



# *The Side Draft*

Volume 28, Issue 01

January 2021

## ***Chairman's Message***

..... *Tom James*

Here we are, starting a new year with the hope that the events of 2020 are behind us. Christmas and New Years are over and now with the vaccine soon coming out we should be able to return to some normalcy in our lives.

I am sorry to say that the January meeting is a no go as I cannot find a venue to hold it. The folks I have talked to are still willing to host a meeting, just not at this time. I have some new places that I think will be very interesting once we get the "all clear" signal so we just need to wait a little longer, I promise it will be worth the wait. If you have an idea for a monthly meeting location, please give me a call or email me ([twj@fuse.net](mailto:twj@fuse.net)). Hopefully we can begin a regular schedule in February.

Last month I asked our members if they had an opinion as to whether or not we should donate \$500.00 or \$1,000.00 to the NCRS Scholarship Foundation. They have not had a good year for donations since about every

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## ***January Meeting Information***

**NO  
MEETING  
THIS  
MONTH.  
PUBLIC  
HEALTH  
ISSUES &  
LOCATION.**

## ***QCNCRS Website Information***

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

**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.)***

NCRS event was cancelled. Well, to date, I have heard from one (1) member. Come on folks, we need a little effort to see if this is something we as a Club should participate in. Our treasury has over \$27,000.00 in funds so we can afford to do so, but what does the membership think. With almost 100 current members I think 15 or 20 people could email me ([twj@fuse.net](mailto:twj@fuse.net)) or my wife ([tmjames7329@gmail.com](mailto:tmjames7329@gmail.com)) to lend your opinion.

Without the Christmas party everyone needs to please pay your 2021 Chapter dues. So far 65 people have paid. If the rest could renew their membership on the ncrs.org website or remit a \$20.00 check made payable to QCNCRS and send to the attention of Terrie James, 7329 Southpointe Drive, Cincinnati, Ohio 45233 before January 30, 2021 it would be greatly appreciated.

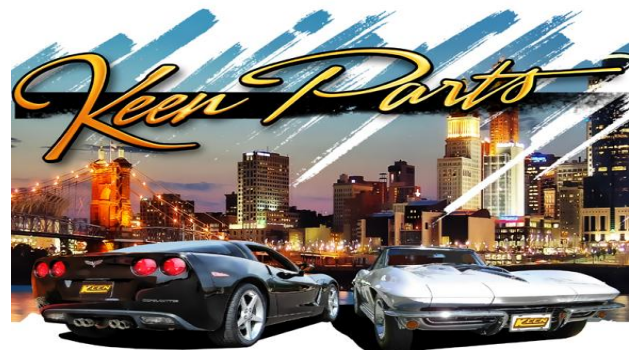
Some of the upcoming events are Mecum in Orlando, January 7<sup>th</sup> through 17<sup>th</sup>, Osceola Heritage Park. They are claiming to have 3,500 cars up for bid. If you cannot attend, MSNBC always has multiple days of coverage. Cavalcade Of Customs has been cancelled for January but may reschedule later this year. Bloomington Gold has moved the date to June 18<sup>th</sup> and 19<sup>th</sup> with the location once again being Lucas Oil Stadium in Indianapolis. I am not sure if this venue will bring the crowds as those of yesteryear but time will tell. The first Regional planned for February in Florida has been cancelled with no alternate date being set.

I am still working on my Chevelle restoration. I just received notice that my carburetor is finished at Holley Custom Shop in Bowling Green, Kentucky. I will post picture of the finished carburetor when it returns. The brake booster and master cylinder are complete. They were done at brakebooster.com in California. Other components such as the water pump, alternator and gauges will be completed in the near future. Keep those pictures coming of the progress on your projects so we all can root you to the finish line.

Save the Wave. Tom

## **2021 QCNCRS OFFICERS**

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## Fun Facts

..... Tom James

The Corvette and the larger pre-1955 passenger car siblings shared the same rear axle type but with alterations to the differential case to seal off the pinion bearing and accommodate an externally positional universal joint and drive yoke. The “banjo” housing and bolt-on inspection cover were essentially unchanged except for variations to track width and spring mounts.

For 1955, Chevy’s all new passenger cars broke free from the torque-tube era. To handle the growing horsepower and torque of the V-8 age, a new rear axle housing with an integral (welded on) rear cover replaced the previous double-open housing of 1954. Interestingly, the new 1955 axle housing was not used on Corvettes until 1956. They retained the 10-bolt rear inspection cover for the final year.

Unlike most leaf-sprung American passenger cars with the rear shackles set under compression, the Corvette’s rear shackles were anchored to the frame below the leaf-spring eye. This put them in tension (as if being pulled apart rather than squashed). It was part of Olley’s recipe to set the leaf spring so their leading bushings/mounts were lower than their rearward counterparts (when viewed from the side). This manipulated the thrust angle of the axle and gave the Corvette a tendency toward predictable over steer, which remained through the 1962 model run.

By arranging the leaf springs as far outward as possible and positioning the transition high, Chevrolet was able to route the Corvette’s driveshaft high enough to avoid conflicts with the frame’s vitally important central X-member. Deviations in the design would have necessitated a driveshaft passage opening and a less rigid frame.

## 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.**

**TERRIE’S CORVETTE TRIVIA** See Last Page For Answers

1. How many times did the word “Corvette” appear on the exterior body of a 1962 Corvette? 2, 4 or 5.
2. Did the words “Fuel Injection” appear with the cross flags on the sides, rear or both on 1957 Corvettes?
3. When did sun visors first become available? 1956, 1959, or 1962.
4. What was the highest factory hp for production Corvettes? 435 hp, 460 hp, or 475 hp.
5. Two different hood designs were available in 1975. True or False.
6. The fuel pump was relocated to the interior of the fuel tank in 1982 Corvettes. True or False

**COLUMBIA  
CHEVROLET**



PROUD MEMBER OF THE JOSEPH AUTO GROUP





**November QCNCRS Meeting  
Minutes ..... Tom Smith**

NO MEETING ... NO MINUTES !!!

BLANK

The following is a pictorial trip on the progress of Tom and his Chevelle.

There has to be more of us doing projects to keep from going nutty. What are you doing?

**Progress – Tom’s Chevelle**



**Progress – Tom’s Chevelle**





## QUEEN CITY CHAPTER 2021 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. 2, 2. Both, 3. 1959 , 4. 460 hp, 5. False, 6. True**