



# *The Side Draft*

**Volume 29, Issue 11**

**November 2022**

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

*..... Tom James*

November is upon us and you have to wonder where has the year gone? Last month's meeting at Kathy Plummer's garage was another one not to have missed. As always, she and her daughter Sara, as well as her nephew Scott, put on a spread like we have not seen in quite a while. The food was fantastic, and the hospitality was just as good. Her late husband and Club member Reese has a collection of toys, lunch boxes, and car memorabilia to rival any museum. Thanks, Kathy, for a great evening!

I would like to welcome another new member, Bob Spencer. Bob has rejoined our Club after a long absence. Welcome back Bob.

Our annual Christmas party is fast approaching and will be held at the Aston Oaks Country Club on December 4, 2022. If you are planning on attending this year, please make your reservation now so we can get a head count and let the event personnel know how much food we will need. As usual, the cost is \$50.00 for a member and their spouse or guest. This amount covers the price of the event as well as your 2023 annual Queen City NCRS Chapter dues. I hope we have a crowd like we did in years past. This is always a great gathering of Corvette

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## ***November Meeting Information***

**Date:** Tuesday, November 15, 2022

**Time:** 6:30 PM

**Location:** Jaguar Land Rover of Cincinnati  
9115 Blue Ash Road  
Cincinnati, Ohio 45242

**Phone:** Chris Rockenfield  
513-602-8819

The meeting will be held in the back of the building (9115B) with the "Collection of Cars" seen from the Ronald Reagan Highway.

Once again this month's meeting we will be collecting unwrapped toys to be donated for the Toys For Tots Campaign.

Please remember to bring a chair.

## ***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 2nd of each month. If it isn't here, we will publish without you.**

people so plan now to attend. **If you would like to attend, please mail your check made payable to QCNCRS to Barb Hilbert no later than November 26, 2022. If you prefer to pay by credit card or PayPal click on this link (<https://www.tst.forums.ncrs.org/register/event-subscription.php>), log in to the NCRS website, and select the QCNCRS Christmas Party from the list.**

On a personal note, I said when I started the restoration of my 1970 LS6 Chevelle that I would give updates as to the progress. Well, last November the body went to Antique Auto in Hebron, Kentucky. The progress had been slow but was still coming along. There was not much to show but a lot of sanding and priming. In July the restorer, Mark Cleek, left Antique Auto to start his own shop. I was hoping to have the same person start and finish the project since I had a previous restoration that was done by two different people, and you can see the different styles of restoration done by each person. I decided to move the car to Mark's shop to complete the project. Here is the update. It was painted last week and looks fantastic. I have included some photos to get everyone caught up. Just a few more details like stripes and blackout and I will bring it home to begin the frame restoration. More updates to follow so stay tuned.

On a membership note, our Judging Chairman and food aficionado John Ballard won his reelection as the Regional Representative for the South East Region of the NCRS. John has been an integral part of the NCRS for many years and has been a leader in judging Corvettes for a long time. Congratulations to John for a job well done and many more to come.

This month's meeting will be held at Jaguar Land Rover of Cincinnati, 9115 Blue Ash Road, Cincinnati, Ohio 45242 on Tuesday, November 15, 2022 at 6:30 PM. This has been on my radar for some time to get in to see the great collection of Jaguars Ed Neyer has. Put this one on your calendar to attend; you won't be disappointed. Also, at this meeting we will once again be collecting new unwrapped toys for the Toys For Tots Campaign. Please help us in contributing to this worthy cause.

Save The Wave!  
Tom

## 2022 QCNCRS OFFICERS

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## **Fun Facts ..... Tom James**

Chevrolet certainly never considered a shark with anything more than two doors but that did not stop California Custom Coach (CCC) of Pasadena, California, from creating the Corvette America in 1979. In an effort to add some “we” to the “me” generation (the car had room for four), CCC took new 1979s, spliced an extra 30 inches into the 98-inch wheelbase, added an extra set of seats, doors, and T-tops, and bumped the base sticker price from \$10,220.23 to just under \$35,000. The company built six cars, two of which are still known to exist, a silver model once owned by singer Dorothy McGuire (1928-2012) and a brown version; both are automatics.

Cruisin’ in my five-point-oh, no! As tame as Corvette engines were in 1979, just 195 or 225 hp was on tap from their 350 cube (5.7 liter) small-blocks, buyers of those Corvette America four doors were lucky the program didn’t kick off in 1980. That was the year Corvettes destined for California were built with the small 305-ci (5.0 liter), 180-hp LG4 V-8. Of the 40,614 cars built that year, 3,221 were California bound 5.0 liter units. Think you found one? Check the fifth spot of the VIN for an H. The base 48-state 350 carried an 8, while the optional L82 was assigned the number 6. With an extra 800-pound load and a 305 under the hood, the Corvette America would have been even more sluggish.

## **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*** Ans. on Last Page

1. All tachometers were driven by the generators in 1957. True or False.
2. How many optional interior colors were available in 1962? 2, 3 or 5.
3. The 1994, model added a safety interlock which required depression of the brake pedal in order to shift from “park”. True or False.
4. A plastic glove box door was unique to what year? 1958, 1963, or 1971.
5. A parking brake alarm light became an option in 1954. True or False.
6. A passenger-side power seat base (ACI) first became available in 1987, 1984, or 1991?



## **October QCNCRS Meeting Minutes**

..... Tom Smith

October 18, 2022  
QCNCRS meeting minutes

Tom James, Chairman, started off the meeting by welcoming everyone to Kathy Plummer's home. Thanks Kathy.

The judging meet went well at Kelsey Chevrolet on October the 8<sup>th</sup>. We had 4 cars and 12 judges. Tom stopped to get donuts and paid \$49.50 for them. Yes they were good but the price was high. Joe Eyl thought they were excellent, but Tom disagreed. We had a 58, 81, 62, and 01 for cars. The facility at Kelsey's was top notch. The employees were friendly and the salesmen at Kelsey's are selling raffle tickets. What a great partnership and relationship Kelsey's provides. Maybe next year we can bring in more cars.

Tom James talked to Shannon this week and there is going to be a board meeting Thursday. Apparently, there is a conflict currently going on with the national board and a sponsor over which cars he can bring to a meet. Also, the number of members in the NCRS at a national level has dipped below 11,000 and no one seems to know what to do about it? A lot of chapters are declining, and several are having a problem getting officers to run for office. People are not stepping up at the chapter level and beyond, which means less participation at events. A regional director has to spend their own money and time to visit the chapters in their area to go to meetings. They need to get new members coming in or this organization is coming to an end. Shannon said the National membership dues per year will go up to \$60. Tom then asked if anyone had questions for Shannon or the board, because he would be glad to pass them along. Joe Eyl suggested we go down to one magazine every other month.

The Toys for Tots Campaign box for Opie's horsepower park is half full, and we also have a bicycle to go along for the fund raiser this Saturday. We will once again collect unwrapped new toys at the November meeting to be donated to this worthy cause.

## **October QCNCRS Meeting Minutes**

..... Tom Smith - continued

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Next month's meeting will be at Jaguar-Land Rover in Blue Ash. We also have the Christmas party coming up, so get your money into Barb, or Terri. This year it is \$50 which includes your 2023 QCNCRS membership as well as the cost of the dinner for you and your spouse/guest. It is always a good time. We need to find out how many are planning on attending so that we can coordinate the Aston Oaks Country Club so get your reservations in early.

Terrie James read the financial report since Barb was not present. A motion was passed to accept it. Then Terrie went into membership information. We have 2 new members. One is Bob Spenser and the other is Scott Meyers. Bob was in attendance, so he made a little speech about himself. Terrie then reminded us of a bus trip we were planning to the GM plant at Bowling Green. She discovered that they are only letting 15 people tour the plant every half hour. That means it will take 5 hours for 50 people to complete the tour. So for now the trip is on hold until late 2023. The GM Tech Center is moving to a new facility where they can display all 600 cars in the collection so we will look into that next year as a possible trip.

Tom James told us the flyers for the swap meet are ready to be distributed and that we need to start selling tickets, so get out there and use those sales skills. Steve Barrett suggested advertising in the car calendar for the swap meet maybe 4 smaller ads.

Tom James asked if there was anything else? No one spoke up so split the pot was drawn and the meeting was adjourned.

## ***Upcoming QCNCRS Technical Session***

A tech session will be held on prepping for flight judging for all Queen City Chapter members on November 19, 2022 at 4344 Orchard Lane, Cincinnati, Ohio 45236. Please contact Chris Rockenfield or Joe Eyl for further information or if you would like to attend.

Chris Rockenfield  
513-602-8819

Joe Eyl  
513-505-5846



**QCNCRS October Meeting Photos**



**QCNCRS October Meeting Photos**





**QCNCRS October Meeting Photos**



**QCNCRS Regional Meet Photos**



**QCNCRS Regional Meet Photos**



**QCNCRS September Meeting Photos**





**QCNCRS Member Project Photos**

**Progress on Tom James 1970 LS6 Chevelle restoration project**



## **Technical Article**

### **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



## **Technical Article - continued**

### **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.





## CLUB SHIRT SIZING AND PRICING

	<u>COLOR</u>	<u>SIZE</u>	<u>COST</u>
Sport-Tek Posi Charge Textured Polo	Navy	S-XL	\$30.00
Sport-Tek Posi Charge Textured Polo	Black	S-XL	\$30.00
Sport-Tek Posi Charge Textured Polo	Red	S-XL	\$30.00
Sport-Tek Posi Charge Textured Polo	White	S-XL	\$30.00
Sport-Tek Dri-Mesh Polo	Navy	S-XL	\$45.00
Sport-Tek Dri-Mesh Polo	Black	S-XL	\$45.00
Sport-Tek Dri-Mesh Polo	Red	S-XL	\$45.00
Sport-Tek Dri-Mesh Polo	White	S-XL	\$45.00
Jerzees Dri Power 50/50 T-Shirt	Navy	S-XL	\$15.00
Jerzees Dri Power 50/50 T-Shirt	Black	S-XL	\$15.00
Jerzees Dri Power 50/50 T-Shirt	Red	S-XL	\$15.00
Jerzees Dri Power 50/50 T-Shirt	White	S-XL	\$15.00

Pricing for oversize shirts:

2XL	+\$ 2.00
3XL	+\$ 3.00
4XL	+\$ 4.00

Embroidered Name +\$10.00

SHIPPING COSTS:

Pick up at monthly meeting: free  
 Send via US Postal Service: \$8.00/shirt



## CLUB SHIRT ORDER SHEET

**NAME:** \_\_\_\_\_  
**ADDRESS:** \_\_\_\_\_  
**CITY:** \_\_\_\_\_  
**STATE:** \_\_\_\_\_  
**PHONE:** \_\_\_\_\_

**\*\*\*CIRCLE COLOR\*\*\***

Description	Color	Size	Quantity	Cost	Total
Sport-Tek Posi-Charge Active Textured Polo Mens	Navy Black Red White			\$30.00	
Sport-Tek Posi-Charge Active Textured Polo Ladies	Navy Black Red White			\$30.00	
Sport Tek Dri-Mesh Polo - Mens	Navy Black Red White			\$45.00	
Sport Tek Dri-Mesh Polo - Ladies	Navy Black Red White			\$45.00	
Jerzees Dri Power 50/50 T-Shirt Mens	Navy Black Red White			\$15.00	
Jerzees Dri Power 50/50 T-Shirt Ladies	Navy Black Red White			\$15.00	

**\*\*\*when ordering oversize shirts please note the additional charges**

- 2XL                   +\$ 2.00
- 3XL                   +\$ 3.00
- 4XL                   +\$ 4.00
- Embroidered Name +\$10.00/shirt

\_\_\_\_\_ pick up at monthly meeting. No postage/handling fee.  
 \_\_\_\_\_ send via US Postal Service. Additional charge \$8.00 per shirt postage/handling.

**Total Cost Of Order:**           \$ \_\_\_\_\_

Remit check made payable to:

Queen City NCRS  
 c/o Terrie James  
 7329 Southpointe Drive  
 Cincinnati, Ohio 45233



## QUEEN CITY CHAPTER 2022 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 513-300-6411 or email at [tmjames7329@gmail.com](mailto:tmjames7329@gmail.com).

Trivia Answers: 1. False. 2. 3. 3. True. 4. 1963. 5. True. 6. 1987.