



The Front End

- > A BIG Newsletter
- > President's Recap!
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President's Message

As I write this message, it is in the middle of the holiday season. Here is to wishing you have a wonderful Holiday Season. I'll begin by reviewing our past quarterly events and thanks so much to Mike Treece for putting together another year of entertaining and educational events. Mike has put together another year of notable events for 2020 that members should find beneficial.

In October, we were treated to Mike's seminar/Judging school on Corvette valve covers from C1 through C5. At this same meeting members were informed about The NCRS national board on a discussion of NCRS Foundation and it's two primary functions. One, providing scholarships to limited number of member's relatives and second matching funds for chapter charities. The discussion was left with requesting a more explanation to what the NCRS national board is really looking to from local chapters funding priorities. Lastly, was a request for members that wish to volunteer for open board positions for next year. I and

Perry have elected that it is time for us to step down and let some of our younger members take the reins. At the meeting no one volunteered. But discussion continued weeks later and a new board will be heading up the new year and beyond.

November, Heart of Ohio NCRS chapter members we treated to an educational meeting at the Wagner-Hagan Auto museum located in south east German Village in Columbus Ohio. Steve Wagner, one of the owners educated us with the collection of the 50's and 60's car in the modest warehouse. The collection of cars was not an impressive collection as some of our notable member collections we have experienced but Steve's knowledge and presentation were very entertaining. Also, Steve had a very impressive collection of Old license plate that rival anything I have seen. Steve explained to our group that we the one of the first group from the Columbus area. Most of Steve customers are from outside the area as the museum is a number one from Tip Adviser patrons. Steve's customers generally pay a fee but since our group was a local Corvette club, we were

in fee free. One of the Steve's next collection was to create a assemblage of old tail light lenses. Mike has asked our members to look through their stashes and donate any old tail light lenses that Steve could use for his collection. One memorable quotation that I took away from Steve was **"If your collection of objects is unorganized then you are a hoarder, if your collection of objects is organized then you are a collector"** as he is.

December the Heart of Ohio NCRS Chapter celebrated its Christmas party at Panera Bread company in Powell, Ohio. As in years past members and their guest who attended and paid for their meal were provided with their dues paid for in 2020. Heart of Ohio NCRS Chapter Members were treated with Panera's catering of sandwiches, salads, beverages and cookies. New this year was a white elephant gift exchange that was a sure hit and hosted by Dino Lanno. Also at this event a collection for toys

for tots was gathered and awarded to the Worthington Fire station for Toys for Tots donations for children in need.



As I stated before Perry and I have decided to step down and allow other new blood to run the Heart of Ohio Chapter -NCRS. It has been a pleasure guiding the Chapter through the years. I wish to Thank my

President's Message– Con't

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supporting cast for there contributions that have made this chapter what it is today. I especially want to thank Perry Yasher for his expertise and sounding board though my time as chairman. A special thanks to Mike Treece for all he has done for our chapter with seminars, judging schools, judging chairman, setup of the calendar events and all the background work behind the scenes to make each event successful throughout the years. Thank you Butch, Wes, Eric, Terry and Tom for your assistance to make this chapter so successful as any organization you need an active support group willing to step up and make a difference.

Please welcome the Heart of Ohio Chapter-NCRS new Board members as follows.

Chairman	Wes Wells
Vice Chairman	Dino Lanno
Treasurer	Pete Hagan
Judging Chairman	Mike Treece
Co-Judging Chairman	Nick Petruzzi
Events Chairman	Mike Treece
Membership Chairman	Butch Price
Secretary	Terry Buchanan
Director at Large	Tom Fetchik

Lou Zuniga -Chairman

NCRS HoO Members, I want to thank Lou Zuniga and Perry Yasher for their years of leadership and service. Running a club like this takes time, but more importantly, passion. Passion to organize a Top Flight Chapter, time to schedule and participate in events making sure every detail is addressed. All this and having fun at the same time.

Take a moment, reach out to Lou and Perry and let them know how much we appreciate their guidance and friendship over the years. This Chapter would not have grown without their stewardship. Many thanks to them.

The new decade is on us. Hard to believe, but what an exciting time in our lives. Mike Treece has lined up 2020 with some great events. The new C8 is out and drawing huge crowds. The collector car hobby continues to be flourishing.

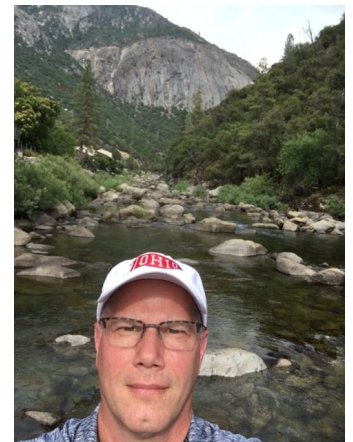
We have an outstanding new board. These guys always step up when a new challenge arises. We want everyone to have a great time in the club and learn from our membership. We are fortunate to have so many experienced members with a breadth of knowledge. We are just care takers of these great cars and heritage.

Our challenge is similar to other clubs, bringing in new and active members. So, bring a friend to a meeting. Shake someone's hand you may not know. Write an article for the newsletter. Invite some members over to help with your car, you will glad you did. Judge at our Chapter Meet. I was a newbie in 2010, and the membership helped me learn more about the judging process and cars.

I look forward to a great year. Happy New Year to you and your family. Safe travels for 2020!

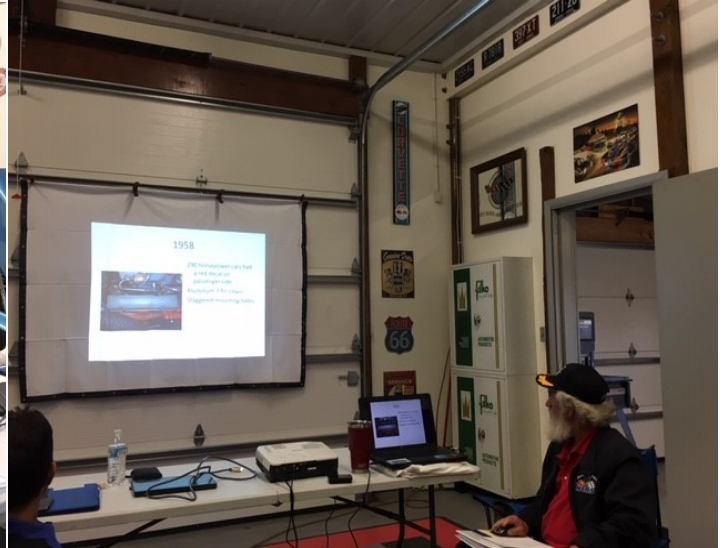


Wes Wells– Chairman



OCT – Chapter Meeting– Nick Petruzzi's Garage. Ostrander, OH

Nice fall day for a Chapter Meeting on Oct 19th at Nick Petruzzi's garage. Nick is a great host and provides an ideal venue for a meeting. Mike Treece gave an informational Powerpoint review on valve covers from changes- C2 to C5. 24 Members were present and treated to pizza after the meeting. As you can see from the below pictures, a lot of members drove their cars!



NOV – HoO Club Meeting at Wagner-Hagan Auto Museum. Columbus, OH

Nestled in the middle of German Village in Columbus is a small museum call the Wagner-Hagan Auto Museum. Mike Treece scheduled a visit with an interesting collection of 1920's through 60's cars. 17 members attended. Also discussed at the meeting were elections of officers and the upcoming Christmas party.



DEC- HoO Christmas Party. Powell, OH

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Annual HoO Christmas Party was held in Powell at the local Panera. Warm weather brought out a great turnout and a fun event. This year, the Chapter had a white elephant gift exchange which proved to be filled with laughter. Also, the Chapter collected toys for the Toys for Tots Charity. Enough toys were collected to fill the back of Lou and Marie's SUV! Thanks to all who participated and donated.



Dino handing out the white elephant gifts. Keep or trade Nick??



Butch Price showing off his festive sweater!



Marie and Lou Zuniga standing by all the toys donated!

The Beginnings..History of the Heart of Ohio Club—Dino Lanno

The Heart of Ohio Chapter Beginnings

Westerville Ohio, September 2001, two guys meet each other in a bar, start talking and realize they like Corvettes and don't like driving to Cleveland and by the end of the evening form the Heart of Ohio Chapter of NCRS....well not really, but close.

Steve Steffensen and Terry Hawk were members of the Lake Erie Chapter in the late 90's and had become dissatisfied with the direction and activities that were going on within the Lake Erie Chapter. It was their desire for a different level of fellowship and knowledge of Corvette's that drove them to reach for more. They both felt that it was best to begin a new chapter, one in which matched up to their vision as well as future members. I should point out that the Lake Erie chapter eventually ended up closing and in a twist of fate ended up merging with the Heart of Ohio Chapter in the years to follow. Both Steven and Terry both lived in Columbus, Ohio. They realized there was a core group of 11 members in the Lake Erie Chapter that were from the Columbus Ohio area and set forth investigating what it took to start a chapter from scratch. We have them to thank for their leadership and the creation of our chapter! Terry Hawk left the NCRS a while back, and now with Steve Steffensen's announcement of his departure, we felt it was appropriate to recognize these two men and what they did creating the Heart of Ohio NCRS Chapter and its early beginnings.

Steve Steffensen has always been very active in the Heart of Ohio Chapter and the national NCRS organization. Steve besides being the founder of the Heart of Ohio Chapter has been... a multiple-term judging chairman, a long-time resource of NCRS judging guidelines and paint types, processes and standards providing our chapter with many seminars on paint and NCRS judging guidelines. Steve had been employed by Ashland Chemicals in Dublin, OH in the paint division, therefore, a great resource for paint types, processes and standards. Steve always liked to point out how my restorations paint were too deep, the door jambs too shiny and the lack of at least some orange peel.... but he did appreciate a perfect body gap and panel fit...! One of these days I am going to restore one in lacquer and get that 45 points!

Steve set out in the beginning to learn more about starting a chapter and went right to the resource, the National NCRS office. He inquired on the requirements for creating a new chapter. In order to pull this off he had to have at least 25 members, establish bylaws, establish non-profit status, elect officers and a few other

administrative tasks. He requested from National to obtain a list of members surrounding Columbus Ohio. He received a list of 254 national members and working with Terry Hawk, they made a mailing and asked national members who were interested in forming a new club to show up at Steve's home for an exploratory meeting. I was one of the folks who showed up that evening. This meeting was the winter of 2002. Our first sanctioned club meeting was at Dave Borrer's office in Dublin, and our first judging meet was at Bob McDorman's on September 12, 2003. Many early meetings were done at Bob Patrella's garage near Schrock and Worthington Galena Rd. in Columbus.

We owe a lot to Steve.... he began his affiliation in the Corvette hobby 30 years ago with the Lake Erie Chapter and created the Heart of Ohio Chapter in early 2002. Over the years Steve started out with a white 1963 Corvette Split Window Coupe. As time went on Steve's interest lead him to purchase a beautiful example of a 1957 Chevrolet two door hard top. Then Steve moved on to a C6 Corvette for more comfort. Now at this juncture Steve has gained more interest in his love of motorcycles. Steve recently announced his departure from our club to pursue his interests in motorcycles....

Looking back on the early days of our Chapter, the following are a few tidbits of what went on as we formed our chapter....

Here is a copy of the of the advertisement that was run in the Driveline magazine recruiting members as well as personal emails sent to the 254 individuals.

As I interviewed Steve for this article, we had a great time reminiscing, but our memories are not what they use to be.... we both had a hard time identifying all 25 original members, and we disa-

The Beginnings..History of the Heart of Ohio Club-Con't



HEART OF OHIO CHAPTER
Come and learn at our new chapter
located in Central Ohio.

- Monthly meetings
- Chapter newsletter
- Judging School
- Summer Picnic
- Road Tours
- Annual Chapter Meet
- Meet a great group of people who love corvettes

For more information, contact:
J. Terry Hawk – Membership Chairman
2710 Dellworth Street
Columbus, Ohio 43232
614-866-3151
ithawk@core.com



greed on some early events.... for example:

Referencing the recruitment advertisement pictured above, this was the first time our Chapter Logo appeared. In talking with Steve he remembered it was his idea for the name and logo, unfortunately, I had to respectfully disagree with him because I had actually come up with the name and the logo, I believe we were all asked to submit names for the club. I got the idea from passing the antique mall on I 70 West in Springfield Ohio, and remember submitting it along with some shirts I had made up and actually wore one at the McDorman meet, (see the picture below)...the logo did go through many changes with Terry Hawk and Lou Zuniga, but the name stuck.....

You can see below the many changes that the logo has gone through....



The Beginnings..History of the Heart of Ohio Club-Con't

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That first exploratory meeting at Steve's house led to our first Chapter meeting at David Borrór's in Dublin on February 22, 2003 and the agenda for that meeting was:

AGENDA

2-22-03

Heart of Ohio Chapter of NCRS general membership meeting

- A. Welcome – Steffensen
 - 1. Sign in sheets
- B. Sec./Treasurer's report – Mike Gorman
 - Checking/savings account discussion - Steffensen
- C. OLD Business
 - 1. By Laws – Steffensen
 - Final Draft for approval
 - 2. Chapter approval paperwork – Steffensen
 - Status report
 - 3. Newsletter, and contests – Terry Hawk
 - Feed back, ideas etc.
- D. New Business
 - 1. Judging School
 - 4-12-03 9:00-12:00, lunch provided
 - 2. Chapter Meet – Mike Matejovic
 - Where do we have it?
 - When do we have it?
 - 2. Ads, shirts, jackets and hats – Steffensen
 - Do we want to do about these?
 - 3. Calendar and events – Bob Patrelia
 - Present current calendar and seek further input and idea
 - Assign leaders for events (i.e. Mullins – Spring Tour, Philips – Fall Tour)
- E. Other business/adjoin



Then of course we had our first chapter judging meet at Bob McDorman's Chevrolet.... I had my 1964 flight judged at that meet and was awarded a topflight after years of restoration work. Here are a few pictures of that meet from Saturday September 13, 2003.



The Beginnings..History of the Heart of Ohio Club-Con't

Going back to the beginning there were a few founding members who stepped up to leading the chapter. The first officers of the club back to 2002 were:

Chairman/Founder – Steve Steffensen

Vice Chair – Bob Patrella

Treasurer – Mike Gorman

Judging Chair - Randy Mullins

Membership Chair/Co-Founder – Terry Hawk

The following individuals were the original club members. The 7 members with the “*” next to their name are still active members.

Dino Lanno*

Jerry Moeslin*

Perry Yasher*

Barry Dowdy*

Randy Early*

Lou Zuniga*

Randy Rink*

David Borrer

Lisa Phillips

Jim Salvino (deceased)

Herb Harlton

Stew VanKirk

Loyal Cochran (deceased)

Mike Matejovich (deceased)

Jay Benedict

Garry Brown

Todd Compton

Milt Coninx

Gary Coolidge

Mike Falk

Rick Fox

David Heitzman

Harry Lambert

Scott Sinclair

Looking back over 17 years we have had 5 Chairman's of our club. They put in countless hours of volunteer time to make the club what it is today! Over the years our Chairman's were:

Steve Steffensen, 2003

Randy Mullins, 2003 - 2004

Lou Zuniga, 2005 – 2008

Perry Yasher, 2009 – 2016

Lou Zuniga, 2017 – 2019

Wes Wells, Current Chairperson

So, in closing, we have a great chapter that we belong to and we would not be here together without the vision and hard work of Steve Steffensen. We appreciate him! For the rest of our membership who are reading this article, please consider giving back to this great club by participating in any way you can and considering serving on the board in the future. Our future depends on it.

Save the wave!

Dino

SEMA or Bust 2019! -Fred Richards



Thanks to Bill and Miguel for the amazing opportunity. I was joined in Las Vegas by my Son Dustin and his Father In-law Russ.

The most amazing and interesting aspect of the show is the international flare. The number of foreign companies there was surprising. Where else could you be able to talk to a Chinese company dedicated to ropes for the automotive industry? Or how about the number one valve stem maker in India? The Koran manufacture that makes the towels for Adam's polishing was there. We tried to get a deal on towels but a minimum order of 2,000 was just a little high for us. It seemed like there was 500 Chinese tire manufactures there. We talked to some people from Australia that told us they come just to network with their suppliers. They said the SEMA is the only place in the World where this many automotive suppliers gather.

I have been trying to get to SEMA for 5 years. At the February meeting when Bill George let us know that he would so generously share spare tickets that they did not use, I saw an opportunity for 5-year dream coming to reality. After that meeting the first thing I did when I got home was book a hotel.



The off-road truck trend was surprising. Numerous customized trucks had customized ATVs on brackets from bed to cab. One company announced a system that allows you to drive your ATV up on it or pull your jet ski up on the rack. The number of lifted trucks was absurd. The trucks had custom full chassis and running gear. Some were lifted so high I could walk under them. Our corvettes would only be a speed bump for them. It was wild. One large convention building was dedicated to truck stuff. It was the most fun section to attend. It was fun because everyone there was excited about their products and seemed to not be exhausted on the third day like everyone else.



There were plenty of celebrities providing autographs. Mario Andretti was a favorite with a huge line for autographs. Russ ran into Richard Petty wondering around the halls. To the left is Kristen Renton, who did not even have a line. Last summer we attended an event at Lingenfelter's and he prove to be a great host. Here Dustin was catching up with Lingenfelter about show activities. If there is a TV car show celebrity, then the person was there signing autographs and taking pictures.



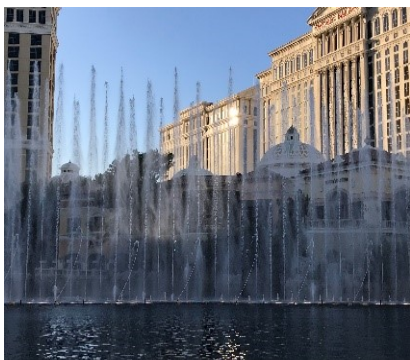
SEMA or Bust 2019! -Con't



The Chevy booth was full of people. It was hard to get close to the 2020's as they were swarmed with people. As always, Chevy introduced their new create motors and had 65 engines on display. Ford had a display with three custom Explorers that would be great if I was not a Chevy fan. But the Corvette drew the crowds away from Ford. Honda brought out their custom Chevy Truck for SEMA. Honda used Chevy trucks to deliver motorcycles when they first came to the US.



(Do a search for the article, it is worth the time.) The Mopar/Jeep display was nice, but it was over in the tire section. There were several custom corvettes to be seen. But the trucks were prolific with numerous suppliers took advantage of the hype around the Jeep Gladiator.



How could you be in Las Vegas and not see some of the sights and food? We took the bus from SEMA to Caesars Place to walk around downtown. When I was in Las Vegas 10 years ago you could easily walk around downtown. This time the sidewalks were packed. We saw the fountains at the Bellagio and the Eiffel Tower. We also had some great food. We went to Pies and Fries for pantine. The only pantine food in the state. It was unreal good. We went to Tacos and Beer. The taco shells were the lightest and fluffiest I have tasted. Lotus of Siam is an extremely popular



Thai restaurant in Las Vegas. You need at least a month notice to get a reservation, but if you stand in line an hour before they open, then you might get a table. We were very fortunate to get a table and the food did not disappoint.

For a car enthusiast, it was an experience to be treasured. There were so many more experiences like the tool section and drifting in the parking lot that I did not even cover. If you get a chance to go here are my tips:

1. Book your hotel at least six months ahead. We were only 1.2 miles from the convention center and learned to use the SEMA bus system to move us around. I booked our hotel in February and then I saw three months ago it was twice the price of when I reserved it. One month before the show you would need to be at least 5 miles out to find a hotel.
2. Be ready to walk. Take comfortable walking shoes and comfortable clothes. We saw more interesting clothes than I thought we would. We averaged just under 7 miles a day. We thought we saw everything, but we obviously did not since we never did find Bill's booth.
3. Take a relaxed approach. We had no alarm and got there when we got there. We left when we got tired. Be ready for the crowds. The area is massive, but still so packed it was hard to move around.
4. We had a very strict budget, so we used the SEMA bus system and ate in mid-priced restaurants away from the strip. We stayed at the Embassy for the breakfast and happy hour. We used a red eye flight coming back for an inexpensive non-stop round trip.

Fred Richards

Membership Report

At this time we have 84 members in the HoO chapter.

Butch Price
155 Stemen Road
Baltimore, Ohio 43105

Remember that you must be a current paid up member of the NCRS in order to be a member of any chapter.

If you have any questions, please contact Butch Price at 614-204-4366.

Your 2020 Dues are now due! Still only \$20! You must be an NCRS member to join the HoO Chapter.

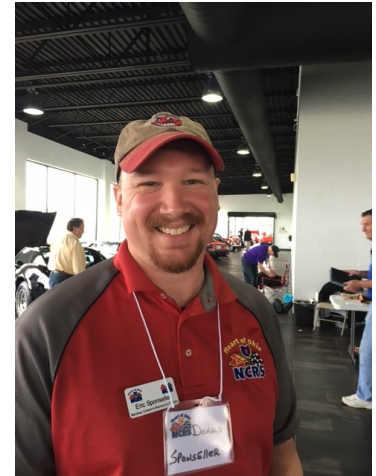
Welcome new member!

Jerry Cordis (66586) of Pittsburgh, PA has joined our chapter. Looking forward to meeting Jerry this year.

Financials

It has been a pleasure serving as chapter treasurer over the past handful of years. I look forward to taking over the newsletter from Wes and am delighted to hand off the treasury to Pete Hagan.

Eric Sponseller



Beginning Cash Balance 1/1/19:	\$9,273.71
REVENUE:	
Membership Dues:	\$990.00
Chapter Meet Registration Fees:	\$1,885.00
Charity Car Show Income:	\$455.00
Total Revenue:	\$3,330.00
EXPENSES:	
Operations & Planning:	\$2,019.22
Judging Meet Expense:	\$1,073.00
Charitable Contribution:	\$0.00
Charity Car Show Expense:	\$1,000.00
Paypal/Service Fees	\$113.05
Total Expenses:	\$4,205.27
Closing Cash Balance 12/31/19:	\$8,398.44

Participation Awards - Terry Buchanan

Heart of Ohio Chapter NCRS 2019 Heart Award Winners

Year One Award – Red Polo Shirt

Pete Hagan
Karl Luketic
Gene Milhoan
Fred Richards

Year Two Award – Red Hat

Dave King
Dino Lanno
Joe Mattingly
Nick Petruzzi
Wes Wells
Perry Yasher

Year Three Award – Black Jacket

Terry Buchanan
Randy Early
Joe Eyl
Tom Fetchik
Mark Hearndon
Rick Pfeifer
Butch Price
Mike Treece
Lou Zuniga

Heart Award Top 5 Point Winners

Butch Price – 42
Perry Yasher - 40
Dino Lanno - 38
Rick Pfeifer - 38
Wes Wells - 37



Go to our Chapter website at <https://www.ncrs.org/hoo/members.html> for a complete listing of ways to earn Heart Award points and to see your point totals.

Tech Article - Upgrading the 1997-2001 TPS System - Tom Fetchik

It's a long story, but I ended up buying back my 2000 Nassau Blue Convertible this year. It had only 4000 more miles than when I sold it in 2005! With 14,000 miles I was concerned about the condition of the original tires as I planned to run this car on the NCM Caravan in August.

The decision to replace tires is always a concern, this time more so as I did not want to lose the original tires and wheels. Just maybe, someday, NCRS will want to judge them on the car! Fortunately I had purchased a set of spare wheels for the 2006 convertible I just sold and now had a replacement choice.

Even if I replaced the tires on the original wheels, I would need to consider the original Tire Pressure Sensors. The battery in them is good for about 10 years and it doesn't matter how many miles are on the tires. If new tires are going to be put on the car, I needed to replace the TPS in each wheel.

What to do?

Reading a number of articles I came to the understanding that the 1997-2000 TP sensor was obsolete and looking around the replacement modules for the early C5's were very expensive (around \$150 each!). There are more cost effective modules for the 2001-2004 Corvette, however, the receiver module would need to change as well as the key fobs. Upgrading to the 2001-2004 system, however, did offer a better operation as the range of the fobs is greatly enhanced.

I researched the use of the larger wheels on the C5 2000 Convertible and found that the change is possible and pretty straight forward. All that is needed is a ¼ inch spacer behind the rear wheel to align them properly with the body due to the offset of the wheel.

The 2006 Wheel



There is a source for the new system including the receiver module needed for the upgrade. The parts kit can be obtained from the gmpartshouse.com. The list of parts is as follows:

Part number PKC5TPMS - This kit includes the following:

- (1) #1 Key FOB
- (1) #2 Key FOB
- (1) Remote Control Door Lock Receiver
- (1) Remote Control Door Lock Receiver Connector
- (4) Tire Pressure Monitoring Sensors (TPMS) (4) Tire Pressure Monitoring Sensor Mounting Nuts

The TPS and hardware look something like this:



Tech Article - Upgrading the 1997-2001 TPS System - Tom Fetchik

In case you wish to search on the individual parts, here is a list

25773946 tire pressure indicator sensor, 2001-2004 - \$36.32 4 each required.

10312535 remote control door lock receiver, 2001-2004 - \$67.01

25695954 un-programmed remote control door lock transmitter, fob 1, 2001-2004 - \$41.04 25695955 un-programmed remote control door lock transmitter, fob 2, 2001-2004 - \$41.04

12102635 Connector - \$26.12

When I ordered the parts, the receiver module was on back order with no ETA. I got in a panic and starting searching hi and low for others. Eventually, the module was shipped and was able to start th installation.

I had the new tires mounted on the 2006 rims with the new upgraded TP sensors. When I started to drive, without the module, I always had the warning on the DIC that the module was not receiving data from the wheels.

Installing the new module:

When I went to install the module the first item on my agenda was to preserve the harness an connector for the original module, just in case I needed to put the original wheels and tires back on the car.

The instructions sent with the module are very easy to follow. The only change I made was to wire the new module connector in parallel with the old connector. That way I could easily switch back to the original module when I needed to.



Original receiver with the antenna



2001-2004 receivers – no antenna

Tech Article - Upgrading the 1997-2001 TPS System - Tom Fetchik



Harness splice with original connector still connected

With the new module installed, now the time was to 'program' the fobs and the TP sensors at each wheel. The instructions in the car manual cover the programming of the Fobs and sensors.

Briefly, it is as follows:

To match new key fobs to your vehicle:

Turn the ignition key to ON.

Clear any warning messages on the Driver Information Center (DIC) by pressing the RESET button.

Press the OPTIONS button on the DIC several times until the blank page is displayed, then press and hold the RESET button for two seconds.

When the message FOB TRAINING is displayed, push the RESET button once. The message HOLD LK + UNLK 1ST FOB in the DIC will be displayed.

Press and hold the lock and unlock buttons on the first transmitter simultaneously for five seconds.

When a transmitter is learned (matched), the DIC will display FOB LEARNED and then prompt you to learn the second transmitter.

Remove the key from the ignition.

The programming mode will shut off if any of the following has occurred:

You don't program any transmitters for two minutes.

You take the key out of the ignition.

Tire Pressure Monitoring Sensor Programming

The Tire Pressure Monitor (TPM) system interfaces with the Instrument Panel Cluster (IPC) through the serial data line. Once the program mode is accessed through the IPC, each sensor's unique identification code can be programmed into the receiver's memory. A magnet must be held close to the sensor in order to force the sensor to transmit the identification code. As soon as the receiver learns the first sensor identification code, all previously stored codes are erased from the receiver's memory.

Tool required (any medium strength magnet, U or Disk type. I used a magnet I bought at Home Depot for \$2.98)

Turn the ignition to ON.

Press the RESET button in order to clear any IPC display warning messages.

Tech Article - Upgrading the 1997-2001 TPS System - Tom Fetchik

Press and release the OPTIONS button on the DIC to scroll through the display options until the IPC display is blank.

Press and hold the DIC RESET button for 3 seconds.

Notice: Refer to Body Control Module (BCM) Programming/RPO Configuration in Cautions and Notices.

Press the OPTIONS button again until the TIRE TRAINING message appears.

Press the RESET button until the IPC LEARN L FRONT TIRE message appears in order to begin the programming sequence.

Install the magnet near the valve stem, I placed it directly behind the stem

The horn will sound, indicating the left front TPM sensor is programmed.

When the horn sounds, proceed to program the next TPM sensor in the following order as directed by the IPC messages:

LEARN R FRONT TIRE

LEARN R REAR TIRE

LEARN L REAR TIRE

LEARN L FRONT TIRE

The ignition is turned to OFF.

All four sensors have been programmed.



The 2000 with C6 wheels ready to go!

Article: Tombed Corvette –Dino Lanno

TOMB CORVETTE

donated



Once-entombed 1954 Corvette goes to NCM

BY JOHN GUNNELL

An unusual 1954 Chevrolet Corvette with an interesting story behind it has been donated to the National Corvette Museum (NCM) in Bowling Green, Ky. Plans are being made to use the early Chevrolet sports car in an exhibit that tells its one-of-a-kind story.

That story starts 65 years ago. It was in 1954 that successful business man Richard Sampson, who lived in Brunswick, Maine, had just purchased a brand-new Corvette. After driving the car for four years, Sampson wanted to park it somewhere safe. At that time he was constructing new buildings for his grocery store chain and decided one of them would be the perfect structure to secure his Corvette.

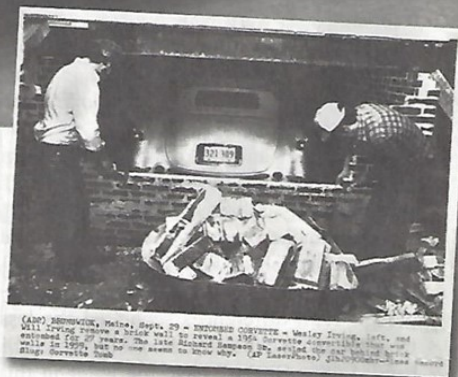
A literal tomb was built inside the store around Sampson's Corvette. He specified in his will that the car was not to be taken out of the man-made "time capsule" until the year 2000. Although Sampson changed his wishes before he passed away in 1969, the car remained

entombed for 27 years. During those years, the Corvette suffered paint blistering, but the deterioration was otherwise limited and it remained in very good condition.

The story of this Corvette was not widely known until the early 1980s when an article was published in *Special-Interest Autos*. In 1986, the building's new owner (who purchased the store in 1982) released the Corvette into the hands of Sampson's daughter, Cynthia.

Workers disassembled the tomb brick by brick for a spectacular reveal. Cynthia then took the car to her home in Daytona Beach, Fla. It remained there, in the middle of her living room, for the next 10 years. The car has changed hands a few times since then, but still has accumulated only 2,344 miles and remains in original condition.

"The donors reached out to see if we would have an interest in the car," said Derek E. Moore, director of collections/curator at the NCM. "We talked a



An old newspaper clipping shows the car being moved from its tomb.

little about the significance of it, as well as keeping it in original condition. We know we want to recreate the tomb in some fashion, a diorama or vignette setting. We're excited to share this unique piece of history!"

The donors, who wish to remain anonymous, donated the Corvette to the NCM, hoping to continue to preserve both the car and its amazing and interesting story. The National Corvette Museum says it is grateful and can't wait to share the car with visitors.

National Corvette Museum
www.corvettemuseum.org
 270-781-7973

Heart of Ohio—Calendar of Events

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



	Jan	
		January 18th, 2020 Heart of Ohio Chapter Meeting—10am. Judging school on frames. Wes Wells' Garage— Executive Storage Estates <u>8540 Rausch Dr.</u> Unit 706. (Building is on the LEFT. Go through GATE and past Dumpster.) Plain City, OH 43064
	Feb	
		February 15, 2020 Heart of Ohio Judging School - Corvette Tires & Hub Caps - 10:00 am Fred Richard's Garage 7920 Scioto Darby Rd. Hilliard, Ohio 43026
	Mar	
		March 28, 2020 Heart of Ohio Judging School - Basics of NCRS Judging - 10:00 am Classic Corvette Restoration 11993 Ravenna Road STE 1 Building 1 Chardon, Ohio 44024
	Apr	
		April 18, 2020 Heart of Ohio Chapter Judging Meet - 9:00 am C & N Motors 15769 Watkins Rd. Marysville, Ohio 43040 We NEED Judges! Contact Nick Petruzzi to sign up! Sign up online.

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

The Back Page - Questions for the Club

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Needed: Tech Articles! Working on your Corvette? Write a short article in Word format (make sure to take pictures!). Articles can be submitted to my email address at osubuci@att.net



Norm Yager sent me these pics of the new C8.

Guys,

Gail and I went to see the C8 Corvette demonstration car in Pataskala, Ohio. this morning. It was a 1 day media--mob scene event complete with food trucks. Some folks came from as far away as Kansas and North Carolina.

A long line to see the car, car surrounded by people 3 deep, hard to take pics. I got to sit in the car briefly, very comfy, 3LT interior with lots of leather, good space for the driver.

Ric Conti is the superstar Corvette salesperson at this dealership. This is the same car that was at Randolph, Ohio on 9/6.

Norm

Note from the Editor

All,

Bittersweet end to my publishing career. Hope you enjoyed the newsletter and the format changes. We'll be in good hands with Eric Sponseller as our new editor. As always, if you have an interesting story, place, tech article, PLEASE share it. It's been a good ride—Wes