



The Side Draft

Volume 26, Issue 01

January 2019

Chairman's Message

..... Tom James

Well, here we are in 2019 already. This year is an action packed one with our Swap Meet in March and our Regional right after.

It is all hands on deck for our club this year. We need volunteers for the Swap Meet. This will include food, set up on Saturday and the usual door personnel. This year's event will take place on Sunday, March 17th from 8:00 a.m. until 2:00 p.m. We will have the silent auction with proceeds once again being donated to the Cincinnati Shriner's Hospital. If you can provide a donation for the auction, please contact Terrie James at 513-941-6909. Last year we auctioned off close to \$1,500.00 in items completely donated from your efforts. Let's see if we can top last year's total. The tickets for the raffle are ready to go. Gary Grever has sold almost \$1,300.00 so far. He has a good start on the rest of the club but I know we can catch him once we get started. Again, I ask all members to either sell \$50.00 in tickets or buy them yourself; the club needs this revenue to continue to do all the activities that are currently funded by it.

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January Meeting Info

.... Columbia Chevrolet

Date: Tuesday, January 15, 2019

Time: 7:00PM

Location: Columbia Chevrolet

Phone: 513-891-3905

From I-275: Take I-275 North to exit 50 Montgomery / Morrow Exit (US 22W / OH 3 South) Go south on Montgomery Road / US 22W / OH 3 South for approx. 2.1 miles.

Food: Sandwiches and soft drinks for everyone.

Features: Gary Grever always makes our visit to Columbia Chevrolet a terrific experience. Come and see what he has in store and also the terrific deals he is offering.

Discussions: Our upcoming Swap Meet on Sunday, March 17, 2019.

Website: www.columbiachev.com

NOTICE!

Newsletter Deadlines

The deadline for getting information, into the newsletter

is the 6th of each month.

If it isn't here we will publish without you.

Website Information

Queen City Chapter Web Site: <http://www.ncrs.org/qc/>

Webmaster: Dale Maris qc@ncrs.org

The next event is our Regional held from April 11th-13th. The Swap Meet/Regional Meeting is Thursday, January 24, 2019 at Columbia Chevrolet at 6:30 p.m. to finalize the details of both events. All members are invited. Please attend this important meeting as we need everyone's input to make these events the best they can be.

We recently added another sponsor to our Regional. Trailex Trailers will be attending our event to showcase their product. We thank National Salesman, Carl Carbon, for his sponsorship. Also, we recently were given a check from our friends at the Indiana Chapter to help offset the Regional cost. Their generosity is greatly appreciated. Thank you, John Waggoner.

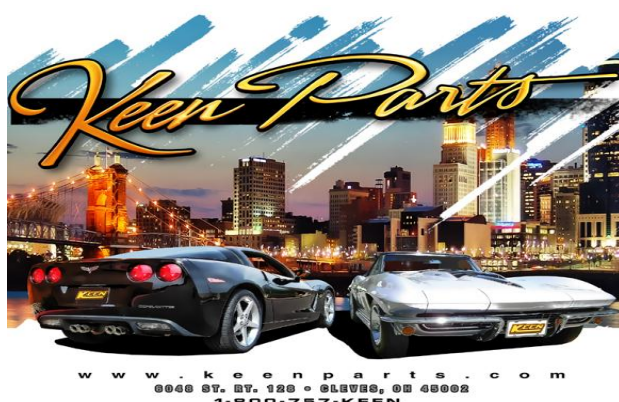
For those members who have not yet paid their Chapter dues, a reminder to members that your Chapter dues are now due. You have the option of paying your Chapter dues on the ncrs.org web site by using a credit card or PayPal. If you prefer to pay by check, please submit a check in the amount of **\$20.00 made payable to Queen City NCRS as soon as possible**. You may mail this check to the attention of Terrie James, 7329 Southpointe Drive, Cincinnati, Ohio 45233. Remember, if you attended the annual Christmas party, your dues were in the price.

The Christmas party was well attended with almost 30 members and spouses in attendance. The food was fantastic and was given a two (2) thumbs up from our own food critic, Mr. John Ballard. Aston Oaks always has been a great venue for our party and we thank them for their great food menu and cheerful service.

Hoping everyone had a great holiday and a Happy New Year. I am looking forward to 2019, that it will be even better than 2018 with all of our upcoming events. Hope to see you at our next monthly meeting at Columbia Chevrolet on Tuesday, January 15th and/or at the Regional/Swap Meeting Planning Meeting at Columbia Chevrolet on Thursday, January 24th. Save The Wave ... Tom.

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QCNCRS Corvette related classified “wanted and parts for sale” are free; however, they cannot be carried over to the next issue unless requested before the issue deadline.

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FUN FACT:

..... *Tom James*

Was the Corvette really America's first mass-produced fiberglass bodied sports car? Or did the Kaiser Darrin 161 beat it to the punch? It's a common debate among car enthusiasts. Although Kaiser formally introduced its fiberglass Darrin on September 26, 1952, customers had to wait until January 6, 1954, for actual delivery. By that date, Corvettes had been cruising the streets of America for six months: the first regular production units (as opposed to engineering/styling prototypes) rolled off the Flint, Michigan line on June 30, 1953.

The Indiana Playboy.... Allen King

A very shy guy goes into a bar and sees a beautiful woman sitting at the bar. After an hour of gathering up his courage he finally goes over to her and asks, tentatively, "Um, would you mind if I chatted with you for a while?"

She responds by yelling, at the top of her lungs, "No, I won't sleep with you tonight!" Everyone in the bar turn and stare at them.

Naturally, the guy is hopelessly and completely embarrassed and he slinks back to his table. After a few minutes, the woman walks over to him and apologizes. She smiles at him and says, "I'm sorry if I embarrassed you. You see, I'm a graduate student in psychology and I'm studying how people respond to embarrassing situations."

To which, he responds at the top of his lungs, "What do you mean, \$200?"

1953 Duntov Letter Pete Corcoran

On the following page is Duntov's famous 1953 memo. We believe this is the first time the memo has been reproduced unedited and in its entirety. Courtesy of the National Corvette Museum.

INTER-ORGANIZATION LETTERS ONLY

To: Mr. Maurice Olley
From: Mr. Z. Arkus-Duntov
Subject: Thoughts Pertaining to Youth,
Hot Rodders and Chevrolet



Address: Research & Development Section
Address: Research & Development Section
Date: December 16, 1953

The Hot Rod movement and interest in things connected with hop-up and speed is still growing. As an indication: the publications devoted to hot-rodding and hop-upping, of which some half dozen have a very large circulation and are distributed nationally, did not exist some six years ago.

From cover to cover, they are full of Fords. This is not surprising that the majority of hot rodders are eating, sleeping and dreaming modified Fords. They know Ford parts from stern to stern better than the Ford people themselves.

A young man buying a magazine for the first time immediately becomes introduced to Ford. It is reasonable to assume that when hot-rodders or hot-rod influenced persons buy transportation, they buy Fords. As they progress in age and income, they graduate from jalopies, to second-hand Fords, then to new Fords.

Should we consider that it would be desirable to make these youths Chevrolet-minded? I think that we are in a position to carry out a successful attempt. However, there are many factors against us—

1. Loyalty and experience with Ford.
2. Hop-up industry is geared with Ford.
3. The law of numbers - thousands are and will be working on Fords for active competition.
4. Appearance of Ford overhead V-8, now one year ahead of us.

When a superior line of G.M. V-8's appeared, there were remarkably few attempts to develop these and none too successful. Also, the appearance of the V-8 Chrysler was met with reluctance even though the successes of Ardun-Fords conditioned them to acceptance of Firepower.

This year is the first one in which isolated Chrysler development met with success. The Bonneville records are divided between Ardun-Fords and Chryslers.

In the non acceptance of G.M. V-8's, and very slow beginning of acceptance of Chryslers, cost must have played a part.

Like all people, hot-rodders are attracted by novelty. However, bitter experience taught them that new development is costly and long and therefore are extremely conservative. From my observation, it takes an advanced hot-rodder some three years to stumble toward the successful development of a new design. Overhead Fords will be in this state in 1956-1957.

The slide rule potential of our RPO V-8 engine is extremely high but to let things run their natural course will put us one year behind and then not too many hot rodders will pick Chevrolet for development.

It seems that unless by some action the odds and the time factor are not overcome, Ford will continue to dominate the thinking of this group. One factor which can largely overcome the handicap would be the availability of ready engineered parts for high output.

If the use of the Chevrolet engine will be made easy and the very first attempts will be crowned with success, the appeal of the new will take hold and not having the stigma of expensiveness like the Cadillac or Chrysler, a swing to Chevrolet may be anticipated. This means the development of a range of special parts - camshafts, valves, springs, manifolds, pistons and such which will be made available to the public.

The association of Chevrolet with hot rods, speeds and such is probably inadmissible, but possibly the existence of the Corvette provides the loop hole. If the special parts are carried as RPO items for the Corvette, they undoubtedly will be recognized by the hot rodders as the very parts they were looking for to hop up the Chevy.

If it is desirable or not to associate the Corvette with speed, I am not qualified to say, but I do know that in 1954, sports car enthusiasts will get hold of Corvettes and whether we like it or not, will race it. Most frequent statement from this group is "we will put a Cadillac in it". They are going to, and I think this is not good! Most likely they will meet with Allard trouble - that is, breaking sooner or later, mostly sooner, everything between the flywheel and road wheels.

In 1955, with V-8 engine, if unaided, they will still be outclasses. The market-wise negligible number of cars purchased for competition attracts public attention and publicity out of proportion to their number. Since we cannot prevent the people from racing Corvettes, maybe it is better to help them do a good job at it.

To make good in this field, the RPO parts must pertain not only to the engine but to the chassis components as well. Engineering-wise, development of these RPO items, as far as the chassis is concerned, does not fall out of line with some of the planned activity of our group. Use of light alloys, brake development—composite drums, disc and such—are on the agenda of the Research and Development group already.

As I stated above, V-8 RPO engine has a higher power potential—it is hard to beat inches, but having only 80% of cubic inches, it has 96% of square inches of piston area of the Cadillac. In my estimation, the power output comparable to the Cadillac can be obtained not exceeding 270 ft.lb. of torque at any point. (323 ft.lb. of Cadillac)*. The task of making power train reliable is therefore easier.

The thoughts are offered for what they are worth - one man's thinking aloud on the subject.

Z. Arkus-Duntov

Z. Arkus-Duntov

*The comparison pertains to a special type of Cadillac

INDOOR SWAP MEET AND CAR EXPO

**WHEN:
Sunday,
March 17, 2019
8:00 a.m.-2:00 p.m.**

**WHERE:
Columbia Chevrolet
9750 Montgomery Road
Cincinnati, Ohio 45242**

GATE ADMISSION \$5.00

**Proudly donating over \$60,000
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**HOSTED BY:
Queen City Chapter
Of the National Corvette
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- **Many classic GM parts.**
- **Car corral, food, bid-and-buy; all on-site at this event.**

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you must register in advance.**

**HOW TO REGISTER:
Registration form on the
reverse side.**

**Call Tom James at
513-377-8182 for more
information.**

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Contact Tom James with the Queen City NCRC with any questions at 513-377-8182 or e-mail twj@fuse.net.

Completed registrations should be mailed to 7329 Southpointe Drive, Cincinnati, Ohio 45233. Checks should be made payable to "QCNCRC".

Registration confirmations will be sent to the above e-mail address with further event details.

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Annual Chapter Dues \$20.00



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You must be an active member of NCRS to join a chapter.

National NCRS Number: _____

Options for membership renewal:

1. Renew Queen City Chapter Membership online at:
<https://www.ncrs.org/forums/register/chapter-membership.php>
2. Complete the above form and send payment of \$20.00 (payable to QCNCRS) to: Terrie James, 7329 Southpointe Drive, Cincinnati, Ohio 45233.

Questions, please call Terrie James at 513-941-6909 or email at tmjames7329@gmail.com.