



Heart of Ohio Chapter Newsletter

Volume 7 issue 4

The Front End

Fourth Quarter 2010

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Chairman's Message

Greetings to all...

Summer 2010 will officially be over by the time you read this, but we still have plenty of events scheduled for this year. By the time you read this the Picnic will be a fond memory. I hope you attended and had a great time. The Regional Meet at McDorman's was fantastic. Thanks to all of you who helped organize and run the event. I had a great day visiting with old friends and making new ones.

The car show at Coughlin Chevrolet on Sept. 18th was well attended by Heart of Ohio as was the Bucyrus McDonalds car show on Sept 19th. Thanks for your support. There were some very interesting cars in attendance along with some beautiful original cars which provides something for everyone.

The next big event will be the Swap meet November 21st at Coughlin Chevrolet. This will be our first swap meet and all the profits will go to charity so please come out and show your support.

There will also be a non NCRS event on November 5th and 6th at McDorman Chevrolet. Bob will be auctioning off quite a few cars through Mecum. I plan on attending and maybe bidding. Let me know if you plan to go...

We have discussed another visit to the Ed Foss collection of low mileage cars. If we do visit his place again I highly recommend you make the trip. (Be sure to ask if you can visit his neighbor's collection also). Mike Treece is working on dates and will keep us updated.

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Hope to see everyone at the Swap Meet at Coughlin Chevrolet in November. Please show your support by participating in as many club events as you can. I enjoy the time I spend with the group mainly because you are such a great bunch of folks. The fellowship is the real spirit of the club. If you have technical questions this is a great place to ask. We have a wealth of knowledge in the group and are all willing to share our expertise.

Hope to see you soon!

P Yasher

Heart of Ohio Chapter

Chairman

**Sound Deadener, Padding, and
Carpet Installation
in a 1967 Corvette Convertible (Part 3)**

By Kirk M McHugh

(Editor's note – in Part 1 Kirk discussed installing the sound deadener, in Part 2 Kirk discussed installing the padding and this third part he will cover the actual carpet.)

I must admit that I had some significant trepidation about starting the carpet installation. One wrong cut and I knew I could ruin any given piece of carpet. So, I started out with the easy pieces first. In the warmth of my basement, I installed the jack board and front kick panel pieces in relatively short order. Next, I moved on to the luggage stop in the car. Don't forget to properly fold the ends of the jack board carpet under like the original (Figure 10). This piece went in easily as well.



Figure 10. Loose ends of the jack board carpet folded under for proper installation.

I have original shoulder harnesses as an option on my car, so I needed to make two additional holes in the carpet to mount the plastic cup holder (Figure 11).

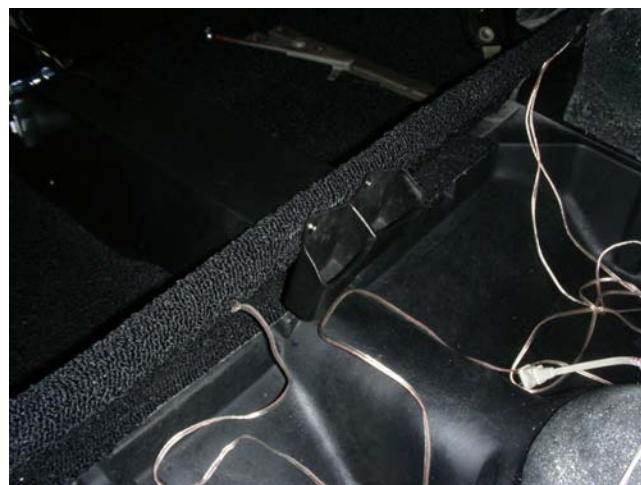


Figure 11. Rear shoulder harness cups mounted to the top lip of the luggage stop board. Note the freshly painted jack storage compartment and non-original speaker wires. At this point, you will also notice that the front carpets are already in as well.

I used my scalpel blade to locate the holes in the luggage stop and then simply cut a "+" across the hole. This seemed to work well. I then used a straight edge to make the oval cuts on the front and back of the luggage stop where the parking brake console screws come through. At the ends of the oval cuts, I used an appropriate sized ratchet head to cut a nice, clean semicircle (Figure 12). Be judicious when making these cuts as it doesn't take much over-cutting to create a hole that is too big.



Figure 12. Tools used to make some of the more complex carpet cuts on the luggage stop carpet. They included heavy-duty carpet scissors, a sharp scalpel, and a couple of proper diameter sockets to cut the rounded ends.

With cuts complete, I applied glue to both the carpet piece and luggage stop. After letting the glue set up, I mounted the carpet piece in place. I used a couple of small boards and some large furniture style clamps to gently hold everything in place for a couple of hours while it dried. In addition, since it was still a bit cold outside, I used one of those small fan heaters (the type that are made of plastic and can't burn anything) to keep the area warm while it dried (see Figure 9 in Part 2).

So far, so good! I was beginning to think that this carpet installation was going to be done in a matter of hours at this point. But as is usually the case when you're starting to feel cocky about a project, here is where the real problems started.

The proper sequence for installation of the rear carpet pieces requires installation of the two wheel-well carpets first. So, starting with the passenger side, I performed a dry fit of the carpet piece over the padding. During this process, I carefully cut a slit along the upper, front edge of the carpet piece for the convertible rear trim bracket to slide through (Figure 13).



Figure 13. The offending rear trim piece bracket that caused so many problems as I tried to install the rear wheel well carpets. On my first try, I cut the slit for the bracket while dry fitting the carpet and then glued the carpet down. That didn't work so well. On my second try, I serially glued the carpet in place first and



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then made the cut for bracket once the lower parts of the carpet were in place. That seemed to work fine.

Everything seemed good, so I applied glue to both the back of the carpet and padding and let things set up a bit before trying to press the carpet in place. Things got sticky real fast and no matter how hard I tried, I just couldn't seem to get the trim bracket slot, the front edges along the storage compartment, and the back edges along the luggage area to line up properly.

After numerous attempts, and with my frustration level rising (just walk away), I got the carpet in place with some modicum of alignment. Now all I needed to do was remove a couple of large "bubbles" in the center of the carpet piece. No matter how I tried, these areas would not flatten out. So, I came up with my first "bright idea". I decided to use a heat gun to warm the carpet piece (remember this is Ohio in the early spring). I was extremely careful with the heat gun not wanting to burn or melt anything and things looked like they were moving in the right direction. As I adjusted one large "bubble" in the piece with my hand, I held the heat gun off to side for 30 seconds or so. This was more than enough time and time to melt a small segment of the carpet loops at the spot where the gun was pointed. In total frustration, I tore the piece out and quit for the day. The following day, I called Al and ordered a replacement piece.

After a few days off, I decided to give the driver's side wheel well a try. This time however, I did not cut a slit in the carpet piece for the rear trim panel bracket before mounting. In addition, I performed the gluing process on this piece in three separate stages. Starting the jack storage area, I put glue on the padding and carpet just along the first vertical section and hump of the wheel well. I then

carefully worked this piece into place getting perfect alignment all along the piece.

I then rolled the upper section of the carpet back and applied more glue to the padding and carpet along the second vertical section and hump of the wheel well leaving the front edge free for the moment. I worked this piece into place. Some of the same bubbles were apparent as before, but not nearly as large and with the glue applied just to this section, I could focus my attention on working these areas as flat as possible.

I next moved forward to the area around the trim panel bracket. With the majority of the carpet in place, I rolled the lower portion of the carpet up to the bracket and made a careful cut along the edge of the bracket with my scalpel. After testing the dry fit in this area, I applied glue to the padded and carpet and worked the piece in place. The front edge here along the luggage stop board has a finished edge, and when new is a bit tough to roll over the stop and down into the upper portion of the jack storage area. It takes a bit of adjusting to get it correct.

With all those areas fairly well glued down, I proceeded to apply glue to the upper edge of the padding and carpet and work it into place under the edge of the upper deck lid. Although this approach took a little more time, it seemed to work well and solve many of the problems I had encountered with the passenger side carpet piece. I simply repeated the same process on the driver side with few problems.

One of the biggest issues for me here was getting the trim bracket cut in the proper place. Finally, since my car has shoulder harnesses and they mount into the wheel well area, I needed to find the holes through the carpet and make the appropriate cuts. This was easily done using the

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old piece of carpet I had removed as a template for the location of the hole followed by the appropriate cuts with my scalpel.

After battling the wheel well carpet, the large luggage area piece of carpet was a breeze (most of the area is flat). I applied glue to both the padding and carpet and laid the piece in place. For this piece, I left glued the carpet in two sections. First the large flat horizontal area, which easily went in place, followed by the vertical piece along the back. I used the same principle and worked the horizontal section into place and then rolled the vertical section down and applied glue to it and the padding and gently worked it in place. The vertical section has a couple of tough areas to reach around the deck lid springs in a convertible, but with a little contorting, I was able to get these areas to lay flat (Figure 14).



Figure 14. The rear passenger wheel well, rear deck, and jack board, and carpets all in place.

This is a finished picture showing the seats in place, rear trim piece and shoulder harness mounted on passenger side. Ignore the non-original speaker wires. The rear wheel well carpet pieces were the most difficult to install for me, while the rear deck carpet was one of the easiest.

With the rear of the car looking good, my next project was to attack the front seat areas. I took both pieces of carpet and dry fitted them, checking where I might have the most problems. I then took a series of heavy objects and placed them on top of the carpet pieces for several days to help form-fit the front carpets into the many contours in this area.

While dry fitting the carpet, I determined that I needed to trim both ends of the carpet pieces in the foot well up under the dash, as both were too long. I did this in small cuts during the dry fitting process making sure not to remove too much material. Also, I needed to make several adjustment cuts around the side air vents on both sides.

Finally, since my seat belt anchor bolts along the outer door edge were frozen in place, I snipped the carpet edge right at the base of each of these mounts so I could tuck the carpet around the seat belt mount. I slowly removed small amounts of carpet around the seat belt anchor until each piece fit perfectly. Again, when cutting, make a small series of sequential cuts so you don't cut off too much. In the end, it worked fine and you really can't even tell the carpet was cut to fit in this area (Figure 15).



Figure 15. The frozen bolts on my seat belt anchors made removal impossible, so I was forced to cut the edge of the front carpets at the base of the anchors and then trim around the anchor bolt to make things fit properly. In the end, you couldn't even tell I had made the non-original cuts.

With the carpet ready for glue, I removed the passenger side front carpet first to prep for installation. First, I made sure that all four seat screw holes were clear of Hushmat. I decided to work the carpet piece in two sections for gluing, similar to what I had done in the rear of the car. I started with the area under the seat first since its trimmed edge fit flush against the base of the luggage stop. Once the piece was firmly in place, I rolled back the foot well section and applied to glue to both surfaces. I gently snuggled the piece into place and let it dry for several days using the same weights to hold certain sections in place (Figure 16).



Figure 16. Passenger and driver's carpets installed before seat rail cuts have been made. Center console pieces have all be re-installed and passenger seat rails have been loosely placed for centering and eventual cuts.

The only area I had any problems with was the transmission tunnel. It took a bit of adjusting to get things correct. DO NOT trim any of the top edges of the carpet along the transmission tunnel until you have dry fitted the brake and shift console plate. It is extremely deceiving as to how much carpet you actually need to leave there to get a proper fit (Figure 17).



Figure 17. Close-up of front carpets installed along emergency brake area of console. DO NOT trim the upper edges of the carpet along the any region of the console until you have dry fitted all the console pieces. It is very deceiving as to how much carpet needs to be left to not create a gap along the console edge. Note the cut out on the luggage stop carpet for the brake console screws.

Now came the part that was most scary to me - making the cuts in the carpet for the seat rails. Here's how I did it. I bought some large pins with flags on their heads, crawled under the car, and jammed them through the seat bolt holes from the bottom. I then marked the holes from above with another pin. This gave me the center of each hole without "damaging" the carpet at all (Figure 18).



Figure 18. Passenger carpet installed with the seat rail holes marked with pins (two red and one white pin are visible). These pins provided a center mark for alignment of the rails for eventual cutting of the carpet.

Taking the rail I had removed from the seat and using it as a template, I aligned the center of the hole in the rail with the pin in the bolt hole (the flags were small enough to fit through the hole). Using the pin as a center point for the rear rail hole, I placed that in its proper position. I next used a thin point scalpel blade to cut the flap in the front. As I used the rail for a template, I angled the blade inward making a fairly tight cut and fit. Flap to the center of the seat. First cut successful. I then moved to the rear seat rail hole, lined things up and repeated the cutting process here. I chose the cut out pattern for the rear mounts. The way the rail is designed, you can make easy cuts along

each side, but must lift the rail away to cut across the center to connect the sides. This was very easy to do and made a nice close cut pattern in the carpet (again angle the scalpel blade inward under the seat rail which will make a nice tight fit).

One very important thing to remember - MAKE SURE YOU CHOSE THE CORRECT RAIL FOR YOUR TEMPLATE. The rail with the seat adjustment lever is always to the right side, which makes it outboard on the passenger side and inboard on the driver's side. Now, repeat the process for the other rail, remount the rails on the seat, and mount the seat in car. Once it was complete, everything looked great (Figure 19).

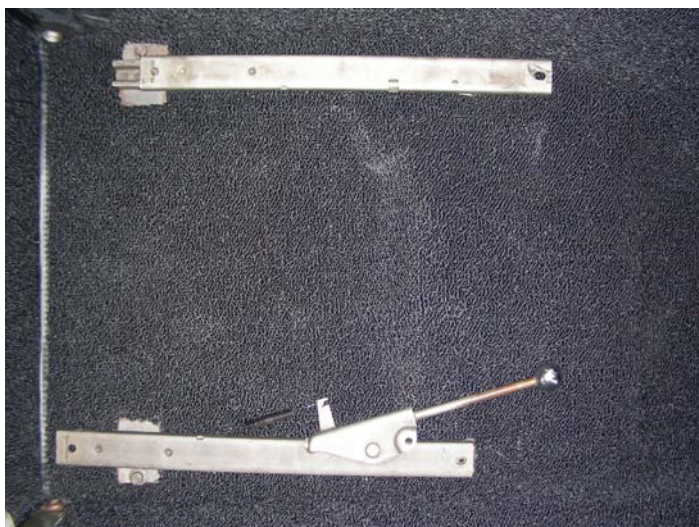


Figure 19. Passenger seat rails installed with proper carpet cuts made. Front flaps are laying flat. I choose to cut out the rear rail mounts.

Now, repeat the entire process for the driver's side. REMEMBER TO GLUE DOWN THE GAS



PEDAL BLOCK BEFORE INSTALLING THE CARPET. I was able to actually put the screws in loosely and then pop the heads through the carpet as I laid it in place, which made for a perfect fit. The area around the gas pedal went very easily for me with no puckering (Figure 20).

Figure 20. Carpet installation around the driver's side accelerator linkage. This area was a tight fit but showed no puckering once installed.

For my car, which has shoulder harnesses, I had to mount two seat belt brackets to the center console bolts. This posed a bit of a tight fit with the new padding and carpet, but I was eventually able to get the nut to take hold and tighten (Figure 21). The area around the dimmer switch also required some finesse to get it correct. Other than that, things went pretty easily and I soon had both seats back in the car.



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Figure 21. With shoulder harnesses, the two seat belt brackets made a tight fit as they mounted to the center console.

Some final thoughts, overall I preferred brushing the glue on. I had better control and no overspray or sticky mist to put up with. Glue comes off any car surface very easily after it dries so no worries there. It will even easily come off the carpet after it dries. Just use a little thinner on a towel and the glue streaks ball up and pop right off. I estimate the project took me about 60 hours to complete from tear down to re-assembly. I broke the project up into 2-6 hour increments making sure that I didn't get tired and do something stupid (remember the heat gun).

My only major problem was learning how to get the wheel well carpets to mount properly. Other than that things moved along pretty smoothly. I must emphasize that I am a complete novice at doing anything like this and I feel that I was able to do a fairly competent job in the end. I hope this helps and good luck with all your corvette projects!

Heart of Ohio Chapter Apparel By Terry Buchanan

There are times after joining an organization such as the NCRS, that members like to identify their membership by purchasing clothing and accessories that have the Chapter name and logo. Our Chapter now has that opportunity through **Lands' End Business Outfitters**. To order Heart of Ohio Chapter clothing and accessories, go to the Apparel page of our Chapter website.

www.ncrs.org/hoo/apparel.htm



Click on **Chapter Store** and you will be taken to the Lands' End Home page. You will need to click on **Men or Women, Case, Bags or Totes, or Gifts & Accessories**. From there you will see all the different choices, colors and sizes for that clothing item or accessory.



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After you have made your selections, you will be directed to logo application. You will need to select the Heart of Ohio logo which is free. As you continue on to the last sections you will have 4 steps in the check-out process: 1. Shipping Information, 2. Shopping Bag Review, 3. Billing Information and 4. Order Confirmation. Depending on the time of year, shipping is often free. Orders should be shipped in two weeks or less.

There is a toll free number to call for questions about ordering from the website. (1-800-587-1541)

We hope to see more Heart of Ohio Chapter clothing and accessories around the area in the near future.

From the (Temporary) Newsletter Editor

As I have written in the past several issues, after a 15-month absence I once again took over editing our Newsletter until someone can be found to do the job. If you are the least bit interested please give me a call at 614/847-0774 to discuss it. The only required skill is to be reasonably comfortable using Microsoft Word. Knowledge of PhotoShop or Adobe Elements is good too.

For the time being, I am going to publish the newsletter on a quarterly basis with emailed editions on January 1st, April 1st, July 1st and October 1st. The goal of the Newsletter will be to keep you informed about the Club's activities and, as time goes on, I hope to expand it with additional content.

However, to do this I need your help!

Please feel free to email me anything you find or know of that might be of interest to the group. I will gladly include it. Also, if you have something to sell send that information along to me.

Even better if you want to write an article about anything Corvette related I would love to publish it. Topics could include a road trip, a project you completed, a tip, a vendor you had a good experience with, and so on. Also, if you took pictures please send a few along.



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Thanks in advance for any support you can give me.

Herb Harlton
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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 your article into our Newsletter.

You can reach me at Herb@harltons.com or (614) 847-0774.

Moving? New Email Address?

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 Herb Harlton our Membership Chairman:**

Herb Harlton
614-847-0774
Herb@Harltons.com

Got Something To Sell?

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Calendar Of Corvette Events

Dates in Bold are Heart of Ohio Chapter Events *Note –Some of 2010 Events are still in the early planning stages but mark your calendars anyway. We will keep you posted on any changes via the **Events Page** on our **Website***

Dates underlined are other NCRS chapter events

Dates in plain type are other Corvette related events

October 2010

October 17 Fall Colors All-Corvette Road Tour, Restoration Station, Springboro, OH
October 23 HoO Tech Seminar/Judging School, Busted Knuckle Garage, Pataskala, OH (Check Website and your email for details)

November 2010

November 5-6 Bob McDorman Auction, Canal Winchester, OH
November 13 HoO Road Trip to View Foss/Gerig Collections, Northeast, Indiana (TENATIVE Check Website and your email for details)
November 21 HoO Swap Meet, Coughlin Chevrolet, Pataskala, OH (See attached flyer for details)

December 2010

December ??? HoO Holiday Party, OH (TENATIVE Check Website and your email for details)

January 2011

January 26-29 Florida NCRS Regional Meet, Kissimmee, FL

June 2011

June 9-11 Ontario Canada NCRS Regional Meet, London, Ontario, Canada

July 2011

July 17-22 NCRS National Convention, Novi (Detroit), MI



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HEART OF OHIO



Chapter NCRS

CORVETTE AND GENERAL MOTORS SWAP MEET

Proceeds Benefit: Rosemont Center

SUNDAY NOVEMBER 21ST

10:00 A.M. 3:00 P.M.

Coughlin Chevrolet
9000 East Broad Street
Pataskala, OH 43062

VENDORS

FOOD

**VENDOR SPACES
AVAILABLE
10' X 10'
\$20.00
INCLUDES LUNCH**

**FREE
ADMISSION**

SET UP BEGINS AT 9:00 A.M.
DOORS OPEN AT 10:00 A.M.

Contact Information - Terry Buchanan, buchanant@sbcglobal.net, 937-477-8787



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