up around Vandalia, Ohio. What he expected was to find a bunch of racing guys but instead, what he found were guys into matching number cars, etc. At the time, Al didn't join the NCRS as he just wasn't into all this matching numbers stuff.

Around 1975, his Title bus-

ness finally began to take off and Al started to get back into Corvette's. He had bought another red/red 63' split window coupe.

When I asked him how he got into the buying/selling game, he related a story of driving to work one day and seeing a white 63 split window coupe for sale in a guys yard. Al stopped and thinking the price was little high tried to negotiate with the guy but to no avail.

Next day he stopped by again only to find the car had been sold for the asking price 2 hours after he had left the previous day.

Shortly thereafter, Al found another car, this time a black/red 63 split window fuelie in Fairborn. The car was an original owner with only 32,000 miles on the odometer. Best of all, the guy was only asking \$1900. Al bought the car on the spot, left a down payment and told the guy he would return after the bank opened in a couple of hours with the rest of the money. When he came back there were two other guys looking at the car

and they both wanted to buy it. In fact, one of them offered Al \$500 more than he paid for it on the spot and the other guy offered him \$800 more on the spot!

That's when the fever really struck and for the second time, it hit Al.....these cars really were appreciating and there was money to be made while having fun at the same time! In fact, over the next few years, Al developed quite a reputation around town and guys were

calling him about buying and selling Corvette's.

Any time Al saw a vette for sale that he thought was worth more than the asking price

or was one that would be in demand, he bought the car.

During this time however, he did try to keep one of his 67 L88's, but he just wasn't able to. In the process of selling the car however, Al says it struck him that "these cars were beginning to appreciate!



Continued on page 5

The Al Katona Story (con't)

Continued from page 4

Al says he had cars stored all over town and kept a constant inventory of half dozen or so cars. It was during this time also (79/80) that Al got back into NCRS and started doing restorations.

In 1973, he saw an ad for a Corvette swap meet in Bloomington, Ill. After calling about the swap meet and a place to stay, he and his wife decided to spend a week end in Bloomington looking for Corvette parts....

At that time, Al said there was no such thing as after-market parts!

In the early years at Bloomington, there was no judging, no cars for sale, just a parts swap meet and according to Al, "there was some really neat stuff there" He came back loaded! This was the very first Bloomington swap meet and until 1979 or so, that's all it was with maybe a few cars for sale.

Al got into judging when at the first Bloomington judging meet, he brought his 63 split window Air coupe (it was the first 63 to be judged at Bloomington), they asked him if he was interested in becoming a judge for 63's.

The rest is history, over the years, Al has developed quite a reputation at Bloomington for judging.

Around 1988/89, Al decided to sell all of his cars except the white 63 split window air coupe. Al has never gotten back into the buying/selling or restoring Corvettes. These days, he just enjoys his beautiful 67'



The car is an original 435 hp which he bought from the friend of guy that Al knew in in Corning, NY. (this is the same guy Pete Czar bought his 59 fuelie from). Al had known about the car since about 1980 or so when it was a race car in the Corning area. Upon hearing that the car was being restored, Al told his friend that if the car was ever up for sale, to let him know.

Fast forward to 1996/1997, after he had all but forgot about the car, Al received a call asking if he was still interested in the car? Of course

the rest is history.

Al's 67' is a beautiful red/black original 435 car with bolt on wheels, side pipes., head rest, power brakes, and power steering.



Al runs a 72' block in the car with L88 aluminum heads and L88 cam but, he has the stamped matching numbers block tucked safely away in his garage.



Al says the 67' is a keeper but someday he would like to round out his collection with a 57' fuelie and a 63' split window.

Thanks Al, it was a real pleasure!!

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The Al Katona Story (con't)

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My 57' Chevy By Larry Linder

I built this car from a blue / white two door hardtop that was a 250 Hp FI power glide - could you guess what it would bring today.

I took of the FI unit and power slip and put in the trash. Bored the block to 4.0 inches that gave me 301.75 CU. Pop up pistons for 13 : 1 CR., balanced, Corvette "461" heads, Duntov cam, solids, bigger valves, and wide ratio Muncie four speed, Hurst shifter, 3 row radiator core, 3:73 gears for driving to from College / work / home and a 4:88 for week end use.

To feed the engine, I added dual fours with Olds carbs. Chevrolet were 15/16 venturi, Olds were 1 1/4, bigger jets. For breathing, there was large ram horn manifolds, ceramic mufflers - straight threw. custom chrome air filter with ram tubes and very large paper element filter. Custom 10 qt. oil pan with cooling fins and temperature gage bung.

Lowered car 1 " all the way around 6 leaf rear springs, heavy duty front coils, custom front and rear sway bars, Monroe 50/50 heavy-duty shocks, 9.15 X 15

Good year power cushions, dog dish hub caps and 7" wide steel rims.

Brakes were a set of sintered metallic with finned drums. Instrumentation - Sun Tack, five 2.5' SW gages under dash, water temp, oil pressure, oil temp, manifold vacuum, voltmeter, ammeter. with manual choke and



backup light switch, brake light and tail light kill switch. The radio was a wonder bar that worked very well but you couldn't hear it with the engine running.

Paint was a 1962 Chevrolet Nassau blue.

It would out corner a 62 Corvette and run 107 MPH at 7200 RPM in high gear. It would beat a 64 365 hp 327 Corvette by about a 1/2 car in the quarter with 3:73 gears.

One night in a street race I was playing with a big block 66 Chevelle and won. He asked what I was running

and I told him it was a Factory 270 - :)

The only car to give me any trouble was a 401" Buick Nail Head. Too much torque for a little 302.

The next day I started it and the engine went tink, tink, crash. I broke a wrist pin. the piston was wedged sideways in the block and the connecting rod was bent into a S shape. When I took the piston out with a 2X4 and sledge hammer, the lower half of the front side was in pan. The wrist pin was broken in half.

Out came the 301 and in went a factory fresh 1965 365 HP, 327. I then sold the car to some one and never saw it again.

Larry,
Great story,
thanks for
sharing!!!



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
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Home: 937-848-3022

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MIAMI VALLEY CHAPTER



Well wishes to all at Miami Valley NCRS by Patrick Ofenlock

My wife and I moved from Chicago, Illinois to Dayton, Ohio in 2002. With us we brought our furnishings, three dogs, three cars including our corvette. Other than attending the Bloomington gold and a few cruise ins I did not belong to a corvette club in Illinois or was very active with my corvette hobby. After we arrived in Dayton at a car show in Kettering, I met some of the friendliest people who were recruiting members for their newly formed NCRS club. I joined Miami Valley Chapter of the NCRS shortly there after.



I thoroughly enjoyed the entire Miami Valley group. Every member is willing to help anyone out at a moments notice. There are a few people that I did get to know a little better than others. I did not think I would ever get to know all the minute details about corvettes, but Mike Ammer reassured me that he would help. Mike also encouraged me to become a judge. I was thrilled at

that possibility. I attended a few meeting, a few judging classes, and now more names started becoming familiar. Larry Linder and Nick Kammer always took the time to say hello and welcome the members. Terry Buchanan always with a warm greeting, a witty saying and a smile. The ever elo-

quent Terry Brim helped and coached me to write a few articles for the newsletters. Which I thoroughly enjoyed writing. Al Katona the gentleman, always cordial, helpful and pleasant soul that he is became someone I also sought out to meet.

There are many others that always made me laugh, Greg Gorniak, Jerry Michaels, Ed Kayler, and Tom Sliemers. Tom Van Leeuwen, and Carl

Schroeder also were people I wished I got to know better.

I enjoyed the Carillon park chapter meets, the cruise ins, the tours, judges training and of course the ever informative monthly meetings.

But all of that would not be anything without all the wonderful people in the club. I also developed a new respect for older corvettes and the corvette history. As well as the people who truly love these cars.

You are now probably wondering what happened to your fellow member. I was promoted to the position of division president and have the task of starting up a new office.

Again our furnishings, three dogs, three cars one of which is our beloved corvette now reside in the evergreen state in a sea side city called Gig Harbor. We are about an hour south of Seattle and just west of Tacoma across the narrows bridge.

I noticed a cascade green 1960

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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 20 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!

Craig Kellogg Tom Hendricks



Pete Cerar, CRB

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The 1996 Grand Sport Corvette

How many NCRS Chapters have members owning 1996 Grand Sport Corvette?.....How many NCRS chapters have THREE members owning 1996 Grand Sport Corvette? Well, I know of at least one Chapter....ours!

The 3 lucky Miami Valley Chapter members owning these cars are from left to right Jerry Michaels, Tom Sliemers, and Gary Tolliver. Now I know what many of you are saying....that's not Jerry Michaels and you would be correct, but somebody had to do it!!

The Grand Sport came only in Admiral Blue with a white stripe down the middle, black wheels and red stripes on the front left wheel arch which added to its distinctive look.

The 1996 Grand Sport Highlights include...

" The Grand Sport option (RPO Z16) included the LT4 engine, which was only available with the 6-

speed manual transmission, special Admiral Blue paint with Arctic White

racing stripe down the center of the car and two red hash-marks over the left front fender commemorating the 1963 Grand Sport Corvettes. Unique Grand Sport badging was placed on each side of the hood above the side fender vents as well as a unique chrome plated Cor-



vette emblem on the nose and gas lid.

" Grand Sports were available in both Coupe (\$3250 option) and Convertible (\$2880 option) versions. Only 1,000 were built consisting of 810 coupes and 190 convertibles. Grand Sport Coupes were equipped with P275/40ZR-17 tires on 17x9.5" wheels in front and P315/35ZR-17 tires on 17x11" wheels in the

rear. Grand Sport Convertibles were equipped with P255/45ZR-17 tires on 17x8.5" wheels in front and P285/40ZR-17 tires on 17x9.5" wheels in the rear.

Coupes came equipped with molded fender flares above the rear wheel arches while the convertibles did not. Grand Sport Wheels were the same as the 1994-1995 ZR-1's 5 spoke wheels except

painted with a glossy black finish and a 50mm offset rather than the ZR-1's 36mm. Special gloss black finished front brake calipers with the "Corvette" name in bright aluminum were also part of the Grand Sport option as well.

" Interior color choices for the Grand Sport were limited to all black, or a unique Torch Red and Black combination... red seats & trim but with black carpeting. The "Grand Sport" name was embroidered on the seat headrests.

" All Grand Sport equipped Corvettes came with their own unique Vehicle Identification Number sequence,

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The 1996 Grand Sport Corvette (con't)

Continued from previous page

distinct from regular production 1996 Corvettes. The only other Corvette to have had a unique VIN sequence was the 1990-195 ZR-1.

" The Z16 Grand Sport RPO was a 1-year only option for 1996 Corvettes. The production run for the Grand Sport ran from April 3rd, 1995 for GS VIN #0001 and ended with GS VIN #1000 on June 14th, 1996.

" The LT4 engine was only available with a four speed transmission. This was the last year for the C-4 style Corvette.

Some people refer to Grand Sports as "Skunks".

(Source: Grand Sport Registry)



Continued on next page

The 1996 Grand Sport Corvette (con't)



Jerry Michaels rare red interior convertible

Miami Valley Chapter Officers

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Well wishes to all at Miami Valley NCRS (Con't)

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corvette the other day. In years past I might not have appreciated the car as much as I do now. However I missed the fact that I could not ask someone in the club about that car and its significance. Thanks to

all of you for your friendship and fond memories that I have.

If I can be of any help to anyone, or if anyone is in the area please feel to stop in and say hello. I am known to have a few adult

beverages or lattes on hand.

Patrick and Suzanne Ofenloch
3719 47th street Ct NW
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Patrick and Suzanne

Best of luck to you in your new position, we will all miss your warm smiles! When you get back our way be sure and look us up, maybe you could start a sister chapter for us in Washington.....:)

A Time Gone By



Mike Ammer circa early 60's'

That Fateful Monday Morning ***by Larry Linder***

A you can see from the picture there is not a lot left of my 66 Corvette. If you notice the odd angel of the mirror bracket and mirror - my face flattened it, my mouth took a bite out of the plastic steering wheel as I folded into a butter fly shape. The tele-column collapsed and it prevented me from being impaled by the steering column.

This picture was taken about 7:30 AM in the middle of Dorothy Lane at County line. A young man late to school ran the stop sign and I hit him broad side. Never got my foot off gas pedal.

At 8:30 AM a plastic surgeon named Schafer was making the rounds and sowed my forehead, eye lids, upper and lower lip. Didn't have a lot to work with after the beating I took. Couldn't set up and he told me to come see him if I had any kind of problem. Discharged by an Intern at Kettering at 10 AM with a boat load of pain pills.



At 11 AM got leg put in cast for broken knee cap - took out shifter as engine and transmission came back.

At 1:30 PM I got in to see dentist who removed a front tooth that got broken off. My family doctor checked me over at 2:30 PM and just looked at me and asked me if I had a preference in hospitals. First time I had ever seen him white and speechless.

5:20 I was laying on a gurney in the hall at Miami Valley and an internist

named Dayton Clark was looking at my X-Rays and had a release form for me to sign. He said "you

are in a heap of trouble young man" "From looking at the internal damage you have about a 50/50 chance of getting off the operating table alive". He said that they were going to go to work on me at 6 and I joking said that's early in the morning - not in the morning - but in 20

minutes. I signed the consent. He said he was a good doctor but sometimes he didn't have a lot to work with but he said that I was strong and healthy and that was a real asset.

The next thing I remember is that they were looking at X-rays and with a black pin making a map on my gut as to where to cut and not cut. The anesthesiologist said "good luck - you have one of the best working on you" - We are going to work - good night.

They worked on me from 6 PM to almost 6 AM and when I woke up I could feel nothing but realized it was light and my wife was holding my hand. The next day as I was waking and realizing it was light and getting stabbed in the hip, the light fading to pink, dark red, then black.

Some time later I woke up in a ward with 6 other guys as they were really pressed for rooms. One guy had an internal problem and they cut him open to find out what was going on - Cancer - closed him up and wished him well. One guy had shot himself in the foot and his woman and wife both very

Continued on next page

That fateful Monday Morning (con't)

Continued from previous page

pregnant came in to visit him. He saved all his pain pills for when they left he took a bunch and was out till the next noon.

Another guy spent his time telling jokes - he was a good stand up comic - but horizontal with a bunch of broken parts - cast from his head to his heels. The guy next to me was a such a nice guy that one of his friends shoved him through a plate glass window and he was cut from stem to stern. He was not given any pain killer so he just tormented everyone. The cute blond nurse Mrs. Current was called to his bed side and he pulled the covers away and said he had something for her. She left - when he was taken to physical therapy they gave him a real work out and took him up to the 6th floor - the hospital jail.

I got transferred to a semi-private room and had a tube down my nose, tubes up me and tubes running into my arms. A cast from my heel to my thigh on the right leg. Big green thread holding me all together in the middle. Enough stitches in me to make Frankenstein jealous. The

Orthopedic surgeon came in grabbed my leg and exercised it and it hurt so bad I went stiff - slapped me on the stomach and said how the hell are you. I was speechless. He looked at my chart and said -OOPS.

The old night nurse came in every night about 1 AM and jabbed me with a triple Ought needle and I was flying high again. - just blackness. I got 185 Shots in the two weeks I was horizontal. I finally told the internist to cut down on the pain stuff because I could handle it and I wanted to be awake. At the end of two weeks my room mate got his last meal and it was a nice stake, peas, carrots, dinner role and glass of wine his daughter smuggle in to him. He was to go home the next morning.

I had not had anything to eat for 2 and 1/2 weeks and I desperately wanted a bite of his food. Even the pea he drooped on the floor looked pretty dam good. I told the doctor this and he said that it was good that I was getting hungry and was more awake and that they were going to restart my digestive system that afternoon and I would get that nasty tube taken out. An orderly came in and started

pulling on the tube in my nose and it felt that it had grown fast and when he pulled it felt like he was going to pull me apart in side. It gave way and I had my first drink of water in 2 and 1/2 weeks. It tasted so good but I had a hell of a time getting it down. Lunch was two tea spoons of chicken broth and I was full. I had lost a bit of weight too 175 lb to 129 lb in two and 1/2 weeks - parts they removed.

Three months after I left for work I finally make it back to work. The irony of it all was that if I had a set of shoulder harness in the car I would have walked away with a couple of black stripes on my body. I was out of the Hospital for a few weeks and I was already looking for another new 66 Corvette!

The 66 in picture was a Moss Port Green hard top only convertible. It has a dark green interior, AM-FM, power steering, brakes, power windows, 350 Hp 327, Wide ratio 4 speed, 3.55"1 final drive, side exhaust, 7" rally wheels, beauty rings and little hub caps. The car was a very poorly put together when I got it and after two weeks I stripped

Continued on next page

That fateful Monday Morning (con't)

Continued from previous page

the paint, fixed the waves in the glass, make the hood, doors, and front end fit, and repainted it Moss port Green. The 3:55 and wide box was equivalent to a 4:30 and a close ratio 4 speed.

So this was what happened to me one Monday morning of the way to work.



Chairman's Corner (con't)

Continued from page 1

the paper? One of our members has suggested we have a Question and Answer forum about our hobby. The format will be presented in the next general membership meeting at Restoration Station.

The coming year will be another success and we will have more members having a good time than ever before.

Work hard and get those cars ready for Summer.

Famous last words:

1. Sure this 62 327 CID fuel car will run in the 9's after a few minor mods. No one will ever notice the juice line in the wiring harness and the

extra spider under the plenum.

2. This is a numbers matching car - I just stamped the new pad with the correct numbers.

3. This 454 is the real deal for the 68 435 hp 427 - no one will ever notice the block casting number under the grease.

4. The dual 4's on my 64 are original equipment too.

Regards

Larry

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