



The Side Draft

Volume 31, Issue 9

September 2024

Chairman's Message..... Tom James

Well, we have made it through the hottest days of summer in quite some time, but the cooler days are coming so we can get back to driving those cars without air.

August was a busy month for our Club. We started with our meeting at Lecia Calvert's Tomcat Classics and Street Rodd. We thank Lecia again for her hospitality in having the meeting on short notice. It was well attended and those who did attend enjoyed themselves.

At the meeting we laid out our plans to take a bus trip to the Gilmore Museum in October. We took a vote to see how much interest there was and gave specifics on the itinerary and cost. We needed at least 50 individuals to make this work due to the high cost of renting a bus and food arrangements. An email was sent out to all members on August 21st with a deadline of August 28th to respond so that reservations for the bus and food could be made as well as make down payments for the trip. Well, I am sorry to say that we had less than 15 people say they intended to go on the trip. We had a lot more interest at the three (3) meetings the topic was brought up. I wish we had more interest in these outings but I guess it just is not there.

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September Meeting Information

Date: Sunday, September 15, 2024

Time: 12:00 Noon

Location: Horsepower Farm
2227 Trinity Drive
Middletown, Ohio 45044

Wipe down your Corvette, fuel it up and attend this fun annual event with your fellow Club members.

Please remember to bring a chair

QCNCRS Website Information

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

Webmaster: George Denman 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

Skip Polowy has made a resume with his goals and intensions which will be published to all Region II members in the upcoming weeks. Voting starts on September 1st and ends on October 10th. Read about what Skip is going to do during his term if elected. When you receive the next Driveline Magazine, please read the instructions carefully to make sure your vote counts. There are two (2) ways members can vote, either by mail or electronically. Whichever way you choose, do so immediately before the deadline so you don't forget.

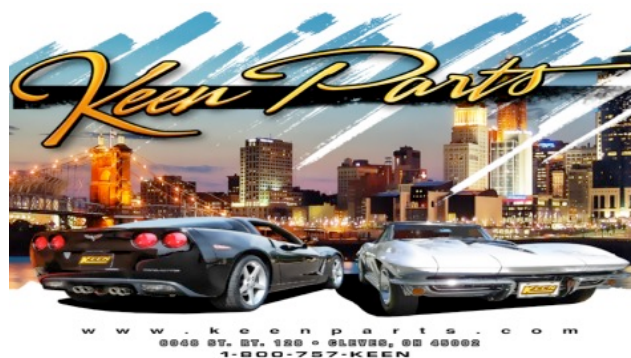
This month we welcome a new member, Doug Smith. Doug is a long-time Corvette enthusiast with many collector cars which both he and his son, Sam, enjoy. Welcome Doug. I hope you can attend our meetings.

Corvettes At Carlise was held August 23-25. It was well attended by our members. Those who stopped by for some shade and a place to rest made the day go fast on Friday afternoon. It was a great time. The NCRS tent was assembled with the help of our own Jerry and Barb Hilbert. It was a big hit with the entire crowd who attended the meet. There were vehicles represented from the early years to new ones for members to see the evolution of the Corvette, who designed as well as who built it. There were so many other sights to take in during the weekend that I do not have room in this newsletter to tell you all about them. Corvettes At Carlisle does not disappoint so if you have the opportunity to go I recommend the experience. You will be glad you did. Next year's dates are August 21-August 23, 2025. Mark your calendar now if you plan on attending.

The Club picnic is coming up in a couple of weeks on Sunday, September 15th at the Horsepower Farm, 2227 Trinity Drive, Middletown, Ohio 45044 at 12:00 noon. This is always one of our highest attended events. As usual, the plan is for each member attending to bring a covered dish to share with the meat and drinks being provided by the Club. This year will be a bit different than years past. Instead of fried chicken we will be grilling out thanks to Keith Eve and Kenn Bragg. For those members who wish to attend the road tour, it will convene at Graeter's Ice Cream, 7651 Cox Lane, West Chester Township 45069 between the hours of 9:00 AM and 10: AM for the drive to the Horsepower Farm. Please email Jerry Hilbert at g.hilbert@zoomtown.com no later than Friday, September 15th if you plan on attending the road tour. So bring your Corvette and your appetite for a great afternoon of fun.

2024 QCNCRS OFFICERS

Chairman:	Tom James (513) 377-8182 7329 Southpointe Drive Cincinnati, OH 45233 toyvett1@fuse.net
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Chairman's message – continued

On a sad note, on August 26th Gary Mortimer passed away. Gary was one of the founders of the NCRS. Gary was inducted as a Hall of Fame member at the Corvette Museum and was a Hall Of Fame member of Bloomington Gold. The NCRS owes a debt of gratitude for his pioneering spirit to make this organization what it is today. His NCRS member number was 1. We wish to express our condolences to the Mortimer family at this difficult time.

Save The Wave!

Tom

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. What was the first year for a day/night mirror? 1961, 1963 or 1965.
2. The 1970 and 1971 Corvettes were very similar in design. True or False.
3. A part of the design concept for the 1984 was the “clamshell” hood which includes the tops of the fenders. True or False.
4. Where did exhaust exit on 1961 Corvettes. Through the body, under the body, or in front of the rear tires.
5. The 1980 Corvette was assembled in St. Louis or Bowling Green.
6. Seventy series tires were standard in 1979. True or False.



Fun Facts Tom James

Did Sting Rays really fly? They sure did. The Sting Ray was the first Corvette designed with the aid of a wind tunnel. But one critical detail didn't make it to production, with nasty consequences for racers. The twin simulated hood vents that appeared on production cars were supposed to be functional. At high speed they were ideally positioned to release air trapped by the body. However, in the final hours, it was feared that they would make the engine bay vulnerable to weather and allow oil fumes to "rainbow" the windshield. That explained the bogus metal hood inserts. At normal speed, the air trap wasn't notable, but on triple-digit late-night blasts, or at Daytona, steering became dangerously light unless hood-vent function was restored.

In 1965, Corvette offered one of America's first mass-produced applications of four-wheel disc brakes. But is it true that drum brakes were also offered that year? Indeed, they were. Offered as RPO J61, buyers who were either afraid of newfangled technology or drag racers unconcerned with maximum stopping ability could get "last year's" 11-inch drum brakes direct from the St. Louis factory. They even received a \$64.50 credit for going retro. In 1965, 316 cars (of 23,564) sported drum brakes.

Speaking of disc and drum brakes, did Corvette really force a change in the iconic American Racing TorqThurst mag wheel? As annual Sting Ray sales shattered the 20,000-mark, American Racing recognized that Corvette buyers were highly inclined to customize their cars. The trouble was, when disc brakes were added in 1965, the traditional TorqThurst's five spokes interfered with the calipers. Rather than machine a quick clearance path to the reverse of the rim, American Racing created the TorqThurst-D. By arching the spokes, gently needed caliper clearance was added without weakening the wheel. So, if you've ever wondered what the "D" refers to (as in TorqThurst-D), it means that the wheel works with disc brakes. Ford's new 1965 front disc brakes (on full-sized cars and Mustang) were also benefactors of the revised rim design.

Visit our Facebook page!

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

[/](#)

Gary Ralph Mortimer Obituary



It is with great sadness that we announce the passing of Gary Ralph Mortimer on August 26, 2024. Gary was born on February 12, 1941, and grew up in his family's DOT Food Grocery in New Baltimore, Ohio. He lived within a mile of the store his entire life.

Gary was a Civil Engineer and Commercial Construction Project Manager by trade. Gary helped found the National Corvette Restorers Society (NCRS) in 1974 and served eight years as the club's first President. He loved his decades spent as the Membership & Merchandise Chairman. Later, he was honored to be a member of the National Corvette Museum Hall of Fame and Bloomington Gold Corvette Hall of Fame. He attended every Indianapolis 500 race since 1948, a total of 76 in a row!

Gary is survived by his wife of 61 years Linda Sharon; his son Eric (Ann) Mortimer; daughter Melissa (Mark) Louderback; granddaughters Mariah (Slade) Lutz; Molly Louderback; and Hannah Mortimer; and grandson Lucas Mortimer.

Gary loved his family and friends, Corvettes & Avantis, trains, toys, root beer, the Indy 500, cats, and ice cream with friends.

A Celebration of Life Service will be held on Wednesday September 11th at 11am at The Presbyterian Church of Hamilton, 23 S. Front Street, Hamilton, OH 45011.

Online condolence can be made at www.paulyoungfuneralhome.com. Paul R. Young Funeral Home (Mt. Healthy) entrusted with the arrangements.

August QCNCRS Meeting Minutes

...Tom Smith (continued...)

Tomcat Classics & Street Road
Lebanon, OH 45036

Tom James, Chairman, opened the meeting by thanking Lecia Calvert for having us here. Corvettes at Carlisle is this weekend. Terrie and Tom will be in spaces B8-B11. They will have water, a tent and chairs for those who wish to stop by and rest. It is across from the little building where they have seminars. There will be a caravan from Carlisle to Bowling Green, KY. They are expecting anywhere from 300 to 500 cars.

Next is the financial report and because Barb and Jerry are in Carlisle setting up the NCRS display, Joe Eyl, Judging Chair, stood in for Barb and gave the financial report. A motion was passed and accepted.

Tom James took over and informed us that they have printed perpetual raffle tickets for the swap meet which have no date on them. So please start selling them now.

Everyone is aware that Skip Polowy is running for the Region II Representative. The ballot is in the Driveline Magazine as well as on the NCRS website. You can mail in your ballot, but you must first put the label from the Driveline Magazine cover on the ballot; it must be mailed in and received by October 10th. The email portion will start in October. We will bring a laptop to the October picnic/meeting in case someone may would like to vote at that time. We will put the information on our website and our Facebook page.

Tom James next brought up a planned bus trip to the Gilmore Museum in Michigan. They have 400 cars on display, plus a cafeteria and meeting hall. They have cars like the Chrysler Jet car, some rare Pickard's, and model T's. The place is huge. The bus for the trip was at fist going to cost \$8,000 to \$9,000, however, Terrie did some investigating and got it down to \$4,500. Terrie needs to get a commitment from 50 members to make the trip worthwhile. The club is trying to keep the cost to around \$75 per person, and a date around Tuesday October 22nd. Tom says it is an incredible museum and is foundation run. Please respond tomorrow to the email Terrie will send out.

August QCNCRS Meeting Minutes

...Tom Smith (continued...)

Terrie, Membership Chairperson, informed us that Skip Polowy is also taking care of the Facebook page now.

Tom James welcomed back Bruce Burston, and there was applause.

Steve Barrett reminded everyone that drag week is coming up and it should be a lot of fun.

Joe Eyl, Judging Chairman, reminded us that October 12th is the Chapter Meet at Kelsey Chevrolet. If you are planning on attending, you must sign up online at the NCRS website to judge or have a car judged. The cost is \$20 to judge and includes your lunch.

Tom James reminded everyone that the club picnic is September the 15th and there will be a Corvette tour that morning. The picnic will also count as a meeting.

Chris Rockenfield reminded members that a tech seminar will be held at his house in Kenwood, Ohio on October the 5th. It will be on Operations.

Split-The-Pot was drawn, and the meeting was adjourned.

QCNCRS August Meeting Photos



QCNCRS August Meeting Photos



QCNCRS August Meeting Photos



QCNCRS August Meeting Photos



National Convention Photos



Jerry Hilbert accepts the QCNCRS Club Top Flight award for 2023 at the National Convention. The QCNCRS club has achieved Top Flight for every year since 2013.

Folks attending the National were given a sneak preview of the new 2025 ZR1 Corvette.



National Convention Photos



National Convention Photos



National Convention Photos



QCNCRS at Carlisle Photos



QCNCRS member Skip Polowy won a car care basket!

Upcoming Events

QUEEN CITY NCRS CHAPTER EVENTS:

- *Oct 12, 2024 – Chapter Judging meet, Kelsey Chevrolet, Greendale, IN*

NCRS NATIONAL EVENTS:

- *October 17-19, 2024 – Lone Star Regional, Frisco, TX*
- *September 7-11, 2025 - NCRS National, South Pointe Casino, Las Vegas, NV*

CAR SHOWS AND SWAP MEETS:

September 2, 2024

- Headin' for The Hill Car Show, 1646 to 1940 W. Galbraith Road, Cincinnati, Ohio. 9 AM-4 PM

September 7, 2024

- 51st Annual I.S.R.A. Cider Run Open, Brown County State Park, Nashville, Indiana.
- Fairfield Township Patriot Day Festival Car Show, Heroes Park, 6048 Morris Road, Hamilton, Ohio. 9 AM-3 PM. Concert 3 PM-10 PM.

September 8, 2024

- Beavercreek Popcorn Festival Car Show, Shoup Park, 1341 Meadowbridge Drive, Beavercreek, Ohio. 9 AM-3:30 PM
- Grandparents Day Car Show, Muscle Car Drags, Swap Meet, Edgewater Sports Park, 4819 East Miami River Road, Cleves, Ohio.
- Corn Festival Car Show, Clinton County Fairgrounds, Wilmington, Ohio. 10 AM-2 PM.

September 12-14, 2024

- Pigeon Forge Fall Rod Run, LeConte Center, 2986 Teaster Lane, Pigeon Forge, Tennessee.

September 14, 2024

- 16th Village Green Car Show Fairfield Auto Fest, 301 Wessel Drive, Fairfield, Ohio. 3:30 PM-10 PM.
- Newtonsville Annual Car Show, 794 St. Rt. 131, Newtonsville, Ohio.

September 15, 2024

- Dillsboro Main Street Veterans Car Show, Dillsboro Community Park, 9495 Front Street, Dillsboro, Indiana. 9 AM-3 PM.

September 21, 2024

- Gailey Social Club Fred Bryant Memorial Car Show, VFW Post 7340, 8326 Browns way Lane, Cincinnati, Ohio.
- 17th Annual Party At The Ranch Car Show, 3472 Lebanon Road, South Lebanon, Ohio. Concert 3 PM-7 PM.

September 28, 2024

- Lawrenceburg Fall Music Fest Car Show/River City Classics Car Club, Downtown Lawrenceburg, Indiana. 10 AM-3:30 PM.

September 29, 2024

- Cheviot Classic Car Show, Harvest Home Park, 3961 North Bend Road, Cheviot, Ohio. 9 AM-3 PM.
- 5th Annual James Miller Memorial Car Show, Caesar's Creek Flea Market, 7763 W. State Road 73, Wilmington, Ohio.
- *More Ohio local events:* <https://www.olderide.com/events/state/ohio>

TECHNICAL ARTICLE

1968-1982 VACUUM HEADLIGHT DIAGNOSIS AND REPAIR

Corvettemagazine.com, November 25, 2022, by John Pfanstiehl

Submitted by: Terrie James

The vacuum operated headlights and windshield wiper doors that debuted on the 1968 Corvette presented a new type of system to most mechanics and car owners. Fortunately, the system is pretty robust and is surprisingly easy to diagnose if problems occur. The vacuum operated windshield wiper doors were only employed from 1968 to 1972 while the vacuum operated headlights remained through 1982. The latter is the system being examined here, but the troubleshooting procedures are identical for the wiper doors.

For ease of diagnosis, the system can be divided into the power circuit and the control circuit. The power circuit is simply the actuators and the larger vacuum hoses. When vacuum is applied to one side of the actuator, the headlights go down. When vacuum is applied to the other side of the actuator, the headlights go up. A vacuum relay determines which side gets the vacuum.

The control circuit is comprised of a vacuum valve on the headlight switch, a manual vacuum over-ride valve and the vacuum relay located near the headlights. Small rubber hoses connect these in series.

Let's start at the actuators because the power circuit is so simple.



01: When a C3 is winking at people, or refusing to open its eyes or to close them, it's time to find the problem and fix it.



02: Check for vacuum at the vacuum relay. Open the hood, and look under the upper surround panel to see the relay and its hoses. A mirror helps see the three large hoses and the small control hose plugged into the relay.



03: The vacuum relay can also be seen, accessed or replaced from below. A replacement relay, [1968-1982 Headlight / 1969-1972 Wiper Door Actuator Vacuum Relay](#), and the mounting hardware, [1968-1982 Headlight Actuator Vacuum Relay Screws](#), are available from Zip Corvette.



04: Remove the middle large hose from the relay to feel if there is vacuum when the engine is running and the headlights are down. A vacuum gauge is not essential, if a fingertip is held firmly to the hose end by vacuum, the system is good to that point.



05: If the vacuum to the relay(s) is weak, trace the large hose back into the engine compartment to look for a disconnected hose, cracked hose end or leaking vacuum reservoir tank. It's easy to follow. The large hose is on the top and the smaller control hose and wiring harness are below.



06: On this 1973, the vacuum reservoir is the cylindrical part of the bumper assembly. It has three nipples (tubes) for hose connections: one for the vacuum source from the intake manifold and two for connection to the two vacuum relays.



07: If there are two relays, test each one separately while the other is connected. If low vacuum or no vacuum is felt with one side connected, that side has a leaking actuator or hose.



08: Disconnect a hose and use it to blow into the each side of each actuator. If air flows freely into the rear actuator connection, the internal diaphragm is ruptured. If it flows freely into the forward hose connection, the external seal is ruptured.



09: A replacement actuator is needed if the internal diaphragm is ruptured. Zip Corvette offers replacement actuators, [1968-1982 Headlight Actuator](#), that have a yellow zinc dichromate finish like the originals. Specify left or right and note that these have the nipple pointing outward. Separately Zip Corvette also offers a car set of eight nuts to attach the actuator, [1968-1982 Headlight Actuator Mount Nuts](#). The nuts are made in the USA.



10: The exterior seal is more likely to fail than the internal diaphragm. That was the case on this car. Actuator removal or replacement is shown in Zip's technical article: [1968-1982 Corvette Headlight Actuator Removal & Seal Replacement](#).



11: An actuator seal kit is available from Zip Corvette, [1968-1982 Headlight Actuator Repair Kit](#). It is an inexpensive solution. Removal of the actuator is required for seal replacement but it's an easy procedure.



12: When the vacuum is strong at the relay and the actuators have no leaks, test for vacuum at the small hose at the relay. This hose should have vacuum when the headlight switch is pushed in (lights off) and the over-ride valve (located under the steering column) is in its up position.



13: The large vacuum hose and the control hose both plug onto a small metal valve that is connected to the intake manifold. There may also be a white disc shaped plastic piece in-line with the valve. This part is often missing and although it had a filter screen inside, it's not essential.



14: The control circuit consists of the vacuum relay, the over-ride valve and the headlight switch. (The wiper door uses a solenoid instead of the headlight switch.)



15: Apply vacuum to the relay's small hose to test it. If the headlights go down when it has vacuum and the headlights go up when there is no vacuum, the relay(s) work properly.



16: The original hoses were color coded. The top hose (closest to the control diaphragm) goes to the rear of the actuator. The lower hose goes to the front. Tip: remove the center hose first and install it last; it pushes against the other two hoses.



17: Inspect the hose ends. If they are split or stretched, snip off the end so they fit snugly and don't leak. The larger hose is 5/16 inch; the smaller hose is 3/16. Zip offers a complete headlight door vacuum hose kit that includes correct pre-cut vacuum and color striped hoses, [1973-1979 Headlight Vacuum Hose & T Kit](#) that is made in the USA.



18: The black plastic vacuum over-ride valve is located under the steering column. It can get broken, leak, hiss or become chalky and discolored with age. These are available from Zip Corvette, [1968-1982 Headlight & Wiper Door Vacuum Over-Ride Valve](#), and are made in the USA.



19: Remove the three screws and lower trim piece for access to the valves. Tip: transfer the hoses one at a time from the old valve to the new one. In case they get mixed up, the upper hose goes to the vacuum relay and the lower hose goes to the headlight switch.



20: A tab is located behind the switch and may not be visible at first. After removing the one valve attachment screw, twist the valve out from under the tab to remove it.



21: Zip Corvette offers covers that slip over the old actuators to brighten up the under hood appearance. Choices include the original zinc dichromate finish shown here, [1968-1982 Headlight Actuator Covers](#). Hydrocarbon covers, [1968-1982 Headlight Actuator Covers \(HydroCarbon\)](#), which have a carbon fiber appearance, and chrome covers, [1968-1982 Headlight Actuator Covers \(Chrome\)](#), are also available.

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 2024 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. 1965. 2. True. 3. True. 4. Under the body. 5. St. Louis. 6. True.