



Heart of Ohio Chapter

Newsletter

Volume1 issue 5

The Front End

December 2004

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Attention Members
Saturday, December 11th
is the day for Heart of
Ohio Chapter's
Christmas Party.

Place: Dave Borrer's home
Date: Saturday, Dec 11th
Time: 5:00 PM
Bring: Dish to share
Gift to exchange
One per attendee

Address:
4280 Hayden Run Road
Dublin, OH

The Heart of Ohio Chapter
will have a gift exchange. The
gift should be a wrapped
White Elephant, that is any of
those items that do not fit
your décor any longer.
Preferably Corvette oriented,
if not then other items about.
No need to buy anything, a
wrap gift will work. Please
allow one gift for each person
attending is suggested.

RSVP to Jim Salvino

At

jsalvino@columbus.rr.com

or **phone** him at 614-766-0077
so he can coordinate food
dishes with attendees

Chairman's Message:

Board Member Election Results

Were held following the November 6th Saturday's Technical seminar, with Chairman Randy Mullins and Secretary Jim Salvino presiding the elections.

The membership at hand elected new board members with much coaxing of the nominees present at the meeting.

Newly elected members are as follows. For the Secretary, Treasurer, and Membership Chairman positions will remain the same personnel. At the Newsletter Editor Chairman position, Herb Harlton has accepted the position with Lou Zuniga retaining the Web Master position. At the Judging Chairman position Gary Brown has accepted the position with assistance from Steve Steffensen former Judging Chairman and Randy Mullins former President and Chairman. At the Vice Chairman position Randy Rink has accepted the position. Finally the Chairman position Lou Zuniga has accepted the position with much assistance from Randy Mullins.

Newly elected positions will become effective January 1st 2005 and in effect for one year. Present and newly elected board members will plan out a new calendar for the coming year and present this at the Christmas party December 11th.

Newly Elected Board Positions are:

Chairman;
Lou Zuniga with assistance from Randy Mullins

Vice Chairman;
Randy Rink with assistance from Dave Borrer

Secretary;
James Salvino

Treasure;
Bob Patrella

Judging Chairman;
Gary Brown with assistance from Steve Steffensen and Randy Mullins

Membership Chairman;
Pam Matejovic

Editor Chairman;
Herb Harlton

With assistance for
Web site Lou Zuniga



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Article & Technical Seminar by Rick Fox

*With assistance from Randy
Mullins*

Getting your Corvette ready for winter

If possible, choose a good dry location for storage. If the storage area is not heated, place some drop cloths beneath your car so that the moisture does not seep through.

If there is sunlight in the storage area, make sure your tires covered to keep them from sunlight deterioration.

Make sure your car has at least ½ tank of gas and has been serviced, i.e., oil changed, etc.

I recommend changing the antifreeze every two years because permanent antifreeze is not permanent and antifreeze is a lot less expensive than repairing the radiator.

Clean your car inside and out and apply a good coat of wax. Also, make sure the windows are closed so that mice cannot climb into the car and make it their winter home.

Remove all objects from the seats that could possibly leave an imprint on the leather.

Make sure there is no moisture on the carpeting and remove floor mats. If carpet feels damp, use a hair dryer for drying.

If you use a car cover, the above-referenced waxing will alleviate possible scratches the car cover may cause.

Inflate the tires 10-15 pounds over the recommended tire pressure to prevent flat spots on tires.

Batteries: My recommendation is to disconnect or even remove the battery and keep it in a warm place and attached to a battery tender. If your car is a later model with computers, the battery should remain connected and hooked to a battery tender. If you can, disconnect the clock or the alternative, remove the fuse. This will keep from destroying the clock if the battery should go down.

Windshield Wipers:

Place a piece of Styrofoam beneath the windshield wiper arm to lift the rubber blade off the window surface so as not to destroy the integrity of the blade.

Starting the Car:

Starting your car every few weeks is not recommended because this could cause moisture accumulation in the exhaust system. However, I do recommend pumping the brakes without starting the car every 3-4 weeks to keep the brake fluid circulating



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Speaker's Grill:

In Search of information to support some of the questions that were posed in the Winterizing Technical seminar at Saturday's November 6th meeting, I found a web site that provided valuable answers from well know sources.

"Long Term/Winter Storage truths, myths and fallacies"

Article from

<http://www.corvetteactioncenter.com>

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One of the most popular questions among Corvette owners is "how should I prepare my Corvette for long-term or winter storage? This age old question is just like the typical "which type of aftermarket exhaust system should I install" question. You're bound to get five hundred different answers and all of them could be different. Some people will tell you to completely drain the fuel tank and others will tell you not to do this. Some owners will tell you to put your Vette up on blocks and others will tell you not to. Above all of the uncertainty and mythical storage remedies you've heard of, you are sure of one thing: you want your Corvette to receive the very best care possible. So what is the proper way to prepare your Corvette for long-term storage? The answer really depends upon the length of time the car will be in storage. To help us gain some insight into some of the more controversial issues such

as engine and suspension preparation, we spoke with [General Motors Powertrain Engineers](#) and [Guldstrand Motorsports](#). This article addresses some of the uncertainty that revolves around proper long-term storage and will hopefully give you a better sense of confidence and security in knowing that your pride and joy has been properly prepared.

General Washing

Before placing your Corvette in long-term storage, be sure to properly wash the exterior in order to remove any environmental fallout from the paint such as bird droppings, tree sap, bugs, etc. Some of this fallout can be acidic and leave permanent marks in your Corvette's clearcoat. If you have a convertible Corvette, refer to our [Convertible Top Care](#) article for proper care procedures.

Clean the tires and wheels

This is one area that is often overlooked in terms of the quality of cleaning. The rubber in the tires is prone to oxidative stress due to road grime and ultraviolet rays from the sun. This oxidation can be seen in the form of a dark yellowish dirt that clings to the sidewalls of the tires. Using a soft brush and soapy water, scrub the tires to remove any built up oxidation and road grime. Once the tires are cleaned and dried, apply a good quality tire dressing.

Solvent vs. Water Based Tire Dressings

Most tire dressings are either water-based or solvent-based. Each type uses silicone, which is the key ingredient that gives tires that shiny, wet look. The more silicone in the product, the shinier the tire will be after application. Solvent based dressings work by soaking into the rubber, thus pulling the silicone in with them. This type of dressing

tends to be more durable and last longer, however they also tend to pull the "black" out of the rubber and change the composition of the rubber with extended use over time. Because of this, some tire companies will actually void your warranty if you use a high volume, solvent based silicone product on their tires. Water-based dressings sit on the surface of the tire and do not pull the silicone into the rubber as solvent-based dressings do. They will provide the same quality shine as the solvent based products do, but they are not as durable and will not last as long.

Brake dust can accumulate on the wheels and over time, can permanently stain the wheel finish if the wheels are painted and/or clear coated. There are several different brands of wheel cleaners on the market. Make sure that if your wheels are clear coated, you use a wheel cleaner that specifically states that it's safe to use on clear-coated wheels. Because most wheels cleaners are caustic and harmful to brake components, be sure to never spray the wheel cleaner directly on the wheel. Instead, dampen a cleaning cloth with the wheel cleaner first and then apply.

Flat Spotting

These days, flat spotting isn't as much of an issue as it was years ago. Due to changes in composition and technology, today's tires are less prone to flat spotting than they were back in the days when '67 big blocks were prowling the streets. Any flat spotting that does occur to today's tire usually disappears within 20-30 minutes of normal driving time at normal highway speeds.

“Long Term/Winter Storage truths, myths and fallacies”

(Continued)

Regardless, some of the owners we spoke to prefer to place their cars on jack stands in order to remove the constant pressure on the tires. Some owners don't like to do this because they feel that it places the car's suspension in an unnatural state that when combined with the added weight of the tires and wheels, could cause permanent damage to the suspension over time. To help settle this dispute, we went to the leading authority on Corvette suspension design and engineering, [Guldstrand Motorsports](#). "We suggest that when people put their cars away for the winter months, they put the cars on stands and remove and bag the tires. This prevents any moisture from having harmful effects [on the tires]. Allowing the suspension to hang is really the least of their worries, and is not detrimental" said Dave Tillotson, Guldstrand's Operations Director. If you choose to remove the tires and wheels from the vehicle prior to storage, please see our [Tire Storage Recommendations](#) page from Goodyear for more helpful storage tips.

Some owners feel that specially designed tire cradles, tiles, plastic forms or pieces of cardboard under the tires help to prevent flat-

spotting and some owners don't. Most of this is trial and error and there is no easy way to determine what works and what doesn't. It's mostly based upon experience and personal preference.

One method that has proven reliable to this author in the past is to over-inflate the tires to the maximum allowed pressure specified on the sidewall of the tires by the tire manufacturer. By over-inflating the tires, you're hindering their pliability and increasing their resistance to flatten. Just make sure to deflate the tires to the recommended normal operating pressure before driving.

Polish and Wax

After a thorough wash, apply a good quality polish and wax to your Corvette's paint. Contrary to popular

"We suggest that when people put their cars away for the winter months, they put the cars on stands and remove and bag the tires..." - Dave Tillotson, Guldstrand Motorsports

belief, there is a difference between a polish and a wax. A polish (also known as "glaze") contains a

small amount of abrasives that actually remove a thin layer of clear coat or paint off the surface. Some manufacturers include oils and nutrients in their polishes that they claim help to nourish the paint and prevent oxidation from occurring. A wax does not contain any abrasives and seals the paint therefore protecting your Corvette's finish. It provides a protective layer to prevent exposure to the elements and related fallout. A good rule of thumb is to apply a coat of polish

and then seal that with one or two coats of wax.

Meguiars, 3M Car Care Products and Zaino are just a few examples of high quality paint care products that are popular among Corvette owners. Check out the [Detailing & Paint Care](#) category in our [Corvette Portal](#) for more listings.

For applying and removing the wax and polish, make sure to use 100% cotton terrycloth hand towels that are made in the United States. Although the manufacturer tags on some hand towels will indicate that they are made of 100% cotton, some foreign countries have different regulations when it comes to the amount of cotton and other fibers used in the composition of their towels. These other fibers, such as polyester can leave tiny scratches in the clear coat. In order to keep your polishing towels clean, do not use laundry detergents or fabric softeners. Even though your towels may feel nice and soft, fabric softeners contain oils that give them that soft touch. When applied to your Corvette's finish, these oils can leave a milky, cloudy haze on the surface of the paint. This oily layer smears easily when wiped and proves difficult to remove without the use of a "paint cleaner". Keep in mind that a lot of laundry detergents come with fabric softeners mixed in, so make sure you read the ingredients prior to use.

Exterior Trim

Another frequently overlooked area to prepare is the exterior trim components of your Corvette. These include, weather-stripping, door hinges, hood latches and release pawls, pivots, and spring anchors.





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For the weather-stripping, use a non-solvent based, silicone lubricant or grease. Meguiars Vinyl and Rubber Cleaner and Conditioner is one example and GM Goodwrench Dielectric Silicone Grease (part no. 12345579) is another. If you choose to use the silicone grease, apply a small amount to the weather-stripping using your fingers. Wipe off any excess with a clean rag.

For the door hinges, hood latches and related hardware; use Lubriplate Lubricant (GM part no. 12346293). This is similar to white lithium grease, which can be applied using your fingers. If you can't find this product at your local Chevrolet parts department, try GM SuperLube (GM part no. 12346241). This lubricant is similar to WD-40 and contains teflon.

Interior Care

The cleanliness of your Corvette's interior is just as important as the exterior prior to long-term storage. The most important parts of your interior are the leather surfaces. These usually consist of the seats, steering wheel, shifter knob and boot. During the summer, leather surfaces tend to become very hot during extended periods of sun exposure. As a result, you're bound to sweat a little when you first sit down in your Corvette. Sweat is very acidic and over time, can prematurely age your leather

seating surfaces if they go untreated. That's why it's important to choose a high quality leather cleaner and/or conditioner for the leather components of the interior. Several companies, including Meguiars and Lexol, make excellent products that are easy to apply and most of these can be found in your local automotive supply store. Make sure you read the directions that come with each product before use.

To prevent moisture buildup and possible mold formation on interior components, you may want to consider adding desiccant (a chemical that removes moisture from the air) to various parts of your interior. Companies such as [Beach Filter Products, Inc.](#), [Ecklers Corvette Parts and Accessories](#), and [MidAmerica Designs, Inc](#) supply special pouches of desiccant that can easily be placed in foot wells, seats and rear cargo hatch areas. For more information on properly treating your interior, take a look at our article on the [Maintenance of Vinyl, Leather, Plastic, and Rubber Surfaces](#).

Engine Care

Another common area of misconception is proper engine storage. Some of the confusion comes from the fact that the Corvette has been around for almost 50 years. During those 50 years, automotive technology and electronics have experienced enormous growth and change. As a result, different generations of Corvette have different needs when it comes to care and maintenance.

Based upon conversations we had with owners of both old and new Corvettes, the majority of owners of Corvettes prior to the 1984 model

year prefer to remove their spark plugs and squirt a small amount of motor oil into the cylinders. In order to understand why they do this, you need to understand the general purpose of an engine lubricant.

The main function of motor oil is to reduce friction between two metal surfaces in motion. Some of these metal surfaces can have microscopic high points or peaks. When these metal surfaces rub together, enough heat can be produced to actually weld those peaks together. The peaks can be broken off, dragged and re-welded over and over again. This is known as scuffing, which can eventually cause permanent engine damage.

Over time, the lubricant film that lines the cylinder walls underneath the piston, gradually recedes leaving the walls exposed. As the piston travels up and down the cylinder upon startup, a few critical seconds exist where two metal surfaces are rubbing together without proper lubrication. You now have an ideal environment for scuffing to occur. To prevent this, owners believe that removing the spark plugs and squirting a small amount of oil into each cylinder can help prevent this from occurring. It all seems to make sense, right?

If it did, we would expect the owners of newer Corvettes to practice this same method. Not so. Based upon conversations with owners of 1984 Corvettes and up, other than changing the oil and filter, removing the spark plugs and adding a small amount of oil to each cylinder was rarely mentioned. This could be due to several possibilities.



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Are the spark plugs much harder to reach on an LT1 or LS1 engine as compared to an old 1968 L36 big block? Or has technology advanced far enough that today's engines are able to stay lubricated longer during extended periods of inactivity? To help us understand the proper way to prepare an engine for long-term storage, we spoke to David A. Scott, Senior Service Engineer, at General Motors Service Parts Operations. He suggested that if an engine is to be stored for nine months or longer, "remove the spark plugs and add approximately one (1) ounce of engine oil to each cylinder. The engine should be rotated just after adding the oil to the cylinders. The purpose of this step is to coat the cylinder bore to protect against rust formation during storage. Also note, this procedure is repeated after extended (18 months and longer) storage before start up. These steps were recommended by both the Base Systems Engineer and the Fuels and Lubricants



Engineer."

Battery

Owners of older Corvettes usually unplug and sometimes remove

their batteries during long periods of storage which they feel works well for them. If you choose to remove the battery, do not place the battery directly on a concrete floor. Concrete has a tendency to discharge a battery which is the exact same thing you're trying to avoid by leaving it connected to the car. Use a piece of wood between the battery and the floor. Because batteries produce hydrogen gas which is flammable, do not store the battery where it will be exposed to open flame, or where it is exposed

"remove the spark plugs and add approximately one (1) ounce of engine oil to each cylinder. The engine should be rotated just after adding the oil..." - David A. Scott, General Motors

to children.

Some owners of newer Corvettes (1984 to the present) feel that battery disconnection and/or removal isn't a good idea given the large amount of onboard circuits in newer Corvettes. They prefer to use a "Battery Tender". The Battery Tender, produced by Halon Marketing, Inc., is a 1.25 amp battery charger capable of fully charging a battery and maintaining the batteries optimal charge. The unit is small, compact and comes with a 5-year warranty from the manufacturer. The Battery Tender can be purchased from the [National Corvette Museum](http://www.nationalcorvettemuseum.com) for \$59.95.

We asked David Scott at GM if battery disconnection was a viable option for newer Corvettes. "Actually, it is because there are circuits using power when the vehicle is "off". Without a "Battery Tender" as you mentioned, the circuits would drain a battery in

about 30 - 40 days. General Motors does not require / mandate that an owner have a charger going. We have typically recommended disconnecting the battery."

Fluid Levels

Make sure to top off all fluid levels. These include coolant, brake fluid, clutch/transmission fluid and most importantly, oil and fuel. Over time, motor oil can become contaminated by dust, condensation, and even antifreeze and metallic shavings. Some motor oils contain additives which can break down over time and also act as contaminants. As these contaminants accumulate in the oil, sludge can form which will gradually adhere to internal engine components, causing your engine to perform less efficiently. Left long enough, this sludge can cause permanent engine damage. Combustion gases can also accumulate in the oil that will gradually lower the pH of your oil making it more acidic. Even if you only put 1,000 miles on your Corvette per year, make sure that you always change your oil and filter before placing it in long-term storage.

To do this, start and run the engine until it is brought up to normal operating temperature. If your Corvette is equipped with air-conditioning, the AC unit should be operated during this final engine warm-up to lubricate the compressor seal. Drain the oil and replace the filter. Refill with the type of oil recommended in your factory owner's manual. Last but not least, if you own a newer Corvette equipped with the engine oil life monitor, remember to reset



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the "Change Oil Light" as
instructed in your owner's manual.



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Fuel Stabilizer

Another important step is to make sure you top off the fuel in the tank and add a fuel stabilizer. Some owners prefer to completely drain the fuel tank and lines, but this may be an open invitation for condensation to build within the fuel system causing premature corrosion. Most fuel stabilizers, such as Stabil, can be purchased at any mainstream automotive parts store.

If your Corvette is carbureted, you should drain the carburetors of any residual gasoline. Remaining gasoline can evaporate and turn into a varnish that can coat and eventually clog the internal parts of a carburetor.

Mothballs

One of the biggest problems with long-term automotive storage is rodents. Depending on how secure the facility is that you store your Corvette in, one fact remains.... it's a source of protection from the elements for both your Corvette and those furry little critters. Most owners don't realize it, but certain brands of spark plug wires can become a meal for mice. Some brands (including GM brands) consist of a silicone inner jacket that surrounds the carbon suppression core. The silicone inner jacket is then surrounded by a vegetable oil based insulating outer shell which mice find particularly appetizing.

To help prevent them from making a meal out of your Corvette's ignition system, place some mothballs in and around the engine compartment, but remember to remove them before starting up the car!

Exhaust System

Mice and other small rodents like to build nests in very small spaces and your Corvette's exhaust tips and mufflers make a perfect home. Use a couple small face cloths and rubber bands to seal off the exhaust tips on your Corvette. Simply cover the opening of each tail pipe with the towel and wrap a rubber band around it.



Car Cover

"Should I cover my Corvette while it's in storage and if so, what's the best type of cover to use?" This is one of the most commonly asked questions when it's time to store your Corvette. The answer depends upon where the car will be stored. If it's stored within a garage or similar shelter, it's not necessary unless the car will be stored for an extended period of time and you would like to keep the dust off of it. If the car is stored outdoors, it is recommended that you keep the car covered. Remember to periodically remove the cover, especially after a soaking rain, so that air has a chance to circulate and properly dry the car and cover.

The type of cover you should use, again depends upon where the car will be stored. If it's stored indoors, a simple cotton based cover is sufficient to keep dust off the car. If it's stored outdoors, you should consider using a Dupont Tyvek or

Evolution-3 type weatherproof cover to protect against the elements. These covers can usually be found at either your local automotive parts store, or through mail order companies such as [MidAmerica Designs](#) or [Eckler Industries](#).

Engine Start

Last but not least: "Should I start my Corvette periodically, or leave it alone until it's ready to come out of storage?" This is definitely the most commonly asked question when it comes to automotive storage and there seems to be two opposing sides. One side feels that you should start your car at least once per month and let it run for a good 20 minutes plus until the cooling fans kick in. The other side feels that you should leave the car alone until it's time to remove it from storage. Again, we asked David Scott at GM. "It is always best to start your vehicle once a month if possible." When this is not practical, David offers the following guidelines:

Vehicle Storage of 9 months or less:

- Change oil and filter
- Store vehicle with full fuel tank using winter fuel - available nationwide after Oct. 1 (Higher Vapor Pressure)
- Disconnect negative battery cable

To prepare vehicle for use:

- Change oil and filter (eliminates moisture in crankcase)
- Charge battery
- Connect battery cable



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Vehicle Storage of 9 months to 18 months:

- Change oil and filter
- Store vehicle with full fuel tank and use a fuel stability additive
- Remove the spark plugs and add approximately one (1) ounce of engine oil to each cylinder. Install spark plugs and rotate engine.
- Disconnect negative battery cable

To prepare vehicle for use:

- Change oil and filter (eliminates moisture in crankcase)
- Charge battery
- Connect battery cable

Vehicle Storage of 18 months and longer:

- Change oil and filter
- Remove the spark plugs and add approximately one (1) ounce of engine oil to each cylinder. Install spark plugs and rotate engine.
- Disconnect negative battery cable
- Drain the fuel system

To prepare vehicle for use:

- Change oil and filter (eliminates moisture in crankcase)
- Charge battery
- Connect battery cable
- Remove the spark plugs and add approximately one (1) ounce

of engine oil to each cylinder. Install spark plugs and rotate engine.

- Fuel vehicle

Hopefully, this article has provided you with some valuable information to help you better prepare your Corvette for long-term or winter storage. Feel free to print a copy of our handy [Storage Checklist](#) to help you remember what to do in preparation for storage and to provide a source of documentation that you can look back upon should you repeatedly store your Corvette each winter. The long winter months when we can't drive our Corvettes may be long and brutal for some of us, but it doesn't have to be for your Corvette!

The Corvette Action Center would like to thank the following people who took time out of their busy schedules to provide valuable insight and information for this article: Hib Halverson, Automotive Journalist & Contributor to Internet Media, Thomas A. Read, General Motors Corporation, David A. Scott, General Motors Corporation, Dave Tillotson, Operations Director - Guldstrand Engineering.

Thanks to:

Robert Loszewski & the
<http://www.corvetteactioncenter.com>
for the great article.

A supporting article from SUNOCO, a leading manufacture of petrochemical products, from their customer service web site on question about fuel stabilizer additives.

From SUNOCO Customer Dialogue Zone

Your Topic

Fuel stabilizer additives

Your Comment on 11/18/2002
at 03:56 PM

Do you recommend adding a fuel stabilizer to a tank of Ultra 94 gasoline if my car is to be stored over the winter months (4-months) in an unheated garage.

Your Topic "SUNOCO REPLY1"

Fuel stabilizer additive

Your Comment on 11/19/2002
at 09:35 AM

Thank you for your question. Yes, we would recommend adding a fuel stabilizer for winter storage of Ultra 94 in an automobile. All gasoline deteriorates in storage and may oxidize, making it more prone to deposit formation. Fuel stabilizer should be added to "fresh" gasoline before it has had a chance to oxidize.

You should always follow the manufacturer's storage recommendations and follow the directions on the bottle of stabilizer.

Research by

Lou Zuniga



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Editor's Note:

Parts Swap Corner:

So those wishing to use this service can send in a 50 word limited description of your item need to buy or sell; Along with your name, phone number, times you can be reached or you e-mail. I will post it in next newsletter as long it is in the 15th of the month. Those Classifieds that I receive after the 15th of the month will be posted on the following month.

That is if the ad is received on the 16th of October, the ad will not be posted until December's newsletter.

Advertising Avenue:

In an effort to give members more of an opportunity to share advertisements of their business or specialty, you can write to or e-mail me with your art work or article and I will post it among the pages of the newsletter for you to notify members of your business or specialty. This is a good place to focus you're your advertisement to a captive audience. The length of time an ad can run can be negotiated.

As with Parts swapping you must submit your posting by the 15th of the month to be included in the upcoming month.

Contact **Herb Harlton** by phone (614) 847-0774, by e-mail **hharlton@harltons.com** or by mail at:

Herb Harlton
Attn: HoO Editor
792 Olenhurst Ct.
Columbus, OH.

Moving?

Let us know if your address changes or your e-mail has changed so, we can update our records and keep you up to date.

Did your e-mail Address change?

Let us know Please send changes to Membership Chairman:
pmatejovic@earthlink.net

Pam Matejovic
1003 Urana Ave.
Columbus, OH. 43224

Speaker's Grill:

Added member's featured articles is also a privileged for members to share experiences or sound off about an issue you have.

See this month's Article on page 3.

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HoO List Vendors:

This is a new section of the newsletter; it is the equivalent to Angie's list, only for Corvette services and vendors. Help others find good services or vendors. Send in your good experience vendor to add them to our list for members to reference.

Here are the first of a number of entries

Aluminum Arc Welding

Ohio Trailer Supply Inc.
2966 Westerville Rd.
Columbus, Ohio 43224
PH: (614) 471-9121

Brakes & Fuel lines.

Fine Lines, Inc.
127 Hartman Rd.
Wadsworth, OH 44281
Phone 800 778-8237

Corvette reproduction parts

Corvette Central
P.O. Box 16
13550 Three Oaks Road
Sawyer, MI 49125
Phone 800-345-4122

Corvette parts, service & more

Corvette Corner
1661 E Dublin-Grandville Rd.
Columbus, Oh 43229
Phone 614 888-6688

Corvette parts & instrument restorations

Corvette Specialties of Maryland
1912 Liberty Road
Eldersburg, MD 21784
Phone 410 795-3180

Corvette reproduction parts 63' - 67'

Long Island Corvette Supply Inc.
1445 Strong Avenue S.
Copiague, NY. 11726
Phone 800 466-6367

Electrical Components

Lectric Limited
6750 W. 74th Street - Suite A
Bedford Park, IL 60638
Phone 708 563-0400

Frame Repair

Front End Alignment

Glassworks & Stainless Steel

The Hardtop Shop
238 Spring Run Road
Crescent, PA. 15046
Phone 888 340-7812

Holley Carburetor Restoration

Holley Custom Speed Shop
509 Industrial Drive
Springfield, TN 37172
Phone 888 465-5395

Horn Restorations

The Horn Works
967 Hackett Street
Beloit, WI 53511
Phone 608 361-0095

Interior & Upholstery

Al Knoch
9010 North Desert Blvd
Canutillo, Texas 79835
Phone 800 880-8080

Metal Acid dipping

US Metal Processing
1089 Claycraft Rd.
Columbus, OH 43230
Phone 614 575-1806

Oil & Fluid Services

Paint & Body Shop

Murphy's Classic Restorations
841 Clubview Drive
Dover, OH 44622
Phone 330 343-8778

Powder Coating

Columbus Custom Powder Coating
915 Distribution drive
Columbus, OH 43228
Phone 614 276-6181

Radio Repair

Radiator Repair

Hedrick Auto Radiator Inc.
2733 Morse Rd.
Columbus, OH 43231
Phone 614 475-3048

Suspension & Brakes

Precision Engineering
3111 Fortune Way Suite B-13
Wellington, FL. 33414
Phone 888 748-0362

Weather strip & rubber products

Corvette Rubber
10640 W. Cadillac Road
Cadillac, MI 49601
Phone 888 216-9412

Help us fill in the vendors for the missing services. Send your nominations for good service or vendors to

Herb Harlton

harlton@harltons.com

Or mail to:

Herb Harlton

Attn: HoO Editor

792 Olenhurst Ct.

Columbus, OH. 43235



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Calendar Of Events

Dates in Bold are Heart of Ohio Chapter events

Dates underline are NCRS chapter events

Dates in italic are other informational events

NOVEMBER

Nov 4-6 Texas Regional Meet, Waco TX.

Nov 6 **Technical Seminar Winterizing your car** Rick Fox, Bob's Garage
Elections for Board offices

Nov 11th Veteran's day

Nov 20-21 Chevy VetteFest Chicago's McCormick Place

Nov 20th **Buckeye Michigan Game**

Nov 25th Thanksgiving

DECEMBER

Dec 4 **Christmas Party**

Dec. 5 NCRS Banquet & Annual Meeting – Greensburg Country Club

Dec 12 Southern California Chapter Annual Brunch and Membership Meeting at Cannons Restaurant Dana Point, CA.

Dec 25th Christmas



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Calendar Of Events

(Continued)

JANUARY

Jan ?? Heart of Ohio Chapter Meet TBA
Jan 19-22 NCRS Florida Winter Regional Kissimmee/Orlando, Florida

FEBRUARY

Feb ?? Heart of Ohio Chapter Meet TBA
Feb 11-12 NCRS Judges Training Retreat, Dallas, Texas
Feb. 20 NCRS Pgh. – Restoration Seminar – Kenny Ross Chevy – Irwin, PA

MARCH

Mar ?? Heart of Ohio Chapter Meet TBA
Mar 6 NCRS Pgh. – Swap Meet Ton Henry Chevy Bakerstown, PA

APRIL

Apr ?? Heart of Ohio Chapter Meet TBA
Apr 1-3 NCRS Regional Meet – Gonzales, Louisiana
Apr 2-9 MCN Caribbean Cruise
Apr 17 NCRS Pgh. – Judging School – Ken Amrick's Garage – Belle Vernon, PA
Apr 20-24 Carlisle Events – Spring Carlisle – Carlisle, PA
April 21-24 NCRS Regional Meet – San Francisco California
April 21-23 NCM C5 / C6 Birthday Bash



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