



The Side Draft

Volume 27, Issue 02

February 2020

Chairman's Message

..... Tom James

Well, we are almost past the winter blues. The weather has not been too bad so far; the last few days were in the 60's and for February that is a win/win in my book. Now that the Super Bowl is behind us we can focus on getting our rides ready for spring. The Cars and Coffees are still going strong but I am still a warm weather cruiser.

Our last meeting at Columbia Chevrolet was well attended. We had nearly 40 members and wives there to discuss club business. One of our topics was a bus trip to Bowling Green, Kentucky for a museum and plant tour. The cost will be around \$1,800.00 for a bus that holds 54 people. Joe Eyl is looking into the cost of admission for the plant and museum. The plant is supposed to resume tours sometime in April for 2020. Most members thought that we could charge one price for a club member and a higher price for guests if you would like to bring a friend. Food would be on your own at a restaurant along the route. An alternative destination would be the GM Heritage Center in Detroit,

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February Meeting Info

.... TrimParts

Date: Tuesday, February 18, 2020

Time: 6:30PM

Location: Trim Parts, Inc., 2175 Deerfield Road, Lebanon, OH 45036

Phone: 513-934-0815

Directions: Take I-71 North of I-275 11.6 miles to exit 28, OH 48. Go toward Lebanon on OH 48 1.5 miles, right onto ramp, and turn left on E. Turtle Creek Union Rd. Turn left onto Deerfield Road. Trim Parts is on the right.

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

Website: www.trimparts.com

Email: sales@trimparts.com

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.)

Michigan. The cost would be slightly higher than Bowling Green. Both of these options would be a one (1) day trip leaving early in the morning and returning around 9:00 PM the same day. I need club member input on both trips as to when we this should occur. A few members thought the GM Tour might work in April or May with Bowling Green taking place in summer or fall. Think about the cost per member and guest and email your suggestions to twj@fuse.net.

My next agenda item is our upcoming swap meet. We need donations for the silent auction. Any items that you think might draw a bid, whether a gift card to a restaurant or business, we need these items now. Remember, 100% of all donations go to the Cincinnati Shriner's Hospital for Children. Raffle ticket sales are behind. If you have sold tickets, please turn them in. Our goal is to have every member (all 100 of you) sell or purchase \$50.00 worth of tickets. With the amount that Gary Grever sells, this would be a record for us. Swap spaces are available for \$25.00 each for a 10 x 10 space. If you have been a vendor with us before and want your same space, please remit your check before March 1st to guarantee it.

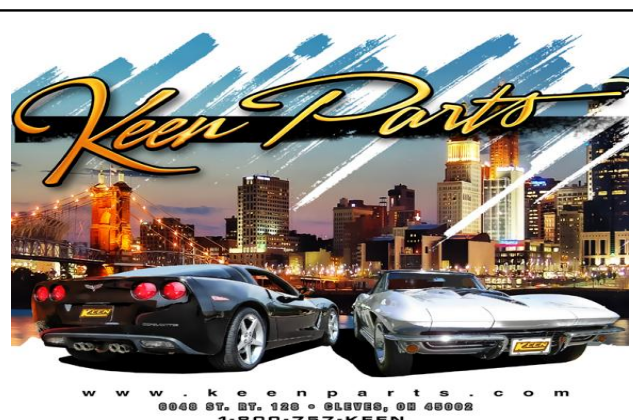
This month we welcome our newest members, Tony Dilbert and Pat Sieve. Tony is from Loveland, Ohio and Pat is the widow of our previous Membership Chairman, Joe Sieve. Welcome to the club.

Some members still have not paid their 2020 membership dues. If you have not done so, please remit your \$20.00 membership payment, made payable to QCNCRS, to Terrie James as soon as possible. Chapter Registration Forms may be obtained by visiting our website, ncrs.org/qc, or contacting Terrie at tmjames7329@gmail.com.

Lastly, I have some personal news. I will be retiring from my current employment as of the first of the month. This move will afford me more time to plan and attend meets in the future. If you have an idea for a club activity, feel free to contact me so we can plan it together.

2019 QCNCRS OFFICERS

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FUN FACTS

..... **Tom James**

Although all 300 Corvettes built in 1953 were painted Polo White with red interiors, black canvas tops, and red painted wheel rims, the color palette was expanded for 1954. Of the 3,640 second-year cars built, approximately 300 were Pennant Blue, 100 were Sportsman Red, and 4 were Black. The remaining 3,230 were Polo White. Unfortunately, factory documents indicating precise shipments are lacking, and because the Corvette's trim tag lacked any sort of body-color data up until 1962, verification of factory applied body color on 1953-1962 cars is only possible via the original window sticker.

Although General Motors was collaborating with MFG to produce the massive matched-metal dies used to produce 1954 Corvette bodies, the slower, more labor-intensive hand-lay vacuum-bag method was used in 1953. However, when Corvette production was transferred to St. Louis, the conversion process to matched-metal dies was not complete. As the 1954 model run progressed, more and more fiberglass subassemblies transitioned to the superior molding process. This created a situation in which the early 1954 models contained numerous hand-lay panels; the final 1954 models had almost none. Modern-day restorers must take the lengthy transition process into account before condemning any 1954 as being flawed for containing lumpy body panels.

Newsletter Advertising Rates

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.

QCNCRS: Columbia Chevrolet Minutes for January 21,2020

Tom James Chairman welcomed everyone to the meeting, and thanked Gary Grier for hosting this months meeting. Tom started off with a year in review, and reminded everyone that the Shiner's are moving to Dayton Ohio in July. We need to get someone from the Shriners to come to our March swap meet. We had a great 2019 with our swap meet, and regional judging meet. Bloomington 2019 had 55 people attend, and we served 100 meals. Overall last year was great, Now we need to focus on 2020. Our 2020 Swap meet is March 15, 2020. and we need tickets SOLD!

**COLUMBIA
CHEVROLET**



PROUD MEMBER OF THE JOSEPH AUTO GROUP



QCNCRS Minutes (Cont.)

Gary Griever has sold about \$700 worth, and we need each member to start selling as many as possible. Remember all those girl scout cookies, and school fund raisers you purchased. It is time to ask those people to buy a raffle ticket! We also need items for the silent auction, please don't hesitate to ask the managers at the restaurants that you attend regularly for a donation. We have documentation on letter head that this money will be going to the Shriner's hospital.

We will be having a swap meet meeting in early February here at Columbia Chevrolet, every one is welcome to attend. Then we will have another early in March just before the meet. Wayne McKee retiring treasurer performed his last official act of going over the financials for November, and December 2019, and a motion was passed.

John Ballard Judging chair just got back from Barrett-Jackson auction in Scottsdale Arizona, and said they had 155 cars to look at in 2 weeks that were going across the block. He said Barrett-Jackson is very particular about the cars that go up for sale, and if they find a car with something like a fake trim tag, that vehicle is "gone" from the auction. They also check to see if they are stolen, because they do not want any law suites. The auction wants to have a specialist for every car style or make of car to verify authenticity of that vehicle. John also brought in the article about the GM employees that took the 2020 "mule car" corvettes out for a few drinks, and a road test at 150mph, and got caught.

Tom James mentioned we will need tech articles for this year. Terri James our membership chair asked every one who has not paid their dues to please send it in with your membership form from our web site. If you have any changes to your personnel information, such as address, email, or phone number, please go the NCRS national web site and up date it there. It cannot be

done at the local level.

Rod Russell the newsletter chair asked for anyone with tech articles or working on a car to send the information to him.

Joe Eyl, tech judging chair, informed us that on March 28 ,2020 there will be a tech session on C3 trailing arms, at Infiniti of Cincinnati, 9857 Kings Auto Mall Rd, Cincinnati, Ohio 45249. Tom Smith, secretary, also spoke about the tech session to be held in March.

Gary Griever reminded everyone that we only have 2 months left to sell enough raffle tickets to meet last years amount. This is our only fund raiser for the year, and we need to bring in enough money to pay for this years meals at our meetings. Gary also got the chance to take the Ron Fellows driving school in Las Vegas. He said it was a blast, and recommends if you get the chance go and have fun.

The 2020 Corvettes will start production on March 1st, and the quantities will be limited, so if you are interested, or know someone who is, have them call in soon to place an order for that new Corvette. They already have 52 units on order. The 2021 models will probably see an increase of 4-5k.

Tom James, chairman, took the floor, and went over some details about going on a bus trip to the GM tech center in Detroit, and the Bowling Green, Kentucky Corvette plant.

The second topic was the Concours d'Elegance is talking about having 8-10 car clubs participate at the event this year. Steve Barrett then took over the floor and provided more detailed information about the event, and that Lindsey Sterling is now the Chair person of the event. They are trying to get volunteers to talk about their clubs, and volunteer at the event. The event is going to benefit the arthritis foundation. Split the pot was drawn, Pat Sieve won and is a new member. Tom James thanked Gary Griever, and all the employees at Columbia Chevrolet, and the meeting was adjourned.

Ownership History Search 1966 Corvette

..... **Michael Browning NCRS #24893**

Just saying hello. I wanted to give you an update on my '66 ownership research.

Shortly after joining the Queen City chapter, I got really lucky and found out who the 1st Oklahoma title holder was of my car. Circa 1973. I've been after his name since 1988! Got this info through an individual working at the Oklahoma Tax Commission. A great story I'd like to share with the QC Chapter members.

My '66 was sold new from Queen City Chevrolet probably around the 2nd week of December '65. Maybe later.

Michael Browning 410-924-6584

QCNCRS Swap Meet: 3/15/2020

..... **Dale Maris**

The Queen City NCRS Club is hosting its annual **Indoor Swap Meet and Car Expo** on March 15, 2020, at Columbia Chevrolet located at 9750 Montgomery Road, Cincinnati, OH 45242.

Our swap spaces have been sold out for the past 12 years. Many classic GM parts. Car corral, food, bid-and-buy auction. There will be a raffle for a \$1000, \$500, \$250 and 2 \$100 winners.

All of this happens indoor at the Columbia Chevrolet Dealership. It starts at 8 am until 2 pm on March 15th. Vendors can set up on Saturday from 2 until 5 pm.

To register a Swap Space: Tom James at 513-377-8182 or tmjames@fuse.net

More information can be found on the Queen City NCRS WEB site at:

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

This event supports the Shriners Hospital for Children - Cincinnati

2020 Miami Valley Chapter Judging Meet Notice

..... **Terry Brim, Judging Chairman**
Miami Valley Chapter

The Miami Valley Chapter 2020 Judging Meet will be held on 9 May 2020 at Voss Chevrolet Collision Center located at 100 Loop Road

Centerville, Ohio 45459

For more information, contact our Judging Chair Mr Terry Brim at tabrim@gmail.com

phone at 937 760-3554 (c)

We are in need of judges for our 9 May chapter judging meet. Experienced and inexperienced judges wanted. If you haven't judged before we will train you. The best way to start is to jump in with both feet. We are expecting upwards of 6 cars for our meet and will not be able to accept all of them unless we have enough judges. We encourage you to register at your earliest convenience so that we don't have to turn down any cars for judging. Payment can be made at a later date, we just need a head count for judges before we accept more cars for flight or concours judging.

If you have little or no judging experience let us know as we can set up a judging school for those that want it.

Ray Skillman Judging School

..... **Gerry Hilbert**

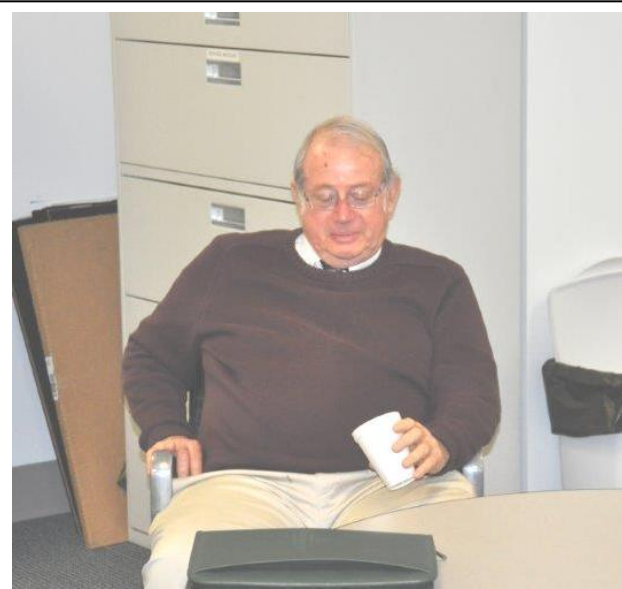
We had 13 members from our chapter participate in their meet including wife's.



**Skillman Judging School
(Cont.)**



QCNCRS Swap Meet Planning Meeting Gerry Hilbert



January QCNCRS Meeting Columbia Chevrolet Joe Eyl, Gerry Hilbert



January Meeting (Cont.)



Technical Articles Needed

..... **Gerry Hilbert**

Technical articles needed to publish in the Side Draft and for Dale to put on the Web Site? These articles are needed for us to meet NCRS Top Flight chapter requirements.

Thanks
Jerry

TIP for Mid-Year Corvette Holley Carburetors

..... **Dale Maris NCRS #48325**

After rebuilding a Holley List #3810, from a 1967 300HP Corvette, we had issues with the fuel transfer tube leaking gas. This is the small tube that feeds gas to the rear fuel bowl. As anyone can understand this could be very serious by causing fires and loss or damage of your car. We found a good hint from Bob Kuntz from St. Louis. Bob is very experienced as he has been restoring these types of carburetors for years.

Bob informed us that Holley has a redesigned transfer tube with a different seal that performs better. This redesigned transfer tube has a seal that fits over the end of the tube instead of an O-ring. We purchased Holley part number 26-115 for about \$10 plus shipping and installed on our carburetor without any additional fuel leaks.

Holley Fuel Transfer Tube



[https://
www.holley.com/products/fuel_systems/carbu
retor_components/fittings_fuel_lines_and_gau
ges/fuel_lines/parts/26-115](https://www.holley.com/products/fuel_systems/carburetor_components/fittings_fuel_lines_and_gauges/fuel_lines/parts/26-115)

Fuel Transfer Tube Carburetor Model 4160



US Part Number: 14600

Bob also suggested that we use "Cold Weld" to seal the plugs on the fuel bowls. Just clean the surfaces and apply a thin coat around the edges of the plugs and let it dry. This also worked in our case as Bob said this product will hold up against our modern gas.

Permatex® Cold Weld Bonding Compound,
Nbr: 14600

A 15-minute, two-part adhesive and filler system that eliminates the need for welding or brazing. It repairs, fills and bonds to iron, steel, brass, bronze, aluminum and copper.

Bob Kuntz
11040 Lin-Valle dr. unit N
St Louis Mo. 63123
314-845-2566
314-843-7545

Holley Carb Restore Article

..... **Dale Maris NCRS #48325**

This is a very large article so I have just included a link address.

Link: <http://www.ncrs.org/qc/Documents/TechArticles/HolleyCarburetorRebuild.pdf>

Corvette Paint Options

..... John Ballard

The day has come when it is very difficult for an average Corvette owner to find a way to restore with the traditional lacquer material. Many have found ways to get an original appearing finish with materials common to today's paint suppliers. I feel sure most understand the Corvette judging standard that requires an original appearing finish, not original materials. I will attempt to share some tips on how to accomplish this based on 40 years of experience in the auto paint and restoration industry. This does not mean that my way is the only way, many have had success using a variety of methods and any creative knowledgeable painter should be able to accomplish this. My specific experience has been with the DuPont (now Axalta) line of refinish products, there is a variety of paint systems available today and each shop will have their own preference. Most systems will have their own version of the products I use but their directions for use may vary, be careful to use methods or mixtures recommended by the manufacturer.

Color is one area where you must do your due diligence in researching and achieving a correct match before you remove all traces of original paint. The best color match will be to original finish on your car. There was a wide variation in original color due to daily painting conditions, varying painter styles and even differences from one batch to the next. I have numerous examples of most popular colors which may have 5 or 6 different formulas for a given color that have been custom mixed to match individual cars. Metallic colors display the largest variation because of their extreme spray sensitivity but also due to metallic flake sizes that in many cases are no longer available in many companies' tint selections. DuPont still uses the correct size metallic flake and they are readily available at dealers. This is extremely important as an incorrect metallic size or content calls for a 50% deduct on color. Have spray out panels done and checked before committing to paint, as it is an expensive mistake to correct.

There are many methods and materials available to use for surface preparation before the finish coats are applied. I have methods developed over years of trying pretty much everything available and finding what gives the best long-term success. Each painter will have their own method, be careful that their methods are completely compatible with fiberglass bodies; there is a considerable difference in method between metal and fiberglass surfaces. If you, or your painter, are not confident in a process for fiberglass please contact me or another painter involved regularly in fiberglass finishes. Some methods sound good but may fail in time if not done correctly.

There are a number of alternative paint types available other than lacquer. lacquer is getting more difficult to acquire and illegal to use in many states. The most commonly used finishes in use today that will give the desired result are acrylic enamel, acrylic urethane (acrylic enamel with a urethane activator), polyurethane single stage and polyurethane base coat/clear coat. Each system has its unique characteristics. With acrylic enamel and acrylic urethane metallic colors may be sprayed in a single stage system. Acrylic enamel requires a much longer dry time before being buffed while acrylic urethane may be buffed after a day or two of dry time. Poly urethane systems seldom use metallic colors in single stage systems due to the long flash times which create difficulty holding metallic particles in suspension. Colors with little metallic content may be available in single stage. Base/clear polyurethanes use faster drying reducers allowing metallic particles to lock in place quickly allowing metallic particle to readily lock in place for uniform metallic dispersion. Polyurethane finishes allow color sanding and buffing soon after paint application. Polyurethanes are by far the most durable, chemical and scratch resistant. I

Corvette Paint Options (Cont.)

recommend polyurethane single stage on solid colors and metallics where available as the pigments are held close to the surface giving an appearance much closer to original.

Acrylic enamel and acrylic urethanes are there easiest and most forgiving to work with and give reasonable durability especially with cars that are not driven on a daily basis. Polyurethane finishes require a little more practice and better technique to get uniform results also requiring a cleaner paint environment due to their slow flash time to keep a clean finish.

Which ever system you prefer the process of creating a factory appearance is approximately the same. As lacquer is sprayed at a much higher reduction with a very fast flash time the method with alternate finishes requires more reduction and faster flash times. With the finishes 1 normally work with that is accomplished by over reducing by about 10% and using one step faster reducers (if booth temperature is 85 degrees use a 7S-degree reducer). Along with this spray technique will be adjusted. Normally these systems are sprayed very wet to allow maximum flow out giving a flat glossy finish. To create a factory appearing texture will require increasing the gun to surface distance, increasing gun speed or a combination of both. It will require watching each coat as it goes down and making adjustments to get the desired result. What you see when finished is what it will look like after it dries; this method will prevent flow out and build up at edges. You can adjust the finished texture by color sanding and buffing the final finish. The factory buffed only top surfaces down the side character line, so by following their method you will achieve the proper top surface finish with a lower distinctness of image on the side panels. To achieve a correct all over appearance be careful to keep a lower degree of coverage on the bottom of panels the insides of side vents and other areas which normally would not get full coverage.

Door jambs, hood ledges, underside of deck or inside trunk finishes are done last to prevent tape edges at openings. These areas normally received only a primer coat and one color coat with very little surface preparation leaving a lower gloss level and rougher surface finish than outer panels. The same reduction is used as with the exterior with the addition of a flattener to reduce gloss. These surfaces were not flat or semi flat they had a degree of gloss although somewhat less than exterior surfaces. By masking the outer panels, then using a tape method many refer to as a soft edge or tape back you can avoid hard tape edges. It is accomplished by using either 1/2" wide masking tape with the major part of the tape overhanging the opening then rolling back the tape overlap on itself and taping in place with small segments of tape you will create a masked edge with a gradual edge which when removed leave little or no edge line. If any is left it can be dressed with either very fine sandpaper or rubbing compound.

When dealing with paint research is very important. Obtain all of the information you can on whatever system you use, research your color selection as do spray out panels ahead of time to ascertain a correct color match before spending a lot of money on paint materials. Research the cost of all paint materials before you begin you may begin as you may be shocked to find out how expensive they will be. If you have an opportunity, talk with a painter with experience for tips on how to spray or watch them spray a car if possible. Paint work is not simple but also not impossible. The reward at the end can be very satisfying.



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.