



# The Side Draft

Volume 27, Issue 10

October 2020

## Chairman's Message

..... Tom James

Well, fall is upon us and so are the cooler temperatures. What a great time to go for a cruise to see all the seasons' colors.

We held our Chapter picnic on Sunday, September 20<sup>th</sup>. The weather was perfect, sunny with a high temperature of 75°. We started out at Graeter's Ice Cream in West Chester where everyone gathered for coffee and a donut. At 11:00 AM we meandered through the countryside to Middletown, Ohio and the Horsepower Farm. A great cruise to use some of those horses under the hood. Thanks to Jerry and Barb Hilbert for planning a great route. The picnic attendees drove everything from Bruce Bursten's '57 Gasser to Mike Hartman's '67 435 to George Denman's '73 Survivor Convertible. The rest of the crowd drove C5, C6, and C7 Corvettes while Mark Jarvis drove his brand new C8. The only generation not present was the C4. Once again the wives brought a wonderful array of food to complement the fried chicken. Thank you to all who attended.

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## October Meeting Information

.... Keen Parts

**Date:** Tuesday, October 20, 2020

**Time:** 6:30PM

**Location:** Keen Parts, 6048 OH 128, Cleves, OH 45002

**Phone:** 513-353-3449

**Directions:** Take I-74 to exit 7 (OH-128). Go West on OH-128S. Destination is on the left. Our meeting is across the street at the Parts Warehouse.

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

**Website:** [www.KeenParts.com](http://www.KeenParts.com)

**Email:** [info@keenparts.com](mailto:info@keenparts.com)

**Note: Bring your own chair.**

## QCNCRS Website Information

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

**Webmaster:** Dale Maris [qc@ncrs.org](mailto:qc@ncrs.org)

## NOTICE!

### Newsletter Deadlines

**The deadline for getting information, into the newsletter is the 6<sup>th</sup> of each month.**

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

## ***Chairman's Message (Cont.)***

This month's meeting will be held at Keen (Corvette) Parts, 6048 OH-128, Cleves, Ohio 45002. Mark your calendar for October 20<sup>th</sup> to see what new items Tom has been working on. Remember to bring a chair as this is always a large meeting. As well, please remember to wear a mask and socially distance.

If you have a project or just a repair that you are currently working on, send some pictures to Dale or Rod so the rest of the Club can cheer you on. Charlie Browning has just gotten his 1954 in bright red paint after 20+ years. Way to go Charlie! Chris Rockenfield has purchased a very original 1969. Come on Chris, show us what a great original you found. My 1970 Chevelle is completely gutted now and ready for the sandblaster. Next up for me is to begin the process of restoring the components, i.e. alternator, carburetor, starter, etc. Stay tuned for more pictures of your fellow club members' progress.

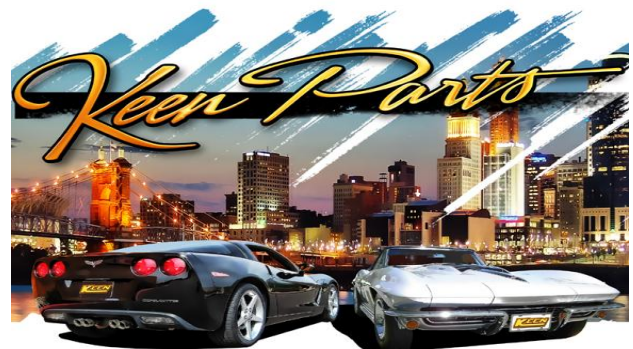
Lastly, our annual Christmas party will be held on Sunday, December 6<sup>th</sup> from 5:00 PM until 9:00 PM at the Aston Oaks Banquet Center, 1 Aston Oaks Drive, North Bend, Ohio 45052. The cost to attend is \$50.00 per member and their spouse or guest which includes the cost of the event as well as your 2021 Queen City NCRS Chapter Membership Dues. Aston Oaks has assured us that they can handle our group safely. Tables will be spaced 6 feet apart and the buffet will be a staffed served buffet. Masks will be required while in the banquet hall when guests are up from their tables. Come celebrate the holidays with your fellow Queen City NCRS members!

Save The Wave.

Tom

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## **Fun Facts**

..... Tom James

When the 265-ci V-8 arrived in 1955 the radio interference issue was even more pronounced as the distributor now sat less than 20 inches away from the radio receiver. Enclosing the distributor in a chrome-plated metal canister and adopting spark plug wires with braided metal sheaths solved the problem. This was the first of several different shielding strategies applied to V-8 Corvette ignition systems through the successive years.

Chevrolet had running V-8 engines on hand when the Corvette was introduced in 1953. However, they were preproduction forebears of the mighty 265-ci small block engine that would not be ready until the 1955 model year. One of these experimental V-8s, with 231 ci, was installed in one of the 1953 Corvette Motorama show cars after its show duties were over. Delays in the official release of the small block V-8 were the only factor preventing the Corvette from arriving with a V-8 from the start.

To improve acceleration, the Corvette spec cast iron Powerglide automatic was reprogrammed to remain in Low gear right up to 47 mph under full throttle and not to upshift from Low to Drive before 4,500 rpm. It was also set to kick down from Drive to Low gear at any speed below 50 mph.

The Powerglide transmission used behind the

## **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.**

## **Fun Facts (Cont.)**

new 265-ci V-8 shared the same 1.82:1 Low gear ratio as the Blue Flame 6 but had a different stall speed and improved friction faces to suit the increased torque. Because it lacked an intermediate gear ratio between Low (1.82:1) and Drive (1:1), flooring the gas pedal of any Powerglide Corvette at speed below 50 mph resulted in a sudden jump in engine RPM that frightened some riders.

**COLUMBIA  
CHEVROLET**



PROUD MEMBER OF THE JOSEPH AUTO GROUP



## **Terrie's Trivia** (Answers on last page)

..... Terrie James

1. The 1974 models with power steering had special power steering pumps with magnets to attract debris. True or False.
2. How many interior colors were available in 1955? 3, 4 or 6.
3. The hood scoop on the big block '67 was exclusive to it's year. True or False.
4. What year did the Mako-Shark II influence production? 1963, 1964 or 1968.
5. Horsepower increased for the 1993 optional ZR1's LT5 engine from 375 to 405 hp because of modifications to the cylinder heads and valves. True or False.
6. Courtesy lights were standard on 1960 Corvettes. True or False.

## **Charlie Browning Beginning**

Charlie resisted 20+ years of anticipation to begin restoration of his 1954 Corvette. Here is a picture of his recent progress.



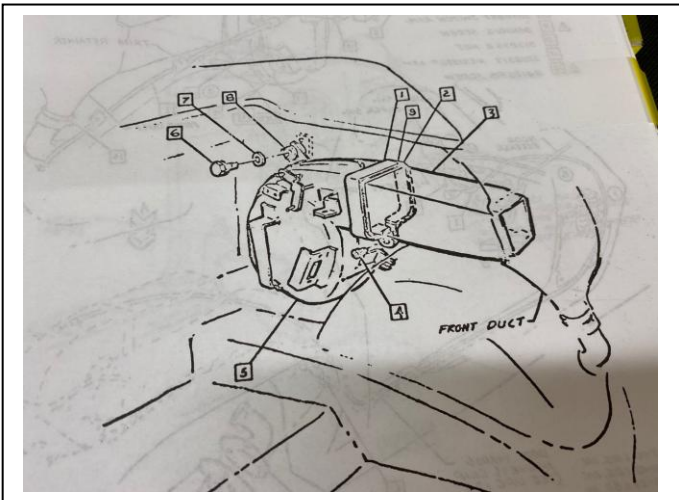
## **Reinstallation of a GM 3000734 1964-1965 Coupe Rear Air Blower Assembly,**

..... Tom Dingman (4889)

If you find yourself looking at a '64 or '65 Corvette that needs work, and if it's a coupe, please check one thing before you get serious. If the rear cabin exhaust fan is missing, or included but not installed, walk away from the deal. Consider my advice even more seriously if a radio is part of the mix.

I was not smart enough to avoid this situation twice. I found and installed one of those darn Delco fans in my first 1965 Corvette restoration. In that one, there was no radio antenna cable to worry about. However, I still had a vague recollection that the assembly was a very tight fit in that corner spot way back there behind the seat. I had forgotten the little "gotcha" that go along with this installation.

Just imagine the cost savings (including time saved in body assembly) when these were dropped from production.



This drawing is from the 1965 assembly manual. Looks like plenty of room back there.

Installation: It's only three bolts, right? Yea, but be sure to install those bolts into the rubber mounting washers before starting. The three mounting spots are barely visible after you get the unit tucked in close to the right place. No

## ***Reinstallation (Cont.)***

way to put your fingers back there and start the three bolts. I had to use two extensions from my 3/8" socket set to get past the fan housing, just to get the socket on the bolt heads. Thank goodness the bolts have pointy tips.

After you have crawled in back past the jack storage area to get the fan in place, you realize that a headlight strapped on your noggin will help a lot! Crawl back out to get that.

You probably remembered the plastic duct that carries the fan output forward, but did you remember the square clamp that fits over the end of the duct? If not, crawl back out to get that.

Speaking of that square clamp, you will now notice the 1/2" long clamp bolt. Crawl back out and get a longer 10-24 bolt, a correct screwdriver and a star washer

The foam around the reproduction clamp is too thick, at least on the bottom part of the square. If you didn't bring your Exacto knife, crawl back out and trim the foam from the inside bottom part of the square clamp.

Warning: Don't try to install the clamp with the screw on the top. I'm sure that would damage the fiberglass body just 1/4" (or less) above the clamp. Align the clamp so the screw is at the bottom.

Also, be very careful if you have to pry against the inside of the upper fender. Doing that might be needed to align the plastic duct in the square clamp.

Poor time to remember this now, but the antenna cable has to be in place first. It enters the cab (along with the rear lights harness) via one round plug with two holes. This is just behind the "bowling ball" of a fan assembly you are trying to install.

The effort takes some careful work to avoid pushing the harness and the antenna cable

back behind the sharp edge on the fan housing. Turn and lift the fan assembly as you free up the harness and the cable under it. (This again makes the square clamp come loose from the plastic duct).

Have the dielectric grease ready for the harness connections, or crawl back out to get that.

At this point, I am going to change the tone of this article. Here's some of the details you might need.

1. The blower assembly was GM 3000734, a number assigned in Rochester, NY. This from the "1965 AIM" UPC 1, sheet D9.
2. The square clamp assembly was GM 3849676, available from Paragon as 12319K. The 1965 AIM lists a separate seal, GM 3863462, which is now foam glued to the reproduction clamp.
3. The number for the plastic duct is GM 3850827, (possibly 3850927) in the 1965 AIM. The exhaust air moves forward via this part. I am not aware of a reproduction.
4. The three mounting screws, each with a flat washer a rubber grommet, have three separate GM part numbers. A kit is available from Paragon as 12320K. (My kit didn't include the washers.)
5. Don't forget to attach the two harness wires on the back side, prior to installation. One is a ground wire.
6. On 11/3/1964, the control cable changed from GM 3857605 to GM 3874731. Paragon lists four different cables, depending on year (64 or 65) and if your Corvette has air-conditioning. A sheet in "options area" of the 1965 AIM calls out a longer cable for the C60 (Air Cond.) option pages. The under-dash routing is different in "air cars".
7. The GM 3850857 switch assembly is a complex animal. See a photo below.
8. The GM 3798317 resistor comes from Lectric Limited. It's sold by Paragon as 11744. (I have two old ones, not much different from the new ones, but I don't know if they work.)

## ***Reinstallation (Continued)***



Here's an accurate depiction of the tight fit. Notice the combination trap door lever and fan two speed power switch at the top. Just above is the inside of your coupe body surface. In this photo, the wiring harness is not yet connected.

There are a couple of things that remain as I write this. There's a small screen that needs to be added at the rear of this area, to stop things such as your passenger's bridal veil from entering the fan.

Also, a fiber board that holds a section of upright carpet covers the whole area, except for an opening where the screen is. The wiring harness and the control cable both route behind and under the carpet to the front of the driver's compartment. The other end of the control cable loops around and mounts under the instrument cluster.

I wish I could say this was a rewarding little project. Now, please check my parts for sale.

Tom Dingman (810) 338 0307 (mobile)  
midvette@mac.com

### ***Parts for Sale .... Tom Dingman***

GM 3796355 Nose Emblem with Crossed Flags in a chrome ring. 1962 Only – New GM NOS Part in GM box. \$50  
(Reproductions are \$85.)

GM NOS 3819806 – Flared tubes for trailing arms. Goes inside front bushing. \$5.00 each.  
(Reproduction Stainless versions are \$16 each.)

GM NOS 3743857 – Upper A-Arm shaft bushings, NOS versions of Paragon's 6862K \$15.00 each.

1966 Hubcaps, NOS and Nice Used versions.  
Price: TBD.

1966-1967 NOS Grille. Price: TBD

1965-1966 Black Steel wheels – Various Dates. Priced from \$160 each (for the ones dated after 1966).

Paragon number 1678K PCV hose kit – Spring Clamps have round tabs for safety.  
\$13 List, Sale price: \$4.00

GM Original version of Paragon 12319K – Square clamp from a '65 attaches plastic duct to 1964-1965 Coupe rear cabin exhaust fan. Includes orig. 10-24 bolt with phillips head. Most of the soft seal is missing from inside this clamp. FREE

Several 1967 Rally wheel trim rings. Original style holding clips, but every single one has some form of blemish or pimple. Price TBD

Four New 1968-1982 Rally Wheel trim rings. These look like the service replacements (many more than just four clips) OR Paragon 2367 \*. Sale Price \$40 each.  
(\* Reproductions are \$140 each.)

1965 -1966 Corvette Std. Plastic Steering wheel. A good candidate for conversion to teakwood. Price: \$50.

1962 - 1967 327 Engines or partial engines. Only the '62 is from a Corvette, with VIN and HP stampings.

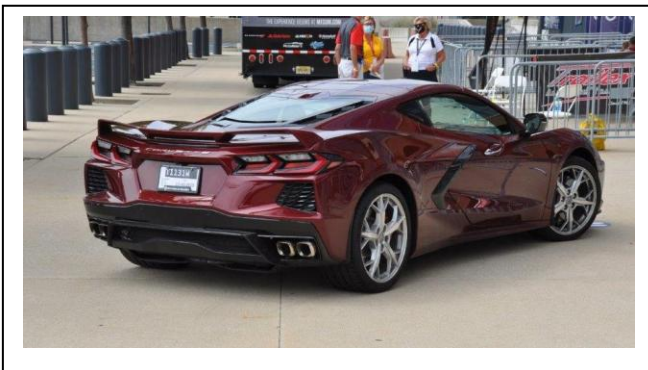
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midvette@mac.com

# **Bloomington Gold Pictures**

..... **Jerry Hilbert**

QCNCRS members who were in attendance this year at Bloomington Gold:

John Ballard, Dennis & Andrea Behrendt, Lecia Calvert, Gary Conger, Jerry & Barb Hilbert, Tom & Terrie James, Henry Palanci, Eric Patty, Phil & Barb Schott





## QUEEN CITY CHAPTER 2020 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](mailto:tmjames7329@gmail.com).**

**Trivia Answers: 1. True , 2. 4, 3. True , 4. 1968, 5. True, 6. False**