



# Heart of Ohio Chapter Newsletter

Volume 2 issue 11

The Front End

November 2005

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## Chairman's Message

With 2005 winding down, we have a few items of interest to our members: First, there are the elections of board members to consider. Second, there are Dues that once again must be collected for the coming year's participation. Third, the calendar or schedule for 2006 that need to be considered. And, the final food for thought is an addition of an enlarged board core to assist the board officers.

Next month is our annual time to vote in new officers for vacancies that have open in various offices. This year the Heart of Ohio Chapter will be voting for a new vice chair, secretary and judging chairs. Randy Rink the present vice chair has so graciously agreed to accept the bid for judging chairman, Perry Yasher has graciously agreed to accept bid for vice chairman and Stew Van Kirk has agreed to accept the bid for secretary. Gary Brown our previous judging chairman has been occupied by family medical issue and would rather tend to family matters at this juncture. Jim Salvino has asked to step down from the secretary post but remain active and become one of the extended board members.

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Let me once again remind all to pay your dues for 2006 fiscal year. Pam Matejovic will be asking you to respond to her about dues for the up coming year. The chapter will once again send out invoices for you to respond and provide remittance information. You can also take care of dues at up coming meetings; there will always be a chapter officer that can assist you at any meeting.

The board has decided that perhaps a larger core of board members can help in multi fold areas. With an expanded board, the focus of the officers can concentrate on caring out events for the general mass. The enlarged core can work on special interest projects, ideas and chapter focus throughout the fiscal year. The enlarged core can provide other Heart of Ohio Chapter members a voice in new ideas and more say so in

chapter events. An alternate part, by extending the board, the Heart of Ohio Board Officers hope to achieve, is to cultivate new officers for the future. If you would like to join as an extended board member, just see or communicate with one of the board officers and tell them your wish to participate. At this time the extended board is not limited and you are welcome to assist. Please do so!

For this Thanksgiving Season, I wish to say thanks for all that we have and hope your Thanksgiving Day that you take a moment for those that have lost family members over the past year. From our own Chapter members we regret the lost of Pam Matejovic's mom and Perry Yasher lost of his mom as well. And for those that have lost so much in this great land we live in, especially for the hurricane victims and the unfortunate that still exist in our times and our great country.

Lou Zuniga  
Heart of Ohio Chapter NCRS  
President/Chair



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### November Events

- Nov 5      **Heart of Ohio Chapter  
– Seminar “Documents  
& Engine Stamps”  
sponsored by HoO and  
presented by Al  
Grenning – Columbus,  
OH**
- Nov 13      **NCRS Pittsburgh  
Chapter Meet - Kenny  
Ross Chevrolet**
- Nov 19-20   **Chevy Vette Fest –  
McCormick Place –  
Chicago, IL**

### Board Minutes

October 22, 2005

**Attendees:** Harlton, Patrella,  
Rink (Randy & Priscilla),  
Salvino, & Zuniga

The meeting was called to order  
at 3:00 PM.

#### **I. FINANCIAL REPORT:**

A. Patrella’s financial report  
was not available; however, he  
indicated the Club was in very  
positive cash position.

#### **II. OLD BUSINESS:**

A. Al Greening Seminar jobs  
and responsibilities were  
assigned (see attached). There  
needs to be an email sent to all  
H of O members reminding  
them to RSVP. Also, an email  
should be sent to Adjacent

Chapter Presidents to be sent to  
their members asking them to  
RSVP. Zuniga will perform  
both tasks. Salvino will post a  
notice on the NCRS Technical  
Board.

B. Rosemont Center  
(<http://www.rosemont.org/>) was  
chosen as the charity to receive  
the Club’s \$500.00 charitable  
contribution. National will also  
make a contribution to  
Rosemont in an amount to be  
determined.

C. The website needs to be  
upgraded to a friendlier  
software package and host.  
Zuniga will investigate costs  
and software.

#### **III. NEW BUSINESS:**

A. Election of officers will take  
place after the Al Grenning  
Seminar. Zuniga will firm up  
the slate from member  
recommendations made during  
the meeting.

B. The Annual Christmas Party  
will be held on Saturday,  
December 10th. The party will  
be held at the CBCC Garage.

The meeting adjourned at 4:30  
PM.

Respectively Submitted,

James Salvino  
Club Secretary

### Chapter Meeting Notes

#### **Atwood Lake Car and Craft Show –**

It was a beautiful early fall  
morning and four couples met  
for breakfast in Granville, Ohio  
to prepare for our trek to  
Atwood Lake in northeastern  
Ohio. In attendance were Herb  
and Carolyn Harlton, Randy  
and Priscilla Rink, Perry and Sue  
Yasser and Lou and Marie  
Zuniga. Three of us had our  
Corvettes and Lou, after trying  
valiantly to take his C-2 on its  
maiden voyage only to have a  
mechanical failure he drove his  
trustworthy Toyota SUV. In spite of  
a strong challenge from our  
Vice-Chairman no PT Cruisers  
showed up.

We had a great breakfast and  
headed off. It was a great drive  
- good roads, clear skies and  
cool temperatures. Traffic was  
light and, save for one PT  
Cruiser driven by a senior  
citizen, we easily passed



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everything that would deter us from a fun ride.



The only mishap was in the last mile or so of our journey. The Atwood Lake Car and Craft Show draws HUGE crowds. So huge, in fact, that they line up down the twisty two lane road into the Park for several miles to get in. Unfortunately 45 minutes of bumper to bumper idle speed motoring proved to be too much for the cooling system on Perry's '67 Roadster and it boiled over. All was not lost, however, as we abandoned it near the park entrance to cool off and retrieved it a few hours later, apparently no worse for the wear.

This car show – sponsored by the Classic Glass Corvette Club of Dover/New Philadelphia – is a BIG event. They hold it in conjunction with a Craft Show and draw very large crowds. While I don't have the exact numbers rumor was there were 800 cars in the car show alone. Judging from the traffic and crowds there must have been several thousand who were just visiting for the day. Probably

most had come to see the crafts and eat the fair foods but there was no shortage of folks walking through the car show area.

Perhaps 20% of the show cars were Corvettes from all over Ohio with some Pennsylvania and West Virginia thrown in. Primarily they were C-5's and C-4's but there were some C-2's, 3's and maybe a 6.



I didn't see any solid axle Corvettes. The other cars were everything from super dune buggies to monster trucks, street rods to restored antique trailer queens, customs to beautifully preserved 50's land yachts. I didn't see one PT Cruiser or lawn mower. It was a hot sunny day.

Fearing a repeat of the morning's traffic jam we opted to leave early to beat the crowds. Even at 3:00 the line to get-in was still a half-mile long. We retrieved Perry's now cooled off roadster and, after putting our tops down, embarked on the return 2-hour journey.

Our destination was Stony Creek Farms and a dinner of smoked pork butt. Our gracious hosts for this event were Randy and Pricilla Rink. Upon our arrival we were treated to numerous appetizers and a tour of the Farm. Much of this tour was taken aboard an ATV. Several of us were new to this means of transportation but we quickly took to it.

Stony Creek Farms is a most interesting operation. Among its products are honey, cars and habanera sauce. On a personal note, I am familiar with the first two items but have never had the opportunity to experience the third. I frequently much on its two weaker cousins – jalapeno and banana – but have never sampled it; so I did. Its creator uses it on every dish imaginable as if it were ketchup or A-1 Sauce so I figured – “what the heck”. A word of warning folks – this stuff is HOT!

Following dinner we continued our fellowship conversations and took watched as our host fed his (rather hungry) pond fish. Finally after dusk, and a very long day, we all departed for home.



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### The Gathering II –

Sunday morning October 9th dawned ugly – temperatures in the low 50's and drizzle. What a difference a week makes! None the less the die-hard Corvette junkies headed out to Lancaster Ohio for the Gathering II – the second annual **Ohio Corvette Alliance** meet. Last year's show was a resounding success with over 500 Corvettes in attendance and this year's show was expected to be even bigger.

The Alliance had arranged with the Lancaster City Fathers to host this event and dedicated most of their downtown to it. In addition, Dan Singer, a local businessman and Corvette enthusiast, offer his building (The Broadway Center - a combination meeting hall and car garage) to the Alliance and to HoO for their use. It was their plan to have our group host a "Demonstration Judging" as one of the events of the day in the garage portion of the building. Also planned was a separate exhibit in the town square of HoO member Bob Patrella's two 50th Anniversary C5-R's and his 2003 Le Mans Blue Anniversary Edition ZO6.



Five HoO members showed up for the 7:30am set-up (Coolidge, Ely, Harlton, Rink, Steffensen, Yasser and Zuniga) with their Corvettes for display. Yes, Lou's big block C-2 was **FINALLY** up and running. We set about getting our display ready for the show and then went off to Shaw's Restaurant and Hotel for a hot breakfast. (Shaw's is an old, nicely restored, hotel in downtown Lancaster). Later on, and back our display, we were joined by members Fox, Matejovic, Patrella and Van Kirk.



There was no shortage of things to do and see at the show. In addition to Bob's three cars there were many other interesting "exhibit type" cars on display in the town square. Also, as could be expected there was a wide variety of Corvettes

to look at: C1's, 2's, 3's, 4's, 5's and 6's in many different forms – stock, custom and restored. Finally, there were a number of vendors both Corvette and non-car oriented selling a wide variety of irresistible merchandise plus a photographer to take a picture of you and your car. Our goodie bags were well stuffed with trinkets and information and there was a charity auction and plenty of door prizes. In short, everything was there to make this a great show for all.



Unfortunately the cold and threat of further rain kept many Corvette owners away. The originally expected turn-out of over 800 Corvettes had dwindled to only about 350 by show's end. None the less it was a good show and I think all those that attended felt it was worthwhile. I, personally, am glad I went and am looking forward to next year.





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### Other Newsletter Features

Articles reprinted from the  
October 2004 HoO Newsletter

#### **Getting Your Corvette Ready for Winter**

Article & Technical Seminar by  
Rick Fox (With assistance from  
Randy Mullins)

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 possible 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

#### **“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



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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



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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.

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 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



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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.

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.





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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.

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 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



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

### 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



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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

### 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:



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- 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 Corporaton, 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.

### From SUNOCO Customer Dialogue Zone

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

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 REPLY" 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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### **Authors Wanted**

Do you have anything that is Corvette or car related you want to share with our members? A special vendor you found, a tip on how to fix something, a story about a corvette experience. Anything you think might be of value or interest. **We welcome your contributions!**

Please take a few minutes and send me an email. I will be glad to put it into our Newsletter. You can reach me at [Herb@harltons.com](mailto:Herb@harltons.com) or (614) 847-0774.

*Herb Harlton*

### **Moving?**

Let us know if your mailing address or your e-mail address has changed so, we can update our records and keep you up to date. **Please send changes to Membership Chairman:**

Pam Matejovic  
1003 Urana Ave.  
Columbus, OH. 43224  
[pmatejovi@cas.org](mailto:pmatejovi@cas.org)



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## HoO Vendor List

Help others find quality services and vendors. Share your good experiences by contributing to our list. Send me listings for your favorite vendors. *HH*

### 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

Columbus Corvette  
572 S. Nelson Road Building Q  
Columbus, OH 43205  
Phone 614 253-0066  
(Fuel injection adjustment)

### Corvette Parts & Instrument Restorations

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

### Corvette Reproduction Parts

Trim Parts Inc.  
2175 Deerfield road.  
Lebanon, OH. 45036  
Phone (513) 934-0815  
[sales@trimparts.com](mailto:sales@trimparts.com)

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

Mid America Motorworks  
#1 Mid America Place  
P.O. Box 1368  
Effingham, IL 62401  
Phone 800 500-1500

Paragon Reproductions  
8040 S. Jennings Road  
Swartz Creek, MI 48473  
Phone 810 6554641

### Electrical Components

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

M&H Electric Fabricators, Inc.  
13537 Alondra Blvd.  
Santa Fe Springs, CA 90670  
Phone 562 926-9552

### Frame Repair

### 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



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#### **Oil & Fluid Services**

Valvoline Service Center  
2609 Dublin-Granville Road  
Columbus, OH.  
1-614-899-9222  
Discount to Corvette owners  
State your are a member of the  
Corvette Alliance

#### **Paint & Body Shop**

Murphy's Classic Restorations  
841 Clubview Drive  
Dover, OH 44622  
Phone 330-343-8778  
Fax 330-364-5988  
Web Murphysclassics.com

#### **Powder Coating**

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

#### **Radio & Clock Repair**

Radio & Clock Repair  
D&M Restoration  
46 Grand Ave.  
Greenville, SC 29607  
Phone 800 722-0854

#### **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

#### **Wheel Alignment**

Bee-Line Alignment Service  
1030 Harmon Avenue  
Columbus, OH 43223  
Phone 614 443-7681

NTB/Tire Kingdom  
2195 Baltimore-Reynoldsburg Road  
Reynoldsburg, OH 43068  
Phone 614 863-6926

#### **Window Sticker Reproductions**

Triple A Enterprises  
P.O. Box 8463  
Bloomington, IN 47408  
Phone 812 245 8252  
<http://www.window-sticker.com>



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### Calendar Of Events

**Dates in Bold are Heart of Ohio Chapter events**

Dates underlined are NCRS chapter events

*Dates in italics are other Corvette related events*

Dates in italics and underlined are **Corvette Alliance** events

#### NOVEMBER 2005

Nov 5            **Heart of Ohio Chapter – Seminar “Documents & Engine Stamps” sponsored by HoO and presented by Al Grenning – Columbus, OH**  
Nov 13            NCRS Pittsburgh Chapter Meet - Kenny Ross Chevrolet  
*Nov 19-20*        *Chevy Vette Fest – McCormick Place – Chicago, IL*  
Nov 24            Thanksgiving Day

#### DECEMBER 2005

Dec 3            **Heart of Ohio Chapter NCRS Board meeting – Tentative**  
Dec 10           **Heart of Ohio Chapter NCRS Christmas Party – CBBC (details to follow)**

#### JANUARY 2006

Jan 14            HoO Technical Seminar – CBBC – Details to follow  
Jan 26-29        NCRS Florida Winter Regional Meet – Kissimmee, Florida

#### February 2006

Feb 10-12       NCRS Judges Training Retreat – Dallas/Ft. Worth, Texas

#### May 2006

May 18-20       NCRS Indiana Regional – Auburn, IN (Kruse Auction Park)





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## **HEART OF OHIO CHAPTER OFFICERS**

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# AUTHENTIC?



Along with the ever increasing values of unmodified C-2 Corvettes comes ever increasing attempts to turn less than mint C-2's into something they will never be. Some of the most attempted schemes are the falsifying of engine serial number stamp pads, trim tags and other documents.

Al Grenning is a renowned author and perhaps the most knowledgeable person in the hobby on engine Stamp Pads, Trim Tags and general Corvette documentation. Through extensive documentation and research Mr. Grenning has compiled a vast library of information on these topics. On November 5<sup>th</sup> he will be presenting selections of this material NCRS Members and their guests at a Heart of Ohio Technical Seminar.

**Join us for this interesting and informative event**

**Saturday, November 5, 2005**

**Al Grenning Presents "Documents & Engine Stamps"**

Highlights for Children Corporate Office  
1800 Watermark Drive  
Columbus, OH 43215  
(Northwest quadrant of Dublin Rd and Grandview Blvd,  
close to the I-670/Grandview exit)

8:45 – 9:25	Check-In, Fellowship & Continental Breakfast
9:30 – 11:00	Presentation 1 - Documents
11:00 – 11:30	Break – Pizza and Beverage
11:30 – 1:00	Presentation 2 – Engine Stamps
1:00 – 1:30	Q & A
1:30 – 2:00	Fellowship
2:00	Adjourn

Presented by the Heart of Ohio Chapter NCRS.  
Donation \$10.00 for food and incidentals.

To help us accommodate you, please RSVP to: Jim Salvino at [jsalvino@columbus.rr.com](mailto:jsalvino@columbus.rr.com)

