

## Past Chairman's Comments

by Mike Aichele

**J**im Elder and I had a wonderful trip to the Arizona Regional. Look for a small article and pictures from Jim elsewhere in this newsletter. In a couple of the pictures Jim provided you will see a yellow ZR1. Well, at first glance it was a ZR1, but the clear opening in the hood was painted, and it didn't have the right engine in it. It was clear that something was going on with this car. Want to know more? Come to the meeting and I'll tell you more.

The April meeting will be our normal breakfast meeting. Our trip to Brett Driscoll's new garage to see Bob Clark's 1966 Corvette going through a frame off restoration has been postponed for a while.

Neal Kennedy has organized a trip to the Corinthian Vintage Automobile Racing at Hallett Motor Speedway on April 21st. See his article elsewhere in this newsletter. The \$10.00 entry fee is cheap for a day looking at vintage race cars and visiting with great friends. Hope to see everyone there! Let's give him a lot of support for this outing.

The May meeting is going to be a Parts 101 class by Don Partridge. There is going to be a short board meeting in May after Don's presentation!

We are looking for someone to volunteer something for the June meeting. Will that be you?

Nancy and I will be leaving for the National Convention on June 23<sup>rd</sup>! I think Steve Williamson is going to meet us at our house on June 22<sup>nd</sup> and start the Road Tour with us. Depending on this schedule, we might have a social get together on that Friday evening. Be thinking about it!

For the July meeting, Nancy and I will just be getting back from the National Convention, so someone might have to take charge of that meeting. Anyone want to plan something?

The answers to last month's Corvette Questions are:

1. In 1951 a group of Harley Earl's "Special Projects" crew began work on a GM sports car. Bob McLean designed a general layout for the car which was originally code named, "Opel."
2. Myron Scott, at the time Chevrolet's Chief photographer, is credited with coming up with the Corvette name, drawing from the small, fast warships of the "Corvette" class.
3. The Jaguar XK120 is believed to have been the inspiration for the first Corvette. True or False?
4. The original front emblem and horn button on the "Autorama" show circuit Corvette featured crossed American and checkered flags. It was later discovered that using an American flag on a product trade mark was against the law and the emblem was changed shortly before the New York Motorama.
5. On Tuesday, June 30, 1953, Corvette #1 Serial Number E53F001001 rolled off of the assembly line, and Corvette production began.
6. A heater and an AM radio were the only Regular Production Options (RPO) offered with 1953 Corvettes.
7. To commemorate the new V-8 engine, 1955 Corvettes featured an enlarged, gold "V" in the "Corvette" script on the front fender panels.
8. One of the few ways to differentiate between a 1956 and 1957 Corvette without opening the hood is to look at the inside rear view mirror. On the 1956 model, it adjusts with a thumbscrew, while on the 1957, adjustment requires a wrench to loosen the locknut.
9. 1958 was the last year of a tachometer which kept track of "cumulative engine revolution counter," a feature which first appeared in the 1953 Corvette. In 1958 the tach was used on

230, 245, and 250 hp cars but not on the 270 and 290 hp cars. The Part number is #1548631 for 1958 models.

10. Aluminum knock off wheels only cost \$322 for a set of 5 in 1964.

This month's Corvette Trivia Questions are:

1. The "Sting Ray name" was not used on the \_\_\_\_ Corvette, but returned in \_\_\_\_, this time spelled "Stingray" as one word.
2. In \_\_\_\_, the ignition lock was moved from the dash to the steering column. It would remain there until \_\_\_\_ when it was returned to the dash.
3. Corvette had its first all aluminum engine in 1969 as the \_\_\_\_\_. It was not the first GM automobile to do so, however, being beaten by the \_\_\_\_\_ in 1960 and the Buick \_\_\_\_\_ V8.
4. The first ZR1 performance package appeared in \_\_\_\_ (not 1990, as some might believe) and included the \_\_\_\_ HP LT1 engine and a host of other performance items.
5. In 1973, aluminum wheels were again listed as an option. However, their inability to maintain air pressure (much like the problems which plagued the early 1963 aluminum knock off wheels), kept them out of the hands of customers until \_\_\_\_\_.
6. The only external difference between the 1971 and 1972 Corvettes is the \_\_\_\_\_ and chrome plating on the \_\_\_\_\_ on the 1972.
7. 1972 was the only year for Corvette "Big Block" engines in the 1968 to 1972 range to have \_\_\_\_\_ on the air cleaner lid.
8. The rear view mirror in the 1974 Corvette was increased to a width of \_\_\_\_ inches.
9. The last true dual exhaust was installed in \_\_\_\_\_. After that, all exhaust gases were channeled through a single catalytic converter.
10. Only \_\_\_\_\_ 1969 Corvettes were sold with the \_\_\_\_\_ 427 engine, making them one of the rarest collector Corvettes of all time.

In the near future we are planning try to fit the following in to our schedule;

- Visit the A26 in Guthrie, OK.
- Progressive Garage tour with snacks/dessert at the last garage.
- Caravan over to Brett Driscoll's to look at Bob Clark's 1966 Corvette going through a frame off restoration

In the mean time, think about your own Corvette knowledge. Bring your answers to the March meeting.

I'm looking forward to serving you in some capacity and hope that you all will continue to be actively involved in making this Chapter successful. I hope to see you at the April 7<sup>th</sup> meeting.

P.S. We are still looking for a 2012 Chairman, but in a few months we are going to start looking for a 2013 Chairman, so start thinking about it.

## *2012 Dues Notice*

**T**he New Year is already here, and it is time to renew your membership in the Oklahoma NCRS.

**Annual dues of \$15 should be paid this month.**

Bring your wallet or checkbook on Saturday, April 7, to renew your membership in the Oklahoma Chapter NCRS. Don Partridge will be glad to accept your money, or you can mail your 2012 dues payment to:

Don Partridge  
18606 East 96th St.  
Broken Arrow, OK 74012

A special note to any new member who may have joined since October, 2011. Your payment then will cover your 2012 dues also. If you have any questions, call Don Partridge at 918 / 455-6574(H).

**Don't delay!** Payment of dues is required to continue receiving chapter benefits.

**Remember ----** You must be a National NCRS member in order to be an Oklahoma chapter member. Checks should be made payable to Oklahoma Chapter NCRS.

## *April Breakfast Meeting*

**O**ur monthly breakfast will take place on Saturday, April 7. The location is Ollie's Station Restaurant in the Redfork area of West Tulsa. The address is 4070 Southwest Blvd. The phone number is (918)446-0524, in case you need it.

You can choose the buffet or you can order from the menu. The time to be there is 8:30 a.m., but people always start arriving by 8:00 - 8:15 a.m.

## *Attitude Adjustment Night*

The gathering place for our April Attitude Adjustment Night on Tuesday evening, April 17, will be The Rib Crib Restaurant, 8040 South Yale. We have the use of a meeting room for our group.

The time people start to arrive is 5:30 p.m. Most are there before 6:00 p.m. The food is quite good and Tuesday night is "Rib Night" - all the ribs and side orders that you can eat for \$10.99. There are specials on beer, too.

## *Former KRMG Reporter To Be Inducted Into Hall Of Fame*

By April Hill

Former KRMG reporter Neal Kennedy will be honored during the 42nd annual induction ceremony of the Oklahoma Journalism Hall of Fame at the University of Central Oklahoma in Edmond.

Kennedy is one of ten journalists to be honored at the event on April 26<sup>th</sup>.



He worked for KRMG as a reporter from 1999 to 2008.

Joe Kelley is KRMG's News Director - "Those of us who worked with Neal at KRMG know what an outstanding reporter he is, and we're thrilled to see that the Oklahoma Journalism Hall of Fame is honoring him."

Neal began his career as a student at KCSC-FM in 1969 at Central State University.

Kennedy also worked at The Oklahoma Journal and KVOO News in Tulsa.

He taught broadcasting at Tulsa Community College and Rogers State University.

Dr. Terry M. Clark, director of the Journalism Hall of Fame, says, "The annual ceremony has become an informal homecoming for honorees and families. The

Hall is a virtual Who's Who of Oklahoma Journalism, and the crowd will be filled with the giants of the profession."

Kennedy's news work earned the Edward R. Murrow Award, and numerous AP and UPI broadcasting awards.

## *My Life With Cars*

by Ed Brett

When I was very young, my Dad was in the Army Reserve and made both Europe in WW2 and Korea during that conflict. We moved 23 times before I finished the 7th Grade. After that, I lived with my parents in OKC until I graduated from the University of Oklahoma School of Architecture.

During all of this travel, I would ride with my parents in the old torpedo back '46 Chevy or '51 Pontiac and name all of the cars we were passing. There weren't near as many brands and models to try to name in those days. Another game was "Zip" which the "zipee" would get 1 point for an all white cow, 3 points for an all white horse and 10 points for an old man with an all white beard. Amazingly, it seems that there are more white beards now than there were back then. Maybe it's just that at 70 I'm overly trained for this game.

Recognizing that I was mechanically minded, my parents, to avoid the then popular motor scooters, let me buy my first car, at 13 with mone I earned, working for my brick layer grandfather in Marietta, Oklahoma. I paid \$25 for a '41 Ford. I had it non-running in no time and sold it to a salvage yard for \$20.

My next car was a '30 Ford which I bought for \$60. I did a lot of work on this car for a 14 year old, including replacing the rear axle, which I broke while peeling out with those skinny little very old tires. I replaced the skinny tires and wheels with 16 inch wheels and more modern, but used, white wall tires. I turned the up draft carburetor intake manifold upside down and welded on a 1" water pipe and cast iron flange from a down draft single barrel carburetor so that I could mount a down draft carburetor from a Chevy. It worked great.

I sold that car for \$125 and bought a '49 Chevrolet convertible for \$250. By the time I turned 16, I had this car nosed and decked, with homemade chrome stubby side pipes, big white walls at the rear and

smaller white walls at the front with full moon hubcaps all the way around. My mom made a red and white, roll and pleat, Naugahyde interior and full tonneau cover. I painted it a Pontiac white. I thought I was pretty cool “dragging Main” and the drive-ins in OKC. I drove this car for four years during high school and part of college. I sucked the top off, and replaced, one of those cast iron hot water 6 pistons while topped out at 85 MPH during a race with a much faster car.

My girl friend cried when I sold the Chevy and bought a ‘54 Olds Holliday. I remember drag racing a ‘55 Chevy owned by a fellow dorm member and getting beat. I then took the air cleaner and power steering belt off, raced him again, and beat him.

In 1958 I took my parents’ ‘56 Pontiac 4-door to the drags at the Fairgrounds in OKC and racing in B Stock Class I beat a ‘56 Ford, a ‘56 Chevrolet, and was running for the trophy against a ‘57 Chevrolet. My girlfriend took a picture of me in the lead at about 1/8th mile, but the Chevy’s horsepower finally overcame the disadvantage of the power-glide versus the 3-speed automatic in the Pontiac, and passed me for the win. It’s a good thing ‘cause I didn’t know what I would do with that trophy anyway. I sure couldn’t take it home to my parents.

The next car was a ‘60 Corvair that had been wrecked and rebuilt. Five of us classmates drove this car to the ‘65 Indy 500, where we picked up another classmate for the trip back to Norman. The story at the 500 is another telling in itself. I sold this car and bought a ‘63 Corvair Spider convertible. This is one of the cars I really wish I still had. This was a fun car that never gave me any trouble.

After graduation I moved to Tulsa. Eight months later, because the draft was getting so close, I joined the Navy and went through the same Officers Candidate School they portrayed in the movie “An Officer and a Gentleman.” The day after commissioning I traded the little turbo charged Corvair for a really fast 1967 350/HP 327 Corvette convertible. I ran it in Gymkhanas in various places in the panhandle of Florida near where I was in training at the Pensacola Naval Air Station. I got orders and sold the Corvette thinking it would just depreciate while I was out of the country. This was a real mistake. The ‘68 Corvettes were so much more expensive. When I tried to buy another used ‘67 a year later, it seems they hadn’t depreciated. Needless to say, this is another car I wish I still had.

So I bought a ‘65 Ford Thunderbird. I kept the Thunderbird through my stint in the Navy which included Viet Nam.

In 1970 I bought a ‘69 Corvette after I got out of the Navy that had been stolen and stripped. The engine had been replaced and had a persistent vibration problem. It took me along time to discern that it came from the fan blade. I finally replaced the fan blade and corrected the problem just before I sold this car so I could buy my ‘72 Corvette in November of 1971.

I was working for the architectural firm that was designing the Swinson Chevrolet Dealership which is



now Glover Chevrolet. Bud Swinson was in our offices almost every week during this time and sold every one a car but me and another guy who had just bought a Buick. One day I asked if he could make me a deal on a Corvette, and he said to talk to his sales manager. He said that he would make me a deal on a green standard engine coupe with air, power, and an automatic transmission. I bought the car thinking I would trade every two years and stay in a new car. Here I am 40 years later with the same car.

The first 10 years that I owned it, it was my daily driver. When it reached 100,000 miles, I had the engine and transmission rebuilt and the body repainted, just for love and affection. It didn’t really need it and I retired it.

I think my keeping a car this long was influenced by a classmate at OU who drove a 1936 Buick sedan that his family bought new. He drove this car back and forth from Norman to Dallas and had the straight 8 engine chrome plated and the side panels of the hood off so you could see the chrome. I was incredulous to learn that he eventually sold that car. Today it would be called a gangster retro rod. I was so impressed with his story that I wound up with a similar story of my own in my ‘72. In the last 30 years it has acquired an additional 25,000 miles and has gone through

considerable body on restoration. Most recently the interior has been replaced, suspension has been reworked along with replacement of all of the hoses, clamps and water pump, with what I hope will at some point be judged correct stuff. I'm still looking for a correct alternator and AC compressor, both dated prior to August 15, 1971, that cost less than the cheapest alternator found at \$450. I hope to provide its 3<sup>rd</sup> repainting before too long.

Over the last 40 years it has been involved in a lot of memories. The most important is the honeymoon to Yellowstone National Park in 1972, and bringing home my new born daughter from the hospital in 1974. It's not the car I really wanted 40 years ago, but now it's grown to my fanny.



In 1991 my first wife died unexpectedly and I got into sports car racing at Hallett and Topeka as a diversion. This was after earlier racing periods involving outboard hydroplanes and runabouts, water skiing, sailboats, and dirt bike motorcycles. But this telling would involve more time than can be expended here.

The other day a friend told me of a widow who needed money and had a '61 that she needed to sell. So I told him I was interested and wanted to see the car. The lady explained that the car just had too much context with her deceased husband and the family just wouldn't consider any offer. So it's not just NCRS people that get wrapped up in their cars, especially Vettes. This would have been an NCRS correct project had it happened.

Now, to share a thing of questionable intelligence that I've done lately. I found out about a 1954 Vette, sans engine and transmission, near my daughter's home in Philadelphia. I started negotiations for the car and then found a '61 Camero Z28, LS1 engine, long headers, 6 speed transmission, computer, all accessories, drive shaft and rear end at a salvage yard. I negotiated what I think was a pretty good deal in hopes of putting it into the '54. Well, the guy is balking on selling the '54 now, and I may be stuck with a good drive train, with no place to put it. But even if this deal does not become reality, I'll find something to

put it into, even if it winds up being a T bucket Ford. I'm having a lot of fun with the LS1 just learning about it. The difference in this aluminum 350 and the 350 in the '72 is amazing. Actually the difference includes:  $531 - 430 = 101$  pounds, according to my sources.

If you know of something that might interest me as a receiver car, let me know.

I have included pictures of the above cars and projects for your perusal along with my 2002 standard engine Vette which is my daily driver. Its only distinguishing features are the GM magnesium wheels and yellow calipers, but I love this car.



After all this rambling let me add, there are others in the group that have had their car(s) for longer or can relate similar histories. Let's hear about your relationship with your Vette or maybe, as with me, a current or past project, or quest for one, that some one else might help with.

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## *2012 Arizona Regional*

by Jim Elder

**M**ike Aichele and I attended the Arizona Regional event in Tucson March 8 - 10.

The Arizona NCRS chapter did a good job of organizing the event.

Following are a few highlights from the weekend.



Although we were disappointed that we didn't arrive in time for Roy Sinor's judging school, we attended the evening reception and enjoyed visting with old and new friends.

Friday morning, I was an Observer Judge (OJ) on the



and maintenance facility adjoining Davis-Monthan Air Force Base. The facility, which is commonly known as The Boneyard, contains over 4,200 stored aircraft., many of which, can be returned to operational status in a short period of time, should the need arise. It is a huge facility

and we only saw a small part of it.

The Air Force General who conducted our tour was very knowledgeable and provided a lot of information about the planes. There are rows of aircraft in all stages of disrepair, including a lot of cargo and troop transport planes. All of the aircraft cockpit windows and other openings were



90-96 cars. The mechanical judges were very efficient and worked well together. Each judge worked on one side of each car and had certain items to look at., checking originality, condition and configuration of the items to be judged. Their knowledge of the cars was impressive and I think they all must have the part numbers committed to memory. I never saw them use the judging manual for reference.



Mike and I participated in the Friday afternoon activity which was a tour of the aerospace storage

covered with a white material to protect them from sun, wind and rain. In one area, planes were being disassembled for parts, to be sold to our allies who still fly these types of planes. It was amazing to see B-1 bombers without wings, engines or tail sections. These are newer planes! We were told the total value of all of the planes in the boneyard was \$35 billion, when new.

The flight judging continued on Saturday. I was an OJ on the 84-89 exterior. It was interesting to see how judges handled the full deduct on paint. I was surprised to learn there isn't a specific location for Pace Car decals on the 1986. The judges use a picture that shows the location of decals without any dimensions to locate them. So, if you're going to have the decals on your car, I guess it's only important that you have them on straight!

My favorite cars were a Laguna Blue 1966 Convertible with Beige soft top and Dark Blue interior and a 56 or 57 Arctic Blue with Beige soft top and interior. Both were very nice Corvettes.

Saturday night, we attended the awards banquet and flew back home on Sunday. Overall, it was a good weekend with fellow Corvette enthusiasts.

## *NCRS Visits Hallett*

by Neal Kennedy

It fits in one of those "best kept secrets" departments. Hallett Motor Racing Circuit west of Tulsa is a fine facility most Oklahomans don't know about. Opened in 1976, Hallett has evolved into a well developed sports car race track. A variety of motor sports organizations lease the 11 turn, 1.8 mile road course each year. Join us for the Oklahoma Chapter of NCRS visit to the track on April 21.

It's Corinthian Vintage Automobile Racing's biggest event of the year that weekend with racing both days. We will meet at the McDonald's at Highway 412 and Highway 97 on the west side of Sand Springs at 8 am if you want to have breakfast. We'll pull out for Hallett at 9 for the short, less than 30 minute, trip to the track. Hallett is the first exit from the turnpike. Get in the right lane for both cash and Pikepass. The track is a short drive. Follow the signs if you get lost.

Ten bucks gets you in with concessions and indoor flush toilets even. We will have to park off the pavement but all roads into the facility are paved. Bring a picnic lunch if you like. In fact, a well-stocked cooler is a great asset as you are allowed to wander the pit area. You will need sun protection and lawn chairs as well to enjoy the flexibility of watching several different turns through the day. The Finish Line Café offers air conditioned inside seating. They serve breakfast until 10:30 before switching to the lunch menu.

An umbrella will serve you well, rain or shine. We will try to park together at least at the start of the day. But with the size of the facility, you may want to drive to some of the various viewing sights. There are bleachers in acoupla areas you can try. I'll probably spend most of my race spectating time in the turn 9 bleachers. You can't see the whole track from any one locaton, but the turn 9 seats let you see several turns. Stadium seats work if you have them fancy thangs. The drivers and crew members are usually more than glad to answer questions about their cars.

There is no guarantee but there is a very good possibility that we will get to drive around the track during the lunch break. It depends on how the day is going schedule-wise. With no major delays, like blown engine clean-up, the event officials often allow a slow, controlled parade lap behind the pace car. This is NOT an open track session. CVAR also likes to take a group photo of their race cars on the front straight. That could jam-up the lunch break and scuttle the drive-around plan.

You can call it a day any time you like if you've had enough. If there is enough interest, we could stop and eat dinner on the way back to town. There is a Rib Crib in Sand Springs that sounds good to me. Departure time is undetermined because the racing program is flexible, but will conclude well before dark. I plan to be at the April breakfast meeting to answer any questions and keep this article from being any longer. My home phone is 918-865-4966.

The track has a great website at <hallettracing.com> for more info on the track and their 2012 schedule. Click on "more info" on CVAR's race date and enjoy their website as well. Check out the great videos of their event at Texas World Speedway. I hope the early spring weather is kind to us. If it's pouring rain and the forecast is for more all day, we'll scratch the plan. Hallett ain't much fun in inclement weather.

## Upcoming Events

- Apr 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Apr 17 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK  
Apr 20-23 Tulsa Swap Meet - Creek County Fairgrounds - for InfoTulsav8.org -Helen Freeman 918-245-4921  
May 5 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
May 3-5 Northwest-NCRS Regional - Seaside, Oregon - See current *Driveline* for info  
May 18-20 2012 Lone Star Corvette Classic - Texas Motor Speedway-Fort Worth, Texas -www.lonedtarcorvetteclub.com for info  
Jun 7-9 North central NCRS Regional - Rochester, Minnesota - See current *Driveline* for info  
Jun 9 All Corvette Benefit Show - Wichita, Kansas - Davis-Moore Chevrolet - 11 am - 3 pm  
Jun 30-Jul 4 NCRS National Convention - San Diego, California - See current *Driveline* for info  
Aug 24-26 Corvette Carlisle - Carlisle, Pennsylvania  
Sept 6-9 Pennsylvania NCRS Regional - Altoona, Pennsylvania  
Oct 11-13 Texas NCRS Regional - Frisco, Texas



Thanks to  
Brad Williams and  
Mazzio's for continuing  
to support the  
Oklahoma Chapter  
NCRS.  
We appreciate your  
help.

## NCRS Communication

To keep up to date with the latest news from your Oklahoma Chapter NCRS and your Region VII Director, be sure to advise Bob Clark or Don Partridge of any e-mail address changes. This also applies to phone numbers and new mailing addresses.

If your address is not current, then you will not receive the latest news and information.



Thanks to Ed Brett, Neal Kennedy and Jim Elder for their contributions to this issue.

Thanks also go to Jim Elder, Neal Kennedy, Ed Brett and Verle Randolph for their continuing help in folding and mailing.

\*\*\* **Please** think about writing an article or contributing an item of interest for the newsletter. This can be a tech tip you've found, an article to reprint from another publication that would be of interest, a personal experience that would interest other members, or an item of news about the chapter or its members. Remember, include pictures if you can. Your Corvette classified ads are welcome, too. You can mail, e-mail, FAX, or loan me a diskette or flash drive (Windows or Macintosh). **Remember!!** Your help is needed to make this newsletter a voice of our chapter!

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Bob Clark • Editor

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