

Together at Convention in French Lick



Classic Corvette Newsletter

August, 2023

*“A Publication of the Kansas
City Chapter of the NCRS”*

Chairman's Message

KC NCRS Chapter Members,

What a crazy summer we've had---and things don't seem to be letting up either! Several of us returned from the National Convention in French Lick. KC Chapter was WELL represented! Several Members brought cars as well and we filled the Judging Sheets as well! I know not everyone can travel as much as others---but I'd highly recommend planning to attend a National Convention in the future if you haven't already---or it has been a few years.

Carlisle is coming up next week. For Lisa and I that means packing the trailer and a 16 hour drive each way. There is an awesome NCRS display at the event and parts for miles and miles! If you attend---be sure to stop by our tent at N39-N44 and say hello.

1st off we have the Ontario Regional in Canada 14-16 September—I know many of us are planning to invade Canada for this Great Event! Following Canada there are 2 Chapter Judging Events that are within a 3 hour drive coming up that I and several of the other members are planning to attend---Heartland Judging Meet (5 Point) in Des Moines 22-23 September and Nebraska Last Blast in Lincoln 12-14 October. A week later the Texas Regional is 19-21 in Frisco, TX. Again I encourage everyone to participate as we will need assistance of their Judges for our next Judging Event and Regional that we are planning to have in 2025.

Also again reminding everyone of our November 4th Nominations/Holiday Dinner and Silent Auction at the KC Auto Museum in Olathe. The museum will be open that evening for everyone to take in the cars and displays. Patti is doing a GREAT job of coordinating this “new” venue and we hope to max out our numbers of 60 folks to attend! I'll bring a pre-sign up sheet to the next meeting. Mark your calendars now!!!



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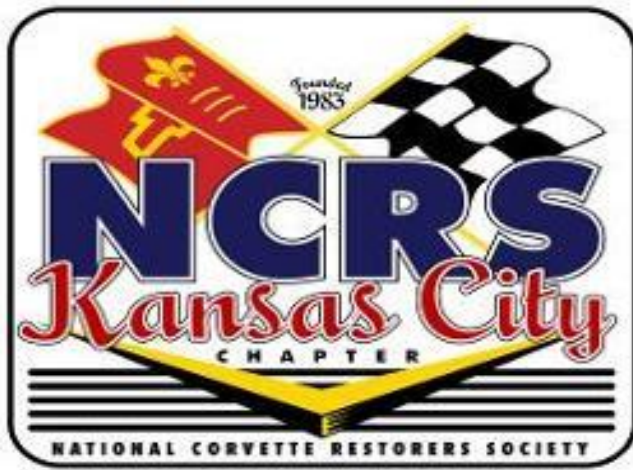
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Chairman's Message

See you all at the next Chapter meeting Tuesday September 12th at Stone Canyon Pizza in Parkville!

Jon Shafer
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Vice Chairman's Message

NCRS Vice Chairman notes by John Hecker

We are now into the summer where there have been several events that many of the Kansas City Chapter members have attended. When the last newsletter was sent out a few of us had just got back from the Altoona Regional in Pennsylvania. The next week we were at the Rochester Regional in Minnesota. At the Rochester event Jim Curtis earned his Master Judging 100-point hat. John Cianciolo's brother's 58 earned a Top Flight. Jim Curtis earned a Top Flight on his 2001 Convertible. John Hecker received a Sportsman award.

The club picnic in June was well attended. Food was good and there was the Corn Hole contest.

In July, a large group of the Kansas City Chapter members attended the National Convention in French Lick, Indiana. Several members got judging awards. Jim Curtis got his Red Hat, Tim Lang earned his Master Judging 300 award, John Hecker earned his Master Judging 400 award. Mike Hanley earned his Master Judging 5 Star award. Betty Murray earned her 100 Master Tabulation award. The KC Chapter earned the Top Flight award for 2022.

Ed Martin earned a Top Flight for his 57. Jim Cianciolo's brother's 58 earned a Top Flight, Brenda Cianciolo was there to receive the award. Lady's choice award went to the 58, Brenda Cianciolo was very happy to receive the award. Mike McFarland earned a Top Flight for his 66. Robert Rauscher earned a 427 Concourse award for his 72. Jim Curtis had his 95 Hill award car on display. John and Cindy Hecker earned the Cross Flags award for their 99.

Hope to see you at upcoming events.

As a reminder check the NCRS web site for new events.

John



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News Letter Editor's Message

So much going on.

First there was the club picnic. It was a beautiful day. We had 35 members come.

Then Altoona and Rochester Regionals. Several of our members went to both.

Then there was National Convention in French Lick. This was the best National Convention I have ever attended. Beautiful facilities. 170 cars on two floors! A great turn out by the KC chapter!

Congratulations to all that received awards. It was fabulous. Kansas City has every right to be proud of their chapter.

The chapter received it's Chapter Top Flight Award. One of only 14 in the country. One of the ways we achieve this award is having a newsletter and having the required number of tech articles in the newsletter every year. I believe we need four to meet the requirement for this year. With this edition we have had three articles. Still need more.

Now it's off to Arkansas this weekend and then Canada.

I still haven't heard anything from anyone about their experiences at events, NCRS or other Corvette related experiences. I know you all are going places and we would like to hear about them.

Be sure to check the list of events coming up to see if anything interests you .

Have fun out there but be careful

Cindy

2023 Kansas City Chapter NCRS Meeting Places

2023 NCRS Monthly Meeting Place

SEP 12th

Stone Canyon Pizza--15 Main St, Parkville, MO 64152 816-746-8686

Coordinator: Tony Stein Dinner 6 PM/Meeting 7-830

OCT 10th

The Other Place--22730 Midland Dr, Shawnee, KS 66226 913-441-0094

Coordinator: Jon Shafer Dinner 6 PM/Meeting 7-830

NOV 14th

Pizza Shoppe---1105 W Main St., Blue Springs, MO 64015 816-295-2925 Coordinator: Charlie Dryer Dinner 6PM/Meeting 7-8:30

DEC--No Meeting Scheduled

Important Upcoming Events

- 1) August 25-26 Summer's End Corvette Show in Rogers, Arkansas
- 2) September 9 - Heartland Chapter Flite Judging in Stuart, Iowa
- 3) September 14-16 Ontario Regional in Ontario, Canada
- 4) September 28 KC Chapter Driving Tour to Eureka Springs, Arkansas
- 5) October 19 - Texas Regional in Frisco Texas

The number of events is starting to wind down for the year but there are still several great events coming up. Don't miss out.

Let's Get Technical

MOTOR OIL AND YOUR CLASSIC CAR by Michael Cook

This article is meant to address questions and concerns regarding motor oil for our classic Corvettes and choices we must all make to protect our engines. Changes in the retail oil product and in the automotive industry are occurring rapidly so we should always endeavor to keep informed about the motor oil offerings on the market today.

The main function of motor oil is lubrication and thereby, prevention of wear.

Friction and wear are everywhere. Even the highly polished crankshafts and bearings contain rough spots called "asperities" which are microscopic projections which cause wear when they encounter each other. Oil will reduce friction and hopefully prevent metal-to-metal contact, but driving conditions are always working against us.

Three of the worst offenders are wear types which can be largely controlled by *proper maintenance and lubrication*:

-Abrasion-

This type of wear is caused by hard particles which are too large to pass freely through the clearance between bearings and journals. Oil film is measured in microns and may range from .5 to 20 microns. All of the oil circulating through your engine carries these solid particles, which enter through the carb, fuel line, crankcase breather, and metal filings and other stuff left in your engine from the break-in period or last engine overhaul. Then there are the particles which are created by normal wear and tear on the engine parts. When Cummins Engine did a test on these particles, they found that the smallest particles caused the most wear, and this wear included the crankshaft and bearings as well as the cylinder walls. The answer is of course that cleanliness is of utmost importance in keeping your engine running well for the long haul. Filtration of the oil is something you should also take very seriously.

When I am starting my '72 Corvette after a prolonged sit in my garage, I always remove the center ignition coil wire and crank the engine without spark until the oil pressure comes up to normal PSI on the gauge, then let the engine sit for 5 minutes and repeat the process 2 more times before reconnecting the coil wire and starting the engine. This gets oil high up into the valves and cylinders and reduces the chance of abrasion on engines which have had the oil drain off of the critical surfaces during the prolonged sitting period.

(2) -Adhesion-

Actual metal-to-metal contact can happen, and this usually occurs when high pressure forces the surfaces together, causing scuffing. This can occur at cold starts like abrasion, but also under high loads on the engine. Adhesion can be largely prevented by using the *proper oil for your application*.

(3) -Acid Corrosion-

We have learned about Ethanol as a gasoline additive and how it will corrode the metal surfaces of our early Corvette fuel systems from the inside. *Acid corrosion* will also occur on any damp metal surfaces which are exposed to exhaust gases. Aside from the inside of your exhaust system, the cylinder walls are also exposed to this type of corrosion and wear. For each gallon of fuel consumed, about one gallon of water forms in the exhaust system. Besides water, these gases contain sulfur, which combines with the water to form *sulfonic acid*. This acid will corrode the cylinder walls. Two solutions to this problem include using an oil with an additive that will neutralize the acid, and using the proper starting, driving, and stopping techniques.

Additives:

Additives in oil have been around since the 1960's. They have been successfully applied to reduce engine wear and prolong oil change intervals. It is important to know which additives are in your oil. More important is knowing that additional additives are not required or recommended for our classic cars and may combine with the oil components to produce harmful results.

Driving Style:

Driving conditions may also affect lubrication. When you accelerate suddenly, the speed of the crankshaft bearings increases rapidly, and the load increases even more rapidly, sometimes causing a rupture in the oil film and causing momentary metal-to-metal contact. This effect has been minimized by additives which cause BL or Boundary Lubrication. They react chemically with the metal surfaces and when two metal surfaces come into contact and heat up, they form a film with a high melting point on the metal. Imagine sliding on a bare wood floor in your stocking feet, then trying it again after the floor has been waxed. This will give you an idea of how these additives work. This effect also reduces the wear which normally occurs at the top and bottom of the cylinder piston travel, where the oil film is weak or nonexistent.

Oil Pressure:

Oil pressure is important to have. The pressure specs vary from engine to engine, but the engine will be working properly when the pressure lies within the manufacturer's specifications. If you see a sudden drop in the pressure or it falls to zero at driving speeds, or a warning light comes on, pull over immediately and stop the engine. If you check the oil and the level is normal, you will need to call a tow truck. Continuing to drive will still require a tow truck, just a few miles later after your engine seizes up.

OIL AND SNAKE OIL

One additive which has been touted over the years to reduce engine wear is PTFE, which is a chemical trademarked as "Teflon" by DuPont. This chemical powder has been offered in oil additives including "Slick 50". In 1997 the Federal Trade Commission settled charges against the manufacturer of this product stating that their ads included false and unsubstantiated claims. The FTC further stated that "most automobile engines are adequately protected from wear at startup when they use motor oil as recommended by the owner's manual. Moreover, it is uncommon for engines to experience premature failure caused by wear, whether they have been treated with Slick 50, or not." The moral of this story is that it is best to stick to the formulas created by the motor oil manufacturers called out in your owner's manual and not complicate the chemical mix with more additives.

Modern motor oil is a complex combination of refined crude oil and additives designed to work best on specific types of engines. There are separate oils for gasoline and diesel engines, and several types available within each of those categories.

The SAE (Society of Automotive Engineers) has come up with a system to grade oils and this system also informs consumers about the suitability of the oil for their cars.

The grade (also known as "weight") of the oil is called out in a number from 5 to 50 indicating the viscosity of the oil. This viscosity range for single grade oils is measured at a temperature of 212 degrees Fahrenheit. If the grade contains a "W", it means that the viscosity measurements were taken at a temperature of 32 degrees Fahrenheit. Too high of a viscosity rating in your oil could lead to overheating because the oil doesn't carry heat away from the components fast enough. It can also be slow flowing on cold days and therefore lead to increased friction and lower gas mileage. On the other hand, too low of a viscosity rating will lead to lower film strength, providing inadequate lubrication and increased engine wear, noise, and possible leakage.

There are both single-grade and multigrade oils on the market. There is nothing inferior about single grade oils, as they generally carry the same blend of oil and additives as their multigrade counterparts. The difference is that the multigrade oils contain polymers, which allow the blending of the grades of different viscosities. These polymers keep the viscosity of the lower grades up at high temperatures, but they don't assist with lubrication at all. The result is that you may be able to run your car better in very low temperatures (below freezing) with multigrade oils, but the added polymers may compromise lubrication at higher temperatures or under aggressive driving conditions. So, if you don't plan to drive your car in the winter months, a single grade oil will work just fine.

Synthetic oils have been around since the Second World War. Today, some auto manufacturers recommend them for new vehicles because they have greater viscosity stability over time. They also are generally lower viscosity, all the time, than their non-synthetic counterparts. The thinner oil gives higher gas mileage, which gives auto manufacturers the ability to rate their cars with higher MPGs to meet government standards if they recommend the synthetic oils. Some early synthetics had problems with compatibility with neoprene and other sealing compounds. Most oil refiners have corrected these issues, but if you switch to a synthetic, keep an eye out for leaks for the first few thousand miles of driving. Synthetics tend to dissolve sludge and other deposits which may cause a leak in one of your seals and require a replacement. In short, if your Corvette is newer and has synthetic oil from the factory, you are probably OK to stick with it. For an older classic Vette, however, proceed at your own risk.

In 1988 the API (American Petroleum Institute) derived service classifications for motor oils. This was called the SAE J183 *Engine Oil Performance and Service Classification*. This SAE rating is imprinted in what's popularly referred to as "*the doughnut*" or a circle logo on the package with the rating of the oil spelled out. This marking is usually on the back of the container.

The API system consists of a two-letter code. The first letter is "S" for gasoline or "spark" engines, and "C" for compression or diesel engines. Some oils are suitable for either type of engine and so the logo will carry both classifications in those cases.

The second letter is the service rating: "L" is for light duty service; "M" is for medium duty service; and "S" is for severe duty service. The SM rating has recently been changed to SN and as of 2020, to SP.

You may also see a "starburst" logo, usually on the front of the package, indicating "For Gasoline Engines". This was added in 1995 as an "evergreen" logo to be more easily identifiable by consumers. "Evergreen" means it won't change, regardless of the changes in formulation of the oil product in the container. For the classic Corvette owner, this is largely a meaningless

designation, and we should always work from the API “doughnut” when determining an appropriate motor oil for our true American sports cars.

THINK ABOUT ZINC

Zinc or ZDDP is an additive which has been in motor oil since the 1950's. This is a compound of Zinc and Phosphorus with a long chemical name, hence the abbreviation: ZDDP. This additive is critical in reducing wear by replacing metal by what is called a “sacrificial” effect. It creates a film which wears away as it protects any bare metal exposed to abrasion or the other types of wear as was explained earlier.

Unfortunately, since 2007, the amount of ZDDP in motor oils has been decreasing, because the zinc compounds were found to reduce the effectiveness of the catalytic converters.

Engineers consider zinc to be a critical factor in the doubling of engine life span between 1950 and 1970, so it is important that our classic Corvettes get a healthy dose of ZDDP to minimize engine wear. As of 2008, motor oil rated “SM” by the API contained 0.08% ZDDP, which is about the same as the oils of the mid-1950's contained. High performance engines of the 1960's and 1970's need even more ZDDP, usually about 0.10 to 0.12%. While this industry reduction to 0.08% is not likely to cause catastrophic failure of our classic Corvette engines, it will pay to keep a careful eye on the ZDDP levels in any oil you plan to use in the future. It is entirely possible that manufacturers will continue to remove ZDDP due to the environmental concerns.

Motor oils on the shelf today at your local auto parts stores are mostly rated “SN” or higher. Oils intended for racing will usually have a higher ZDDP content than those “SN”-rated oils. If you have a high compression engine or plan aggressive driving with your Vette, it pays to invest in the racing oil with high zinc content. I use Valvoline VR-1 Racing Oil, SAE 30, for my 1972 LT-1. Valvoline ads claim a 75% higher level of zinc than typical SN rated oils. Their racing oils are available in various grades: 20w50, straight 50, 10w30, straight 30, straight 40 and straight 60. There are other brands out there which may also be suitable for your vehicle. Choose wisely and remember to “Think About Zinc”.

WHEN TO CHANGE OIL

As we discussed, there is dirt entering your engine all the time, and suspended particles in your engine which may not have been filtered out by your careful regular changes of oil and filter. Also, the acid corrosion issue persists - even when you aren't running your engine. For this reason, you will need to change your oil and filter at a reasonable and regular interval, regardless of how many miles are driven. My sources for this article recommend changing your oil and filter ***no less than once per year***, regardless of miles driven, and no less often than every 3,000 miles. I keep an “Oil Changed” sticker showing both the date changed, and the mileage.

Lets Get Technical continued

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My sources for this article recommend changing your oil and filter ***no less than once per year***, regardless of miles driven, and no less often than every 3,000 miles. I keep an "Oil Changed" sticker showing both the date changed, and the mileage when last changed. It's always visible on my garage wall so that I don't forget to follow the oil change schedule.

I hope this article has been helpful in clearing up some of the recent motor oil issues and will help you with the most important function that your classic Corvette has: to RUN STRONG AND FAST. And just as importantly, help your engine to LAST!

Keep on driving that Vette!

Mike

Sources:

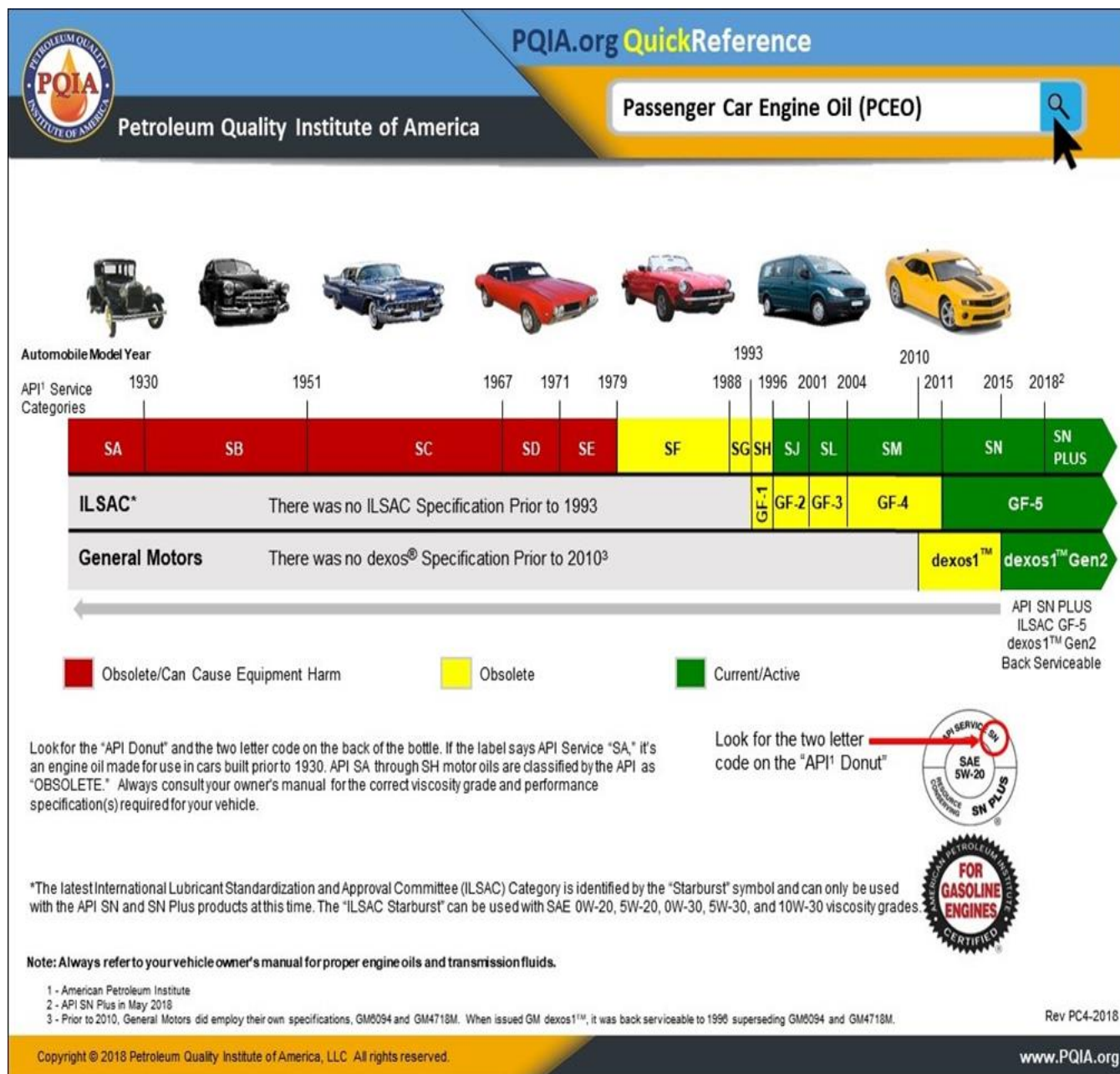
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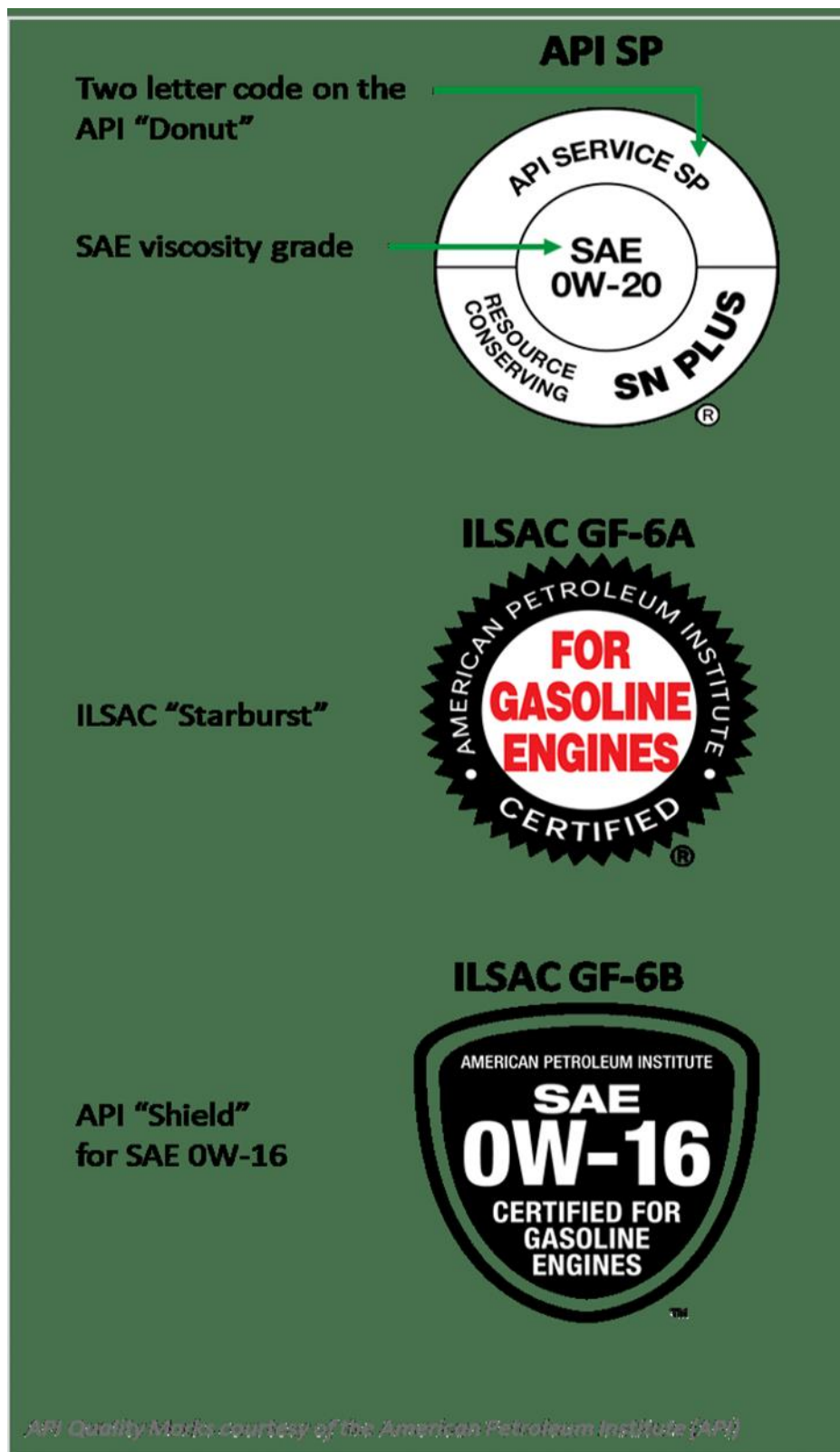
Let's Get Technical continued

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Altoona Regional



Altoona Regional



Rochester Regional



Rochester Regional



Rochester Regional



Rochester Regional



National Convention at French Lick



Jim Cianciolo's brother's 58 Top Flight and Lady's Choice Award Winner

National Convention at French Lick



Jim Curtis's 95 there for the Hill Display

National Convention at French Lick



Ed Martin's 57 being judged for it's Top Flight Award

National Convention at French Lick



Tim Lang hard at work

National Convention at French Lick



Mike Murrey saying Hi from French Lick

National Convention at French Lick



Tony and Gene judging

National Convention at French Lick



Harry also judging

National Convention at French Lick



Jim taking a break from judging

National Convention at French Lick



John receiving the KC Chapter Top Flight Award

National Convention at French Lick



Jim getting his Red Hat

National Convention at French Lick



Betty Murray getting her 100 Tabulation shirt

National Convention at French Lick



Tim getting his 300 point Master judging award

National Convention at French Lick



John getting his 400 point Master Judging award

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