



# Newsletter

FEBRUARY 2006

VOLUME 2, NUMBER 2

***"The only real security that a man can have in this world is a reserve of knowledge, experience and ability."***

*(Henry Ford)*



*The Doc's '55 TBird in for Spring Cleaning.*



*The '62 Corvette front suspension build.*



*The '68 Mustang Convertible reveals all.*

## CONGRATULATIONS

The Annual Meeting of the AACA held in Philadelphia, PA each February also saw the presentation of the National Awards. Congratulations to all the winners, especially our friends:

- ◇ Jack Dunning – 1907 Wayne
- ◇ Darrell & Jacque Davis – 1957 Corvette
- ◇ Terry Ernest – 1924 American LaFrance

## ARE SIX VOLTS REALLY ENOUGH?

The '55 ThunderBird in the shop to fix a hard starting situation (<http://ckautollc.photosite.com/55T-BirdSpringCleaning>) renewed the seemingly endless discussion about whether it is better to stick with a 6V system, or beef it up. There are strong proponents for each option.

Some will convert the entire electrical system over to 12 volts, however, this is a major undertaking, as not only the starting system, but the charging system, and all the accessories need to be addressed. It is a change which also has a definite impact on both resale value and any future certification.

We've also heard those who advocate replacing the 6V battery with an 8V. This would put more "juice" to the starter, but without a corresponding change to the charging system, the "juice" will only go one way – out! And what happens to the rest of the electrical system – bulbs, switches, power accessories and wiring – that are not designed to run on 8V?

There's also the split-tap battery – one with both 12V posts and 6V posts. The idea is to use the 12V tap for the starting & charging systems, and 6V for the accessories. It sounds like a good idea, however we have never seen it in actual use. If any of our readers have seen or used this system, we would be interested in hearing how it has worked out.

Still, at the end of the day, the consensus here usually comes back to "If it ran for all those years on 6V – it should run today". On the TBird project, we found that the main culprit that contributed to its hard starting were poor electrical connections to and from the battery and improper grounding. Our advice – invest in a new set of battery cables, clean up those grounds, and maybe go with a maintenance-free battery (like an Optima) which has higher cranking power, and will never leak acid all over your engine compartment.

Then get out and enjoy the car as it was designed.

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**NEW THIS MONTH**

A new addition to our Newsletter this month is a feature highlighting NEW ADDITIONS. Do you have something new in your garage that you'd like to share? Send us a picture and short bio on your new wheels along with the important stuff – Why you wanted THIS car and What you had to go thru to get it.

***This newsletter is available via email or regular mail. If you would like to receive it in a different manner, please let us know.***

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*CK Auto welcomes another pair of hands in the shop. Justin Blankenship joins our staff this month after several years with Don Sitts Auto Sales in Cuyahoga Falls. In his spare time he works on his own Corvette and would eventually like to pursue a career in automotive design.*

**NEW ADDITIONS**

**1966 Corvette Convertible - aka "The Primer Car"**

This very special Corvette joined Chuck and Karen's garage in January, after a long wait. A highly decorated Corvette – NCRS Top Flight and Bloomington Special Collection – it is unusual in that it was delivered from the factory with NO PAINT. Similar to a COPO, this option was exercised by just 11 buyers in 1966. In this case, the Corvette was ordered by a Cadillac Dealer in AZ for his wife, who happened to like turquoise. Subsequently painted black, it racked up more than 90,000 miles before being restored to its as-delivered color scheme – and it became known as "The Primer Car". After missing out once to buy it, we got another chance last month. Why did we want it? Well, other than it's rare, way cool with an interesting history, it is also equipped with a whole bunch of options, including: power everything; air conditioning; 390Hp "big block" w/ side pipes; transistorized ignition; headrests and real knock off wheels. Chuck and Karen plan to show the Primer Car this summer. Our friend Al Ferrara wants to know when we're going to "finish" it <g>.



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**BOOK REVIEW**

**Alice's Drive - Republishing Veil, Duster and Tire Iron  
By Alice Ramsey, annotation by Gregory M. Franzwa**

What was she thinking? A 22 year old woman, in 1909, with three girlfriends (who didn't drive), driving across the country in a Maxwell Touring car. Bitten by the "bug" on a 150 mile "endurance run" in New York, she was spotted by Carl Kelsey who thought the trip would be great publicity for the Maxwell-Briscoe Company. Fighting deplorable roads and even worse weather, they arrived in San Francisco 59 days later and Alice found her place in history as the first woman to drive across America. It's an exciting story that has Alice negotiating the Maxwell across a railroad trestle – a transit so dangerous she sent her companions across on foot - but for me, the real drama was the idea of negotiating 3000 miles without a roadmap! This woman was not afraid to stop and ask for directions! This new edition includes "Chasing Alice" – a supplement to Alice's story with information about roads, buildings and landmarks used by Alice on her trip and their fate in the intervening years. Read this and you will never take travel by automobile for granted!

