

April, 2013

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Chairman's Comments

by Neal Kennedy

Most folks may not realize Roger Penske started his professional racing career driving a Corvette. In 1958 "The Captain" made his first racing start driving a 1957 Vette at a race in Upper Marlboro, Md. That was the same year he began buying, refurbishing and selling cars. There have been various degrees of speculation recently about who will be the next Captain. Penske is 77 years old. Almost as old as some NCRS members. But the dude shows no signs of easing up on the throttle. Inspiration for us all.

Penske hung up his driving shoes in 1965, but in 1966 he was back at the track after putting together a Corvette racing team. He entered two Corvettes in the GT class at both Daytona and Sebring that year. His drivers won at both races. Some of us have seen his racing Corvettes on display at the big Corvette meets. One of his drivers, Mark Donahue, landed the team's first win in the United States Road Racing Championship in '66. With six victories in seven starts, the team went on to win the USRR in 1967 while his Can-Am team had five podium finishes that year.

Yeah, Penske has now switched to Ford from Dodge for his current NASCAR effort. And he's put Porsches on the track. Even ran a AMC Matador back in '72. His racing history is long and distinguished. He even entered a car in Formula 1 in 1971. My point is, add in 15 Indy 500 wins and all the TransAm stuff... and he got his start in a Corvette.

The excitement over the new Stingray is holding up pretty well. C6 production has ended. Reliable sources report the assembly line stopped about eight in the morning Feb. 28. That last C6 was a 427 convertible making it 13,466 units for the 2013

model. Factory workers had a short ceremony but they didn't linger long. The auto workers started dismantling the old equipment less than an hour later.

I'm hearing conflicting reports on the dates for the C7 Z06 or ZR1. Most consistent seems to be the Z06 will keep the same 7-liter engine but have more power. One account suggests 600 horsepower bumping up from the current 505. That source says they won't make the decision until they settle on the ZR-1 configuration. Speculation is the supercharged version will be built on the all-new LT1 in the base Corvette. Ya' see, the concept is to keep about a 100 horsepower gap between the Z06 and the ZR1. Translation, a 700 horsepower supercar could mean a 600 horsepower Z06. Just hafta see what the dyno says for a blown ZR1 motor.

Lotsa numbers. The one that kinda surprised me is the 2014 Corvette may be set up to run on 87-octane gasoline. That's a little hard for me to believe. What are you hearing?

We're on for the Ugly John's Breakfast and Tire Kickin' Extravaganza April 20th. (John would appreciate it if you wouldn't really kick the tires. It's just an expression, ya'know.) Look for Scott Pfuehler's article elsewhere in this Sidepipe. Still time to get your name in and PREPAY before the deadline. I plan on being there but will miss the April breakfast meeting. Announcing chores at Hallett Motor Racing Circuit will call me to the track. It's a different format this year. National level SCCA racing both Saturday and Sunday in the new Majors Division. So the action should be equal both days. There might even be some Corvettes running in the GT and Touring classes. Come out and see. Generally, they have qualifying in the mornings and races in the afternoon. Follow the signs at the Hallett exit on Highway 412. First toll booth on the turnpike.

As far as for May, tentative plans are for a tech session at Rick Ogelsby's shop. We've done this before with mixed turnouts. I plan to take advantage of Rick's generous offer to use his lifts for Corvette maintenance and inspection. Later in the month, several Oklahoma NCRS members are planning on joining the 2013 Solid Axle Red River Chapter Cruise the 18th and 19th. Talk to Verle Randolph or Phil Gray for the scoop. You may want to make your Saturday night lodging reservations pretty soon.

No firm date for a "take two" on the garage tour to Bruce Ricks' fine collection of cars. A fine '62 black and red Vette headlines the show. Jim Elder is checking with Rick for a time that would work for him. The original date last month had to be scratched when Rick got sick. I'm sure he would rather have been showing us his collection than dealing with.... uh, that stuff that comes with the flu.

Of course, there's Bloomington Gold and the Kennedy Family reunion in June. You can pick which one you want to attend. Phil Gray will run the April breakfast meeting bringing his special guest Governor Mary Fallin. She will speak to us on her plans to build a horse slaughtering plant on the banks of the Arkansas River in Tulsa. Proceeds would go to build, rebuild and maintain low water dams on the river. It would provide the on-going funding as part of a long range economic development effort. If you believe any of that, you're forgetting what month this is.

2013 Dues Notice

The New Year is 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 6, to renew your membership in the Oklahoma Chapter NCRS. Don Partridge will be glad to accept your money, or you can mail your 2013 dues payment to his address.

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

A special note to any new member who may have joined since October, 2012. Your payment then will cover your 2013 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

Our monthly breakfast will take place on Saturday, April 6. 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 16, 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.

The Museum Visit is Officially a Go

by Scott Pfuehler

Last month you were invited to a Saturday Morning Breakfast and Museum visit at 9 a.m. on April 20. We have reached and passed the minimum number of paid participants so plan on attending.

We have room for more, so additional attendees can pay Scott C Pfuehler at this coming Saturday morning meeting of the NCRS or at this Tuesday evening, Business meeting of the Tulsa Vette Set. \$20 a head,

nonrefundable, payable in advance. For a Chef cooked omelet and pancakes and fixings type of breakfast per Ugly John himself.

You also get to spend all morning enjoying John's muscle car, vintage car, memorabilia and gas station stuff along with a nice engine display. Leave those wrenches at home because he has a really big door guard who will notice those 409 valve covers under your jacket and will relieve you of them. We have all heard of John's place and seen his cars come to some of the car shows around town and now we get to see what the talk is about.

The address is 2935 N 193rd E Ave Catoosa, Ok. Take I44 to exit 240 (193rd E Ave). Go north on 193rd past the Hard Rock Casino. Continue past Pine street approximately 1.5 miles. Building is on the east side of 193rd. Unless you are the first one there, there should be some Corvettes in the parking lot and that will be your clue you are at the correct place. The official name is Ugly John's Muscle Car Museum.

This is who has signed up and paid to-date. Larry Mills, Don Partridge, Robert Martin, Kelly Bolton, John Neas, Michael Aichele, Nancy Aichele, Rick Oglesby, Mark McCaskill, Mark Rooks, Verle Randolph, Phillip Gray, Bob Clark, Mike Smith, Jerry Casteel, Brett Driscoll, Mike Martin, Jim Eder, Neal Kennedy, Tony Hibbard, Scott Westerby, Mike Neasby, Jack & Mary Blakey, Jeff Ivers, Steve Carder, Steve Plummer, Joe A Crockett, Bob Fornell, Angelo Huerta, Marsha Robinson, Ed Leisure, David Clark, Ron Perry, Carroll Perry, Randy Prevatt, John Fery, Bob Liles, Linda Coker.

Signed up and not paid yet. Gary Coker, Chris & Amy Todd, Jack Miller and friend, Ray Whitten and two friends.

Not That Many, But I'm Getting There

by Robert Martin

Well, I've been blessed to have been able to own quite a few Corvettes over the years...23 total and I remember them all. Some more than others...

Like most of these Corvette stories I was 15 years old and was spending the night with a friend when his older sister's boyfriend showed up to pick her up in a 1966 Corvette... I'll never forget it was Blue and had a 427/425hp engine in it. It was the "Coolest" car I had ever seen. When they left I remember yelling "Goose it" and he did! That car went sideways, lighting up the tires and with the tires screaming and smoke pouring out from the back I turned to my friend and told him "Someday I am going to have one of those Corvettes!"

Having to live with the fact that my dad was Assistant Chief of Police and had been with the Tulsa Police Department for 15 years, there was NO chance of me getting a car like that, UNTIL I could afford to pay for the car, the gas, and the insurance on my own. So...I waited for what seemed like decades!

I had a wrestling scholarship to go to college, but no extra money for a car, specially a car like a Corvette! My senior year was 1973. I had gotten a good part time job and saved up \$500 for a down payment. Close to graduation time I made the trip back to Tulsa for the weekend with the purpose of going to my favorite hangout at the time...East Side Motors on Admiral, west of Yale. (You guys know where it was.) East Side Motors was a small, but glorious old fashioned Used Car lot that normally was full of shiny



used Corvettes and the guys that owned it were more than anxious to sell a young kid a Corvette. After visiting with them for a while they told me they would let me put down my \$500 and they would finance up to \$3,000 additional for me! I was in Heaven! They had three Corvettes on the lot I could choose between.

First was a really nice, low miles -'61-Tan/Tan 4 speed convertible with the hardtop option, but it just was the

wrong color combination for a 20 year-old guy!
The second choice was a 65 triple black convertible with a 396/425hp engine and a 4 speed. Now that was really cool looking, BUT.....it was the old body style.

The third one to choose from was a '68 Coupe with only the base 327 engine and a 4 speed. BUT to a young STUPID kid it was all about things being the NEWEST body design out there.

They had ALL three cars priced the same at about \$3,500. Guess which Corvette I drove off that lot? Yep, it was the new body style 1968. It was the Burnt Orange color, which being a die-hard SOONER fan, should have scared me away but no...I had to have it!

After two weeks of Corvette ownership I had twisted the crank out of that little engine, and it never ran the same after the rebuild. So I decided I needed a change and traded it in for a '69 black/black T-Top car with a 350/350hp engine and side exhaust.

Just after getting the 69 a friend and I decided it would be a great idea to go on a road trip to South Padre



Island in a black Corvette with no air and in July, but again, we had just turned that wonderful legal age of 21, so off we went! The second night we decided to go across the border to Reynosa, Mexico and party. We drove over the border bridge and parked my beautiful little black Corvette on the street in front of the Imperial Club which was my parents favorite place to have a drink while in old Mexico when I was a kid... and now Im 21, with a friend in this same club and old enough to

drink and party myself!...and party we did!
We were taken in by a group of sailors from Corpus Christi celebrating since one of them was getting married. This was the first of many mistakes I made that day! Like driving my Vette over into Mexico to start, going straight to a club, getting into a drinking

contest with a bunch of sailors and then last, but not least...Waking up the next morning, opening the motel door and not seeing my car. My friends told me that we all decided to take a cab back to South Padre and had left my car parked on the street



in Mexico.

I talked one of the sailors into driving me the 47 miles to the border bridge, and we went across and to my amazement my car was still sitting right where I left it. The only thing missing was the clip-on American flag that was on my antenna. Amazing.

I loved this car for over a year, which at my age was an eternity, and a guy offered me \$300 more than I paid for it. I figured I had used all of mine and this cars luck up on that Mexico trip, so I sold it to him and got another.

This went on for several years. I loved the Sharks. In 10 years I had 9 more of this body style Corvette. All were 4-speed cars that I would have for a few months, work on, make really nice and then end up selling to someone for \$200-\$300 more than I had in them.

I then got married and that spelled doom to my runaway Corvette habit, but after a while my lovely wife gave me the O.K. to look for another and I jumped at the chance!

It was 1984 and the Corvettes had gone thru a retooling for the new 1984 Corvette. I was in love with this new cart style Corvette that had race car handling and talked my wife into us getting an almost new mid-year '84. Just after that purchase I found a good deal on a '78 silver anniversary car and I bought it for my wife, but she never really warmed up to it, and we traded it in on a Volvo! I loved that mid year '84 car, but we had our first



child and needed more money, so it was gone! Two years later I had a better job, and she agreed to let me get another Corvette.

This time I found a '87 red coupe that was a great car, but just never found a C-4 that I loved enough to keep. This went on for many years...every two years, or so, I would sell/trade what I had for one a little newer, all the way to the newest Corvette I ever owned, a 2003 coupe. Again...nice car, but just not like the '66 Vette that I fell in love with many years ago!

To make a long story shorter...after almost 40 years of loving Corvettes, that's 21 Corvettes total by this time, I had a wake up call.

About three years ago I was hospitalized and was told one morning that I had a 50/50 chance of surviving the surgery I was to have that afternoon. Well, I'm still here and after many weeks of recovery I had a vision. Or it could have been all those Corvette magazines my friend brought to me. Anyway I told my wife that a Corvette to work on would be great therapy for me and would aid in my recovery and she Bought It.



With her approval I started the search for that special Corvette. After weeks of looking from coast to coast I finally decided that it was that FIRST Corvette that I really wanted all along, so I found a little red/red '66 convertible, bought it off of the internet and then I fell in love with that Corvette. I really did love this car. I saw it as pretty a Corvette as was ever been built. After having a good time improving on this Corvette for about 2 years I realized that, for me, a mid-year is what I always wanted. And then with me always remembering how that '66 Big Block just lit up those tires and went sideways back in 1966, I started looking and finally found the Corvette of my dreams. A 1966 Sunfire yellow/black interior 427/425hp 4-speed convertible that was just coming out of a frame-on restoration in Ohio. I flew up to see this yellow '66 and its been dejavu all over again! In love with a yellow Corvette.

I have come FULL circle and have told many friends that "I will be buried in this car"! Hopefully that won't be from crashing it, as it is just like that first '66 Big Block I saw go sideways and go screaming into the night in late 1966...It is Scary Fast!

This is my Corvette list, in order of ownership:

- 1968-327/4 speed base coupe.
- 1969-350/350hp/4 speed coupe
- 1970-350/300hp/4 speed convertible
- 1970-350/300hp/4 speed coupe
- 1971-350/300hp/4 speed coupe
- 1971-454/390hp/4 speed coupe
- 5-1972 coupes/350/300hp and 1-350/4 Speed convertible (that I just got)
- 1-1978 Silver Anniversary coupe
- 1-1984 coupe
- 1-1985 coupe
- 1-1987 coupe
- 1-1992 coupe
- 1-1997 coupe
- 1-1999 coupe
- 1-2001 coupe
- 1-2003 coupe
- 1-1966 327/350hp convertible
- 1-1966 427/425hp convertible

PS. Since I started writing this article I have acquired a Red/Red 72 convertible too, so what number am I up to now.

Playing Taps

A Staying-Cool Guide to Adjusting Solid Lifters

by John Hinkley



Many of us really enjoy the sound (and performance) of solid lifters, but some folks don't look forward to the occasional chore of properly adjusting valve lash, especially with the "30-30" cam used in 'M-'65 L-76 (365hp) and L-84 (375hp fuelie) Corvettes (and in '67-'69 Z/28 Camaros), which are specifically noted in the Shop Manual to be set "hot and running." The objectives of this article are to explain why the Shop Manual says to adjust them "hot and running," to offer a proven alternate method of setting them "cold," and to show how variations of this concept can be applied to ANY Chevrolet smallblock, solid-lifter cam.

CREDITS AND BACKGROUNDS:

This has been a joint project with other highly knowledgeable Corvette enthusiasts, and I'm indebted to Bill Clupper for his research on the "30-30" cam and his detailed crank angle/cam lift diagram development, and to Duke Williams for his analysis of Bill's data and subsequent work with precision measurement tools in developing the "actual" rocker arm ratios (vs. "design") and applying the results of that work to develop the adjustment concept, and for development of the LT-1 cam crank angle/cam lift data. We used my stock/original '69 Z'28 as the "mule" to prove the concept in the real world, and it has been used since by many Corvette and 7128 owners with great success. It results in a sweet mechanical "singing" sound, no "clacking." It runs better, sounds better, idle is more stable, and throttle response is crisper. It also eliminates the

messy adjustment routine accompanied by hot oil dribbles and smoke, not to mention hot oil burns, as the lash procedure is done on a cold engine.

CAM THEORY:

Without getting into a lot of gory detail, let's talk about what makes a solid-lifter cam require lash (clearance) adjustment to begin with. A hydraulic-lifter cam valve train runs quietly at zero lash all the time, with the clearances taken up continuously and automatically by an oil pressurized plunger arrangement in the lifter. Once adjusted initially, the valvetrain requires no maintenance. The solid-lifter valvetrain has higher rpm capability due to solid contact between all the components (no variable hydraulic device in the system that can "pump up" at high rpm), but requires occasional adjustment to maintain correct clearance in the system. Correct clearance ensures that the valves always close fully, and that they open fully, regardless of engine temperature and operating conditions, with a minimum of mechanical noise and component wear.

LOBES AND RAMPS:

Everyone understands that the rotating cam lobe acts on the base of the lifter and raises and lowers the lifter as the cam rotates, but there's another aspect of the cam lobe that is less understood - the opening and closing "ramps." As the cam lobe starts to move off its "base circle" (the portion of the cam lobe that's circular and provides no lift) and begins to raise the lifter, it does so with a short profile on the beginning of the lobe that raises the lifter more gradually (gently) than the rest of the lobe that accelerates the lifter, and there's a similar "ramp" at the end of the closing side of the lobe as it again approaches the "base circle." The purpose of the opening side ramp is to accelerate the lifter gently until the system clearance is taken up, and the closing side ramp is there so the valve closes on its seat at a lower (gentler) velocity than the main portion of the lobe closing profile provides. The "ramps" on a "3030" cam are very long, and are .020" high (above the base circle). More on this in a few minutes.

About 80 percent of exhaust-valve cooling is through the seat, but the stem temperature increases also, which causes the stem to grow, thus decreasing running clearance. This is why exhaust ramps are typically higher than intake ramps - to allow for more stem growth and still maintain some running clearance to ensure that the valves close fully. Since the Intake valve is cooled by the incoming fresh



Clearances should be checked with a feeler gauge between the head of the valve and the rocker arm. Depending on the engine displacement and camshaft used, one of the techniques listed will bring your solid-lifter camshaft into proper adjustment for peak performance



Feeler gauges are inexpensive but valuable tools. Adjust the rocker arm nut until you feel a slight drag on the feeler gauge. To check your measurement, just double up the appropriate gauge with the .001" gauge and see if it will still fit.

intake charge, its temperature and clearance will remain more consistent over the entire engine operating spectrum, and they typically have lower ramps.

WHY DOES THE SHOP MANUAL SAY "HOT AND RUNNING"?

The valve timing events of the "30-30" cam are quite radical - the most radical small-block cam Chevy ever released for production. They are so radical, in fact, that at TDC (Top Dead Center) in any cylinder, neither the intake nor the exhaust valve is closed; both are still on their ramps. Valve clearances must be adjusted with each lifter on the cam's base circle, and there is no position on the "30-30" cam where any cylinder's intake and exhaust

lifters are on their lobe's base circles at the same time. Thus, the requirement to set them "hot and running" is not difficult, but it is very messy. There IS, however, a way we've developed to set them "cold and stationary" - it just takes a little work. More on that shortly.

ABOUT ROCKER ARM RATIOS:

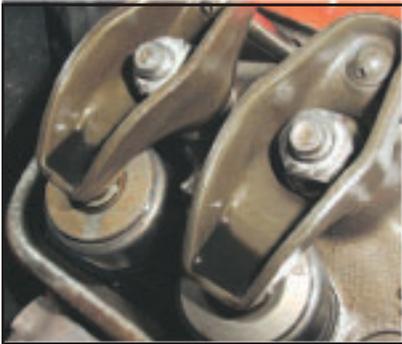
The nominal design for small-block Chevy rocker arms assumes that they provide a 1.5:1 ratio; in other words, they multiply every movement of the lifter by 1.5 when that movement is applied to the end of the valve (.100" lifter movement results in .150" valve

movement, or "lift"). That's how the "30-30" cam's specified operating clearance of .030" was derived - the .020" high opening ramp on the cam lobe then translates to 1.5 times that, or .030", at the valve. The problem is that the stock rocker arms do NOT provide a true 1.51 ratio as the design assumes; they are 1.37:1 at the lash point (beginning of lift), and 1.44:1 at full lift (on the high point of the cam lobe), and never reach the advertised 1.51 ratio.

This means a LOT to correct operating clearances. With the actual measured rocker arm ratios and specified .030" clearance, when the lifter is at the end of the .020"-high gentle opening ramp, the vlive end of the rocker arm has only moved .0274" (not .030") when the cam really starts accelerating the lifter, and the rocker arm tip hasn't touched the valve yet -when contact IS made .002 6" later, the lifter is at full lobe acceleration (not the gentler "ramp" acceleration), which transmits more shock to the valvetrain as the clearance is taken up and makes more noise (that "clacking" sound). The same is true in reverse on the closing side - the valve is returned to its seat at full lobe velocity, not the gentler "ramp" velocity. This can contribute to valve seat recession, and can cause valve "bounce" at the seat at high rpm.

WHAT'S THE SOLUTION?

There are two elements to the solution - reduce the operating clearances to counteract the effect of the



The rocker arm, pushrod socket and valve head are all lubricated with oil during operation. This is extremely

beneficial, until you try to adjust the valvetrain during operation. The hot oil splashes out and can make a mess of your engine bay. By adjusting

your valvetrain cold, you eliminate the mess and eliminate your chance of getting burned.

actual 1.37:1 rocker arm ratio, and adjust the valves in steps. Adjust the intakes at 90° after TDC and the exhausts at 90° before TDC so their respective lifters are fully on the cam's true base circle, not on the ramps. There is virtually no difference in the thermal expansion coefficient between the iron block and heads and the steel valvetrain elements, so they can also be set with the engine cold. We'll set the valve clearances at .026" so the lifters are still on the (gentle) ramp profile when the clearance is taken up while opening, and so the valve is returned to its seat at ramp velocity while closing.

THE PROCEDURE:

You can adjust two valves at each 90° crank rotation point, starting at #1 TDC and turning the crank 90° at a time, seven times. Mark your balancer at 90° intervals from TDC, and remove the plugs to simplify turning the crank - you were going to change them anyway, right? Proceed in the following sequence, adjusting the intake valve ("I") and the exhaust valve ("E") as noted:

| | | |
|--------|--------|--------|
| TDC #1 | #8 (E) | #2 (I) |
| 90° | #4 (E) | #1 (I) |
| 180° | #3 (E) | #8 (I) |
| 270° | #6 (E) | #4 (I) |
| 0° | #5 (E) | #3 (I) |
| 90° | #7 (E) | #6 (I) |
| 180° | #2 (E) | #5 (I) |

Start at #1 TDC, then rotate 90° at a time, setting each specified valve at .026" cold. The rocker arm nut should be tightened until a light drag is felt on the .026" feeler. Verify the clearance by inserting a .001"-thicker feeler - if it won't go, the clearance is correct. If you like, you can go back after you're done, to each (or any) cylinder's TDC position and check the clearances on that cylinder's two valves, and you'll find that they've closed up to .024", indicating that

both valves are still on the ramps at TDC, as I indicated earlier under "Why Does The Shop Manual Say Hot And Running?" Clearances will increase slightly over time - back in the '60s, Chevrolet recommended a lash check at the normal 12,000-mile tune-up intervals.



Camshaft operation is more than on open-and-close case. The lifter, and subsequently the pushrod, rocker arm and valve, accelerate at different speeds throughout their operation. Properly adjusting the

valvetrain ensures that they are timed appropriately for each event and helps prolong valvetrain life by utilizing the camshaft's ramps to open and close the valve without slamming the valve shut or hammering the valve head when opening.

WHAT ABOUT THE '097" DUNTOV CAM?

The "097" Duntov solid-lifter cam used for SHP (Special High-Performance) engine applications from '57 to '63 was designed for .012" (intake) .018" (exhaust) clearance with nominal 1.5: 1 rocker arms. It was recommended that the intake clearance be tightened up to .008" in a Corvette News article in the late '50s for "weekend competition events" for slightly more effective intake duration, and .008" became the factory-specified intake valve clearance in 1963.

Factoring the original .012"/.018" clearances by the 1.37/1.50 rocker ratio correction yields a (rounded) .010"/.015", which are the clearances we recommend for 283s with the "097" Duntov cam; for 327s, the .008" should NOT be factored down, and we recommend .008"/.015" clearances for 327s. Both can be set cold, and you can use either the indexing procedure outlined earlier, or they can be set at only two crank positions (#1 TDC and #6 TDC) as shown below, as the "097" crank angle/cam lift diagram indicates that neither the intake nor the exhaust is on the clearance ramps at TDC of the firing stroke, and the ramps are much shorter than on the "30-30" or later LT-1 cams:

#1 TOC Intakes 1-2-5-7, Exhausts 1-3-4-8
Turn 360010 #6 TD
Intakes 3.4-6-8, Exhausts 2-5-6-7

WHAT ABOUT THE '70-'72 LT-1 CAM?

The original factory clearance spec was .024"/.030" (hot). The LT-1 cam intake lobes were (barely) off the ramps at TDC, but the exhaust is still on its ramp at

TDC, so the exhausts should be set at 90° before TDC using the indexing procedure shown for the "30-30" cam. Both intake and exhaust clearances should be factored down by the 1.37/1.5 rocker ratio correction to a (cold) setting of .021" for the intakes and .026" for the exhausts.

THE BOTTOM LINE:

Solid-lifter cams are part of the vintage Corvette's highperformance heritage, and are an essential part of the Corvette experience for many of us. Contrary to popular opinion, you don't have to be an ASE-Certified mechanic or a degreed engineer to maintain one. Chevy factory solid-lifter cams were designed with "soft action" (mild ramps and lobe acceleration) to provide both performance and reliability using the same pushrods, rocker arms, valves and springs as the hydraulic cams in the lesser engines of the time, and are essentially bulletproof. All they require is a lash check or adjustment once a season to maintain that "singing" mechanical sound - and now you can do that with no hot-oil mess, with a cold engine, at home. Another "system" de-mystified! •

(reprinted with permission from the author, John Hinkley andbrought to our attention by Phil Gray)

2013 SACC Red River Chapter Cruise

Saturday & Sunday, May 18 & 19

Lakeview Lodge - 6 miles north of Broken Bow, OK
 Make your reservations before 4/18/13
 Call Verle Randolph for more information
 918-272-1200



RED RIVER
SOLID AXLE
1953
1962
CHAPTER

Sponsored by the
Red River Chapter
of the Solid Axle Corvette Club

Name of Member Attending _____

Others attending with you:

Name _____

Car _____ Phone _____

Guest _____ Nat'l Member _____ Red River Chapter Member _____

Name _____

Car _____ Phone _____

Guest _____ Nat'l Member _____ Red River Chapter Member _____

Name _____

Car _____ Phone _____

Guest _____ Nat'l Member _____ Red River Chapter Member _____

Contact: Tom Lainson
 (214) 348-8396 or cell (214) 862-3555
 redvette@ix.netcom.com

Corvette Classified

For Sale: 4-Post Auto Lift, New – Never Assembled, Still in Shipping Frame. Accessories include: Heavy Duty Car / Engine Jack, 4-Post Caster Kit, Oil Drain Stand, and Oil Drip Trays. 7,000# Lift Capacity, Manufactured by Direct – Lift in Fort Worth, TX, model "Pro Park 7". \$1,950
 Call Roy Sinor
 918-361-6424 cell 918-834-2143 shop

Free: Small wooden office desk, great for man cave or office
 Call John Neas
 (w) 918-749-7741 (c) 918-231-4454

For Sale: 1965 – 1969 NOS Grill Brackets, \$15.00 per bracket. I have more 1969 brackets than mid-year. Phone me with part number, year, and brief description.
 Call John Neas
 (w) 918-749-7741 (c) 918-231-4454

For Sale: 1996 Corvette convertible, LT4, 6-speed, White/ Gray, loaded, 31,000 miles, NCRS Top Flight 2011 - \$16000 firm Call Joel Miller 918 - 294-1167

For Sale: A Go Fast Corvette with Air Conditioning. A very original 1972 LT-1 coupe is available to you. The long time Oklahoma owner has much of this Corvettes history in writing. Lots of paperwork, window sticker and stuff like that. Its green with a black interior, four speed of course, power steering and power brakes too. Priced at \$39,000. Sue Williams will provide you with all the details if you call her at 918-399-2485.

Some LT-1 information is in your NCRS 1970-72 Judging Guide and at this site.

http://www.vetteweb.com/features/vemp_0205_1972_chevy_corvette_specifications/viewall.html

For Sale: 1965 Corvette Convertible, maroon paint w/ black vinyl interior, Original 365HP engine, Original KH knock off wheels, Body on restoration by Joe Provenzano, \$68,000.
 Please call Scott 918-437-5292 for more details and for a visit to see this beautiful Corvette.



MARK COCCARO OWNER

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Upcoming Events

- Apr 6 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Apr 11-14 NCRS Southeast Regional - Corvette Museum - Bowling, Kentucky - See *Driveline* for info
Apr 16 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
Apr 20 Breakfast and Museum Tour at Ugly John's Muscle Car Museum. (See article in this Sidepipe)
Apr 19-20 Tulsa Swap Meet - Creek County Fairgrounds - Sponsored by The Early Ford Club
May 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
May 18-19 SACC Red River Chapter Cruise - Lakeview Lodge - Broken Bow, OK - Verle Randolph for Info 918-272-1200
May 16-19 NCRS New England Regional - Marlborough, Massachusetts - See *Driveline* for info



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.

Editor's Corner



Help!!!

Thanks to Robert Martin, Scott Pfuehler and Phil Gray for their contributions to this issue.

Thanks also go to Jim Elder, Neal Kennedy, 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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