



The Side Draft

Volume 32, Issue 8

August 2025

Chairman's Message..... Tom James

Wow, here we are in the last part of the summer. Where has the year gone? Our activities have been a success with the swap meet, cruise and steak dinner to the Shriner's of Southeastern Indiana, which was well attended, and next up our annual picnic which is just over the horizon.

Last month we were welcomed to George and Linda Swartz's home. George injured his back a couple of days before the meeting at his house. We wish George a speedy recovery. As usual, the meal was off-the-charts. Linda had an assortment of desserts any restaurant would be envious of, with side dishes that were excellent. Thank you, Linda, for your hard work; the members appreciate it. An additional thank you goes out to Chris Clemmons for his mac and cheese casserole and to Carol Burkhardt for her cowboy caviar. I had no idea Chris was so talented in the kitchen. Thanks to both of you for your efforts.

As I mentioned, the annual picnic at the Horsepower Farm in Middletown, Ohio is coming up on Sunday, September 21st. As usual, the Club will provide the meat and drinks with Club members bringing a side dish to share. Every year the ladies knock it out of the park

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August Meeting Information

Date: Tuesday, August 19, 2025

Time: 6:30 PM

Location: Kelsey Chevrolet
1105 E. Eads Parkway
Greendale, Indiana 47025
(Meeting will be held in the Body Shop Drive-Thru)

Phone: 812-777-5357

We will be discussing the future of our swap meet versus the potential of a bourbon raffle. Please plan to attend this meeting to cast your vote on this endeavor.

Please remember to bring a chair and drive your Corvette.

QCNCRS Website Information

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

Webmaster: George Denman 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.

Chairman's message – continued

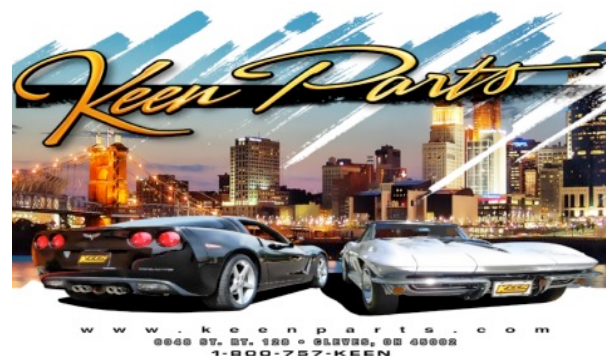
with their own creations of the best of their family favorites.

I guess I need to move on to Club business since all I have talked about so far is food. I should not write a newsletter when I am hungry.

An item of business was brought up at the last meeting about the swap meet. Swap meets in general have lost some of their popularity since COVID. Ours has been much the same way in that the door attendance has dropped about 50% over what we did in past years. I am not sure if the culprit is due to the three (3) years that we did not have one, or that we changed venues. Either way, we need to address the issue. With what it takes to put on the swap and what we make, it is not what it used to be. Yes, we still sell enough Shriner raffle tickets to give them a \$4,000.00 donation, but the swap barely produces enough revenue to pay the Club expenses for the year. Over the past couple of years, we have rounded up our total to give to the Shriners to make it a round number. This number is under \$500.00 which the membership has unanimously voted to do. I have no problem with what the members wish to do. My concern is that we need an activity that produces the income to support our yearly expenses which are around \$2,500.00 to \$3,000.00. A suggestion was made to have a car show at the Horsepower Farm in the fall of the year. This would be a large undertaking with rental of the park and the amount of volunteers needed to register, judge, and sell food, let alone the weather factor that could kill the day. George Denman brought up the fact that his parish car show had a bourbon raffle this year. They raffled a variety of rare bourbons not readily available to the public. This year they had 12 bottles with the cost up front being \$1,200.00. They sold 200 tickets for \$50.00 each ticket which generated \$8,800.00 net profit. I need the membership's input on this endeavor to move forward or not. We could still do a ticket raffle for the Shriners as a combination, or not. It is up to you, the members, so come to the next Chapter meeting on Tuesday, August 19th at 6:30 PM at Kelsey Chevrolet, Greendale (Lawrenceburg), Indiana, in the Body Shop Drive Thu, to give your opinion.

2025 QCNCRS OFFICERS

Chairman:	Tom James (513) 377-8182 7329 Southpointe Drive Cincinnati, OH 45233 toyvett1@fuse.net
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Lastly, we welcome another new member, Michael Shook, to our group. I hope to see you at our future meetings. Welcome Michael!

Save The Wave!

Tom



Visit our Facebook page!

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

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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. What was the last Corvette to feature an exterior trunk? 1960, 1962, or 1967.
2. When were aluminum heads first available to the public 1960, 1967 or 1969.
3. Roof panel carriers for the exterior were optional or standard in 1982’s?
4. The last year for fiberoptics light-monitoring system was 1967, 1968 or 1971.
5. A white interior was offered as an optional color in 1960 Corvettes. True or False.
6. What was the first year Corvette came out with over 400 h.p. engines? 1965, 1969, or 1979.



Fun Facts Tom James

A controversial OnStar addition in 2009 was a Remote Ignition Block feature. Although the program was certainly helpful in immobilizing Corvettes that had been officially reported stolen, naysayers wondered how long it would be until rightful owners, behind a payment or two, might also be shut out. In the end, technology is certainly here to stay.

Ever since rising insurance premiums helped kill the first muscle-car era (1964-1971), insurance companies have asserted that high-performance machines are more likely to be involved in accidents than less powerful models. Thus, when OnStar announced in 2011 that it was harvesting in-car GPS data pertaining to speed, location, driving habits, and more and selling it to third parties, many assumed that the insurance industry would use the data against performance-car buyers to justify increased rates.

A few weeks after On-Star's 2011 data-harvesting announcement, the outcry from subscribers and privacy advocacy groups forced a cancellation of the plan. Even though OnStar claimed it planned to keep the data anonymous, it was certainly possible that insurance-industry monitors would spike every time a C6 owner enjoyed a First-gear blast of fun late-night drive on a deserted stretch of highway.

July QCNCRS Meeting Minutes

...Kenn Bragg

July 15, 2025

George and Linda Swartz's Garage

Tom James, Chairman, called the meeting to order at 7:25 PM. Tom thanked the Swartz's for hosting the club at their garage. He also thanked Steve Henson again for hosting last month's meeting.

Next, Tom reminded the Club that we have booths B 8-11 at the upcoming Corvettes at Carlisle event, August 21st through August 23rd. We had 16 cars attend the club cruise event at Shinner's in Southeastern Indiana. We had a nice turnout and the weather was great. We will do see about doing it again in September. While at the dinner and cruise we had three (3) people ask about joining our club.

Tom then talked about the car show at Fernbank Park called "Rollin' on the river" on Sunday, July 27th. There usually are upwards of 1000 cars there for the show.

Next, Tom asked about Top Flight. Steve Henson, Flight Program Administrator, and Joe Eyl, Historian, relayed to the Club that all criteria has been met and sent into the National NCRS. They also stated that we are starting on next year's requirements. We will have a tech event coming up and details will be coming soon on this. Finally, they stated that there will be a judging school after our Chapter Judging event in October.

Skip Polowy, Judging Administrator, then spoke about several judging events. He started with the Fort Wayne event; 10 cars were judged. Our members judged four (4) C1's. This was followed by a "great" seminar on fiberglass repair, repairing and restoring C1's. Currently we only have two (2) cars registered for our October Judging meet; one (1) C1 from northern Indiana and one (1) C2 from Lexington Kentucky. Several of our members committed cars for the event. We have five (5) judges committed to the meet; however, we need several more. We expect seven (7) cars in total.

Tom James then read the financial report line by line for the Club in Jamie Schworer's, Treasurer, absence. The report was motioned and seconded for acceptance. The motion was approved with no opposition.

July QCNCRS Meeting Minutes

...Kenn Bragg (continued...)

Next on the agenda was the annual swap meet. With attendance slowly falling off, we discussed alternative ways to raise money for the Shinner's Hospital for Children. George Denman suggested doing a Bourbon raffle. George is spearheading this and will report back at the August meeting. He suggested possibly doing two raffles per year moving forward.

Tom James mentioned the upcoming National NCRS meeting this year. Several members were interested in going.

Terrie James, Membership Chairperson, reported that we have lost a member due to personal reasons. We did have a new member join the Chapter, so we are still at 88 members. Terrie then told us she is working on member name badges for meetings and events. A motion was put forward and seconded. The motion passed with no opposition.

Skip then talked about the Heart of Ohio tour to covered bridges in Northern Ohio. Four (4) of our members attended the Heart of Ohio cruise.

Tom James then asked if anyone had a suggestion for next month's meeting location. Several suggestions were made.

Split-the-pot was drawn, and Tom James then closed the meeting at 8:25 PM.

QCNCRS July Meeting Photos



QCNCRS July Meeting Photos



QCNCRS July Meeting Photos



QCNCRS July Meeting Photos



TECHNICAL ARTICLE

1984-1987 Brake Overhaul

Corvettemagazine.com, August 12, 2024, by Tommy Lee Byrd

Submitted by : Terrie James

With the C4 Corvette nearing the 40-year mark, there are many systems that need attention, especially if your project has sat dormant for longer than a few months. The braking system is one of the first places to look for problems after long term storage, as moisture and corrosion wreaks havoc throughout. The result is often faulty calipers with stuck pistons, or swollen brake hoses that restrict the flow of fluid. Either of these issues can cause one brake to grab more than the other, which causes the car to dart under braking, or it can cause the brake to lock up completely. Luckily, Zip Corvette offers a remedy for this common problem: the [1984-1987 Corvette Brake Overhaul Kit](#).

This kit includes rebuilt brake calipers for all four corners, new brake pads, DOT 3 brake fluid, rubber flex hoses and the necessary washers and retaining clips. While it was apart, it is a convenient time to address other aspects of the braking system, so we installed new front brake rotors and new rear brake rotors. New rotors are an affordable option that slide into place easily and provide a completely fresh braking system.

Our subject is a 1987 Corvette, which has been featured on the [Sleeperdude YouTube Channel](#). This car sat for many years before Sleeperdude got his hands on it. The tuned-port engine was brought back to life, but the car still needed some serious mechanical attention to be road worthy. Sleeperdude installed the [1984-1987 Corvette Brake Overhaul kit](#) in his shop, utilizing a drive-on lift and air jack, but this install can easily be performed with a floor jack and jackstands in your garage or driveway. Simple hand tools are all that's needed, and you can expect to spend a weekend doing all four corners.



001-The 1987 Corvette had been sitting for many years and the brakes were no longer functional, due to internal corrosion. As you can see, it has plenty of external corrosion as well.



002-Because of the rust, some of the fasteners were difficult to remove. The brake line fittings were the worst, requiring heat from a handheld torch to loosen.



003-With the brake line loosened at the frame mount, the caliper, mounting bracket and brake hose are removed as one unit.



004-An impact with a 15mm socket and 17mm open end wrench are used to break the bolts loose that hold the caliper to the bracket. This could be accomplished with hand tools if the caliper and bracket were still attached to the car.



005-The brake rotors were seized to the hub, due to many years of rust. A hammer is used to break the rotor loose from the hub.



006-The new [Front 84-87 Front Brake Rotors](#) get a bath in brake cleaner before installation. This removes the packaging oil and provides a clean surface for the pads to grab when it's time to hit the pedal.



007-It's a good idea to wear gloves when dealing with brake components. Installing the new rotors with gloves prevents surface rust from the moisture on your hands. The rotor simply slides into place.



008-The caliper bracket is bolted to the spindle using the original hardware. Then, the new brake pads from the Brake Overhaul Kit are installed.



009-Sometimes, the piston in the brake caliper is protruding slightly, so a C-clamp is used to push the piston all the way in.



010-It is naturally a tight fit but sliding the new calipers over the pads should not require excessive force.



011-17mm open end wrench is used to hold the guide pin, while a 15mm wrench is used to tighten the original caliper bolt.



012-The new front brake hoses come with new washers, which are placed on either side of the fitting block. The original banjo bolt is threaded into the caliper and tightened with a 13mm wrench.



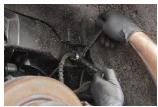
013-The other side of the brake hose fits into the stock location with a new retaining clip and then the hard brake line fitting is installed. A 12mm wrench is used on the hard line fitting and 16mm wrench is used on the flex hose.



014-With new rotors, calipers, pads and hoses, one corner of the 1987 Corvette brake overhaul is complete. We will wait until all four corners are complete to bleed the system.



015-Moving to the rear, we have a similar setup, but it appears to have less rust than the front. Regardless of the exterior appearance, it's time for new components.



016-The brake line connection at the frame is typically the toughest, so that's what is tackled first. This requires a 12mm wrench on the hard line fitting and a 16mm wrench on the rubber flex hose.



017-Instead of removing the caliper and bracket as one unit, we try a different approach by removing only the caliper first. This is accomplished by loosening the 15mm bolt, while holding the guide pin with a 17mm wrench.



018-After sliding the original rotor off the hub, we can inspect the internal parking brake for any damage. Since everything checks out, we can proceed with the install.



019-Brake cleaner and a fresh pair of gloves prepare us for the [Rear 84-87 Rear Brake Rotor](#) install. The new rotors slide over the studs easily.



020-The brake caliper bracket is installed and tightened, and then the new brake pads are installed in the bracket. Finally, the new caliper is installed over the new pads.



021-A 15mm wrench is used for the caliper bolt, and a 17mm wrench holds the guide pin to tighten the calipers.



022-The rear brake hose has a long steel section on the side that attaches to the caliper. It comes with new washers, and we retain the original 13mm banjo bolt.



023-Now the frame side of the brake hose can be installed and tightened. A new retaining clip slides into place to hold the hose to the mount.



024-The final steps are filling the system with fresh [DOT 3 Brake Fluid](#) so it can be bled to remove any air in the lines and calipers.



025-A 10mm wrench is used for the bleeder screws. We start with the furthest corner from the master cylinder (passenger rear) and work our way to the driver rear, passenger front and driver front.



026-It is important to bed-in the new rotors and pads. This is accomplished by a series of decelerations. Start with a few runs from 35 miles per hour to 5 miles per hour, then from 50 miles per hour to 5 miles per hour without coming to a complete stop.

Evolution of Corvette Tires

Reprinted from Corvette Central

Keeping up with the Corvette's incarnations through the years has meant changes in the tires, from simple bias-ply to radial styles, with each generation increasing size, traction, and performance to match the evolving Corvette bodies' requirements. Follow the story of how the tires changed and were adapted for each generation.



C1 - 1953-1962

America's Sports Car has evolved in many ways through the years, and a special part of the high-performance formula is traction. Every legend starts somewhere, and the Corvette began with bias-ply [tires](#) with a contact patch of less than five inches. The 6.70-15 bias-ply size remained the same for the entire first generation of Corvette production from various brands during that first decade. Goodyear, BFGoodrich, Firestone, and others were available, and the only other variances came with the width of the whitewalls. Early C1 Corvettes used the widest whitewalls, sometimes as wide as three inches, but these [whitewalls](#) got incrementally smaller year by year. Finally, in 1962, a significant change occurred across all American auto manufacturers, resulting in a transition to one-inch whitewalls. Black wall tires were also an option in 1959-1962.



C2 - 1963-1967

Although the [C2](#) had an outstanding chassis update, it retained the 6.70-15 [bias-ply tires](#) from the previous generation. As horsepower increased, a lack of traction became a real problem. The initial solution involved a new tire size, which provided a slightly shorter sidewall and a wider contact patch. Introduced in the 1965 model year, the 7.75-15 size became the standard tire size for the Corvette. In terms of sidewall styling, the one-inch [whitewall](#) remained in the lineup from 1963 to 1965, then reduced to 5/8-inch for 1966-1967. The 1965 and 1966 models offered special gold stripe tires. By 1967, the gold stripes had become red, and the 7.75-15 sizing remained in place for the final year of C2 production. Black wall tires were also an option in 1963-1965 (Option Code P91)



C3 - 1968-1982

When the major body redesign took place for the 1968 production run, a significant improvement resulted from the physically wider body, allowing the car to accommodate a wider tire and wheel combination. At this point, there was also a nationwide transition from standard [bias-ply](#) sizing nomenclature to alphanumeric sizing. The 1968 Corvette rolled off the assembly line with [F70-15](#) tires, and this size remained in place until the transition to radial tires in 1973. [GR70-15](#) became the standard size for Corvettes until 1977 when P-metric sizing nomenclature gained popularity in the American market. 1978 through 1982 Corvettes features [P225/70R15](#) tires, while an optional P255/60R15 increased the contact patch significantly. Sidewall styling during the [C3](#) era changed drastically, with pinstripe whitewalls and red stripes being popular early on and raised white letters coming in strong for many years.



C4 - 1984-1996

One of the most significant changes in Corvette tire technology occurred with the introduction of the high-tech [C4](#) in 1984. This all-new chassis required a positive offset wheel and a revolutionary tire size that mimicked supercars of the era. The P255/50VR16 was the first high-speed-rated tire for the Corvette, marking the first deviation from the standard 15-inch wheel diameter. These tires remained standard equipment until 17-inch wheels came along as a Z51 and Z52 option in 1988. The 17s would become standard the following year, utilizing P275/40R17 sizing until 1992, when most Corvettes left the factory with staggered P255/45ZR17 and P285/40ZR17 tires. From 1990 to 1995, the famous [ZR-1](#) featured giant P315/35ZR17 rear tires in combination with the 275 fronts for an unforgettable stance.



[C5 - 1997-2004](#)

Staggered tire fitment continued into the C5 generation, which featured a 17-inch front wheel and an 18-inch rear wheel. Standard sizing came in a [P245/45ZR17](#) up front and P275/40ZR18 out back for the entire [C5](#) run, except for the Z06 models, which featured a P265/40ZR17 front tire and P295/35ZR18 rear tire. The most significant revolution of the C5 era was the standardization of the run-flat tire, which had been optional a few years prior but became standard in 1997 with the introduction of the new [C5](#) platform. These tires have mixed reviews and often get replaced with standard high-performance radial tires. Despite the conflicting views on the tire, the technology allowed Corvette owners to safely drive to a service center for repair rather than swapping a spare tire onto the car.



C6 - 2005-2013

Like the C5 generation, the staggered tire and wheel size continued into the [C6](#) generation, this time utilizing an 18-inch wheel up front and a 19-inch wheel on the back. Standard tire sizes from 2005 to 2013 included [P245/40ZR18](#) on the front and [P285/35ZR19](#) on the rear. The Z06 used the larger P275/35ZR18 and P325/30ZR19 tires, and the 2010 -2013 Grand Sport editions used the Z06 fitments. The largest fitment in the C6 generation was available with the ZR1 [package](#), which increased tire size to P285/30ZR19 front and P335/25ZR20 rear.



[C7 - 2014-2019](#)

Starting with the 2014 model year, all Corvettes came equipped with Michelin tires straight from the factory. While many aspects of the [C7](#) generation changed, the tire and wheel sizes remained the same, with standard tires being [P245/40ZR18](#) at the front and [P285/35ZR19](#) at the rear from 2014 through 2019. The Z51 package featured slightly shorter sidewalls, stepping down to P245/35ZR19 tires at the front and P285/30ZR20 tires at the rear. The Grand Sport, Z06, and ZR1 [packages](#) all had the same tire sizes, with P285/30ZR19 tires at the front and P335/25ZR20 tires at the rear.



C8 - 2020-Present

The mid-engine [C8](#) Corvette featured the most extensive list of chassis changes of any car in the Corvette legacy, and once again, tire sizes changed to accommodate the new platform. Now, a standard Corvette rolls on P245/35ZR19 front tires and P305/30ZR20 tires, providing maximum grip for the potent package. The [E-Ray](#), [Z06](#), and [ZR1](#) share a tire size combination, using a P275/30ZR20 up front and a massive P345/25ZR21 out back.

Upcoming Events

QUEEN CITY NCRS CHAPTER EVENTS:

- *August 19, 2025 – Chapter meeting – Kelsey Chevrolet, Greendale, Indiana*
- *September 21, 2025 – Chapter Picnic – Horsepower Farm, Middletown, Ohio*
- *October 11, 2025 – Chapter Judging Event – Kelsey Chevrolet, Greendale, Indiana*

NCRS NATIONAL EVENTS:

- *September 7-11, 2025 - NCRS National, South Pointe Casino, Las Vegas, NV*
- *October 23-25, 2025 – Texas Regional, Frisco, TX*

CAR SHOWS AND SWAP MEETS:

August 1, 2025

- Small Tires After Dark Event, Edgewater sports Park, 4819 East Miami River Road, Cleves, Ohio

August 2, 2025

- Sycamore Township 15th Annual Car show, Robert L. Schuler Sports Complex, 11532 Deerfield Road, Sycamore Township, 9:00 AM-12:00 noon.

August 3, 2025

- 2nd Annual Ride and Roll Benefit Car Show For Youth Bowlers, Eastern Lanes, 6943 Coles Road, Middletown, Ohio, 10:00 AM-12:00 noon.

August 9, 2025

- Alzheimer's Association Benefit 24th Annual Car Show/Ft. Thomas Corvette Club, Hofbrauhaus, 200 E. 3rd Street, Newport, Kentucky, 8:30 AM-11:30 AM.
- 25th Annual Hot Summer Nights, Bellefontaine, Ohio, 6:00 PM-9:00 PM
- Harrison Car Show-Harrison Recreation Commission & Corvair Club Of Cincinnati, 100 Harrison Avenue, Harrison, Ohio, 10:00 AM-12:00 PM.

August 10, 2025

- 10th Annual Benjamin Oglesby Memorial Car, Truck & Bike Show, Brookville Town Park, Brookville, Indiana, 8:00 AM-12:00 noon.
- Caesar Creek Flea Market Car Show, Caesar Creek, 7763 OH 73, Wilmington, Ohio, 10:00 AM-3:00 PM.

August 16, 2025

- Woodward Dream Cruise! 16 mile radius of the historic Woodward Avenue, Berkley, Michigan, 9:00 AM-9:00 PM.
- 22nd Annual Ohio Asphalt Outlaws Show Down, Wolof Creek Rod & Gun Club, 6700 Derby Road, Dayton, Ohio, 9:00 AM-12:30 PM.

August 21-23, 2025

- Corvettes At Carlisle, Carlisle Fairgrounds, 1000 Bryn Mawr Road, Carlisle, Pennsylvania.

August 23, 2025

- Cars In The Park At Deer Park, Chamberlin Park, 7640 Plainfield Road, Deer Park, Ohio, 10:00 AM-1:00 PM.
- Bob Groh Memorial Car, Truck, & Motorcycle Show, Ohio Rural Heritage Festival, Main Street, Ripley, Ohio, 9:00 AM-3:00 PM.
- Old Junkyard Junkies Swap Meet, 1598 US 22, Washington Court House, Ohio, 9:00 AM-3:00 PM.

August 24, 2025

- Fayette Co. 32 Degree Mason Car Show, 118 E. Market Street, Washington Court House, Ohio, 10:00 AM-2:00 PM.

August 28-30, 2025

- Auburn Auction Cruise Plaza, 5634 Opportunity Boulevard, Auburn, Indiana.

August 29-30, 2025

- Springfield Swap Meet & Car Show, Clark County Fairgrounds, Springfield, Ohio, 7:00 AM-5:00 PM.

August 30, 2025

- Annual Cars & Pipes Car Show, Kroger Parking Lot, 1832 Declaration Drive, Independence, Kentucky, 10:00 AM-2:00 PM.

August 31, 2025

- Rodfathers Car Club Main Event 2025, Roberts Park, 2900 Park Road, Connersville, Indiana

November 20-23, 2015

- MCACN – Rosemont. IL

More Ohio local events: <https://www.olderide.com/events/state/ohio>

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 or 513- 300-6411



QUEEN CITY CHAPTER 2025 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.

Trivia Answers: 1. 1962. 2. 1960. 3. Optional. 4. 1971. 5. False. 6. 1965.