



The Side Draft

Volume 27, Issue 08

August 2020

Chairman's Message

..... Tom James

We missed having our July meeting due to the pandemic, but we still are trying to get some normalcy back to our Club. I hope this month finds all of our members healthy and looking forward to getting back to normal.

I am happy to report that we are going to hold our August meeting at Antique Auto Shop, 2961 Ariens Drive, Hebron, Kentucky 41048. All members will be asked to socially distance, wear a mask and to sign an NCRS Hold Harmless Agreement. Dan Bosch has graciously agreed to host our meeting on August 18th at 6:30 PM. His facility is a great venue to see what customers are getting restored. The last time we were at his shop we had a fantastic turnout. I am sure this one will be the same.

At our last meeting in June we drew for the raffle to benefit the Cincinnati Shriner's Hospital for Children. We now have the totals for money to donate. It looks like after expenses we have just under \$3,000.00 for the Shriner's donation. One topic at this

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August Meeting Info

.... Antique Auto Shop, Dan Bosch

Date: Tuesday, August 18, 2020

Time: 6:30PM

Location: Antique Auto Shop

Phone: 859-689-9900

From I-275 (Kentucky): Take I-275 exit 8 (Hebron/rt. 237), go South to rt. 20 (Petersburg Rd) Turn left and proceed to Ariens Drive. Turn left, Antique Auto is on your right.

Food: Will be provided.

Features: This is a top-notch restoration service with highly qualified personnel. Come and see what their current challenges happen to be.

Discussions: Our upcoming adventures and what do we want to do this year.

Website: TheAntiqueAutoShop.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.)

month's meeting will be do we want to round up the donation to exactly \$3,000. We receive \$500.00 in matching funds from the National so our total gift would be \$3,500.00. We will be holding a discussion for a total and taking a vote at the meeting.

This month's newsletter includes the financial report since our July meeting was cancelled.

At the end of August we have Corvettes At Carlisle to be held August 27th through August 30th. I have swap spaces IA6 and IA7 near the stand-alone building on the east side of the fairgrounds. Stop by for a place to rest and a cold drink.

Bloomington Gold is set for September 11th and 12th at the Lucas Oil Stadium in Indianapolis, Indiana. I am not sure how well this venue will work for a car event but I am going to have a vendor spot outside, spaces CO2 and CO3. Unfortunately, no suites are available at the stadium to reserve, so if you attend, look me up once again to have a cold drink and a place to rest.

We are still planning on our picnic to be held on Sunday, September 20th at the Horsepower Farm in Middletown. All members are asked to bring a covered dish; meat and drinks will be provided by the Club. Details will be forthcoming should we still have a caravan from the Sharonville Train Depot to the farm

I am hoping Phil Schott is recovering from his hip surgery and doing well. I have not heard of anyone else having any issues, which is good news. I hope to see all of you at the meeting on August 18th.

Save The Wave, Tom

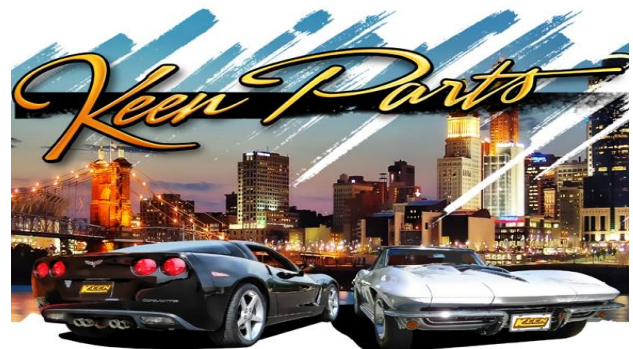
FUN FACTS

..... Tom James

To increase output from 115 to 150 hp for 1953 Corvette duty, the 235-ci Blue Flame

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FUN FACTS (Cont.)

incline 6-cylinder engine was fitted with a trio of horizontally mounted (side draft) Carter YH carburetors with high flow split-outlet iron exhaust manifolds, full-length dual exhaust, a mechanical cam with .405/.414 inch lift (intake/exhaust), dual valve springs, and aluminum 8.0:1 compression pistons to deliver 150 hp at 4,200 rpm and 223 ft-lbs of torque at 2,400 rpm. Unlike later years where certain Corvette engines were shared with passenger cars, the triple carbureted 6 was not offered elsewhere.

To achieve a respectable 53/47 (front/rear) static distribution of Corvette's 2,850 pound curb weight, the engine and transmission were positioned 3 inches lower and a full 7 inches further back in the chassis as compared to a Chevrolet sedan.

The low slung body shell hugged the top of the engine and called for a special rocker cover with a sloping leading end. The traditional upright radiator was too tall so the expansion tank was separated and positioned alongside the engine's rocker cover on the passenger's side. This began a long tradition of Corvette-specific cooling systems with remotely located radiator expansion tanks.

A quick way to tell a 1953 Corvette 6 from a 1954-1955 unit is to check the valve cover hold-down bolts. First year engines used two centrally mounted acorn nuts to secure the cover to the cylinder head, while 1954-1955 engines switched to four pan-head screws,

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.)

positioned lower, around the flange meeting the cylinder head. The revised layout better clamped the gasket to prevent oil leaks. This valve cover and head redesign also applied to GM's passenger cars and light trucks during the same time period.

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.

**COLUMBIA
CHEVROLET**



PROUD MEMBER OF THE JOSEPH AUTO GROUP



QCNCRS September Picnic

..... **Terrie James**

Just a reminder that Sunday, September 20th is our Chapter picnic at the Horsepower Farm, 2227 Trinity Drive, Middletown, Ohio 45044 at 12:00 noon. Lunch will be served at 1:00 PM. Each member attending is asked to bring a covered dish to share. The meat and drinks will be supplied by the Club. All in attendance will be asked to socially distance, wear a mask, and sign a Hold Harmless Agreement.

Should a road tour be held again this year, details will be forthcoming so watch your email for future updates.

Hope to see all of you there!

Terrie James
Membership Chairman

Mid-Year Door Sag

..... **Claude Mehnert**

For mid-year owners, are your doors sagging? Do you have to lift them a little to get them to latch? Well, you could have worn door hinge pins, or more likely, loose rivets that attach the top and bottom hinges to the door (front edge).

I had this problem on the passenger door on my '65 Coupe. I found a "relatively" simple method to repair/replace the loose rivets on the Corvette Forum. FWIW: I take no personal credit for any of this. Credit is due to John Hinckley (well know corvette forum member "JohnZ").

To start, you will need to remove the "offending" door from the car. Then you will need to drill out the rivets which are to be replaced (be sure to punch the center of the rivet head for your drill bit). After the rivets are removed, replace them with the following weld studs from McMaster-Carr:
93865A230 - 1/4"-20 x 3/4"
(www.mcmaster.com)

Use a 1/4-20 nylok nut on the backside. You'll need a long extension on your ratchet to tighten the nuts.



The exposed head of the weld stud looks very similar to a correct rivet head, and when painted with silver paint, is almost indistinguishable from a correct rivet. I'm sure there are at least a couple of judges who'd take issue with this, though ;-)



This is the passenger door I fixed on my '65 Coupe.



Here you can clearly see the rivets involved. This is not an easy job, but with patience and a little caution you can create a very nice final effect.



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.