



Heart of Ohio Chapter

Newsletter

Volume 2 issue 6

The Front End

June 2005

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Chairman's Message

Finally spring has sprung and summer is in sight, but the cool weather persists. At any rate, there have been a few beautiful driving days for those that can venture out. I myself, find it hard, with work and spring yard duties, no time to work on my dream ship.

For those that have the time and gas money to join in the many activities that are presented, this is the time of year a Corvette owner dreams of feeling the twisting roads or participating in the many car shows with friends or spouses by their side. Enjoy these precious times as they seem to go by before you know it.

Well, June is the start of the busy summer months. For the Heart of Ohio Chapter members, there is a plethora of activities to attend, a NCRS Judging school will be the first Saturday in June, with the following weekend a Dayton, Miami Valley, Chapter judge meet, followed by Corvettes at Roscoe Village the next Sunday, then late in June the call to Bloomington Gold at Pheasant run in St. Charles, IL.

Many events are calling the Corvette enthusiasts out to engage in sport and leisure on these summer fun filled days.

The Heart of Ohio Chapter NCRS has elected to run a Garage sale in August to raise funds for a charitable organization and fulfill a NCRS chapter requirement.

The NCRS bylaws require that a Chapter raise funds for charitable organizations rather than donate them. Since many local car clubs already incorporate a car show for fund raising, the Heart of Ohio Board members felt it would have more outside involvement, and less competition, if they conducted a garage sale rather than another car show.

public as our Chapter Event and donate the proceeds to charity. We will be asking you to bring these items to central location in late July or early August.

Items to save should be limited to easy-carrying, working items. Clothing, small appliances and household items are always good sellers. Any items that are not sold will be donated to an organization such as the Goodwill.

No broken or non-working items will be accepted nor will large furniture or large appliances. These kinds of items cannot usually be given to charitable organization and they are physically just too difficult to deal with. If you have questions about acceptable item or items, you can contact any of the board members for answers.

Volunteers for the garage sale are being asked for. If you have organized garage sales before, the Heart of Ohio Chapter could use your help. The Chapter will be asking for a number of volunteers to help out so, if you have any experience, your assistance would be greatly appreciated. We will be discussing this

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I would like to ask our Chapter members, as they go through there spring cleaning, to set aside those items that are unwanted but still have a useful life for someone else. Our plan is to sell these to the general garage sale-going



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further at our July 10th Club Picnic.

In closing, now is the time of year to really enjoy your Corvettes: Just leave some time for significant others to share, as there can be too much of a good thing and it can get one in trouble. But, most of all save that wave!

Lou Zuniga
Heart of Ohio Chapter NCRS
President/Chairman

Upcoming Events

June 4th Judging School

This will be a 3 hour school starting at 10:00 am and ending at 2:00 PM, lunch will be provided by the chapter.

We need your RSVP to this event to get a head count for the lunch.

Thus far, Randy Mullin's and Paul Borowski are bringing a '67 and '68 to use as example cars. I also have Dave and Marilyn Heitzman and Jim Salvino offering to help with the judging. It would be

helpful to have another 2 or so higher level judges to help. The Judging School event will be divide group into 2 groups - one for each car. These groups would be further broken down

into two person teams. The helper judges will be there to offer assistance, but not judge the car. The objective is to help the participating members to judge consistently, taking off consistent points deductions. Goal would be to have each two man team deduction same point values for each deduction. Each team will judge each of the four areas of the car spending 15 minutes on the car and 15 minutes off the car for a total of 1 hour each section. We should be able to run 2 teams at a time on the car and two teams off the car. We should be done judging by noon, eat lunch and have a 1 hour wrap up and question and answer time.

Goal is not to complete the judging form, but to understand how to use the forms and judging manuals.

Please RSVP ASAP to Garry Brown or Steve Steffensen to set up the teams. Please specify which car you would like to work on. We will try to put you where you like, depending on the number of people wanting to work on that particular car. **You can reach them at the following addresses:**

GaryBrown:
TPGdirop@aol.com
614-793-9467

Steven H. Steffensen
shsteffensen@wowway.com
614-899-0643

HoO Garage Sale

As our **Charitable Event** for 2005 we will be holding a Club Garage Sale in October.

Please start saving your Garage Sale Items (general household items, not necessarily car related).

Additional details will be discussed at the July Club Picnic.



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Run Flat Facts

by Hib Halverson

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The first run-flat tire was developed by Goodyear in 1978. The first application of a run-flat tire on a regular production vehicle was the optional Goodyear, Eagle GS-C EMT on the 1994 Corvette. The first, standard-equipment, run-flat on any car was Goodyear's Eagle F1 GS-EMT on the 1997 Corvette. Clearly, Goodyear and Corvette are industry leaders as far as run-flat tires go. Today, besides the Vette, the Cadillac XLR and CTS-V, the Dodge Viper, the Hummer H1 and some European and Asian cars use run-flats. There's little question that, in the future, many more will use them. In fact, 2005 will see the first application of a run-flat on a mainstream consumer vehicle with Toyota using them on a minivan sold in the U.S.

When deflated, the EMTs on Vettes are rated by General Motors for 200 miles, in 73° weather, at 55 mph, with the car at gross weight. The damage an EMT can sustain and remain drivable for that 200 miles is pretty amazing. I



Goodyear EMT tires are identified by this unique label.
Image: Author

remember a demo Goodyear and GM once staged. They drilled through a tire with a one-and-a-half-inch hole saw, then let media drive the car. While its ultimate run flat life is 200 miles, if an EMT suffers a repairable puncture (the hole saw stunt was decidedly not repairable), it can go 50 miles at 55mph, then be fixed and returned to service. Depending on the size and location of the puncture, a repaired EMT's speed rating may be reduced.

I was first exposed to these run-flats while working on an piece for Corvette Quarterly about Corvette ride-and-handling a year or so before they debuted on C4. At a race track test session at Michigan's Grattan Raceway, GM development engineer, Scott Allman, took took me for several, flat-out laps in a six-speed coupe equipped with the then-under-development EMT tires, then stopped on the pit road. Goodyear engineer, Larry Jansen, shocked me by removing the valve core from one rear tire. Once that run flat was flat, Allman then gave me several more balls-out laps-they were much faster than 55 mph, so the usual don't-try-this-at-home disclaimers apply. With one rear tire flat and running at the limit, the car was understandably quite loose and Allman's response was some pretty amazing, tail-out driving-a stunning demonstration of the EMT's abilities under conditions far outside its typical duty-cycle.

Because C4s had a spare tire (it was deleted when RPO WY5, "Extended Mobility Tires", was ordered), the Eagle GS-C EMT didn't serve much purpose other than to give buyers a unique, advanced-technology option and to get GM some field experience with run-flats before the C5 arrived in late-decade. Nevertheless, a fair number of customers saw merit in EMTs. In 1994, market penetration was about 12% and it grew to 18% in '95 and 23% in '96.

The General would put about 850,000 of Goodyear's second-generation run-flat, the Eagle F1 GS-EMT, on the road during the C5 run of '97-'04. With that many tires out there, Goodyear's competitors in the United States, anxious for some of the replacement business, developed their own run-flats. Within a few years, Michelin, Firestone, Yokohama and Goodrich all had tires in the C5, non-Z06 sizes, P245/45ZR17 and P275/40ZR18. Currently, Goodrich has exited the market and rumor has it that Kumho is poised to enter it.

A complaint about EMTs has been road noise and some of the aftermarket run-flats are an improvement in that characteristic. Firestone's Firehawk SZ50EP RFT RFT has sold well because it's a little quieter. Another EMT complaint is, compared to other run-flats, harsh ride. Some Corvetters who've been highly-critical of GM and Goodyear because of these limitations. While some Goodyear vs. Michelin vs. Firestone vs. Yokohama run-flat discussions on Internet forum sites and mail lists have sparked brutal flame wars, none of those wielding the flame throwers understand why Goodyear EMTs are noisier and may ride a bit more harshly.



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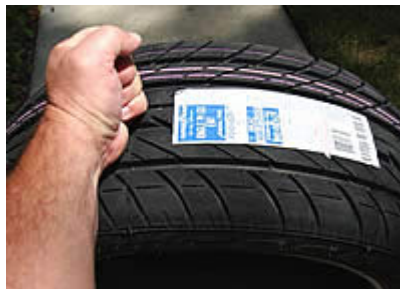
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One problem is inadequate acoustic insulation in the rear of C5s. This complaint was so routine that, when GM introduced the C6 to media (see <http://www.corvetteactioncenter.com/specs/2005/intro.html> or the May 2004 issue of Hemmings Muscle Machines magazine), a talking point was significantly better acoustic insulation added during the development of the new car's interior. After driving several C6s in early June of 2004, I can confirm the improvement. You can read more about this in [C6 Naked and Exposed: Finally We Drive It!!!](#).

While road noise resulting from inadequate acoustic measures is, clearly, an issue; of equal or perhaps greater impact on noise, ride and handling are the tires themselves. An F1 GS-EMT must provide the handling and durability necessary for 200 miles of use with no air. Meeting this requirement was a risky technology stretch in the early-'90s and a key enabler of that was a stiff tire casing, especially its sidewalls. Even GM couldn't violate the laws of physics, so this stiffness causes noise and harshness beyond what one would experience with a non-run-flat tire. A less-stiff casing would suffer more flexing when running flat and that would degrade the tire's durability and safety.



One physical characteristic of any run-flat is a sidewall that is more stiff than that of a non-run flat tire.
Image: Author



Additionally, most of the casing, including the tread itself will be more stiff than that of regular tires. This stiffness is easily felt when handling any run-flat.
Image: Author

I wanted to test a C5 with a flat run-flat to see what EMTs were like when driven after a typical puncture. Some Corvette pals of mine, Mike and Crescent LoMonoco, own a 2001 Targa and were willing to help me with this test. Mike brought his '01 over to the shop where I had him drive an awl through the tread of his left rear EMT. Pulling it out left a 1/8-in. hole.



To test the actual performance of a run-flat, running flat, I had C5 owner, Mike LoMonoco, pierce the left rear EMT on his car.
Image: Author



Ouch! Betcha haven't seen many people do this. Making holes in EMT's is best done with a sharp awl and a hammer. Trust me. Those tires are pretty tough.
Image: Author

Once tire pressure reached zero, Mike and I spent part of an afternoon driving the car around town along with doing ten miles on the freeway at 55-mph. In maneuvers you'd perform during normal driving, it was virtually impossible to feel any difference in the car's handling, however, I could feel a slight difference in some low frequency ride movements.



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Another clue that I was running the left rear run-flat flat was the characteristic, rumbling noise EMTs make when they are driven deflated at slow speeds.

I took some temperature measurements using my [Raytek Autopro, non-contacting IR thermometer](#) right where the tread and the sidewall meet. The right rear measured 100-108°F. The flat, left rear ran 150-155°F in city driving and got to 170°F after ten miles on the highway. While it's clear that flexing of the EMTs sidewalls caused a significant temperature increase, Goodyear told me that the critical area for temperature is not the tread but is on the inside of the tire casing. About 300°F on the inside of the tire is Goodyear's safe limit. The Goodyear engineers added that, while during operation with no air, the tread temperature would always be less than the temperature sustained inside the casing, my 170° readings were still far below what the tread would attain if the internal temperature reached the 300°F range.

In short, Goodyear seems to have designed quite a temperature safety margin into EMTs. Quieter and more compliant run-flats might run even higher temperatures. Since temperature is the eventual undoing of any tire, the obvious speculation is that softer run-flats can't run flat as far.



We ran one of Mike tires flat for a little over 50 miles of round-town and freeway driving.
Image: Author



At the end of the fifty miles we took the left rear off and had it repaired.
Image: Author



Tucker Tire's Frank Wright dismounts the tire.
Image: Author



Frank marked the hole. It was of the type that Goodyear says can be repaired.



Here, Wright performs the patching procedure...
Image: Author



...and then remounts the tire.
Image: Author



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Image: Author



After the repair Mike LoMonoco's EMT
drove just like it did before we
hammered an awl through it.
Image: Author

Back at the shop, after a 51.6-mi. test, Mike LoMonoco and I pulled the left rear and took it to Tucker Tire Service, a Goodyear Dealer in Covina, California, for repair. One of Tucker's most experienced tire technicians, Frank Wright, dismounted the tire, patched it, remounted it and re-inflated it.

After repair, the left rear EMT on the LoMonoco's 2001 drove as if nothing had happened at all. After testing the no-longer-flat, run-flat tire for a while, I turned the car back over to Mike who took the car back to his home. That repaired EMT remained service on that '01--which wife, Crescent, drives daily--for another 3450 miles which included a trip with Mike and Crescent's club, Corvette Club Santa Barbara, where there were times when they were driving as fast as 112 mph and a round-trip to Las Vegas, Nevada in 108° summer heat. The tire was finally replaced when Mike installed a new set of F1 GS EMTs.

Could we run the same test on any other run-flat tire on the market for C5s? Wondering about that, as well as if noise and ride improvements by some aftermarket run-flats come at the expense of actual run flat performance, I contacted Michelin North America. According to spokesperson, Phil Romba, the Michelin Pilot Sport A/S Zero Pressure is rated for 50 run-flat miles at 55-mph and is repairable in a manner similar to that of the Goodyear. Next, I contacted Tiffany Bryant, spokesperson for Bridgestone/Firestone USA, and Dan Guiney, spokesperson for Yokohama Tire Company. They told me that the Firestone SZ50EP RFT and the Yokohama AVS Sport Run-Flat are, also, rated for up to 50 miles of 55-mph run-flat operation, however, after any run-flat incident, neither can be repaired and both must be scrapped.

None of the aftermarket run-flats for '97-'04 Vettes are capable of going 200 miles deflated. That got my attention because it means that neither the Michelin Pilot Sport A/S Zero Pressure, the Firestone SZ50EP RFT or the Yokohama AVS Sport Run Flat meet General Motors specifications for C5 tires

I contacted Michelin North America, Bridgestone/Firestone USA and Yokohama Tire Company a second time to ask: 1) why their run-flats do not meet the vehicle manufacturer's tire specification and 2) are those purchasing run-flats for Corvettes advised of that situation.

All three companies had three weeks to respond but chose not to answer by our deadline.

We can only wonder why Michelin, Firestone and Yokohama products are unable to go the 200 miles GM specifies. Is it because the aftermarket is unable to duplicate some engineering, materials or manufacturing processes used by Goodyear? To reduce noise and improve ride, are Firestone and others using less-stiff casings which might compromise deflated handling and durability?



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If those purchasing aftermarket run-flats aren't told what they're buying is incapable of the same performance as what came on the vehicle; why aren't they? Again, because Michelin, Firestone and Yokohama never responded, we can only speculate. Perhaps, if some customers were aware of the facts, they might not make the purchase and that could be an incentive to not disclose such information.

So what does all this mean for C5 owners intent upon purchase of replacement, run-flat tires? It means: if you want the same performance under run-flat conditions you had when your car was new, your choice is simple: the Goodyear Eagle F1 GS-EMT because it's the only run-flat which meets General Motors specifications for safety and longevity of extended mobility tires.

This doesn't mean one should not consider less expensive, aftermarket alternatives. As long as one understands the compromises in run-flat performance and durability, in some situations, they may be desirable. The best choice among the 50-mile run-flats is the Michelin Pilot Sport A/S ZP, because it's the only one approved by its manufacturer for repair after run-flat operation. At least with the Michelin, if you have a repairable flat; you don't have to throw away the tire.



The Michelin Pilot Sport A/S Zero
Pressure.
Image: Michelin N.A.

In a practical sense, even the Firestone and the Yokohama can be reasonable choices, as long as you confine your driving to areas reasonably close to their dealers, you understand that any run-flat incident means buying another tire and you're willing to tolerate any handling compromise you might experience. If those are acceptable tradeoffs, then aftermarket replacements, because they are sometimes less expensive, might be somewhat quieter and may ride a little less harshly.





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The Firestone SZ50 EP RFT.
Image:
Bridgestone/Firestone, USA

The Yokohama AVS Sport
Run-Flat.
Image: Yokohama Tire Co.

On the other hand, if you travel through more remote areas in your C5 and you have a flat tire; potential deflated driving distance may exceed the 50-mile capability of aftermarket run-flats, so you may want to consider their purchase cautiously.

In closing, if you own a car with EMTs, and you're thinking of replacing O.E. tires with aftermarket run-flats; know the facts and consider any compromises in run-flat performance and durability because...not all run-flats run flat alike.

User Comments

Technical Article: Run Flat Facts

 Add Comment

korvettekarl@hotmail.com

06:20 PM 11.11.04

Once again Hib asks the questions all of us want to hear the answers to. Thanks Hib.

rgibbons@hvc.rr.com

12:37 PM 12.07.04

Great article on run-flats. Unfortunately I just purchased 4 new RF Firestones based on comments/price in the Tire Rack website?? I was unaware of the throw away factor if one were to get a puncture. That is a biggie -- as always buyer beware. Thanks for the info...

pldouglass@sbcbglobal.net

12:00 PM 12.10.04

I replaced my original issue Goodyears on my 2002 Coupe about two thousand miles ago with the Michelin Pilot Sport A/S Zero Pressure. Since I don't drive a 9/10s ever, I have noticed absolutely no adverse effects in the handling department. What I have noticed is much better rain grip and handling. But the main difference is the much improved sound level. This is like a different car. So much quieter. I really recommend the Michelin Pilot Sport A/S Zero Pressure tires.

lmclerran@hotmail.com

07:31 PM 01.22.05

I was in the tire business for 14 year, both with Firestone and Goodyear! I have seen thousands of failures on ALL brands of tires and taken care of many customers, that had suffured failures. I own an 04 Coupe, with Goodyear's. I have seen the rear quarter panels blown off of Corvettes and front fenders that no longer are attached, from tire failures! NOT GOODYEARS! Until an AUTHORIZED replacement is OK'd by GM, I'll keep them on MY VETTE! IF I saw that car damaged by a tire failure, to save money, I would hate myself, not to imagine what might happen to me?? I don't notice a noise PROBLEM, but maybe I'm SO impressed with this cars other qualities, I don't care!!

Article: Courtesy of Corvette Action Center <http://www.corvetteactioncenter.com>



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Other June Events

- Jun 9-11 NCRS Northwest
Regional – Seaside,
OR
- Jun 4 Heart of Ohio
Chapter NCRS –
Board meeting
- June 11 Miami Valley Spring
Chapter Meet –
Carillon Historical
Park – Dayton, Ohio
- Jun 12 Classic Glass
Corvette Club –
Corvettes at Roscoe
Village – Coshocton,
OH
- June 18 Corvettes of
Lancaster – Earth
Angel Super Cruise
- Jun 23-26 Bloomington Gold –
Corvettes USA –
St. Charles, IL
- Jun 24-26 Cleveland Grand
Prix, Cleveland, OH

Other Newsletter Features

*Remember, the following are
still available for all HoO
Members to participate in:*

Speaker's Grill

Parts Swap Corner

Advertising Venue:

To participate or learn more
about these features contact
Herb Harlton by phone (614)
847-0774, or by e-mail at
herb@harltons.com or by
snail-mail at:

*Herb Harlton
Attn: HoO Editor
792 Olenhurst Court
Columbus, OH. 43235*

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



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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

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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Suspension & Brakes

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

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

Weather Strip & Rubber Products

Paint & Body Shop

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

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

Powder Coating

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

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

Window Sticker Reproductions

Radio & Clock Repair

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

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

Radiator Repair

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



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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

JUNE

<u>Jun 9-11</u>	<u>NCRS Northwest Regional – Seaside, OR</u>
Jun 4	Heart of Ohio Chapter Judging School – Steve Steffensen, Day Chair
Jun 4	Heart of Ohio Chapter NCRS – Board meeting
<u>June 11</u>	<u>Miami Valley Spring Chapter Meet – Carillon Historical Park – Dayton , Ohio</u>
<u>Jun 12</u>	<u>Classic Glass Corvette Club - Corvettes at Roscoe Village – Coshocton, OH</u>
<u>June 18</u>	<u>Corvettes of Lancaster – Earth Angel Super Cruise</u>
<u>Jun 23-26</u>	<u>Bloomington Gold – Corvettes USA – St. Charles, IL</u>
<u>Jun 24-26</u>	<u>Cleveland Grand Prix, Cleveland, OH</u>

JULY

July 10	Heart of Ohio Chapter NCRS – Heart of Ohio Chapter NCRS Cruise-In Picnic – Perry Yasher, Day Chair
<u>Jul 8-9</u>	<u>Arthritis Foundation Corvettes Show – Dublin, OH</u>
<u>Jul 8-10</u>	<u>Goodguys PPG Hot Rod Nationals – Ohio State Fair Grounds – Columbus, OH</u>
<u>Jul 10</u>	<u>NRCC Wings & Wheels - Airport North on Upper Valley – Springfield, OH</u>
<u>Jul 17</u>	<u>SOCC – Vallery Chevrolet Car Show</u>
<u>Jul 17-22</u>	<u>NCRS National Convention – Park City, UT</u>

AUGUST

<u>Aug 6</u>	<u>CCCC – Corvettes in the Park - Whitehall, OH</u>
<u>Aug 12-14</u>	<u>National Corvette Museum – National Corvette Homecoming – Bowling Green KY</u>
<u>Aug 12-13</u>	<u>Indiana Chapter Meet – Kruse Auto Museum – Auburn, IN</u>
Aug 13	Heart of Ohio Chapter NCRS – Board meeting
<u>Aug 19-20</u>	<u>Woodward Avenue Dream Cruise – Detroit, MI</u>
<u>Aug 27</u>	<u>CFCC – Ricart's Chevy Summer Fun Cruise In – Canal Winchester, OH</u>
<u>Aug 27-29</u>	<u>Corvettes of Carlisle – Carlisle, PA</u>



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Calendar Of Events (Continued)

SEPTEMBER

Sept 1-4	National Corvette Museum – Corvette Celebration – Bowling Green, KY
Sept 5	Labor Day
Sept 10	<u>Heart of Ohio Chapter Judging Meet – Bob McDorman’s Chevrolet, Canal Winchester, OH</u>
Sept 15-17	2005 Queen City NCRS Midwest Regional – Cincinnati, OH
Sept 16-17	Mid-America Fun Fest – Effingham, IL
Sept 29-Oct 2	Fall Carlisle – Carlisle, PA

OCTOBER

<u>Oct 2</u>	<u>Classic Glass Corvette Club – Atwood Lake Car Show and HoO Chapter NCRS – Fall Tour (Need a Day Chairman) (Combined Event)</u>
<u>Oct 9</u>	<u>Corvette Alliance car show – Details TBA</u>
Oct 7-9	AACA – Hershey, PA
Oct 13-14	National Corvette Museum Extravaganza – Bowling Green, KY
Oct 14-16	Corvette Expo – Fall – Knoxville, TN
Oct 15	Heart of Ohio Chapter NCRS – General Membership Meeting Board Nominations
Oct 15	Heart of Ohio Chapter NCRS – Board meeting
Oct 20-22	<u>NCRS Texas Regional – Waco, TX</u>

NOVEMBER

Nov 12	Heart of Ohio Chapter – Seminar “Documents & Engine Stamps” presented by Al Greening – Columbus, OH
Nov 6	<u>NCRS Pittsburgh, Judging School – Barry Holmes Garage – Saltsburg, PA</u>
Nov 13	<u>NCRS Pittsburgh Chapter Meet - Kenny Ross Chevrolet</u>
Nov 19-20	<u>Chevy Vette Fest – McCormick Place – Chicago, IL</u>
Nov 24	Thanksgiving Day

DECEMBER

Dec 3	Heart of Ohio Chapter NCRS Board meeting
Dec 10	Heart of Ohio Chapter NCRS Christmas Party – Details TBA



Heart of Ohio Chapter

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