

"Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young. The greatest thing in life is to keep your mind young."

(Henry Ford)



Chuck & Karen's '54 at Stan Hywet

LIVE FROM THE SHOW FIELD

ORCCCA Stan Hywet Father's Day Show – June 18

The 49th Annual Father's Day show dawned bright and clear with the promise of a HOT summer day. Arriving early with our black '54 Corvette (its first show following a 6 year restoration), we had a front row seat to watch the rest of the cars arrive on the field. Among them was **Jim Albertoni** in his '58 Chevrolet, **Dan Hanlon** and **Gene Tareshawty** in a pair of '40 Packards, **Dave Johnson** with the top down on his Lincoln, and **Jerry Prah** (my "designated Dad") with his '56 Corvette in the very rare Aztec Copper color. **Jack & Nancy Heimovics** roared by in their BMW Isetta – I didn't think an Isetta could spin the turf but I've seen it with my own eyes.

A terrific field of cars and the very stiff breeze kept the huge crowd comfortable despite the heat. The Goodyear blimp even made a fly-by attempt, although the wind had him crabbing to make headway. The only thing missing from this year's show was the "Voice of Stan Hywet" – **Harry Wolk**. I understand he was under the weather and we hope he's soon back on his feet. Harry, it just wasn't Stan Hywet without you.

We had so many people around our '54 that I wasn't able to walk around as much as I wanted ... seemed like everyone had a story about a '54 they drove, owned, or lusted after which speaks for the persistence of that rocket-ship inspired design. Many agreed that the black color really accentuates the body lines better than cars painted white, however, as anyone with a black car knows – black accentuates EVERYTHING, which is why I've instituted a new rule: NO MORE BLACK CARS!



AACA National Spring Meet – Virginia Beach, VA – May 13

This being its 50th Birthday year, we decided to take our '56 Corvette out to Virginia Beach to go for its Senior. (For our readers not familiar with AACA judging – see the sidebar.) We decided to break up the trip into two legs – Cleveland to Breezewood, PA and then Breezewood to Virginia Beach (VB). Since we have not yet joined the ranks of the retired, our itinerary had us leaving Thursday evening after work for the first leg. We had a leisurely breakfast the next morning, hoping to avoid the Washington DC morning rush, and we almost did. It's an experience driving the loop with a trailer in tow. It seems Washingtonians like to stay in the fast lane as long as possible before "diving" for their exit. Thrilling.

Our route took us near or past most of the Eastern Theatre battlefields of the Civil War: Gettysburg, Antietam, Manassas, Fredericksburg, Wilderness, Chancellorsville, Cold Harbor, Seven Pines, Richmond, etc. Being a CW buff as I know many of you are, I made a mental note that "someday", I would plan a battlefield tour in an old car. Maybe use Winchester as the 'hub' and visit a different one every day. Our Model A Roadster would be ideal – easy to drive, easy to fix (if needed) and amenable to a



leisurely pace.

We eagerly anticipated a view of the ocean as we approached VB but that was not to be. Even though it is very flat, the pine woods limited visibility and we were at the Hampton Roads bridge before we even caught a glimpse. This was our first visit to VB and found it charming (although on the "speed tour" that we were on, we had too little time). AACA events are very well organized and this was no exception. The volunteers were very helpful in directing us to the trailer parking and in no time we had dropped the trailer and headed up Atlantic Blvd to the Host Hotel. (continued)

AACA Judging:

A vehicle can be entered for one of four levels of judging:

Junior, Senior, Preservation or HPOF.

Unrestored original vehicles are usually entered in HPOF.

Junior, Senior and Preservation awards are a series of awards

– a car being judged for the first time are awarded 1st, 2nd or 3rd

"Junior" status. A "1st Junior" must be achieved before the

car may compete at the Senior level. A

"Senior" car may continue competing in the "Preservation" class".

WHAT'S NEW IN YOUR GARAGE?

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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BAD GAS?

Watch out for Ethanol-blended gas! Our friend Bob found out the hard way when his T-Bird started missing and overheating. Ethanol changes the vapor point of fuel, which in turn causes pre-detonation unless the carbs and timing are adjusted. If your engine runs poorly after a fill up, you may have a tank full of Ethanol. Drain the tank and put it in your modern car - feed your baby hi-test, racing or aviation fuel and she'll keep purring.



Detail of windshield gap.

The Host Hotel was the historic Cavalier, on the North end of the beach and guests had a choice of staying in the "old section" up on the hill, or the "new section" right on the ocean. We arrived just in time for Chuck to attend the Judging School, while I took the opportunity to get my feet wet in the Atlantic (although I love to swim, the water was very cold so toes were all that went in) and peruse the old cars in the parking lot. After a walk on the boardwalk and early dinner, we set the alarm for 6am and turned in.

An AACA meet with over 500 cars, like this one, is really something to see. It's a century of transportation on parade and this show had everything from a nineteen o-something truck, to Duesenbergs & Stutz', to T-Birds and Firebirds. I have to say, though, that seeing the Model A Fords go by always bring a smile. I believe they are the epitome of the hobby: charming, no muss, no fuss. And as Al Ferrara says - "You can have all the fun you want in this hobby with a Model A Ford."

Our '56 Corvette was joined on the show field by a '58, and three '54s, including a very original, unrestored one. With plenty of judges, our team of 5 arrived and got their business done quickly, leaving plenty of time to oogle the other cars on the field. When the Chief Judge dismissed the field at the end of the day, we were loaded and heading North in record time. (Someday, when we're no longer working stiffs, we'll do all the "other stuff" that AACA people do at a Meet, but for now, its like power walking - get in, get done, get home.) The final bit of business was to wait for the results to be posted on the Internet by the AACA - It was official - our '56 received its "Senior" award!

WINDSHIELD WOES

What to do when your windshield doesn't want to stay put?

A customer came to us with a perplexing problem: The windshield in his '57 Corvette would pop out of its socket whenever he latched the convertible top. He thought the new convertible top might just be too tight. What do you do?

- Replace the convertible top?
- Replace the windshield?
- Sell the car and hope no one notices?

Actually, the solution is none of the above. CK Auto diagnosed that a broken post on the windshield support was the culprit. These two supports are the key pieces of the windshield frame that are supposed to hold it as a single unit. When one (or both) posts are cracked or broken, it allows the windshield to move within its frame - and when the top was latched, the additional pull at the top allowed the entire windshield to pivot - and out it pops.

The fix was to remove the windshield and repair the side posts, then reinstall the windshield. The customer also alerted us to an additional problem - the passenger side door was so tight it hit the windshield when the door was closed. This too contributed to knocking the windshield frame out of alignment (and perhaps broke the post in the first place). To fix this, we had to disassemble the door panel, adjust the window frame, and also adjust the door hinges. These adjustments not only took care of the interference with the windshield, it also helped the door pillar and window line up better with the convertible top.

The final adjustment was in the convertible top itself. Although there's not much you can do with a top that's just "too tight", it was possible to adjust the attachment point for the bow assembly and lengthen the front latch throw, which introduced about a 1/4 inch of "give" - just what we needed.

If you have a perplexing windshield problem, give us a call!