

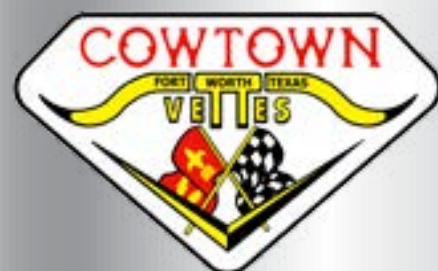


August 2015  
VOLUME 42, No. 8  
[www.cowtownvettes.org](http://www.cowtownvettes.org)

# the **LOW-DOWN** from **COWTOWN**



Official  
Publication of



*Racing, Showing and Cruising around Fort Worth since 1974*



## CTV Officers 2015

**DONALD HICKMAN: President**  
donalldhickman@sbcglobal.net

**JO ANNE SMITH: Vice President**  
josmith619@att.net

**MICHELLE AGGAS: Secretary**  
mlaggas@gmail.com

**RALEY SMITH: Treasurer**  
rsmith1203@att.net

**GLENDA McMAHAN: NCCC Governor**  
glenda-gm@att.net

**DOUG McMAHAN: Webmaster**  
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**PAUL JACKSON: Newsletter Editor**  
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## CTV Board Members

**SCOTT WHEELER**  
Board Member (Term 13/15)  
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Board Member (Term 15)  
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**ROBERT GEYER**  
Jr. Board Member (Term 15)  
geyerdrill@aol.com

## WORDS FROM OUR PRESIDENT



CTV Members and guests,

We have approximately 180 members and participate in a variety of events that include auto cross racing, car shows, and parades.

This past month we participated in two Fourth-of-July parades and both were well represented by our members and their cars, and they were fun.

We also had a number of new members work various positions and drive their cars in the practice auto cross. I remember standing on auto cross corners watching the cars go by and occasionally running down a cone that had gotten in the way. I could see how much

fun the drivers were having so I became a driver and love it. It takes a lot of work by the members to keep the events going forward and I very much appreciate the members (both old and new) that have stepped forward to support the club.

Please remember Cowtown offers a variety of activities for its members and the more you participate the more you will enjoy the club and other members. It is our members that make Cowtown a great club.



*Donald Hickman*  
President  
donalldhickman@sbcglobal.net

## FOR SALE

Set of wheels for C6 Z06  
Factory OEM Chrome Wheels with scrub  
race tires and TPMS sensors.

Wheel size 18 x 8.5 and 19 x 12

\$ 650.00 firm.

Contact: Virginia Littlefield



## Membership Meeting Location

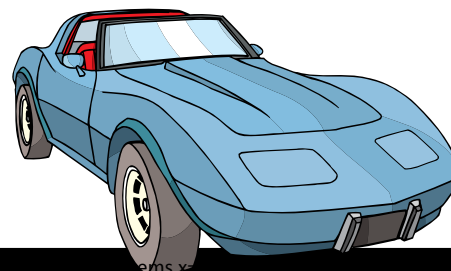
### "Cowtown Underground"

@ [Cowtown Bowling Palace](#)

4333 River Oaks Blvd.

Fort Worth, TX 76114

(817) 624-2151



## August 2015

## ADMIT YOU'RE HAPPY MONTH

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31					1
2	3 NATIONAL WATER PRESERVATION DAY	4	5	6 Wiggle Your Toes Day	7 Cowtown 101 7:00 pm * Membership Meeting - 7:30 pm	8 * Visit to Michael Brown's Corvette Collection
9	10	11	12	13 PJ AND ALL THE OTHER LEFT HANDERS DAY	14 NCCC Club Website Contest Ends	15 NCCC / TCCC LS Autocross at MSR in Cresson
16	17	18 BAD POETRY DAY	19 Board Meeting ----- Lowdown Deadline	20	21 Senior Citizen's Day	22 56th NCCC Convention 22nd thru 27th
23	24	25	26	27	28	29
56th NCCC Convention - 22nd thru 27th - Pocono Mountains - East Region						

## September 2015

## NATIONAL PIANO MONTH

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 * Membership Meeting - 7:30 pm	5
6	7 LABOR DAY	8	9	10	11 NCCC National Committee Meetings	12 NCCC National Committee & Governor Mtgs
13	14	15	16 Board Meeting ----- Lowdown Deadline	17 CITIZENSHIP DAY	18 * CTV NCCC 19th Annual Super Speedway Weekend Friday thru Sunday @ TMS	19
20 * 19th Super Speedway Weekend - NCCC	21	22	23 Elephant Appreciation Day	24	25	26 NCCC OCCC / SCCC LS Auto-cross @ OKC
27 NCCC OCCC / SCCC LS Auto-cross @ OKC	28	29	30			

Bold italic type denotes CTV events

\* Denotes required attendance and participation for 100%er Award eligibility  
♦ Members attending these Events receive 100%er credit in lieu of Cowtown Events





## CTV Committees 2015

### AUDIT

Kim West: Chairperson  
kdcwest@sbcglobal.net



### CAR SHOW

Bill Buehler: Chairperson  
buebler8721@gmail.com



### CHARITIES

Jane Buehler: Chairperson  
buebler8721@gmail.com  
Cory Armes: Co-Chairperson



### CTV CRUISER

Carlanne Hickman: Chairperson  
chickma101@sbcglobal.net



### EQUIPMENT

Robert Geyer: Chairperson  
geyerdrill@aol.com



### LOGO MERCHANDISE

Karen Watson: Chairperson  
rickandkaren@mindspring.com



### MEMBERSHIP/WELCOME

Becky Clark: Chairperson  
dcbc5356@charter.net



### CTV HISTORIAN

Mary Pittman: Chairperson  
marypittman@hotmail.com

## MEMBERSHIP REPORT

### New Members

None this month



### 2nd Time Visitors

None this month

### 1st Time Visitors

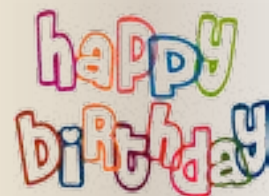
Pamela And Paul Jones  
1967 Black Convertible

*Becky Clark*  
Membership / Welcome Chairperson  
[ctv-membership@yahoo.com](mailto:ctv-membership@yahoo.com)



## CELEBRATIONS

08/04 - Billie Rogers  
08/09 - Bobby Gorman  
08/15 - Lei Testa  
08/16 - Nancy McGovern  
08/17 - Gwynne Horton-Hanna  
08/18 - James West  
08/26 - Gary (Mike) Toombs  
08/27 - Debra Myers  
08/30 - Cory Armes  
08/31 - Doug McMahan



08/08 - Richard & Carol Downing  
08/12 - Harry & Anne Rumzek  
08/15 - Doug & Patricia Shilen  
08/18 - Jack & Billie Rogers  
08/26 - Mike & Rachel Toombs  
08/30 - Fred & Margaret Proctor

## VICE PRESIDENT'S REPORT



**\*Saturday, August 8 - Tour of Michael Brown's Corvette Collection - Time 10:30am.** This private collection of Corvettes is housed in a custom-built garage owned by Michael Brown, founder of Michael Brown Productions, Inc., a broadcast quality video production facility and studio in Arlington, Texas. It has been called "The best little Corvette museum west of Bowling Green." We will meet at the Whole Foods parking lot, 801 E. Lamar, Arlington, at the corner of Lamar and Madison (just west of Collins). We will have a brief driver's meeting at 10:15 AM, then pull out shortly afterward for the short caravan to the Brown collection. Following the tour, we will go to lunch at Al's Hamburgers, at the corner of N. Collins and Green Oaks. This will be our 100%er for the month. Please contact me at [josmith619@att.net](mailto:josmith619@att.net) if you would like to attend and did not sign up at the last meeting. This will be an adult only event - no children, please.

Upcoming events for September -

**\*Friday - Sunday, September 18-20 - 19th Annual Super Speedway Weekend** - This is CTV's premier autocross event held at Texas Motor Speedway every year. We have participants who come from all over the country to attend, so we need everyone's help to make it a first class event. The event starts with tech and check-in at TMS on Friday night, as well as hospitality at the host hotel. The races take place Saturday and Sunday as well as Dinner on Saturday night at the Host hotel. We need lots of volunteers to pull all of this off, so the TMS event is our 100%er for the month. To get 100% credit, you need to either compete in the races and/or volunteer to help in one or more capacities. For more information, see the NCCC Chair column in the newsletter or check the website. Signup sheets for volunteers will be available at the membership meetings.

Check the website for more information.

If you have any questions, email me at [josmith619@att.net](mailto:josmith619@att.net).

Save the Date: **Saturday, December 5 - CTV Annual Awards Dinner and Christmas Party** will be held in the Lone Star Room at the Stockyards Station. Watch the newsletter for more information.

*Jo Anne Smith*  
2015 Vice President  
[josmith619@att.net](mailto:josmith619@att.net)



## CTV Committees 2015

### MID-AMERICA

James West: Chairperson  
[jnk69vette@sbcglobal.net](mailto:jnk69vette@sbcglobal.net)



### NCCC EVENTS

Doug McMahan: Chairperson  
[macsvettes@att.net](mailto:macsvettes@att.net)  
Donald Hickman: Co-Chairperson  
[donaldbickman@sbcglobal.net](mailto:donaldbickman@sbcglobal.net)



### NATIONAL CORVETTE MUSEUM

James Blase: Ambassador  
[jamesblase@yahoo.com](mailto:jamesblase@yahoo.com)



### NEWSLETTER

Paul Jackson: Chairperson  
[CTV\\_Newsletter@yaboups.com](mailto:CTV_Newsletter@yaboups.com)



### NEWSLETTER DISTRIBUTION

Cyndie Geyer: Chairperson  
Robert Geyer: Co-Chairperson  
[geyerdrill@aol.com](mailto:geyerdrill@aol.com)



### PARLIAMENTARIAN

Barb Greenfeder: Chairperson  
[barbsc6@sbcglobal.net](mailto:barbsc6@sbcglobal.net)



### SOCIALS

Jo Anne Smith: Chairperson  
[josmith619@att.net](mailto:josmith619@att.net)  
Gwynne Hanna: Co-Chairperson



### TEXAS MOTOR SPEEDWAY

Rick Garabedian: Chairperson  
[rgarab1@yahoo.com](mailto:rgarab1@yahoo.com)  
Scott Wheeler: Co-Chairperson



### TIMING

Becky Clark: Chairperson  
[dcbc5356@charter.net](mailto:dcbc5356@charter.net)





The year is quickly passing but it's not too late to start accumulating points for the 2015 Cowtown Cruiser Program. The deadline for submitting your point's sheet is November 7, 2015 and your photos is November 15, 2015. Awards are given to each person that participates in the program AND accumulates at least 35 points to be a bronze level recipient. A silver level award is given for 50 or more points up to 74 points and a gold level award is given for 75 or more points. It is not hard to reach bronze or silver level. The Cowtown website has 2 map options for the Dallas/Fort Worth area that show you where to go to acquire enough points for each of these levels. Driving around the area for just a few hours on several weekends will get you plenty of points. You might even learn a little history of the area or find something unique close to home that you had no idea was there.

For those wanting more points a trip out of state is the best way to accumulate a lot of points. Out of state cities and counties get an extra point (2 total) over an in state city or county (1 point), unless the city or county is listed on an historical marker in Texas (2 points total). Using out of state historical markers gets another point for each location making this option your best way to accumulate the most points (3 points total). You cannot use a library or school to get points. As mentioned in earlier articles the safest way to get a city and state is to use the post office. County courthouses will usually get you the most opportunities to earn points since historical markers and memorials are often on the grounds. You may also use police and fireman's memorials in addition to war memorials. If you use an historical marker make sure it is legible. If the information on the marker is not legible it cannot be used for points. Taking a close-up photograph of the marker will usually work.

In my article last month I was incorrect in stating that the church had to be 100 years old or older. In order to use the church as an historical church it must have a sign showing it was built more than 75 years ago if it does not have an historical marker on



it. It may also be used if it is listed on a website as being an historical church even if it doesn't have a marker or sign. Documentation of this listing should be provided. Historical markers for cemeteries must contain the name of the city or county on it in order to be used for that city or county.

If you are not pursuing points for the Cowtown Cruiser Program you can still submit photographs of your Corvette in unique or interesting places for the Cruiser Photo Contest. Photos will be posted at the November meeting and the members will vote for their favorite one. The top three photos will be given awards.

**Happy Cruising!!!**



*Carlanne Hickman*  
2015 Cruiser Chairperson  
chickma101@sbcglobal.net



## 19th Annual Super Speedway Weekend September 19-20, 2015

### 12 Low-Speed Autocrosses at



**PLEASE MARK YOUR CALENDARS**  
**YOUR CLUB NEEDS YOUR ASISTANCE**  
**to host this premiere event!**



**FRIDAY:**  
6:00 PM - 10:00 PM - **Hospitality** at the Hampton Inn  
6:00 - 8:30 PM - **Entrant Check-in and TECH** at the TMS / NEXTEL Garage (1F9)

**SATURDAY:**  
7:00 AM- TMS Gates Open  
7:00 - 8:00 AM - **Entrant Check-in and TECH** at the TMS / Nextel Garage (1F9)  
8:00 AM - **Driver's Meeting** (in the TMS NEXTEL Garage)  
Parade Laps on Road Course - following the Driver's meeting  
1st Car out for NCCC Autocross Racing - following the Parade Laps  
6:30 PM - **Dinner, Awards & Hospitality** @ Hampton Inn (entrants, workers & pre-pay only)  
Charity Raffle benefitting the North Texas Kidney Foundation  
buy lots of tickets - there are some great raffle items  
8:00 PM - SW Region NCCC Governor's Meeting



**SUNDAY:**  
7:00 AM- TMS Gates Open  
7:00 - 7:30 AM - **Entrant Check-in and TECH** at the TMS / Nextel Garage (1F9)  
7:00-7:15 AM - Staging for Oval Laps  
7:30 AM **Oval Laps** - Staging at the north-end of the Infield Road (weather permitting)  
**Driver's Meeting** (NEXTEL Garage) - 8:30 AM (estimated) - immediately after Oval Laps  
1st Car out for NCCC Autocross Racing - following Oval Laps - 8:45 AM (estimated)  
**Victory Circle** will be open for photos from 10:00 am to 2:00 pm





## OUR SPONSORS

### PLATINUM SPONSOR - BRUCE LOWRIE CHEVROLET



### GOLD SPONSOR - COWTOWN BOWLING PALACE



### GOLD SPONSOR - STREETSIDE CLASSIC CARS



Thank You !!!!

## CHARITIES



June 18, 2015

Ms. Jane Buehler  
Cowtown Vettes  
P.O. Box 1974  
Fort Worth, TX 76101

Dear Ms. Buehler,

Thank you very much for the recent drive at Cowtown Vettes on 06/12/2015 benefiting Tarrant Area Food Bank. The generous donations of your colleagues totaling \$400.00 are greatly appreciated. Your support provides nutritious meals for so many people facing hunger in our community.

Each month, the Food Bank provides groceries for 45,000 families as well as food for 500,000 meals and snacks served at agency sites. This simply would not be possible without the help of generous people like you.

Your support truly makes a difference. Thank you for partnering with Tarrant Area Food Bank in the fight against hunger.

Sincerely,

  
Bo Soderbergh  
Executive Director

Tarrant Area Food Bank is a registered 501(c)(3) nonprofit organization. Your donation is tax-deductible to the extent allowed by law, as you received no goods or services in return.

Tarrant Area Food Bank | 2600 Cullen Street | Fort Worth, TX | 76107 | 817.322.9177 | tafb.org |   

Jane Buehler  
Charities Chairperson



## Why bother (some background)

I own a C5 Corvette. Love the car but, it does have its shortcomings, some of which have been remedied in the later models. To discuss these is a lengthy discussion over Tex-Mex and suds. For those of you who may not know and, in most cases, need not care, the fifth generation Corvette maintains a long standing tradition in Corvettes of not having a highly efficient engine cooling system. Most cars and trucks channel the flow of air into the radiator parallel to the road surface and perpendicular to the radiator (as do virtually all trucks). Air flow to the C5 radiator flows upward from underneath the car and runs at about a 30 degree angle which is also parallel to the radiator mounting; not very efficient. There is a triangular air box that traps the incoming air and forces it into the radiator. However the radiator cooling fins are not even in close alignment with the air flow.

The radiator has a single row of cooling tubes which circulate coolant across the cooling surface. The radiator capacity is approximately six quarts. There is no provision to cool the oil on any C5 (or C6 coupe). To substantiate this problem, let's remember that the 2006 and up Z06's and ZR1's all have engine oil coolers. The only way for the oil to remain cool in a C5 is for the engine coolant to maintain an acceptable engine operating temperature. The oil is cooled by transferring heat to the engine block which is cooled by the engine coolant which is neither efficient nor highly effective. (NOTE: My '87 Camaro IROC Z-28 had an engine oil cooler as does my truck. Neither ever experienced overheating problems.)

Many of you will respond with "I never have problems keeping my engine cool" for which I will agree, with conditions. If you autocross your car, drag race it, or just drive it on the street, it is not likely to experience problems. However, if you spend repeated 20-35 minutes in track sessions in the middle of summer in Texas, you are quite likely to be forced to curtail your track sessions to avoid reaching engine overtemp. If you commute in these same conditions, you may suffer the same misfortune. During construction grid lock, I reach 240F on occasion. Naturally, if your car came equipped with an oil cooling feature, your car

will be less likely to overheat. Again, no C5 has a factory equipped engine oil cooler.

To render my particular C5 even more inefficient, I have an induction system that draws air from the radiator air flow. The filter actually sits partly in a hole cut in the radiator air duct which both disrupts air flow but also partially blocks airflow to the radiator which further compromises the efficiency of the radiator.

## Ingredients (what you should purchase prior to beginning the job)

The major ingredient is a larger radiator. There are multiple brands. I cannot comment on brands. I selected a product offered by DeWitt. It is an all welded unit made entirely of aluminum and consisting of two rows of cooling tubes (twice what the factory radiator uses) as well as provision to cool the oil on the left end tank. Although DeWitt sells radiators direct, I saved over \$100 (discount and free shipping) by purchasing the radiator from Mid-America Corvette by taking advantage of Cowtown's discount program.

Since I had no means of extracting oil from the engine and conveying it to the radiator, I chose to purchase a kit which only DeWitt sells for its radiators. The kit consists of a Lingenfelter billet aluminum adaptor block, two AN -10 hoses equipped with fittings, fittings to adapt the AN fittings to the radiators NPT threads, a plug to use in the absence of an oil temperature sensor, a plug to use in the absence of supercharger oiling needs, and the necessary bolts and gasket. All LS engines have provisions for external oil circulation in much the same way as the HI-PERF big block Chevrolet engines. The one difference is that, on the old engine, plugging these passages forced the oil to circulate internally. On LS engines, there is no internal circuit. Therefore, an external fitting is provided to connect the two circuits (outgoing and returning oil flow). This is also where C5 owners will find their oil temperature sensor.

When trying to use the old radiator hoses on a new radiator, I experienced problems with the lower hose which, despite considerable tightening, would not stop leaking.

*(continued on next page)*

This cost me another 2.5 gallons of in addition to the hose and screw clamps. I recommend replacing both hoses and all four clamps.

## Tools (Nothing special)

I will touch briefly on tools but only to assume that if you are taking this on, you have both the basic knowledge and tools to complete the job. However, there is one exception and that is a wrench to tighten the AN fittings. The fittings require a one inch open end wrench. Many suppliers of automotive plumbing (e.g., Earl's, Aeroquip, etc.) offer this wrench. In fact, there is now an adjustable AN wrench that sells for about \$65. It is short and thin since plumbing usually goes in areas too tight for light to enter. Living as I do on the cheap, I took another approach: I took an adjustable open end wrench (i.e., "Crescent" wrench or adjustable spanner), sawed the handle down to about two-thirds its original length and then ground down the jaws to enable the wrench to reach the confined spaces these puppies are inevitably relegated to living their lives. Total price: \$9.

### Steps

You have probably already noticed that this is not a tutorial on how to replace radiators. Heck, anyone with tools, hands, and eyes (or at least two of the three) can figure this out. On older simpler cars, I could do this in a morning if it wasn't too hot or a day if it was.

This new radiator is a really good fit and has all the plumbing in the right places. In fact, it has plumbing in places where you previously had none. Bench assembly of radiator and fan shroud is mandatory because it is necessary to trim the fan shroud in areas where the welds are a bit fat and around the engine oil entry and exit holes. Be generous. You'll need the room to secure the new fittings.

All NPT threads and mounting bolts require thread sealer, not thread adhesive (i.e., "Lock Tite"). The AN threads are secured dry. Anything will compromise the seal and will cause leaks. Leaks will make you cry. I am a loosey goosey type of mechanic. I err on the loose side to avoid breaking bolts, stripping threads and such. The price of being too loose is only leaks which can be remedied with tightening and more fluid. I'd rather cuss over leaks than cry over the sound

of dry hot metal getting drier and hotter.

## Assistance

This is pretty much a job for one person. The only time I actually needed help was in removal of the old radiator and insertion of the new one (thanks Raley). With the fan shroud still attached, it is heavier than it looks. Sure, you can lift much more weight than this, but leverage is not your friend. Would you want to ding a fender and then have to explain it to a cynic like me? Now, if your brother-in-law owes you, he can save you considerable time. I spent considerable time under the car and more time over the top of the car leaning on a fender cover. The real advantage of a helper is when you are performing a task that requires both. I did most of this alone. I needed the exercise, communication was obviated, and my rates were manageable.

The single most difficult part of this effort was routing the oil hoses. The hoses came assembled as part of the installation kit. For those of you who have dealt with this kind of plumbing, you know how stiff these braided stainless steel hoses are to bend. I have created hoses of smaller diameter (-4 and -6) but, this -10 size stuff is very difficult to cut, bend, and add fittings. I chose to use the hoses so as to eliminate yet another opportunity for something to leak. The total time spent routing the oil hoses was about four days working 4-6 hours per day.

## Fluids

The new radiator about doubled the overall capacity (radiator, engine, and hoses) of the C5 cooling system. I ended up using 3.5 gallons (about double the original capacity) to top her off. Oil was another matter. If I under filled the cooling system, the cooling temp gauge would inform me and I could have added more. Insufficient oil was a gamble of much greater magnitude. First, I queried my favorite blog (Z06.net) where I was advised to increase my oil capacity by two quarts. A friend (and fellow Cowtown member) advised me to calculate the capacity of the hoses and the tank. By the time I remembered to do that, I had

*(continued on Page 14)*



## PRACTICE AUTOCROSS - BURLESON HS - 6/20



Glenda and Doug's C4



Debby and PJ's C6



Ronnie in their C7



2/3 of our fearless timing crew of Becky, Mary & Ann



Robert in their C6



Sonny in his C5

## WESTCLIFF WEST NEIGHBORHOOD ASSOCIATION PARADE - 7/4

For more pictures go to [July 4th Westcliff](http://July 4th Westcliff)

or scan





installed the hoses and had the cuts and bruises to prove it. Besides, I would never be able to calculate the cooling tank capacity. So I contacted DeWitt directly. "Jon" was very helpful and actually went out on the assembly line and filled a tank and the hoses. He told me the capacity was an increase of 20 oz. With a factory capacity of 6.5 quarts, an addition of 20 oz. was a little more than a pint which seemed a bit light. Therefore, I started with 7 quarts. Following engine start, I checked oil level and discovered that I was slightly less than one quart low (about 1/16" over the add mark). The calculations got me into the "safe zone" (that is enough oil to prevent junking probably the best automobile engine I have ever owned). Thanks, Kevin and Jon.

Here's something to make some of you giggle: The factory radiator has a really funky drain valve. It is a Teflon piece with a 1/4" ratchet drive cut out and some really soft and coarse threads. To open it, one must turn with a drive ratchet while coaxing the valve thingy with a wide blade screw driver in such a manner that one does not break this puppy. To break it is another crying session. I managed to get the thing to drain so, you can, too.

The new radiator, ironically, has an old timey pet cock, the type seen on all "traditional" radiators. I made sure it was screwed in all the way prior to adding coolant. WRONG!! When I began adding coolant, that sucker peed like a cow....well, you know. Backing the pet cock all the way out fixed my first leak.

### Checkout

Overlook nothing. By the time your new radiator is in your car, you will have disconnected a sensor, a light, and two fan motors not to mention hoses. I completed this endeavor without disconnecting / removing the A/C condenser. Screwing up here can cost you plenty and make a mess. Both the condenser and fan shroud attach to the radiator, one on each side. Tabs on each assembly fall into slots on the radiator. Gravity and the top radiator support keep them in place. In the absence of a radiator, I used zip ties to keep the condenser plumbing from suffering a strain until

a radiator returned to support it.

### Testing

I am one testing buckaroo. I want to find any problems or leaks in the security of my shop rather than discover them halfway between San Antonio and Corpus Christi. Check everything.

My first test was the "Dead Air" test. I started the car in the shop and let it run. This is where I encountered my coolant leak on the lower hose connection to the radiator. This would be fixed with a new hose and screw clamps.

I ran the coolant temp up to around 180F before shutting down. I then discovered leaks at the adapter block. I would eventually eliminate these leaks by tightening the bolts that hold the adaptor block to the engine block, tightening the oil temperature sensor (it now fits in the adapter block), and by tightening the AN fittings as well.

Next was a four mile round trip up I-20 which produced yet more leaks (oil).

My final leak was on the upper oil hose (the hose that returns cooled oil to the engine via the adapter block). This leak persisted and, although quite difficult to reach with my homemade AN wrench, I finally got it to the point where the fitting now remains dry between heat cycles. I had numerous leaks but, no broken or stripped anything. Remember that, when running the car to create heat to check for leaks, nothing will leak initially. That is because the thermostat has not yet begun to open. I estimate that at about 135-145F, the thermostat will begin to crack open and will be completely open at around 180. Maybe if you read this a couple of times, you will avoid some of my liquid pitfalls. (NOTE: I utilize a 180 degree thermostat. With a different thermostat, your results will definitely vary.

### Future Changes

I now have a stock radiator shroud trapping air for the radiator. If all goes well for a while longer, I may reinstall my induction that draws air from the radiator air flow. With a 25-30F improvement in operating temps (oil and coolant), I can probably afford to resume

drawing engine air from this relatively cool source. One of the oil hoses is 2-3 inches too long which forces the hose up over the alternator instead of under it as is the case of the other hose. If the situation presents itself, I may change that but, that old nagging adage "if it ain't broke, don't fix it" simply will not go away.

### Summary

I have tried to assist anyone attempting this by pointing out the "land mines" I encountered without reading like a Chilton's or a GM factory manual. I should probably have provided pictures to help illustrate but, I didn't want to get my camera or phone greasy. Besides, pictures of radiators are not all that entertaining nor are bald headed old men sleeping on a creeper.



Shows the upper left corner of the radiator and the return line from the oil cooler back to the engine. Construction is most sturdy. The gravel is what was left from digging out after I tried to clean the A/C condenser.



The Lingenfelter adaptor that interfaces the oil circuits of the engine to the oil cooler in the left side of the radiator. It is easy to see the new home of the oil temperature sensor. Routing the oil lines was most difficult.

*David Gill*



## ARLINGTON PARADE - JULY 4TH 2015



For more pictures go to [July 4th Arlington](http://July 4th Arlington)

or scan this code



## LIGHT ENTERTAINMENT CORNER

### PASSION *by Cindy Brown*

She made him feel sexy and daring, like a bad boy who made no excuses for his cockiness. He knew she could get him in trouble, but he didn't care. He just wanted to lose himself in her and he often lost all sense of space and time when they were together. It was like nothing else mattered. When he looked at her, you could see the lust in his eyes. You could tell by the way he caressed her body that SHE was his treasure! She was beautiful. She was HIS. He was proud. He knew he was playing with fire, but that kind of heat was alluring. Her fire ignited his passion. It made his heart and mind race with abandon. With HER, he wanted to go further and further and faster and faster until all his energy was spent.

The jealousy that raged inside her made his wife feel juvenile and foolish, yet, she had to agree with him. Yes, SHE was a sight to behold with a body that wouldn't quit.

But, SHE could never return his affection since she was only a Corvette!

## DRIVE YOUR CORVETTE TO WORK / GUYS LUNCH

### Friday, June 26th



Fred's off Bluebonnet Circle in Ft Worth.

A small group of 8 guys met to enjoy lunch.







Welcome to some sunny Texas summer weather...finally! Rain is good, it makes the green things grow; but we sure had more than our share the first half of this year. It will be nice to get out into the back roads for some Corvette cruising, or showing, or socializing with our favorite sports car. While we're out driving our Vettes; it's nice to be comfortably relaxed in the knowledge that should the unthinkable happen and our car gets dinged we have affordable insurance we can count on.

The National Corvette Museum Insurance is my choice to cover the two Vettes in my garage. I was really impressed when I started looking at what NCM Insurance had to offer at such a great price. They sell agreed value insurance for collector cars of any type, not just Corvettes, even new cars. Of course, they can't be daily drivers; but they do have an option which allows you to drive your collector car to work a couple times a week. There are annual mileage options, deductible amounts from \$0 to \$10,000, lost or stolen parts coverage up to \$2,000, \$75 towing coverage included (upgradeable to \$200 for a \$10 fee), and even coverage for your pet riding with you. Other coverages I like are the trip interruption coverage in case you break down away from home at least 50 miles or more, no deductible if your windshield is damaged with no other damage to the vehicle, and they'll cover new additions to your fleet for 30 days and up to \$50,000. You don't have to be a member of the NCM to take advantage of their great prices either.

In my case, by switching to the NCM Insurance for my collector cars, I saved almost half of what I was paying to the big-name insurer that advertises in all the magazines. I was paying \$1373 per year for my 1995 and 2013 coupes, and now I pay NCM Insurance \$740 per year for a little better coverage than I had before. Of course, your specific premiums will depend on your vehicles and the coverage choices you make.

The liability and collision coverages you are offered will be similar to what you have on your



daily driver policy; and they will want a copy of the declarations page from that policy, as well as pictures of the cars to be insured and a few other required pieces of paperwork. Don't worry; the paperwork they need won't be like the paperwork we had at the airlines. We used to say that when the weight of the paperwork equaled the weight of the airplane; we were cleared for departure.

There are several premium discounts available from NCM Insurance. A multi-unit discount is available along with anti-theft device and national car club or NCM member discounts. If you have taken a driver improvement course in the last three years; there is a discount for that, too.

Check out the NCM website at [www.corvette-museum.org](http://www.corvette-museum.org) and click on the link in the box on the left side of the home page that says: NCM Insurance. There's lots more detailed information there, including info on High Performance Driver's Education on track insurance as well as how to get a quick quote for your collector cars. I'm glad I did; they save me money, and I bet they can save you money, too.

*James Blase*  
NCM Ambassador



We would like to thank everyone that came out and enjoyed the Practice Autocross at the Burleson ISD on June 20th. The event was successful in bringing out new workers and people to try autocrossing. I would like to thank the following people who stepped up as functional chairpersons to make this event fun and successful.

- **Jason Blocker & David Gill** – Safety Tech
- **Becky Clark** – Timing
- **Richard Downing** – Corner Workers.
- **Robert Geyer** – Club Trailer
- **Fred Proctor & Tony Sokoloski** – transporting of the Hickman's Generator
- **Glenda McMahan** – Registration & Timing Boards.

Now for the last NCCC Event we will host this year. It is the largest single event that Cowtown hosts each year so please mark these event dates on your Calendar. On **September 19th & 20th**, Cowtown will host our **19th annual Super Speedway Weekend at Texas Motor Speedway**. We do typically have participants from numerous other states and other NCCC regions – too early to tell this year. This event starts on Friday afternoon around 4pm with setup, tech, hospitality, etc. with autocrossing taking place on Saturday and Sunday. We do provide a catered dinner with Fastest Time of the Day (FTD) awards on Saturday night at the host hotel, along with the NKF Charity event. We would also invite you to participate in the event – remember, it is you against the clock and on a surface better than most city streets; you can drive as fast or slow as you want. If you have never autocrossed in NCCC, you can run 10 of the events as a “novice” participant; while you learn all about enjoying your Vette. Feel free to contact me or other

competitors in the club for any questions you might have.

We do still have a couple of functional co-chair positions for this event. We will gladly welcome and share with you what is needed to chair and/or work at any of them; so please don't hesitate to step in and get involved. We are also still seeking volunteers for working several areas of the event; get involved and help Cowtown be successful to host a great event. On our website there is a section labeled “[Functional Chairpersons](#)” (\*\* below); any position that lists “TBD” is an available opportunity for you to step up. If you aren't ready to chair a function, we would invite you to work the events and I will have worker signup sheets for each event at every meeting. Additionally, you can click the link on the website to RSVP as a worker via email; we do thank all of you that signed up at the last Membership Meeting.

You can visit our website to see event photos from previous years. We look forward to your assistance to enable Cowtown to host these events to be the best in the region – we need you and your skills and expertise!

\*\* <http://www.cowtownvettes.org/images/2015/091915-TMS/TMS-WRK-LISTING.pdf>



*Doug McMahan & Donald Hickman*  
2015 NCCC Event Coordinator & Co-Coordinator



## SW Region Clubs

**BRAZOS RIVER CORVETTE CLUB (BRCC)**  
Granbury, TX • SW-540

◆

**CEN-TEX CORVETTE CLUB (CTCC)**  
Waco, TX • SW-200

◆

**CORVETTE CLUB OF OKLAHOMA CITY (CCOC)**  
Oklahoma City, OK • SW-468

◆

**CORVETTE CLUB OF TEXAS (CCT)**  
Dallas, TX • SW-074

◆

**CORVETTE OWNERS ASSOCIATION  
OF SOUTH TEXAS (COAST)**  
San Antonio, TX • SW-143

◆

**COWTOWN VETTES (CTV)**  
Fort Worth, TX • SW-055

◆

**EAST TEXAS CORVETTE CLUB (ETCC)**  
Lufkin, TX • SW-577

◆

**LONGHORN CORVETTE CLUB (LCC)**  
Austin, TX • SW-207

◆

**MID-COAST CORVETTE CLUB (MCCC)**  
Lake Jackson, TX • SW-170

◆

**NORTH TEXAS VETTES (NTV)**  
Fort Worth, TX • SW-555

◆

**OKLAHOMA CITY CORVETTE CLUB (OCCC)**  
Oklahoma City, OK • SW-131

◆

**SAN JACINTO CORVETTE CLUB (SJCC)**  
Houston, TX • SW-063

◆

**SUN CITIES CORVETTE CLUB (SCCC)**  
Albuquerque, NM • SW-085

◆

**TEXAS COMPETITION  
CORVETTE CLUB (TCCC)**  
McGregor, TX • SW-569

◆

**TEXAS CORVETTE  
MOTORSPORTS CLUB (TCMC)**  
Houston, TX • SW-568

◆

**TEJAS VETTES (TV)**  
Plano, TX • SW-163

◆

**TEXAS OUTLAWS CORVETTE CLUB (TOCC)**  
Graham, TX • SW-198

◆

**TIN HALL TOYS (THT)**  
Santa Fe, TX • SW-392

◆

**TULSA VETTE SET (TVS)**  
Tulsa, OK • SW-248

## GIRLS NIGHT OUT - 06/25/15



## 2015 COMPETITION SCHEDULE

DATE	LOCATION	EVENT	CLUB
8/15	<a href="#">Cresson, TX</a>	<a href="#">Motorsports Ranch - 1.3 Mile Lower Track</a> 1st CHOICE - 7 LS Autocrosses	TCCC
8/22-27	Lake Harmony, PA	<a href="#">NATIONAL CONVENTION 2015</a> & NATIONAL MEETINGS	Nat'l
8/27	Lake Harmony, PA	National Club Newsletter & Website Contest Winners Announced	Nat'l
9/11-12	St Louis, MO	<a href="#">NATIONAL MEETINGS</a>	Nat'l
9/19-20	<a href="#">Ft Worth, TX</a>	<a href="#">Texas Motor Speedway - 18th Annual Super Speedway Weekend</a> 1st CHOICE - 7 LS Autocross Events 1st CHOICE - 5 LS Autocross Events Laps on the Oval Sunday Morning	CTV (BRCC)
9/20	<a href="#">Ft Worth, TX</a>	<a href="#">SWR GOVERNOR'S MEETING - 8 PM @ Hampton Inn on I-35 (just south of Texas Motor Speedway)</a>	SWR
9/26-27	<a href="#">OKC, OK</a>	<a href="#">Sheriff's Facility</a> 1st CHOICE - 7 LS Autocrosses 1st CHOICE - 7 LS Autocrosses	CCOC TVS SCCC
10/10-11	TBD	1st CHOICE - 10 Autocross Events at TBD	SJCC
10/24-25	<a href="#">OKC, OK</a> <a href="#">Noble, OK</a>	<a href="#">Sheriff's Facility</a> 1st CHOICE - 7 Autocross Events <a href="#">Thunder Valley in Noble</a> 1st CHOICE - 3 Drag Events @ (MT, Record & ET)	COAST OCCC
10/31 11/1	<a href="#">Mart, TX</a>	<a href="#">Prairie Hill Dragway</a> 1st CHOICE - 7 LS Autocrosses 1st CHOICE - 7 LS Autocrosses	TV CTCC
10/31	<a href="#">Waco, TX</a>	<a href="#">SWR GOVERNOR'S MEETING - 7 PM @ TBD</a>	SWR
11/13-14	St Louis, MO	<a href="#">NATIONAL MEETINGS</a>	Nat'l

Complete schedule and flyers for these events can be found at  
[Southwest Region Schedule](#)

## NCCC GOVERNORS REPORT



Summer heat is here! After all we are in Texas.

Nothing much going on in the Southwest Region during July and August because of the heat. One event at MotorSports Ranch in Cresson on Aug. 15th put on by TCCC, the Waco club.

National Council of Corvette Club, (NCCC) is holding the annual convention Aug. 22-27 in the Pocono Mountains hosted by the East Region. It looks to be fun. Cowtown has several couples going and if you are interested I am sure you can caravan along with one of them. You don't have to go for the whole week. You can buy a day pass. We are not able to go this year and will miss seeing all our friends and all the fun!

September brings our Texas Motor Speedway event, Sept.19-20. This is a lowspeed autocross event. For those that don't know what that means, this is what the rulebook says: A low speed autocross is held on a paved surface, which in this case is the road course in the infield, where the route is defined by cones or pylons and has a maximum speed for a stock corvette (group 1) of less than 80 mph. If you want to try this event it is a great surface and smoother than most of North Texas highway. If you aren't interested in trying it, we still need you to come out and help put on this event by working.

**AUTOCROSS IT  
LIKE YOU STOLE IT!**



**Southwest Region Top Ten are as follows:**

**Club:** Cowtown # 2

**Men:**

Kevin Anthony # 3

Fred Proctor # 4

Jim Forsythe # 10

**Women:**

Cathy Anthony # 3

Donna Forsythe # 5

Carlanne Hickman # 7

**SAVE THE WAVE!**



*Glenda McMahan*  
2015NCCC Governor  
[glenda-gm@att.net](mailto:glenda-gm@att.net)





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**Club Discounts\***  
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New Vehicle Purchase: Employee Pricing\*  
Preowned Purchase: Priced by General Manager

\*Special vehicles may be excluded. Discounts do not apply to advertised offers. Cannot be combined with other coupons. Please show NCCC membership for discounts.\*



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free shipping."*

*James West*

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"Who Does What"  
listing. Listings renew each December.  
Contact the Editor for more info.*



**CTV Logo  
Merchandise**

Hello everyone. Welcome to the Logo Merchandise store. There are lots of great things for sale with the Cowtown logo on them. Here's just a sampling of some of the things we have for sale:

Caps.....	\$ 7.50
Visors.....	\$ 7.50
Sweatshirts..... (2XL and up slightly higher)	\$20.00
Long Sleeve T-shirts..... (2XL and up slightly higher)	\$15.00
Short Sleeve T-shirts .....	\$13.00
Men's & Women's Long Sleeve Denim Shirts .....	\$25.00
Polo shirts. All different styles..... (Please note that on all shirt orders, 2XL and up sizes are slightly higher)	\$25.00

**If you want your name added to your shirt,  
it's only \$3 more!**

**Or if you want a Cowtown logo or a certain year  
Corvette on one of your own shirts it's only \$5!**

Name tags .....\$ 12.00  
We also have stickers, patches, koozies, and tumblers (*only two of these left!*)

So stop by the Logo table before and after the meeting to place your order. You'll get your order by the next meeting.

Thanks!

*Karen Watson*  
*Logo Merchandise Chairperson*  
rickandkaren@mindspring.com  
817-232-3871





ALL CORRESPONDENCE SHOULD BE SENT TO:  
**COWTOWN VETTES**  
P.O. Box 1974  
Fort Worth, Texas 76101



August 22 - August 27, 2015

<http://www.corvettesnccc.org/Convention2015.html>



**DO YOU HAVE A NEW ADDRESS, PHONE NUMBER OR EMAIL ADDRESS? HAVE YOU SOLD YOUR CORVETTE OR BOUGHT A NEW ONE?**  
If so, let Membership know so we can update your address on the various email lists. You can send any updates to Membership at: [ctv-membership@yahoo.com](mailto:ctv-membership@yahoo.com).



### Advertise in the *Low-Down!*

<b>EIGHTH PAGE SIZE</b>	<b>HALF PAGE SIZE</b>	<b>FULL PAGE SIZE</b>
\$100 Year	\$200 Year	\$350 Year
<b>QUARTER PAGE SIZE</b>		
\$150 Year		

*All Ads in Black & White  
Contact the Editor for more info.*

### Future Corvette Owners Association (FCOA)

Do you have a son, daughter, grandson, granddaughter, niece, nephew, or are a guardian to a child under the age of 16 years. If so, don't forget to enroll him/her in the **Future Corvette Owners Association (FCOA)**, NCCC's youth organization.

**Website:** <http://www.corvettesnccc.org/fcoa1.html>



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