



Midway USA Tune Up

KEEP IT SIMPLE

Find us at... www.midwayusancrs.org

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Letter from the Chairman By Kurt Geis

Well, I'm not sure where to start this section of the newsletter since we've had so much going on in the last month. However, I can say the steak in Frisco was awesome, but the cake, in my opinion, although good, left a little to be desired. Oh, and by the way, there were lots of really cool cars at the display.

With 68 cars to judge, there was plenty to do. I had the privilege to do exterior on the '68-'69's with John Ballard, and the interior on '70-'72 with Reba Whittington. Rick Smiley did chassis on the '67's, and Dallas and Kerri spent two days with Terry McManamon in his class.

Karin and Denise Williamson spent the days shopping and picking up nuts. Yep, you read that right, they picked up about 25 lbs. of nuts for the

squirrels that occupy the Williamsons yard in the winter. Gotta take care of the critters.

Also in October we held our second chapter judging school and chapter judging meet. We had a very nice 1959 and a nice 1972 coupe to examine. Both cars showed well, and although neither got a top flight they both did well. Both cars scored in the upper 92% range, so they are very close.

November is a busy month for us as well. Per the chapter by-laws we will "nominate" our officer candidates for the 2015 year. These nominees will be elected in of December meeting.

In December the chapter will also host our annual Christmas party/benefit fund raiser event. This year the menu will be changed to feature Mexican food, so get those tamales and

taco recipes warmed up. The event will be held this year at the Geis residence on the Friday before our monthly meeting. By the time you get this newsletter I should have sent out an invitation and a sign up sheet for the food you plan to bring.

As we discussed at the October meeting, the charity we will be donating to is one that has become dear to me, the American Cancer Society. More details will follow later on.

One last item for this newsletter. As 2015 approaches we need to be working on plans for judging schools, judging meets, tech sessions and the like. We have lots of year ahead of us with nothing on our schedule except our car show in June. So, start thinking and we will discuss this in the next couple of months.

See you all on the 8th.



Recently my 68 reminded me of what Old Dave Denney taught me at my first job as a service station jockey, KISS - KEEP IT SIMPLE, STUPID. Many times when I start diagnosing problems with my “got a hunch” feeling and I ignore the simple solutions, this is my latest story, see if you spot the flaw in my logic.

Recently on a fantastic Friday I drove the 68 to work in Newton, the Vette was running great! When I took a co-worker for a ride I was really putting her through her paces, (yes, my 68 is a she) and we were both impressed when she barked tires hitting third gear. I headed home through Sedgwick and noticed a misfire at low RPM, but at higher RPM she still ran very well. I stopped by the house for a bit and then headed to Central and West for the evening to hang out with the cars. The 68 was running worse now. I knew the carburetor has been rich and thought maybe plugs, it did seem like an ignition misfire. When I got ready to leave Central and West, I couldn't get her started. She backfired several times through the carburetor and then “tried to start”, but then wouldn't “catch”, many of you even came to my rescue and put out a carburetor fire or two. As we waited, the consensus was she was flooded, many suggestions were offered from bad gas to the loose nut behind the wheel, but my “got a hunch” was set on timing chain. Finally it started, she was running very poorly and wouldn't run under 2,000 RPM. By the time I got to the garage, I knew it was timing chain, (wouldn't idle, no vacuum, no power, carburetor backfiring and hard starting).

Next morning I went to the garage to start the 68, even though she did start the symptoms persisted. I couldn't keep it running long enough to check timing or anything else for that matter. So how to diagnose the problem, I need to Review the Systems for what I know. (Old Dave would be so proud)

1) Distributor is good, I had Lars, of Corvette Forum fame, rebuild it less than 200 miles ago. He put new points, condenser, distributor shaft, bushings, and new vacuum advance and recurved the distributor, it was perfect. That Couldn't be it.

NCRS Events Calendar

(National & Local)

NCRS web site <http://www.ncrs.org> then click on the Events link.

- Nov 1 - Arizona Chapter Judging Meet & School @ Surprise, AZ
- Nov 8 - Midway USA Chapter Meeting @ Davis-Moore Chevrolet
- Dec 12 - Midway USA Chapter Christmas Party @ Geis' Residence
- Dec 13 - Midway USA Chapter Meeting
- Dec 25 - Give your Corvette a Christmas Present
- Jan 10 - Midway USA Chapter Meeting
- Jan 15 -> 18 58th Annual Starbird-Devlin Rod & Custom Charities Car Show
- Feb 14 - Happy Valentines Day - Give your sweetie (not your Corvette) a Big Kiss
- Feb 14 - Midway USA Chapter Meeting

Midway USA Chapter of NCRS, Inc. Officers & Committee Chairs

Chairman	Kurt Geis	(316) 773-0774
Vice-Chairman	Rick Smiley	(316) 729-8388
Secretary	Jim Coote	(316) 789-0005
Treasurer	Dallas Keller	(316) 729-4290
Judging	Tracy Crisler	(620) 752-3131
— Newsletter Editors —		
Kurt Geis and Dale Green		

Midway USA Chapter Merchandise

Midway USA Chapter Banner

2 x 5 is \$25.00 3 x 7 is \$57.40

X-Press Signs & Graphics (has moved to)
3845 W. Harry (316) 613-2360

Midway USA Name Tag

\$7.00 for either the magnetic or pin type

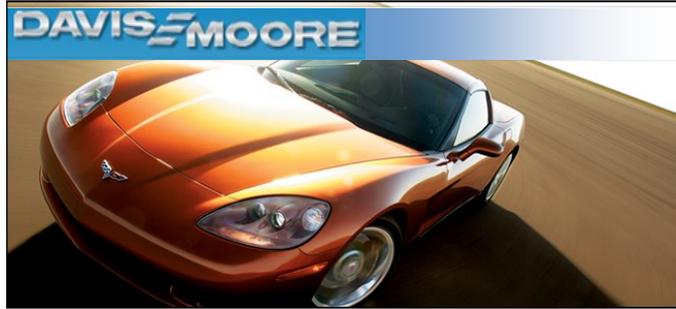
Can be purchased at Apple Graphix

2429 W Douglas Ave (316) 942-5426

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Diagnostics & KISS - by John Jones - Continued

- 2) New plug wires cap and rotor. That couldn't be it.
- 3) Carburetor, a Holley 650 spread bore, overhauled by yours truly. That couldn't be it.
- 4) Fuel lines and tank were cleaned, new in tank fuel sock, new fuel filter and pump. That couldn't be it.
- 5) Plugs had about 500 miles but the engine was running rich. I checked a couple of plugs they were dry and sooty smelled gassy. This could be the problem.

So after a quick Review of Systems and diagnosis done, new spark plugs were in order. With new plugs installed I hit the starter with anticipation that she would roar to life, but no, same symptoms. I know I heard trumpets in the garage go WaWaWa Waaaa. I'm almost positive it had to be the timing chain. This had happened to me 40 years ago, and it seems to be the same thing.

OK Review the Systems again! The entire ignition system is new, except for the coil that was original to the car. Well that certainly could be it after all it is 46 years old. I happened to have a new coil in the garage for my Buick GS. I will put it on and that will surely fix the problem and I would be driving in no time. Quick install and with a smile on my face of "I got this", hit the starter and WaWaWa Waaaaaaa. It still won't run, what is the problem!

I retreated to internet for more reading and to mostly convince myself it was not a timing chain issue. I came across something about blown Power Valves, I wanted to lean the Holley anyway so it wouldn't hurt to do this first. So now with leaner jets, new "smaller" Power Valves, a really good carburetor set up I was are ready. Hit the starter and as soon as fuel filled the Holley... WaWaWa Waaaaaaa now with a deep base note. I think it may be running worse now!

OK Review the Systems again! What the heck, I will go ahead put in new points, condenser, cap and rotor and maybe even borrow a "known good carburetor" and then I would KNOW it was the timing chain. Off I went to O'Reilly's for all of those items, even though I know none of this would make the car run correctly. The kid behind the counter at O'Reilly's doesn't know how to look up points and condenser for a 68 Corvette 327 (I'm sure you are as surprised as I was -not). He turns



the screen towards me and I guide him through the menus of the O'Reilly's computer system he then retreats to the back to get my items. When he returns he had the points but couldn't find a condenser. Now a "more seasoned O'Reilly's auto parts professional" finds the all in one points and condenser unit and tells me, "they don't make them separate anymore these units replace the points and condenser". I'm sure I looked disgusted as I said "but you have the points", they both had a very strange look of bewilderment. I paid for my stuff and went home before I asked for something really hard, like a dwell meter. Besides this isn't going to fix a timing chain anyway! It all goes in, I hit the starter and she starts but is misfiring, won't idle, won't rev and dies. Time for a Barley Pop and think this over. Besides I know what it is, everyone agrees with me it's a timing chain!

Next morning I'm off to the NCRS meeting and to judge some cars. I am having a conversation with Kent Michael about what is going on with the 68 and he asks, "Did you replace the points and condenser?" Yes, well the points, I would have replaced the condenser but the brain trust at O'Reilly's couldn't find it. Besides that is not it. It's the timing chain, I knew it the first day.

After the judging meet I went home, I ran through the systems "one last time" in my head before I started to drain the coolant. Everything should be good. Why did I think it was the timing chain? It meets all the criteria, the car has 77,000 miles, Chevrolet used that stupid nylon gear, it set in a barn for 30 plus years, it backfires through the carburetor, it only has 4-6" of Vacuum. Oh yea don't forget that just before she started acting up I was running her hard, after all 6,000 RPM is the "factory suggested redline". One thing that bothered me, the timing was correct, but the timing light did not flash consistently.

OK one last thing, Kent said something about condenser, what the heck, I will get one but I know it is timing chain. Went to a different parts store, purchased a condenser (By the way, when did condensers start costing \$10). I now have wasted more time and money than I would have if I had just replaced the timing chain to begin with. In goes the condenser and hit the starter and Baby roars to life like she had been waiting on me. This time the trumpets went TA DA! Set timing, idle, and took her a test spin, yep she was back to her old self!

Thanks Kent, I wish you would have slapped me upside the head like Old Dave Denney and said KISS... Keep It Simple, Stupid!



Did You Know

1972 was the only year air conditioning was available with the LT1 engine, and, since only 240 were so equipped the combination is a rare find today.

October Meeting Minutes - Midway USA Chapter of NCRS, Inc.

Minutes Prepared By Chapter Secretary Jim Coote

The October 2014 monthly meeting was held on the 11th and called to order at 9:05 AM by the chapter Chairman, Kurt Geis. There were 25 in attendance, including visitors and members from out of state.

Chapter Business:

Kurt opened the meeting with his usual courteous and upbeat welcome to all in attendance and called special attention to a Peter Gregory, an NCRS member from Colorado who is going to join us in judging today.

Dallas Keller, our treasurer, when prompted, announced that we had \$2,871.31 in the bank along with our \$100.00 in savings. Then he proceeded to announce what checks he had to deposit, from whom they came and the amounts of each, in addition to what we owed Tracy Crisler, our Judging Chairman, so I don't know how much money we have. He then proclaimed that last month's minutes had a wrong amount in them. Please see "Rick's corner" for the correction.

Dallas also brought up the fact that our charity, the American Heart Association, still has not cashed our check, which is not the first time that there have been considerable delays, so the suggestion was made that maybe we need to pick another charity. In a flurry of motions, it was suggested and voted on changing our future charitable donations to the American Cancer Society. Kurt will submit the proper paperwork to the national organization so that our contributions will be matched by them.

After the proper motion was made and the votes were counted, it was decided that the September minutes as written in the October newsletter would be accepted. That's the part of this meeting that makes me very nervous. You'd think I was concerned about losing my volunteer job!

At this point, since we were talking about the newsletter, Rick Smiley, our VIP, in his own inimitable style, offered to autograph his article that was in the newsletter. It was about tool boxes, and I guess since everyone had a tool box, no line formed at his spot at the table to get his signature. Maybe Joe Elliot sought out Rick later because at the time of Rick's offer, Joe was scurrying around trying to find more copies of the newsletter since he found three pictures of himself in it.

New Business:

Kurt decided it was time to solidify plans for the Christmas Time get together, which in the past has been the same evening as our meeting date, the second Saturday of the month. Since one of the other Corvette clubs has scheduled their Christmas party for that evening, we discussed if we should move ours up to Friday evening, which hopefully won't conflict with other get-to-gathers of our members. So, our Christmas party will be Friday, December the 12th, starting at 6:30 at the Kurt and Karin Geis home. It was decided that it will be of a Hispanic nature, meaning we will be expected to bring a Mexican delight, and in order to eat will have to pay for a plate. Proceeds from the feast will be contributed to our new charity, the American Cancer Society. So that everyone won't follow Joe's past performance and get Taco's at the Taco-Tico, there will be a sheet sent out asking what each contributor will bring.

(Continued on page 6)

October Meeting Minutes - Midway USA Chapter of NCRS, Inc.

Continued

Dallas asked for the floor and got it. He passed around a small LED flashlight that he thought we might be able to use to promote our club and also be useful to our members. Bev, the humble one of the Smiley clan, suggested that the flashlight could be included in our "gift bag" given out at next June's "All Corvette Show". It was agreed that we should purchase 200 of the "light emanating diodes" for all of the above uses.

That went so well, Dallas passed around a sheet for people to sign if they needed, or wanted, a club name tag, either the pin to your skin kind or the magnetic type for those with a RS personality.

Kurt talked about the brick that the club purchased from the Corvette Museum and the small replica representing the brick that will be on display downstairs in the Davis Moore show room. Dale Green, the man responsible for the purchase showed us its location at the museum and Dave and Jo Houlihan, our traveling representatives, verified its location. I suspect they went to Bowling Green to make sure Dale wasn't pulling a fast one on us. We were all relieved to find the brick existed.

Dale took over by telling about a problem he had with his hydraulic clutch and the remedy used to fix it. The cure involved a "clutch syringe" and somehow he had 5 left over! His mission was to let anyone have one that might need one, free! Now, why would anyone suspect Dale's integrity?

Dallas commented about needing, or having, a set of '66 hub caps. I must have been yawning 'cause I missed whether he was buying or selling. No matter, if you need or got a set, call Dallas.

Dave Houlihan, one of our members who wears a black hat at NCRS functions, announced that at the Texas Regional, October 23-25, they will be judging a 1997 & 1998. They are apparently getting ready to write a Technical Information Manual and Judging Guide for the C-5's.

At 9:40 Kurt announced that the meeting should adjourn since Tracy Crisler, our Judging Chairman, had a judging school to run followed by a Judging Meet.

That message was cleverly ignored by several in the audience by bringing up earlier issues and even bringing to conclusion some of them! One, as mentioned earlier in the minutes, was how many flashlights to purchase. Another was that club membership was due January 1st, but you could pay earlier if you wish as long as you make it clear with Dallas what your money is for. Since our treasurer is flush, I don't know why this subject was brought up. Better get Dave and Joe on this one and leave Dale alone! Another concern voiced was whether or not we had insurance for our car show since other clubs use Hagerty for theirs. Kurt assured us that we are covered by NCRS because Kurt fills out a certificate of insurance every year for the June show.

This brings us to 9:50, ten minutes after the first attempt to end the meeting. This time it took. Tracy took over by presenting Blue Ribbons to Casey Coats and Steve Williamson for their cars achieving Top Flight last month at our Judging meet. Peter Gregory and Dave Houlihan were awarded ribbons for their Sportsman awards. Following that was a power point program conducted by Kurt for our judging school comparing original to reproduction parts.

CORRECTIONS: After listening to all of those dollar figures that Dallas spouted off during his treasurer's report, I have no idea what he wanted corrected in last month's newsletter. So if you really care about the "misquote" last month, please contact Dallas and drop me an e-mail so that I can sleep better.





Date _____ NCRS Member # _____

National Corvette Restorers Society
Midway USA Chapter of NCRS
<http://www.midwayusancrs.org>
Membership Application

Member _____

Address _____ City: _____

State _____ Zip: _____ - _____ Email: _____

Home Phone _____ Mobile _____

List of Corvettes:

Year	Color	Style	Additional Comments for Corvette
_____	_____	_____	_____
_____	_____	_____	_____

Restoration Experience (if any) _____

The Midway USA Chapter of NCRS
promotes the enjoyment, preservation and restoration of Chevrolet Corvettes.
We meet the 2nd Saturday of each month at Davis-Moore Chevrolet 8200 West Kellogg.

The National Corvette Restorers Society Mission

Formed in 1974, the National Corvette Restorers Society is a non-profit hobby group of 15,800+ families dedicated to the restoration, preservation, history and enjoyment of Corvettes made from the model years 1953 through 1996.

If you are looking for a 1953 - 96 Corvette: The seller is telling you "the numbers match". Do you know what they mean? Are they truthful? Join the NCRS and learn from all of the information we have gathered in the last 33 years to make a wise decision when you purchase your Corvette.

If you already own a 1953 - 96 Corvette: No matter what you are up to, NCRS members have been there before. Benefit from all of the information we have gathered in the last 33 years to make better and smarter decisions as you restore and maintain your valuable Corvette.

Membership Dues:

Midway USA Chapter of NCRS (\$20.00) __ Check # _____ Cash

A NCRS Membership is Required. By Internet <http://www.ncrs.org/membership/index.html>

NCRS Membership is \$35.00 By Phone (513) 385-8526

Mail this application and check written to **Midway USA Chapter NCRS:**

Kurt Geis (NCRS-KS) Membership Chair / Chairman

14123 W. Onewood Ct.

Wichita, Ks 67235

(316) 773-0774

