



The Side Draft

Volume 26, Issue 11

November 2019

Chairman's Message

..... Tom James

Aah, the crisp fall temperatures are upon us. Now is the time that we can drive our classics for a little while longer as the summer heat is not currently a factor .

Last month's meeting was at Kathy Plummer's garage and antique emporium. The food was, as usual, outstanding to say the least. We thank Kathy, her nephew Scott, and daughters for preparing a great dinner and making the 30+ members and wives feel right at home.

Now on to this month's business. Barb Hilbert has accepted the position of Club Treasurer and will be replacing Wayne McKee who has held that position for over 11 years. Each previous Treasurer has been there about the same tenure as Wayne since our Club was founded. We are now on our fourth Treasurer. To me, that says a lot about the members we have. I would like to thank Wayne for his help and dedication to our Club. When things did not look very bright he stood tall and helped me tremendously.

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November Meeting Info

.... Dan Bosch

Date: Tuesday, November 19, 2019

Time: 6:30PM

Location: Antique Auto, 2961 Ariens Drive, Hebron, KY 41048

Phone: 859-689-9900

Directions: From I-275 South (Hebron) take KY Route 237 exit. Go South to Petersburg Road. Turn left onto Petersburg Road. Turn left onto Ariens Drive.

Food: As always there will be a gourmet delight. After all, this is a dinner club, we just happen to like Corvettes.

Features: This is a high class restoration shop. Should be a lot to see, discuss and ask questions

QCNCRS Website Information

<http://www.ncrs.org/qc/>

Webmaster: Dale Maris qc@ncrs.org

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.

Chairman's Message (Cont.)

This month we welcome our newest member, Randy Lane. We hope you can attend our monthly gatherings and get to know a great bunch of car people.

Our Christmas party is just around the corner, December 8, 2019 to be held once in the downstairs ballroom of the Aston Oaks Country Club, 1 Aston Oaks Drive, North Bend, Ohio 45052 from 5:00 PM 50.00 per couple and your yearly Club dues are included in that total. Please contact Wayne McKee and send him a check before December 1st so we can plan accordingly. So mark your calendars now and come celebrate the holidays with your fellow Queen City NCRS members!

Once again our member Bruce Bursten has won another award with his '57 Gasser Corvette. Bruce won the "Wild Card Just Because It's Neat" award at the Good Guys Meet in Lexington, Kentucky last month. Nice work Bruce on an absolutely killer car.

Before the end of the year we need tech articles for our newsletter in order for us to achieve Top Flight Status for our Club. These articles can be short and simple, such as headlight replacement or how to adjust the door glass. Please submit them to Rod so he can format them for printing. Old articles are fine in order to help new members who are just beginning that journey.

This month's meeting will be held at Antique Auto, 2961 Ariens Drive, Hebron, Kentucky 41048. Dan Bosch and his staff are welcoming us into their business on November 19, 2019 for an evening filled with classics and more for us to see what is being brought back to life.

Lastly, if you know of a place to hold our monthly meetings, please contact that owner to see if they have interest then let me know and I will take it from there.

Save The Wave ... Tom

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FUN FACT

..... *Tom James*

Before 1956, the only Corvette with roll-up side window door glass was the 1954 Motorama hardtop show car. All others had empty doors without any glass whatsoever. Poor weather protection called for stopping the vehicle, then extracting the door curtains from the trunk compartment and clipping them into place. Like the manually operated canvas soft top, the Corvette was still drafty and suffered from water leaks around the side windows.

Although technically an extra cost option, heaters were installed on all 1953-1955 Corvettes, adding \$91.40 to the retail sticker price. A non-recirculating design, it was simply a miniature water-to-air radiator mounted beneath the dashboard. It warmed the existing air inside the cockpit with no blending of fresh outside air.

The non-recirculating nature of the heater resulted in stale, dry, and stuffy cockpit conditions. With the folding canvas top erected in position and the side curtains in place, refreshed cockpit air was only available by opening a door, at speed, to access the passing airstream. When the cowl-mounted flip-up interior air scoop appeared in 1956, Corvette occupants rejoiced.

Newsletter Advertising Rates

Classified

Business Card – 2x3.5
\$25.00 / month or \$275.00 / year

Quarter Page
\$40.00 / month or \$350.00 / year

Half Page
\$75.00 / month or \$600.00 / year

Full Page
\$150.00 / month or \$1,200.00 / year

Sponsor
\$500.00 / year with direct website link

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.

October Meeting Minutes

..... *Tom Smith*

Tom James, Chairman, thanked Kathy Plummer and her family for hosting the October meeting, and cooking an excellent meal. Now we all want to take a nap.

This night we had a lot of little stuff to go over, but there is a major announcement. After months of searching, and scouring the countryside for 7 months we have a new Treasurer. BARB HILBERT !!!!

**COLUMBIA
CHEVROLET**



PROUD MEMBER OF THE JOSEPH AUTO GROUP



October Minutes (Cont.)

Wayne McKee, our retired Treasurer, went over the August, and September financial statements and they were passed. Wayne will still be with us, just in a different capacity.

Joe Eyl, Historical and Tech Chairman, told us this Sunday there is a car show at Restoration Station, and that he a couple of other members are meeting at TSC on Rt 4, then driving in a caravan to Restoration Station. They will be there to promote our club, and then will go on tour with Jeff the owner of Restoration Station. There should be about 200 to 300 cars attending.

John Ballard, Judging Chair, stated that he had been to French Lick Indiana and they have completed restoring the convention center. It is beautiful place and next year's Nationals are going to be held there. Ford and Porsche clubs are already holding events there. Everybody will get up and down using escalators. They have rooms to hold 500 people for seminars.

John also was at Charlotte for Bloomington Gold and the NCRS meet. There was a great attendance, and John toured the drag strip down and the motor speedway.

Tom James asked John to forward some articles to us that he wrote about cars he has owned.

Dale Maris, Webmaster, asked us to send pictures to him. Dale said we are getting a lot of increased interest in our website.

Terry James, Membership Chair, informed us we are getting close to one hundred members.

Flyers for the swap meet and raffle tickets are here, and more are on the way. Please help us by either buying or selling some raffle tickets. Remember this is our only fund raiser each year, so challenge yourself to step up. Terry thanked Chris B. for saving us a lot of money on the flyers this year.

The Christmas Party will be December 8, 2019, and is \$50 a couple, that includes your meals and dues for next year. So sign up everyone. Terry will send 3 emails out starting November 1, 2019.

Tom James reminded everyone that Bloomington Gold is going to be held one week later than normal. June 25-27th.

Chris Rockenfield, Co-Chair, reported that the picnic at Horse Power Park was a great event. We had about 50 people in attendance. Chris also thanked Barb Hilbert for stepping up to take the treasurers position.

Rod Russell, Newsletter Editor, is waiting on more pictures of member's cars and restoration projects.

Jerry Hilbert asked for three more articles to put in the newsletter to help us maintain our "Top Flight status" as a club.

Tom James asked the membership if they had any ideas about where to hold the November meeting. He thanked everyone for buying the shirts left over from the regional. We still have 22 small and medium shirts available.

Tom James acknowledged Bruce Bursten for another award on his 1957 Corvette.

Then we held split the pot, and Tom adjourned the meeting.

QCNCRS Members Promoting NCRS @ Restoration Station

..... Joe Eyl



QCNCRS October Meeting

..... Joe Eyl , Gerry Hilbert



Technical Article

..... **Gerry Hilbert**

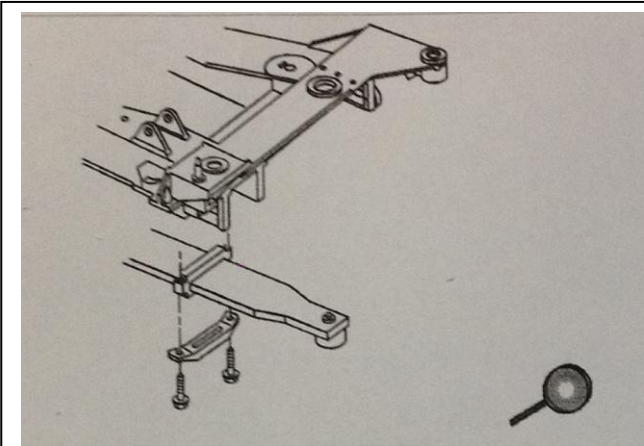
Loose transverse spring mounting bolts on C-5 and C-6 Corvette

On October 20, 2018 at the Queen City NCRS Chapter Judging meet at Columbia Chevrolet, our Chapter sponsor, Tom Smith and Mike Treese were judging mechanical on my 1998 Aztec Gold Convertible. Tom was under the right front of the car when he showed me that the transverse spring mounting bolt was loose on the right side of the transverse spring.

After judging I took the bolt out to check the thread of the bolt and mounting support, they both looked okay. At that point I tightened up the bolt and drove home after the meet. On Monday morning I talked to Steve Whitaker at Columbia Chevrolet, he is their Corvette repair representative. I asked Steve if there was a GM Bulletin about transverse spring mounting bolts.

He said no, but when replacing the transverse springs front or rear, there is a procedure and special tools to use. There is a document, ID 706 for C-5's and document ID 9788 for C-6's, about fasteners, (attached).

I used Blue Lock Tight thread compound around bottom of tread $\frac{1}{4}$ inch in height and torque by hand to proper specifications



Technical Article

..... **Gary Conger**

Obtaining Correct Scissor-Type Jack for 1963 –early to 1969 Corvette

One often overlooked aspect of a Corvette restoration is obtaining the correct scissor-type jack for your Corvette. This particular information is to help you find or obtain a reproduction or the original manufacturer provided jack for your 1963-early 1969 Corvette. A proper restoration of your Corvette should include the correct jack and handle. If you plan on having your car judged, they will typically ask you to remove the jack and handle to be checked for originality. The best and most highly sought after jacks are the original jacks that came with that year and VIN. These can be hard to find, and even a little expensive, but give your car an added originality and maximum points for that judging category. A reproduction jack can be used, but could come with point deductions during the interior judging process. Adding onto this, reproduction jacks are getting harder to find. The information provided on this topic will help you select the correct jack and handle for whether your car is being judged or not.

The basic design of these scissor-jacks is made of stamped steel parts, including the base, which has four bent notches. It has a rivet-pin construction. The top frame rest, or "saddle," is ramped, with a hole and an "A" marking stamped in the steel. This "A" signifies the original manufacturer, which was the Auto Specialities Company (AUSCO) of Michigan. There are two U-shaped trunnions that contain a coarse threaded screw shaft with a $\frac{3}{4}$ " hex head. This allows the jack scissors to expand and contract. The original jack frames were dipped in a gloss black finish paint. When the frame is fully collapsed, it will measure approximately $12\frac{1}{2}$ " from one end to the other. It will typically use a thrust bearing or two flat washers and one off-white nylon washer. Each jack came with a U-shaped handle that has pivoting $\frac{3}{4}$ " socket extension

Technical: Jacks (Cont.)

on one end to loosen lug nuts and operate the jack. The other end of the handle has a wedge shaped tongue to remove the hubcap. The overall length of the handle, fully extended, should be 15 ½" long.

There are typically three types of jacks for the 1963-1967 midyear Corvettes, however, the 1968 and very early 1969 Corvettes used the same as Type III 1967 jack but with a heavy, reinforcement bar welded to the U-shaped upright. This is known as a modified Type III jack. The Type I jack was used in 1963-1965 VIN #12,000. After VIN #12,000 of 1965, the Type II jack was used, Type II was used from VIN #12,000 of 1965 through VIN #22,713 of 1965. Although some very late 1965 Corvettes used a Type III jack. Type III jacks were used from late 1965-1967. The modified Type III jack was used in 1968 and very early in 1969.

Steve Barrett's New Ride



Queen City NCRS Annual Christmas Party Theresa James

On December 8, 2019 we will once again hold our annual Christmas party from 5:00 PM-9:00 PM at the Aston Oaks Country Club. The cost to attend is \$50.00 per couple which includes the cost of the event as well as your 2020 Queen City NCRS Chapter Membership Dues. I have enclosed directions to the Aston Oaks Country Club for your use.

If you would like to attend, please mail your check made payable to QCNCRS to Wayne McKee no later than December 1, 2019. Please call Wayne or myself with any questions.

Mr. Wayne McKee
10737 Wellerwoods Drive
Cincinnati, Ohio 45242
513-481-4035

Technical Article

..... Dale Maris

Aligning Door on 1964 Corvette

Background

I removed the left door on my Corvette to replace the weather stripping around the door. It seemed when I reinstalled the door, it never properly aligned. I marked the hinges before I removed the door by drilling a small hole in each hinge and the door. In the meantime, I had had the car repainted and was hoping the painter would realign the door, but that did not happen.



Technical: Door Alignment (Cont.)

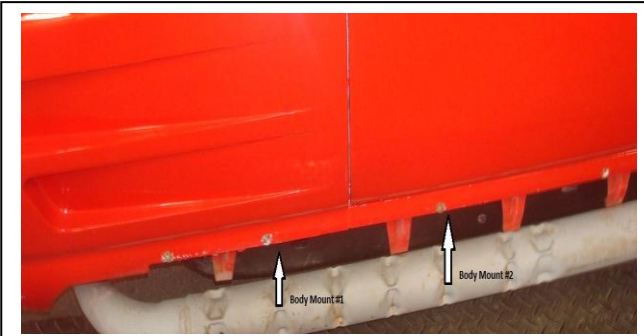
Process

I took the car to Joe Eyl's house to have him guide me on getting the door aligned. See where the rear of the door seems to be lower than the rear quarter panel. It's difficult to see, but the distance between the 2 arrows, shows the improper alignment.

I thought we would just reposition the hinges that I had previously worked on. Joe looked at the gap at the front edge of the door and determined that approach would not work. Since that gap was pretty well aligned, raising the door on the hinges would make that gap uneven.



So we were going to re-shim the front half of the car where the body mounts to the frame. Along one side of the car there are 4 body mounts on my car. One just in front of the firewall, second one toward the front of the door, third mount in front of rear wheel opening, and last one behind rear wheel.



In effect we are positioning the front of the car along with the door to point up higher to align with the rear fender. We will use body shims to accomplish this.



Joe directed me with the number or thickness of shims to raise the car at Body Mount 1 and 2. We raised both of these positions approximately 3/8 of an inch and I removed one thin shim at Body Mount 3.

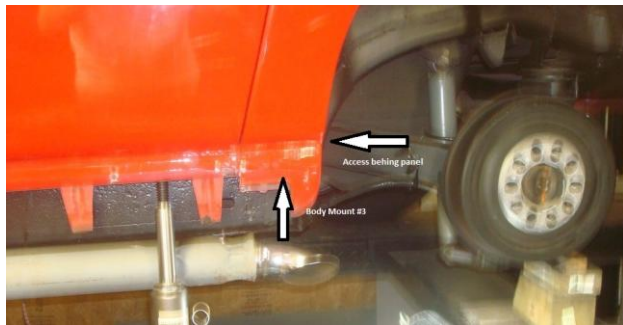


There is very little space between the body mount bracket and the body of the car. We had to remove a splash shield at the front body mount and used a bolt to hold the shims

Technical: Door Alignment (Cont.)

There is very little space between the body mount bracket and the body of the car. We had to remove a splash shield at the front body mount and used a bolt to hold the shims for the second body mount. With a little working, we managed to get the shims in place and slightly tighten them down to see how our alignment was working.

The Number 3 body mount is accessed through a panel within the fender well. We removed one small shim from here to help lower the rear fender to aid in aligning the door.



At this time the door was just a little bit low to the fender. So we loosen the bolts holding the door hinges and using wood shims under the door attempted to raise the rear just a little bit. The Door and the rear fender aligned perfect.

Now we needed to adjust the door fastener to match the door. We loosen the striker plate but could not get it high enough to align with the door. We attempted to open the holes in the body to get it to go up more, but this failed. We determined that the plate behind the door jam can only go up and down a limited amount, and this was not sufficient for us to get the door aligned properly. We decided to lower the door just enough to get the door to align with the striker plate. With this, there is a slight misalignment with the door and the rear fender, but well within the tolerances as it came from the factory. It actually matches the same as the other door. I now have to reinstall the door panel inside and the side pipe covers. Oh yes, put the rear tire back on the car.

Results

I am very pleased with the results and hope to have many good times driving this beautiful car. I cannot thank Joe enough for his expertise and effort in helping me align these doors.

Our QC NCRS club is very good at helping out each other when needed.

**When I was a kid, my
Parents would always say,
“Excuse my French” just
After a swear word ...
I’ll never forget
My first day at school
When my teacher
asked if any of us
knew any French.**



QUEEN CITY CHAPTER 2019 CHAPTER REGISTRATION FORM

Annual Chapter Dues \$20.00



First Name: _____

Last Name: _____

Spouse's Name: _____

Street Address: _____

City, State, Zip: _____

Home Phone: _____

Cell Phone: _____

Email Address: _____

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.