



# The Side Draft

Volume 30, Issue 8

August 2023

## Chairman's Message..... Tom James

Welcome to the dog days of summer. The weather has been hot but that never stops the cruise-ins or the car shows.

I was in attendance at the National Convention in French Lick, Indiana. I must say that this year there was a great turnout of people and cars. Many of the Corvettes going for Top Flight were restored to the highest detail and were awarded for their efforts with a blue ribbon. I would like to congratulate one of our own, Ed and Vicky Bauscher, who brought their 1962 Red Fuelie for judging. I spoke with Ed the day before the judging, and he had a rough time in the operations segment with his car not starting. This put him in the position of not being able to lose very many additional points to achieve Top Flight status. Ed did a fantastic job of restoring his car and he took home a Top Flight ribbon. Congratulations Ed and Vicky for a fantastic win; the Club is very proud of your accomplishments. Many other Queen City members were in attendance at the Convention with everyone having a great time, catching up, and enjoying the cars.

Bill Hetzer, our newsletter editor, was in charge of photographing the event from start to finish. When attendees arrived, they were photographed with their

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## August Meeting Information

**Date:** Tuesday, August 15, 2023  
**Time:** 6:30 PM  
**Location:** Joe Eyl's Garage  
5851 Allison Avenue  
Farfield Township, Ohio 45011  
**Phone:** 513-896-9563 (home)  
513-505-5846 (mobile)  
**Email:** joeeylaol.com

A judging school will be held prior to the meeting at 4:30 PM at Joe's garage to look at whether or not a Corvette would be able to partake in star judging. The Chapter meeting will immediately follow the judging school at 6:30 PM.

Parking is limited. You can park next door at the church lot, however, do not park on the sides of the road as strict parking regulations are enforced.

Please remember to bring a chair and remember to drive your Corvette!

## QCNCRS Website Information

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

**Webmaster:** George Denman [gc@ncrs.org](mailto:gc@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.

### *Chairman's message - continued*

vehicle. Those photos were used over the course of the next few days in the lobby and at the banquet. This was a nice touch for everyone to see a face and match the face to the car for judging.

Next up was last month's meeting held at Noel Grace's Factory Hot Rods. The meeting was well attended and the cars on display did not disappoint. Both a saddle tan coupe and white coupe would steal the show wherever they were displayed. Noel also gave a demonstration of how the cars are designed and built with the different frame options and engines. This meeting is always a great experience, and we thank Noel and his staff for a great evening.

Last month our Chapter Judging Meet scheduled for October 14th failed to appear in the Driveline Magazine. It was skipped and now we are going to have to spread the word by ourselves in order to get the judges and cars to be judged. If you have a Corvette which you would be interested in having judged or would like to judge at this event, please contact John Ballard now so we can get a start on the event. John's contact number is 1-502-905-3942. We only have a few weeks to find vehicles and judges.

A judging school will be held at Joe Eyl's garage on August 15<sup>th</sup> at 4:30 PM looking to determine if a Corvette should be able to partake in star judging and the procedure to make this happen. The August chapter meeting will be held on this date immediately following the judging school at 6:30 PM. Joe's address is 5851 Allison Avenue, Fairfield Township, Ohio 45011. Please contact Joe at [joeeyl@aol.com](mailto:joeeyl@aol.com) if you will be attending so that he is prepared for the crowd.

I will be attending Corvettes At Carlisle again this year held on August 24-26. My vendor spaces are B8-B11. If you will be attending this annual Corvette event, please stop by for a cold water or to rest in a shady spot.

This month I would like to welcome our newest member to our Chapter, Owen Taylor from Mainville, Ohio. I look forward to seeing you at future meetings and events. Welcome Owen!

Enough of my rambling. See you all at Joe's and remember to drive those Corvettes.

### **2023 QCNCRS OFFICERS**

Chairman:	Tom James (513) 377-8182 7329 Southpointe Drive Cincinnati, OH 45233 <a href="mailto:toyvett1@fuse.net">toyvett1@fuse.net</a>
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Treasurer:	Barb Hilbert (513) 738-1493 3663 Layhigh Road Hamilton, OH 45013-9509 <a href="mailto:g.hilbert@zoomtown.com">g.hilbert@zoomtown.com</a>
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## **Fun Facts ..... Tom James**

As with previous Corvette reboots, wild rumors swirled around the C6 in the years and months before its official unveiling at the January 2004 Detroit Auto Show. Erroneous published speculation included predictions of all-wheel drive, a return of the C4's DOHC LT5, a de-contented SOHC version of the LT5, and even V-10 or V-12 power to rival the Dodge Viper RT10. In the end, the C6 turned out to be a refined progression of the C5 package. Critics wrote that the car should have been designated "C5.5", a snub aimed at its lack of radical change.

Which came first, the Cadillac XLR or the C6 Corvette? Time has obscured the fact that the luxurious 2004-2009 Caddy sports car debuted the C6's basic chassis and suspension (105.7 inch wheelbase) more than a year before it appeared wearing Corvette skin. During the XLR's launch, Corvettes were still based on the C5 structure (104.5 inch wheelbase). Another way of putting it is that the C6 Corvette borrowed the XLR's platform. Both cars were built simultaneously at Bowling Green, even though the 2005 switch from C5 to C6 undoubtedly streamlined the manufacturing process.

## **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. The steering wheel of 1977 Corvettes were removed 2 inches, 3 inches or 4 inches closer to the dash?
2. What was the first year for two-toned exterior paint? 1956, 1958 or 1978.
3. The passenger “grab bar” on the dash top was not featured in 1967 Corvettes. True or False.
4. Mufflers or side pipes were available in 1966. True or False.
5. How many fuel injected Corvettes were built in 1957? 240, 600 or 1,640.
6. The 1990 CD/stereo system required electronic security code input after battery disconnect to discourage theft. True or False.



## **July QCNCRS Meeting Minutes**

..... Tom Smith

**Date: July 18, 2023**

**Location: Factory Hot Rods, West Chester, Ohio**

Tom James, Chairman, welcomed everyone to the meeting and thanked Noel Grace for having us.

Tom reminded us we are close to the National Judging Event and that they have 159 cars to judge this year. That's 50 percent more than last year. We have an issue with the Club Chapter Meet this year. Apparently, it did not get publicized in the Driveline magazine so we will have to make changes. The meet is a requirement. John Wagoneer will make a sticky note electronically so we will have enough judges and cars participating in this event. Thank you, John.

Has anyone looked at the website recently? John and George have done a great job with it. Tom asked that everyone please send pictures of their cars to George Denman for the website. Your personal information will not be disclosed. We currently have 15 cars now. Tom stated that he would like a counter added to the website to track how many people visit the site. Tom asked if there were any other questions about the website.

Terrie James stood in for Barb Hilbert to perform the financial report. A motion was made, and it passed.

Terrie James, Membership Chairman, asked everyone to sign the attendance sheet. We had one member leave us and one new member join for a total of 92 members.

Joe Eyl, Historian, stated that we are going to have a judging school next month before our regular meeting at 4:30 PM at Joe Eyl's house. Parking is tight so please use the church lot located next door, and please do not walk on the lawns nor park on the sides of the street. The judging school will be on bow tie judging of cars. You will get 1 point for attending. Joe also asked for more tech articles for next year.

Terrie James asked if we are going to have another road tour to be held in conjunction with the Chapter picnic. We have fulfilled this requirement so we will not do it again until next year.

## **July QCNCRS Meeting Minutes**

..... Tom Smith (continued...)

Tom James took over and asked if anyone had ideas for meeting locations. Still trying to get into Harry Yeagee's place. Kathy Plummer offered her place for November. Other suggestions were made and will be considered.

Tom James introduced Noel and asked him to explain a little of what he does in his shop. Noel took the floor and started talking about the chassis he builds, and specifically about the front and rear caster, camber, and toe. He is the only one that stretches these cars so taller people can drive them comfortably, this way the seat can go back up to 8 inches from factory. He also explained engine choices are the customers decision. One example they had an LT5 with about 800 HP and the other car had an LS with about 550 HP. He builds these cars with a lot of technology in them so that customers are comfortable and can get the most performance out of the car, even if they are not a professional driver.

Split the pot was drawn and the meeting adjourned.

**QCNCRS July Meeting Photos**



**QCNCRS July Meeting Photos**



**Visit our Facebook page!**

<https://www.facebook.com/groups/www.qc.ncrs.org/>

**QCNCRS July Meeting Photos**



**QCNCRS July Meeting Photos**



**QCNCRS Road Tour to French Lick**



**QCNCRS Road Tour to French Lick**



**QCNCRS Road Tour to French Lick**



**QCNCRS Road Tour to French Lick**





**QCNCRS National at French Lick  
Awards**



Jerry Hilbert accepting the QCNCRS Top Flight award for 2022.



Ed Baucher accepting his blue ribbon for achieving Top Flight for his 1962 Convertible.



Ed and Vicky Baucher in their 1962 Top Flight Corvette.

**QCNCRS National at French Lick  
Judging**



**QNCRS @ National at French Lick**



**QNCRS @ National at French Lick**



**QNCRS @ National at French Lick**



**QNCRS @ National at French Lick**



## Technical Article

### Wheel Cover Design Changes for the 1953-1955 Corvette

By: Bill Mulder

Recently, an ad appeared for 'original' 1954 Corvette wheel covers on eBay and the wheel covers did not have the traditional flippers which prompted this summary. There were essentially 3 different versions of the wheel cover and what wheel cover belongs on what car depends on what time period the car was created.

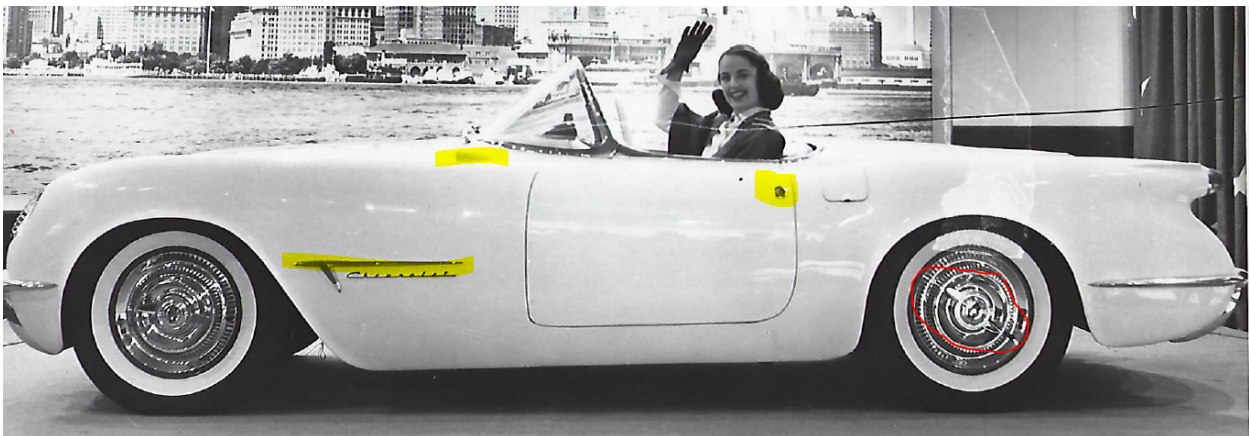
#### Temporary Belair passenger car wheel cover (cars 1-20?)

This was placed on the first approximately 20 cars until flipper wheel covers came available. We know this because of an early photo of the 10 early Corvettes lined up for view, photographing and driving by journalists and the cars had passenger car wheel covers.



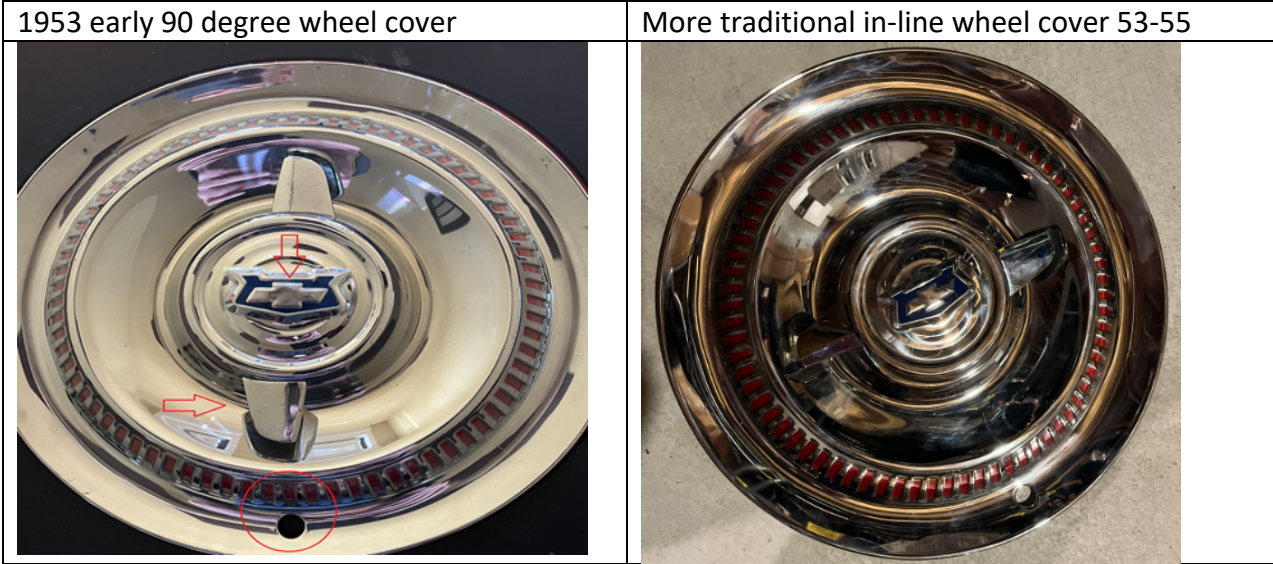
#### Version 1 the 90 degree flipper

The very first version was a wheel cover with the Chevrolet Bowtie at 90 degrees from the flippers which was on the two Motorama cars. Below you can see this is a Motorama car as it has an external door 'pushbutton' that was not placed into production as well as the door missing its side trim, the front fender trim is mounted upside down and the fender vent that did not come until 1956. If you look close, you can see the 90 degree flippers.



We do know that the Motorama wheel cover with the 90-degree flipper was placed into production but we do not know when it stopped. Russ Howay has car #68 and it has the 90-degree flippers so likely sometime after car 68 the wheel cover changed.

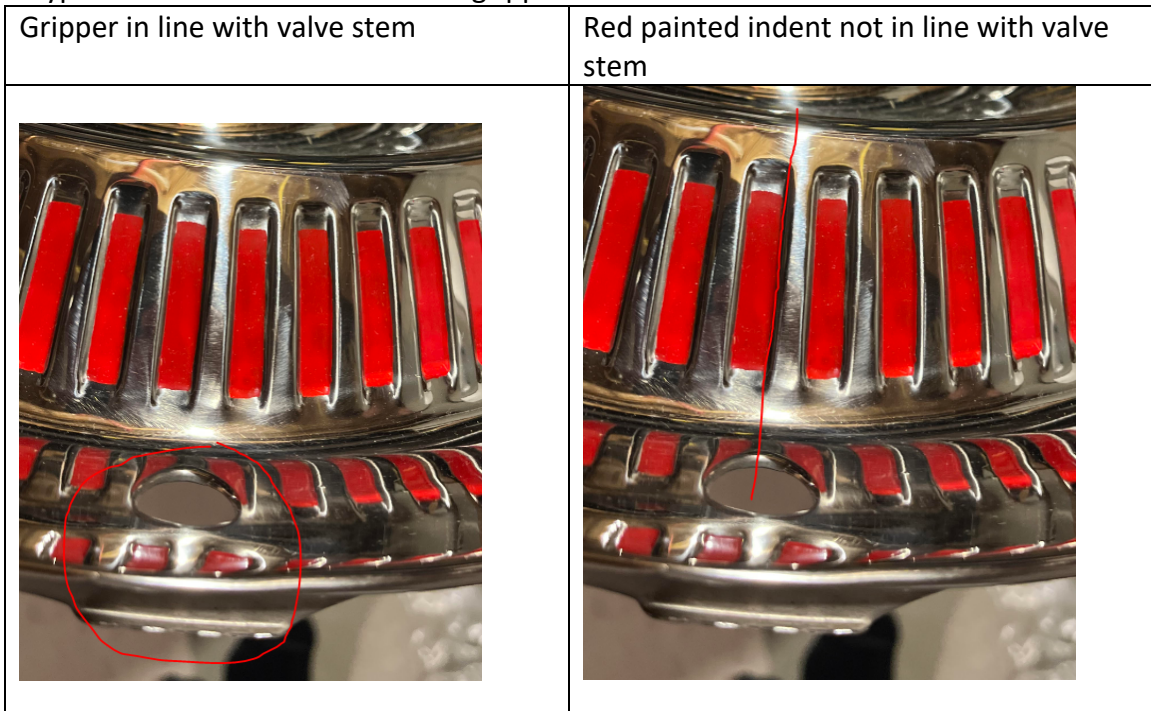
Below is an original 90-degree flipper wheel cover made by the Lyon manufacturing company. Note the flippers are not lined up with the bowtie emblem. Also, for later reference, note that the red painted indentation lines up with the valve stem.



**Version 2 production (cars 70-300 in 53 and some in 54).**

The wheel cover was changed from the 90-degree flipper to the wheel cover with the flipper in line with the Chevrolet Bowtie. This wheel cover has the 'grippers' that held the wheel cover onto the wheel in-line with the valve stem causing some problems which resulted in a change. Also, for some odd reason the red painted indentation does not line up with the valve stem as it did with the original 90-degree flipper wheel cover.

Below is a typical '53' wheel cover with the 'gripper' and valve stem in line and red indent not in line.



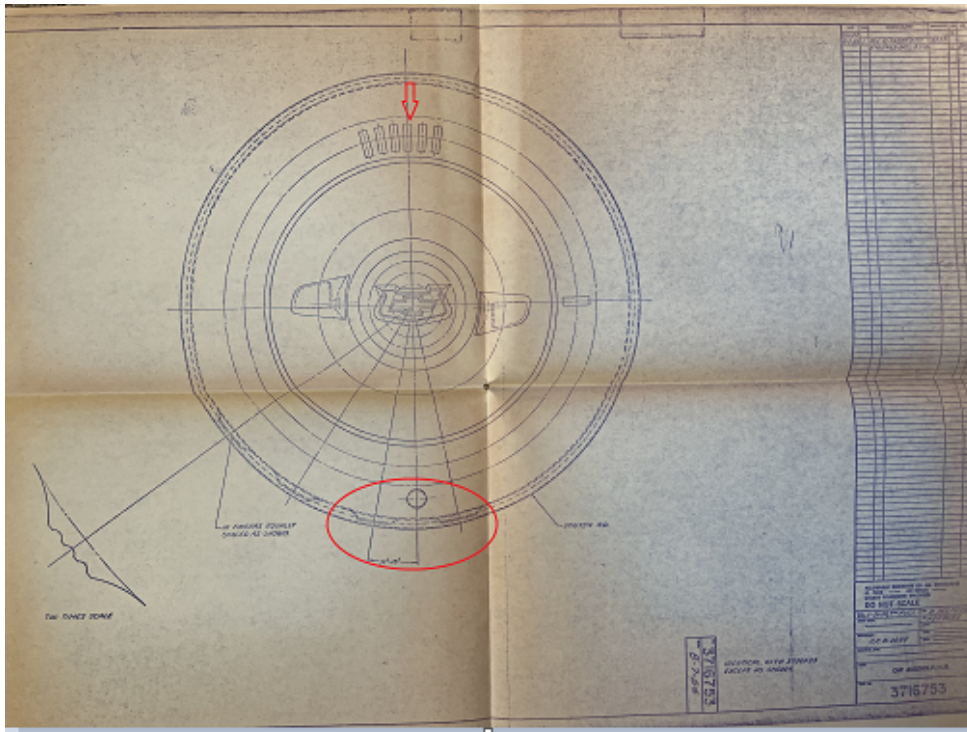
### Version 3 late 54 and all of 55

**Gripper moved to not be in line with valve stem and the red painted indent lined up with valve stem.**  
Eventually, the design was changed and the gripper was moved to not be in line with the valve stem. Also, the red painted indent was lined up with the valve stem.



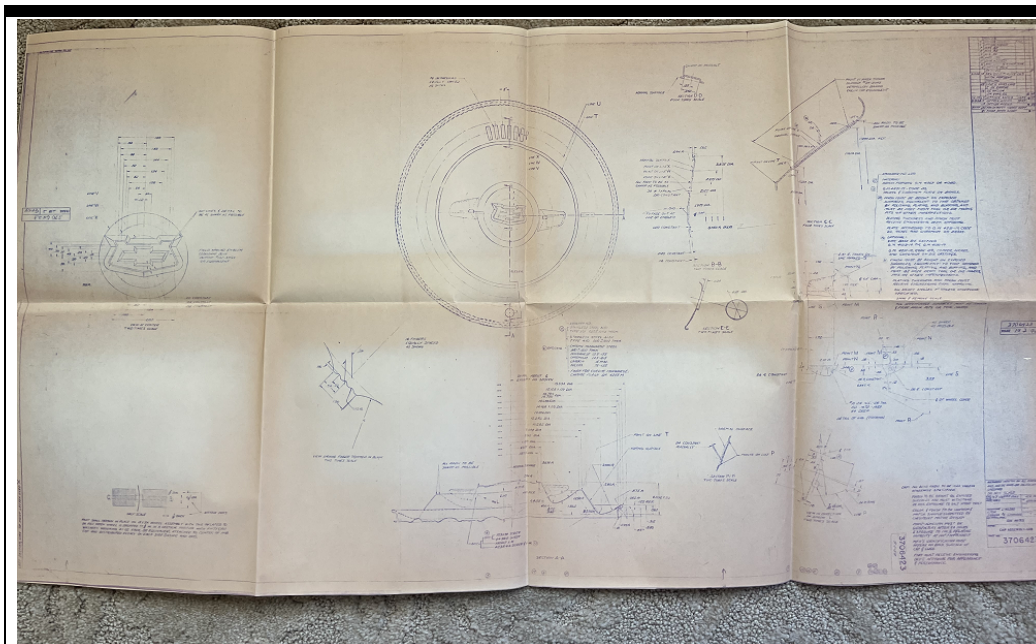
### When did the change occur?

I have an original set of plans dated 8/7/54 and states it is the same as plan 3706423 except as shown. This is the first plan that shows the red painted indentation in line with the valve stem and the gripper not in line with the valve stem.



Note that the plan refers to the predecessor plan below which is a much larger and detailed plan refers to initial drawings in March of 1953 and states there are 5 changes. It appears there were other changes from 53 to fall of 54 when these versions were approved.

The fall of 1954 plans indicate there is a 3<sup>rd</sup> intermediate step wheel cover between what most people consider to be the 53 wheel cover and the 54-55 wheel cover.



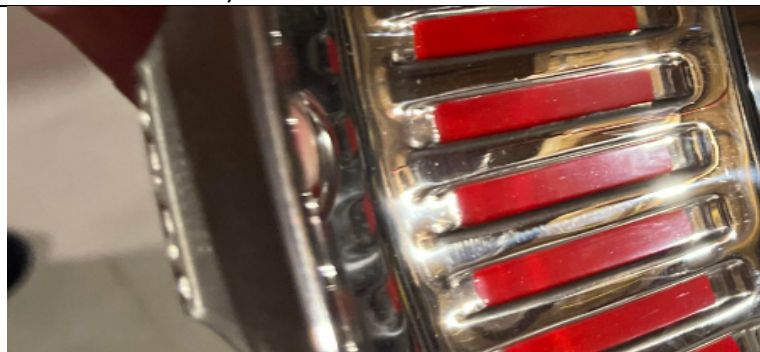
The NCRS judging manual which states there are only two primary designs. First, the 53 wheel cover with the gripper in line with the valve stem and the red painted indentation is not lined up with the valve stem. The second design is the 54-55 wheel cover that has the red painted indentation and the valve stem in line and the gripper moved offset from the valve stem.

However, there may be a 3<sup>rd</sup> group of wheel covers out there with a mix of 53 and 54-55 attributes. Below is an example of what should not exist. Note the gripper lines up with the valve stem (53 design) and the red painted indentation lines up with the valve stem (54-55 design).

Note red indent line points straight at valve stem



Note valve stem and gripper are in line also (which should not occur)



This is an example of what is likely a short-lived change as the wheel cover evolved with the car.

### Why did the grippers get moved?

Corey Peterson provided the following photos to support his belief that the change to move the grippers was because GM knew in the fall of 54 that the new 55 wheel was coming out and the new wheel had nubs on the rim for the new passenger car wheel cover. He believes the location of the grippers would hit the

nubs making it difficult to remove the wheel cover. As proof, note the new 1955 wheel with tape marking the location of the nubs:



Note that with a 1953 through fall of 1954 style wheel cover, the grippers do hit the newly created nubs for the 1955 wheel.



By changing the location of the grippers, they do not hit the nubs for the new 1955 wheel cover.


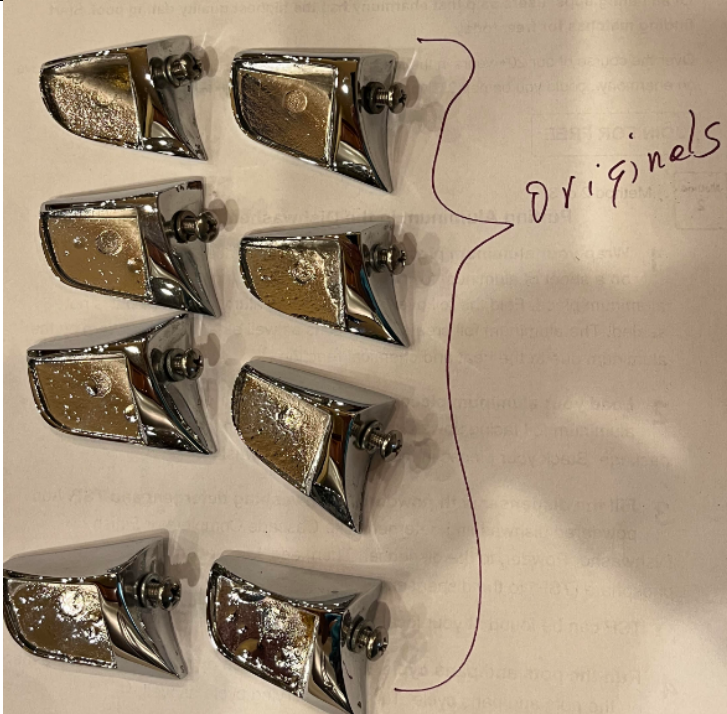




It seems much more likely that the grippers were moved in the fall of 1954 to accommodate the new 1955 wheel that had newly added nubs. If there was a problem with the valve stem, a change would likely have occurred earlier than fall of 1954. Also, Lyons Manufacturing was the world's largest manufacturer of wheel covers having started making them in the 1930s. It is unlikely they would have made a rookie mistake and located the grippers in such a way to affect the valve stem.

### Real or reproduction flippers?

On the left is a reproduction flipper that has the Corvette Central logo ever so faint on it. The round 'mold mark' appears on original and reproduction flippers.

Corvette Central Reproduction	Originals
	

### Original or re-issue hub caps

The seller on EBay states these are new and original 1953-55 wheel covers but they have no flippers or any indentation to install the flippers. This is because GM re-issued these in the 1970s but because of Ralf Nader and safety, GM did not place flippers on the wheel covers. So, they would be service replacements.



There are experts that will indent these wheel covers to make a 90-degree flipper or to make the more traditional wheel cover with the flippers in line with the Chevrolet Bowtie. However, they are different from the originals as the originals have indented on the rim the words "PAT PEND", "PATENTED", "LYON" (the manufacturer) and "WHEEL COVER". The GM replacements do not have these marks.



### Conclusion

The car went through a lot of changes, and this is just one example of the amount of change. To date a wheel cover by determining if the red painted indentation lines up with the valve stem may be harder than one thinks as there were several design changes. And if you find a 90-degree flipper wheel cover, you can determine if it is original by looking for the manufacturer's name on it.

## **QCNCRS Judging School**

QCNCRS will host a judging school to be held at Joe Eyl's garage on the 15 of August at 4:30 pm. We will look to determine if a Corvette would be able to partake in the star judging and the procedure to make it happen. We will look at both a 4-Star and a 3-Star Corvette.

The August Chapter meeting will be on the same date at 6:30 p.m. immediately after the school and held at the same location.

Joe's garage is located at 5851 Allison Avenue, Fairfield Twp, 45011. Allison Avenue is 1/2 mile past the Butler County Fairgrounds on Route 4, the north side of Hamilton; it is on the left side of Route 4. Joe's garage is 1/3-mile down Allison on the left. Parking is limited with availability to park 10 Corvettes at Joe's house. Other vehicles can park in the church lot next door. You are not allowed to park on the sides of the road. If you do so you will get a ticket and they enforce this a lot.

Hope to see you at this event.

Joe Eyl 8722  
5851 Allison Avenue, Fairfield Twp. Ohio 45011  
513-896-9563 home  
513-505-5846 cell

## Chapter Picnic

Just a reminder that Sunday, September 17th, is our Chapter picnic at the Horsepower Farm, 2227 Trinity Drive, Middletown, Ohio 45044 at 12:00 noon. All members and their spouse/guest are invited to attend.

Lunch will be served at 1:00 p.m. Each member attending is asked to bring a covered dish to share. The meat and drinks will be supplied by the Club. Please remember to bring a chair. Hope to see you there!

Terrie James  
Membership Chairman  
Queen City NCRS



## QCNCRS Club Shirt Ordering



**Pricing and shirt options are changing.**

**For information on Club Shirt pricing, colors and sizing as well as to place an order please contact Terrie James at [tmjames7329@gmail.com](mailto:tmjames7329@gmail.com) or 513-300-6411**



## QUEEN CITY CHAPTER 2023 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. 2 inches. 2. 1956. 3. True. 4. True. 5. 1,640. 6. True.