



The Front End

- > Upcoming fall events.
- > Check out the new tech articles.
- > Pics of the waterfall and covered bridge tour.
- > Parts for Sale.

Inside this issue:

President's mes-	1
News from the Web	2
Chapter Events	3-4
Financial	5
Tech articles	6-10
Calendar	11

Ohio Chapter –NCRS mini meet scheduled for Saturday September 30th at Richard Crary's residence. By the time you read this the mini meet will have past.

I just want to say, don't miss out on our next event. Nick Petrucci will be hosting an event at his garage, 9200 Dean Road, Ostrander, Ohio. I encourage your participation for your benefit to find out more about NCRS standards and assistance on a number of subjects on help for your project(s).

G. Lou Zuniga

President's Message



President's Message:

Fall, is it really fall with 90 degree weather and having a cool summer, did Mother Nature reverse the seasons as a joke. But, we need to be thinking about the coming winter and making preparations for our corvettes for the coming changing seasons.

Since our last newsletter, the Heart of Ohio Chapter has had two more very enjoyable events. Those that missed these social gatherings just are missing the chance to talk with your fellow members, get a chance to talk to experts about issue that may help you, and interesting authorities at sites along the tours. The Two tours we went to this past summer were: Champaign Aviation

Museum in Urbana, Ohio and The Water Fall tour with picturesque sites and peaceful sounds of nature.

Thanks to Mike Treece our guide that sets up these delightful events.

The first tour our Chapter members assemble at the Champaign Aviation Museum inside Grimes Field Municipal Airport. Our host Carl (I don't remember his last name) treated us to an education of World War II B-17 planes and the history of planes and manufacturing methods that encompassed the building of the B-17 bombers, better known as the flying fortress. The current mission of the museum is to rebuild the Champaign Lady B-17 aircraft with an all volunteer crew. We asked Carl when they expected to finish the rebuild. Carl replied "sometime in March". We replied next year? Carl said "March of some year". The expected time frame is at least a 10 year project. Another interesting fact was over 12, 000 B-17 aircrafts were built of which 250 of the B-17's were downed each day during World War II. We had 6 to 8 corvettes driven to the museum and 10 to 12 HoO mem-

ber participants. A few members were treated lunch at the airport restaurant.

The Water Fall tour consisted of 6 waterfalls and three covered bridges. Tour started across from David Borrer's residence, a small park right off Hayden Run road on the Scioto River. Next was scenic Indian Run falls, a series of falls in the heart of downtown Dublin. Indian Run falls is hidden in amongst homes, school and businesses. Next was a passage of three covered bridges with picture taking on one bridge. Next was a cool history laden Greenville falls a once turn of the century power plant. Following was a overlook of Ludlow falls just off the beaten path a 25 to 30 foot well dropping to shale fill bowl. The Next fall was Charlton falls a wide open park with a wooden trail walk back the forest about a quarter of a mile. Our final stop was Clifton falls hidden behind a still working flour mill. Clifton Mill was once a vibrant water power grist flour mill. Clifton Mill still has the multi-ton stone grinding mill in its building with tours available for a modest fee. HoO participating members were treated to lunch at the Clifton Mills restaurant were breakfast is served all day.

The Next event will be Heart of

News from the Web...Oh My!



Hidden away in a storage unit in Pittsburgh, Pennsylvania, is a 1972 Corvette convertible: Bryar Blue, white top, 454, four-speed, wearing its original Firestone Wide Oval [tires](#), 100 percent stock and un-wrenched upon, with 967 one-owner miles.

Jim Kevan contacted us after reading Vette's July 2017 Rare Finds about the 1972 with 3,749 miles discovered in Canada. He had one with many fewer miles, plus Kevan bought his Corvette brand new. How did this happen?

Kevan was 22 years old and single when he made a trip to Grabiak Chevrolet in New Alexandria, Pennsylvania, to order a brand-new 1972 Corvette.

"I was working, but I was still living at home. I met my wife when she was 16 in high school and we were dating. We're married 43 years now."

Kevan remembers thinking he better get his Corvette be-

fore he started a family and bought a house or he would never get one. The time was right. Kevan was ready to buy the Corvette of his dreams, which would be the hottest in the lineup: a ZR1.

"I talked to my uncle. He set up a meeting. I went out to Grabiak and I told the guy what I wanted, and he said, 'Son, you don't want that car.'"

The debate began. On one side was a 22-year-old young man that liked his cars hot. On the other side was one of the owners of Grabiak.

"I say, 'Well, I drive a GTO and I race it every summer night across the McKeesport Bridge.' And he says, 'Son, this is nothing like your GTO.' He said this car here is a race car. This car is radio delete. It has standard steering. He says you couldn't handle this car. I said I think you're wrong. I drag race every night. And he said 'Son, this is nothing like you are used to,' and I bought into it. I wasn't going to argue."

Instead, Kevan ordered a 454. He knew the emissions had lowered LS5's horsepower rating to 270 but the potential was there for an easy 425. Vette purchased, Kevan called his insurance agent at Donegal and was shocked to hear an annual rate of about \$1,200, too much after writing a check for \$6,200 for the Vette.

"I said are you kidding me? He said you're 22 years old. You're not married and you want a Corvette insured? He said if I would wait until I was 25 and married the rate would go down to about \$400."

Kevan garaged his new Vette. He did drive it roundtrip to Grabiak (50 miles each way) four times and drove the car "through the park" a few times.

"All my buddies were saying how could you have a new Corvette sitting in the garage and not drive it? And I said well I had no choice. I couldn't take a chance. I was in the midst of buying a home. We were getting married and planning a family, and I couldn't take a chance on driving without insurance, so as much as it killed me, that's why I ended up putting it in the garage. And then by the time I turned 25 and married, we already had a couple kids and now the Corvette wasn't a big issue."

His game plan wasn't to park the Corvette in his garage for 40 years, but that is what happened.

"I was thinking if I keep that mileage under 1,000, it's going to be one of a kind. If it goes over 1,000 miles, it's like the old sale price, \$99.99 seems like a bargain compared to \$100. That's why I never put it back on the road again."

Kevan can't help but wonder how much a 967-mile ZR1 would be worth, and how much his life would have been different owning that car all these years. He's gone over that ordering session with Grabiak many times.

"If I would have told him, hey look, this is what I want. I'm willing to pay an extra \$1,000. You either order it or I'll go to another Chevy dealer that will order it. There were 20 of them made in 1972: 20 ZR1 packages. I mean, to be that close to getting one and not getting one, oh man."

Kevan did get the next best thing, an LS5 454, which he ordered in a convertible in a great color combination.

"It eats me to this day when I see how much fun I could have had driving that car new, but then there's the other side that says well you still got this car now and you got it with 900 miles."

Jim Kevan almost surely has the lowest mileage 1972 Corvette on the planet. That's a big deal in a 454. If the 22-year-old Kevan had been more persistent, the Corvette hobby might have a one-owner 1972 ZR1 with less than 1000 miles.

Summer Picnic— July

The HoO summer picnic was held at Butch and Nancy Price's house in Baltimore, OH (Near Pickerington, OH east of Columbus). Butch and Nancy always do a great job of putting out a great spread and sharing there hospitality. 16 members and their spouses attended the picnic.



Champaign Aviation Musueum—August

12 members and friends toured the Champaign Aviation Musuem in Urbana, OH where volunteers are restoring a B-17 and B-25. The museum is located in Urbana, OH at Grimes Airfield a short 45min drive from Columbus. Several other historic aircraft are on display at the museum.



SEPTEMBER-Waterfall and Covered Bridge Road Tour

Mike Treece organized a great tour of local waterfalls and covered bridges in the local area. Several members from the Capital City Corvette Club joined the road trip.

12 Chapter Members and spouses joined us for day long tour of the area.

It was a picture perfect day. Our tour took us through Urbana, Piqua, Dayton, and back to Columbus.



HoO Members in front of Hayden Falls in Dublin, OH.



HoO Tour Team enjoying the day in Piqua, OH.



Bigelow covered bridge in Milford Center, OH

Financials—Eric Sponseller

Beginning Cash Balance 1/1/17: \$8,994.62

REVENUE:

Membership Dues: \$510.00

Chapter Meet Registration Fees: \$1,877.07

Checking Account Interest: \$0.00

Event Fees:

Charity Car Show Income: \$683.00

Advertising:

Merchandise Sales:

Total Revenue: \$3,070.07

EXPENSES:

Newsletter Expense:

Operations & Planning: \$661.66

Judging Meet Expense: \$1,031.50

Charitable Contribution: \$1,183.00

Charity Car Show Expense: \$0.00

Paypal Fees \$53.72

Tech Sessions Expense \$0.00

Total Expenses: \$2,929.88

Closing Cash Balance 12/31/17: \$9,134.81



Dangerous Tires

By Steve Schaeffer, A.S.E. Master Tech, Retired

The spare tire in my 1966 Olds 442 blew-up! There have been articles from time to time saying that you should replace tires after 6 to 10 years regardless of how good they look for safety. The tire dealers refuse to mount tires that are over 10 years old.



With a set of redlines costing over \$1,000.00 dollars and a set of B. F. Goodrich radial T/As costing over \$600.00 dollars, I wasn't in a hurry to replace any tires. I do check for dry rot cracks in the sidewalls and in the tread. I also look for ply separations. As long as the tires still have good tread I have been running them. Most collector cars really don't get a lot of

miles put on them. A set of tires can last for many years.

The BFG T/A's on my 442 are only 2 years old. However the spare was sitting in the garage for a number of years before I used it and has never been on the ground. Well to make a long story short it blew-up in the trunk of my car. It appears that as the tires age the rubber loses elasticity and becomes hard as a rock. I am sure the heating and cooling in my unheated garage probably helped this process along. Over time the rubber on the inside suffered a ply separation and separated from the steel belts.



or numbers. The last 4 digits of the tire identification number give the week of manufacture and the last 2 give the year.

Tech Article– Dangerous Tires Con't

There is no way to observe a ply separation on the inside of a tire without dismounting it which isn't practical. I suggest that you examine the tires on your The pictures certainly tell the rest of the story.

BFG does guarantee their tires for 6 years but this tire was evidently manufactured before 2000. All tires manufactured since 2000 require a tire identification number that is a combination of the letters DOT, followed by 8 to 13 letters collector car, check the date code, and replace tires more than 10 years old regardless of condition unless it is a trailered show car. As expensive as a new set of tires are it is still cheaper than a wrecked car or a destroyed quarter panel or fender from a tire coming apart at speed. I am lucky that the pictured tire was in the trunk and not on the road.



Reprinted with permission.

Tech Article– Motor Oils

Volume 14, Issue 4 Q4

A Word to the Wise on Motor Oil

By Steve Schaeffer, A.S.E. Master Tech, Retired

This may begin to sound like a broken record. If you are running a conventional flat tappet camshaft in your engine, and not a roller, you must run oil with the additive ZDDP in it.

A flat tappet camshaft requires the protection that a high concentration of zinc [ZDDP] provides. The ZDDP provides outstanding anti-wear, anti-scuffing protection and prevents metal to metal contact.

The EPA in their wisdom required the motor oil manufacturers to remove the necessary levels of zinc from current motor oil because they said it was poisoning catalytic convertors and modern roller tappet camshafts don't require it.

Even if you are running a stock flat tappet camshaft your engine requires the protection of high performance street motor oil rather than "off the shelf brands". I am running Brad Penn in all 6 of my collector car engines. Royal Purple, Lucas, and Driven are also good choices. There are lots of street performance oils with the correct amounts of ZDDP to choose from in the Jegs, Summit Racing, and Speedway Motors catalogs. In addition, the different after-market camshaft manufacturers also market their own brands of oil with the proper amounts of ZDDP and anti-wear additives.



Several years ago one of the High Performance magazine tech articles said that with a stock engine just add a can of STP to your regular oil because it is high in zinc content, ZDDP.

On the other hand a chemist wrote an article that said not to add a zinc additive to your stock oil because you don't know what additives are already in the oil and if the bottle of additives you add are compatible.

You will have to decide. The attached pictures are from a stock Chevy small block. Note that one camshaft lobe is rounded off and several other lobes are worn. Also several of the hydraulic lifters are worn concave instead of convex. This cam and lifters is out of a stock engine with 85,000 actual miles on it. The 2nd camshaft is a Pontiac Ram Air IV out of a modified engine. We caught it before the engine had major damage. You can see the wear with a performance camshaft and high pressure valve springs with the improper oil. The flat tappet lifter requires the proper lubrication and proper additives. Years ago before I knew that the zinc had been removed from the oil I lost a high lift camshaft in 100 miles. Granted I was also running valve springs with over 100 pounds of pressure on



Tech Article— Motor Oils Con't

Volume 14, Issue 4 Q4

the seat and over 300 pounds of pressure open. This required a complete engine tear down and new bearings because of all the ground up metal in the oil.

It is a lot cheaper to run oil with the proper level of ZDDP in it than it is to tear down an engine to replace the camshaft and lifters. It is also a lot less work, and much easier on the wallet.

In the past some people ran diesel engine oil in their gas engines because these oils did have a high level of zinc, the spec on this oil was CJ-4 formulation. The decade old CJ-4 had to pass the ASTM Sequence IIIG valve train wear test. This oil has now been replaced with a new specification, CK-4, in Dec of 2016. This oil does



not have the higher levels of anti-wear additive ZDDP and doesn't meet the old spec. Bottom line, don't use it.

Remember the old Fram oil filter ad, the mechanic held up a new oil filter in front of a car with a blown up engine, and said, "You can pay me now or you can pay me later." You must run oil with the proper mixture of ZDDP in your vintage muscle car engine to prevent the loss of the camshaft and lifters.



Tech Article –C3 Emblems

Mike Treece submitted the following pictures of the differences in the C3 Emblems over the various years.



Heart of Ohio—Calendar of Events

Volume 14, Issue 4 Q4

Check the website for any changes/add to the calendar.

Sep

September 30, 2017
Fall Mini Judging Meet
Richard Crary's Garage
1374 Nevada Wynford Rd
Bucyrus, Ohio 44820-8505

**Oct**

October 21, 2017
Heart of Ohio Chapter Meeting - 10:00 am
Nick Petruzzi Garage
9200 Dean Road
Ostrander, Ohio 43061

Nov

November 4, 2017
HOO Membership Meeting, Elections, Tour and Tech Session. Topic: Fire Extinguishers
Custom Rod and Muscle
7051 Havemann Rd
Celina, OH 45822

Dec

December 9th, 2017
Holiday Party
TBD

We're on the web ! www.ncrs.org/hoo



Kelsey Hayes Steel Rally Wheels for 1967 CORVETTE. All are dated Jan/1967 in inside rime area. which WILL NOT be seen during judging. Contact Tom Fetchik 26770

duntov67@aol.com



AC Mounting Brackets for C2 Corvette

Rare AC Mounting brackets for 1964-1965 Corvette. Can also be suited for a 1966 Corvette without the smog system. Bottom bracket is the rare piece as it is no longer available as an aftermarket part. The long lower bracket does NOT have a circular relief for the smog system tube attached to the exhaust manifold. For HoO NCRS special pricing of \$150 and add ORIGINAL brackets

Contact Tom Fetchik at
duntov67@aol.com



1966-1967 Used Original SB Fan Shroud

Description

Excellent condition. Small repair on lower mounting tabs. Cannot be seen when mounted. Shroud was lightly painted satin black (Per NCRS Judging Guidelines) after repair. Correct mounting U-clips and Bolts included. Large Box shipping rates would apply or local pick up free.

Contact Tom Fetchik (330) 524-5009

duntov67@aol.com

Check the website for more details!

The Back Page - Questions for the Club/Parts for Sale



The gear tables have a 14-inch diameter glass top. The height can easily be adjusted between 25 and 28 inches. The base is padded so it won't scratch wood floors.

The gear lamps are functional and can be made with the internal gears or an auto logo shown in the photos. Ask about additional logos or it may be possible that you could mount your own logo. Lamp shade is not included.

However, if you're an NCRS member or friend of a member, I will sell them for \$165 each. Shipping will be extra.

Contact Nick Petruzzi #53092, 216-926-1239, stingray6775@gmail.com



1994 Corvette VHS Video Tape, Dealer Version and 1968 Shop Manual.

Contact: Norm Yager

tel. 440-478-4375

-email senior371-zooh6@yahoo.com



Car Capsule: 78" X 14'. Too small for Corvette, but just right for say an Alpha?

Contact

Steve Steffensen - 614-370-7870 Car Capsule



Goodyear GT radials (raised outline, white letters) Tires

2 tires - size P255/60R15 Original equipment on 1978 Indy Pace Car, or an

option RPO QBS, and maybe 1979. Never used

\$ Open for Offers. Contact Terry Buchanan at buchanant@sbcglobal.net



For Sale - 1 Complete staggered set directional tires, Goodyear OEM GSC for C4 Corvette

Contact Dino Lanno @ 614 374 6070