

April, 2015

The Sidepipe is published monthly by the Oklahoma Chapter NCRS, Inc. • <http://www.ncrs-ok.org>

Chairman's Comments

by Neal Kennedy

Let's see. I'm turning 66. I've got a '66 Corvette. Old Route 66 runs right through my town. Why don't I just take a cruise on my birthday and roll down the Mother Road in celebration?

What a great idea! I can do a recon mission for our upcoming club cruise to Stroud and Pete's place. I could treat myself to some onion rings at The Rock Café. Have a real greasy cheese burger and not even tell my cardiologist. Hey, it's MY birthday, right?

Next thing to do is a smoky burnout. The old retired race car is certainly capable, and, I've never done one. Actually, I've never been a fan of that type of abuse of equipment. I even wince when I see the winner of the weekly NASCAR races burn 'em down after taking the checkered flag. I've just gotta give it a shot for the sole purpose of making smoke.

Well, April fool. Not only did I not get to climb into my trusty ol' white coupe, I got to spend my birthday cleaning up tornado debris and assessing damage at my house. I started chasing storms in Oklahoma before it was fashionable. Doing those live reports for a radio station in Oklahoma City, in 1969, sparked my interest in a career working in news. I got to spend the next 40 years chasing the storms and interviewing the victims in the aftermath.

Now, after retirement, I became a victim. Lucky, though, escaping much better off than my neighbors. Five houses north, preliminary estimate, 136 thousand dollars. Four houses south, about 50 grand. I may be able to get out at less than 20 g's. Don't know the arithmetic on

the other nearby houses. Nobody hurt in my neighborhood. I watched the twister come half way across the lake before I headed to my fradie hole. The storm destroyed Westport Marina before it got to me then took out the doughnut shop just after. Yep, I was lucky.

Point being, writing this April column is kind of a welcome break from picking up shingles and pieces of brick chimney on all four sides of my house.

Now, down to real club bidness. No foolin'...

On March 25th, Verle Randolph, Mike Smith and I were planning a trip to the State Capitol. The mission was to present the Oklahoma Chapter's check to pay for hyperbaric chamber treatment for Oklahoma veterans. Scott Pffeuler arranged things for us to be the first contributors to the special fund. The Oklahoma Veteran Traumatic Brain Injury Treatment and Recovery Act was authored by State Sen. Mark Allen. However, the Senator's office emailed the day before the trip they had to postpone due to a conflict. No date rescheduled at deadline time for The Sidepipe. Stay tuned.

April is the month for our biggest local event of the year. April 17th and 18th is the annual Chapter Meet. Judging Chairman Brett Driscoll has done a fine job pulling all the elements together for a great program. See his article elsewhere in this issue for details. Better make plans to take advantage of the superb bench racing that comes wrapped around the tech sessions and car judging.

May brings us to the latest edition of the Heart of America Regional Meet. Last time we were in Joplin, in 2011 for the indoor event, a deadly tornado followed a few days later. Let's pray the 2015 version will avoid that kind of follow-up drama. Once again we can enjoy the great atmosphere and renew our many friendships with the St. Louis and

Kansas City Chapters.

Please excuse the rough edges in my writing this month. I didn't have much extra time or energy to polish the product. Hopefully, next month won't be as much of an adventure. Then we can get back to those interesting factoids I enjoy so much, like... Didjknow, the 2015 ZO7 has a lower top end than the ZO6? It seems all the extra ground effects, while helping handling, create so much drag that the top speed is almost 10 mph LESS, according to Chevrolet!

April Breakfast Meeting

Our monthly breakfast will take place on Saturday, April 4. 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 21, 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 \$13.99. There are specials on beer, too.

2015 Dues Notice

by Don Partridge

The 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 4, to renew your membership in the Oklahoma Chapter NCRS. Don Partridge will be glad to accept

your money, or you can mail your 2015 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, 2014. Your payment then will cover your 2015 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

Judging Meet Update

by Brett Driscoll NCRS #26846
Oklahoma Chapter Judging Chair

I plan to see you all on Saturday, but if my plans go askew, here is a written update for you. The April judging school and flight judging meet are progressing along very nicely. Tim Ehlers has volunteered to let us borrow the Texas Chapter's overhead projectors to help with Al Grenning's presentations. That was a big relief and I truly appreciate his thinking of our needs and helping out. Thanks Again, Tim!

I will place the T-shirt order this week so if are registering the day of the meet and would like a T-shirt, please contact me with the size shirt you would like and I will try my best to include you. There is a possibility of some shirts being available at the meet. However it is never my intent to have a garage sale and the selection may not meet your needs. I am working with Oklahoma Joe's BBQ to supply lunch on Saturday. I haven't completed the menu, but I think it should be great.

We are expecting three cars to flight judge. We have a 53, a 65 and 67 small block Corvette to flight judge on Saturday. I need everyone to consider finding an area they would like to help with as an observer judge or a section judge.

The Friday evening judging school is on the 17th of

April at Ollie's Station restaurant. The back room is reserved from 5:00 pm until close. Arrive early and find a seat, I would like Al to be able to start his presentation as soon as possible.

The Flight judging event will be on Saturday, April 18th, at Dominic White's garage. That address is 8515 East Skelly Drive. Tulsa Oklahoma. I plan to have a judges meeting at 8:30 am.

I plan to be at the breakfast on Saturday, if you have any questions, don't hesitate to give me a call.
Save the Wave

A True Tale of Two Owners and One Corvette

by Verle Randolph

This is a cautionary tale for prospective buyers. Two or three years ago a guy read about the rising prices of collector cars, so he bought a Corvette from the original owner (or possibly the original owner's son). It was represented as a 56,000 mile all original 1964 with paint touch up on the front end, of course, matching numbers. The car was in good condition, ran well and had no apparent problems. He drove the car little and had no complaints about condition or operation.

A couple of months ago he decided he needed money for other considerations so he advertised the car for sale as "numbers matching."

One response he received was from a young man who lived about 250 miles away who turned out to be a serious buyer. Arrangements were made for a visit to inspect the car. The seller told the buyer that he did not know anything about cars and represented the car based on what he had been told when he bought the car.

The buyer arrived with his expert to inspect the car. They inspected the stamp pad on the block, block casting numbers, VIN tag, title and other items on the car. They were satisfied so the sale was completed. This included a bill of sale for the car "as is".

About a month later the new owner was looking at his new title, compared it to the VIN derivative on the block and the numbers did not match. The last two numbers on the block were transposed compared to the VIN tag and title. The owner had just joined NCRS

so started calling contact numbers. His local contact could not help him immediately so he ended up calling me for assistance.

After describing what he had found and his concerns, I told him it is possible the worker in the factory had simply transposed the numbers in the gang stamp when he set it up to stamp the engine. If everything else checked out, I would probably accept the engine. I then told him he could verify the block by checking the stamp on the 4-speed transmission as they used the same gang stamp on both.

He called back later in the day after lifting the car so he could get under it. He could not find the VIN stamp on the transmission! We continued to talk with him under the car looking at the transmission. I finally asked him to give me any other information he saw on the transmission case. The casting number was 3885010, which is not appropriate for a January 1964 car.

I then suggested he look at the code stamped in the differential, he read an AU which is a 65 through 67 differential code, not a 64 code.

While under the car looking he found a new pan gasket, indicating the engine had been disassembled to some extent.

At this point he is distraught. He thought he was buying an all original, unrestored 1964 Corvette.

When I asked who had accompanied him to look at the car, it turned out to be a guy who "buys and sells muscle cars."

I strongly recommended that he find some local NCRS people to inspect the car in person. Doing it by phone is not a satisfactory solution to all his questions.

With what he found, he started talking about trying to get his money back.

The next day, the seller called me complaining. After a prolonged discussion, he understood what was found and that I was working long distance, not standing at the car looking myself.

At this time I don't know how this situation was resolved. Neither buyer nor seller is happy. The seller seemed to be a responsible person who didn't know what he had. He talked about buying the car back but

was not happy about having to pay the taxes to transfer the car back to his name. The buyer seemed to be a responsible person who had the wrong person inspect the car.

There is no good solution.

The moral of the story is, be sure of what you are buying. If you are not an expert, search until you find someone with proven knowledge of the car you are interested in. The cost of hiring someone with expertise is small compared to the cost of the car and the headaches of not getting what you expect.

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The One That Got Away

by Don Johnston

In the summer of 1970 I rode with a friend from Ozark, Arkansas, to Dallas, Texas, to visit another friend (back in the single days for all of us). Saturday afternoon we were sitting around the pool of the apartment complex enjoying the view and drinks. I went back to the apartment to call on a car advertisement that I had spotted earlier about a 1953 Corvette. I dialed--a man answered--yes, he had a '53 for sale. He had a couple of offers but both involved trade-ins. He preferred cash. I told him I had cash and would come by and take a look at it the next morning if he still had it. Sunday we went by to see it. It appeared to be all original except for maybe having been repainted. Everything was there except for the upper ignition shielding and the three bullet air cleaners. Its serial number was 278.

I told him that if it would start and run, I would



give him \$1,000 for it. He quickly found the jumper cables and started it. After driving around the block, I

paid the \$1,000 and we were on our way. Made it back home (approximately 300 mi.) in five hours. No problems whatsoever.



I later had it repainted using the original polo white and had some tune-up

work done. It wasn't a car you'd want to drive a lot. After all, it was a '53.

Then in 1974 I had contracted to buy some real estate. The down payment was \$20,000. I had \$15,000. So, I was trying to decide how to raise the rest, a man from Ft. Smith who had been trying to buy



the car, called and agreed to pay my asking price of \$6,500. There went my '53. Then came

the many agonizing moments that maybe I had done something wrong--really wrong. Sellers remorse had begun.

Maybe I shouldn't feel too bad. I have the memories of owning a '53. The photos and something very special--during the time I owned the '53, Chevrolet was trying to find how many '53's were still around. If you traced over the serial number on the identification plate, Chevrolet would send you a sterling silver plate (about 1"x 3") with owner's name, serial number and the statement "one of three hundred". I still have it!

Vintage 1982 'Vette Still Turns Head

by Heidi Van Horne

Scott McEntyre may not have had much history with his classic car the first time he took it out and about around Houston, but it didn't take long for it to become a show stopper, winning him awards at car shows almost immediately upon his purchasing it.

It was just a matter of months ago when McEntyre first found his amazing vintage Chevrolet. In September, 2012, he



bought his cherry classic 1982 Corvette. No more than one week later, he took his new ride out around town for some car show action. He started the day off by going to the Houston Coffee and Cars show, where he met a stranger who was the first to really clue him in to what a fantastic classic he had acquired.

McEntyre said, "I met a guy who told me I didn't know what I had. He was right."



McEntyre knew the vintage

'Vette was a really wonderful condition classic, but he wasn't quite aware of its rarity. Later that night, when he went to another show, the stranger's assertion proved to be true. "I won first place in the C3 category that night at a Chevrolet dealership show. First place and I'd had the car a week!"

C3 stands for the third generation of the Corvette model for Chevy, which was first introduced in 1968 and ended with the 1982 edition of the 'Vette. The C3

was the first to introduce the iconic T-top removable roof panels.

McEntyre's '82 looker is all original, and the car is truly in incredible condition. In addition to the 'Vette itself being meticulously maintained, McEntyre has the original build sheet, as well as a replica window sticker for the Corvette. A two tone silver and white beauty, the 'Vette has the classic chrome T-top style design.

McEntyre said, "The car looks like it rolled off the show room floor today." Adding, "as best I can tell,



it's still (as) stock as GM built it."

While it is stock from the factory, that is about as

"common" as this gets, since the color scheme was a much more rare version of the '82, and still is a combination that is harder to find to this date. Of the 25,407 Corvettes made by General Motors that year, this car is numbered 21,734 and is one of 664 made that year in that paint scheme.



"To date, and in shows, I've never seen another one like it," McEntyre said of his 'Vette's look.

Though he hasn't had it long,

McEntyre already is at home as a classic Corvette owner.

(From the *Houston Chronicle* 6/13/2013 Autos - brought to our attention by Wilma Clark)



**Oklahoma NCRS Chapter
Indoor Judging Meet
8:30 a.m.,
Saturday, April 18, 2015
8515 East Skelly Drive**



EVENT SCHEDULE

8:30 a.m. Registration
8:45 a.m. Owner's Meeting
9:00 a.m. Flight Judging Begins
12:00 p.m. Lunch
1:00 p.m. Flight Judging Resumes
3:00 p.m. AI Greening Stamp Pad
Presentation
More details to follow.

Contact

Brett Driscoll - Chapter Judging Chairman
for questions: email brettdriscoll@cox.net
or call (918) 406-3715. Judging applications
accepted on a first come basis. Fees will not
be refunded for cancellation after April 1st.

Mail registration To:

Brett Driscoll, 5112 East 98th Street
Tulsa, Oklahoma 74137

This event is limited to 4 cars. Open for registration on 01/01/15

Online Registration Available at www.ncrs.org

Name _____ NCRS Membership # _____

Spouse/Companion/Children(Included in Registration Fee) _____

Address _____

City _____ State _____ Zip _____

E-mail _____ Phone _____

Meet Registration Fee(Family)..... \$30.00 \$30.00

Non-Member Guest Name _____ Guests ____ x \$10.00 _____

Event T-Shirt . . __sm . . __med . . __lg . . __xl . . __2xl . . __3xl x \$15.00 _____

Flight Judging Entry \$45.00 _____

Circle Class '53-'62 '63-'67 '68-'82 '84-'96

Sportsman Award Entry (all years eligible but chapter affiliation required) ____ x \$15.00 _____

Year _____ Complete VIN Number _____

Special Display Car: ____year (Circle One) Duntov McClellan Crossed Flag N/C

I will Flight Judge: ____'53 to '62 ____'63 to '67 ____'68 to '82 ____'84 to '96

Preference: __Int. __Ext. __Mech. __Chassis __Ops. Judging Level: _____

I will Observer Judge: - ____'53 to '62 ____'63 to '67 ____'68 to '82 ____'84 to '96

I will help tabulate score sheets: Yes: ____ No: ____

Lunch - free to all car owners, judges & tabulators Additional lunches ____ x \$10.00 _____

Make Check Payable to Oklahoma Chapter NCRS **TOTAL \$** _____

Hold Harmless Agreement. I agree to insure my vehicle(s) and property against loss, damage, and liability, **and to provide Proof of such insurance to NCRS at registration. No Exceptions.** I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees, and chapters for any acts or omissions that may result in the theft, damage, or destruction of my property or injury to me or others occurring during, or as a consequence of, this event.

Auto Insured with _____

Policy# _____ Policy Expiration Date _____

Signature _____

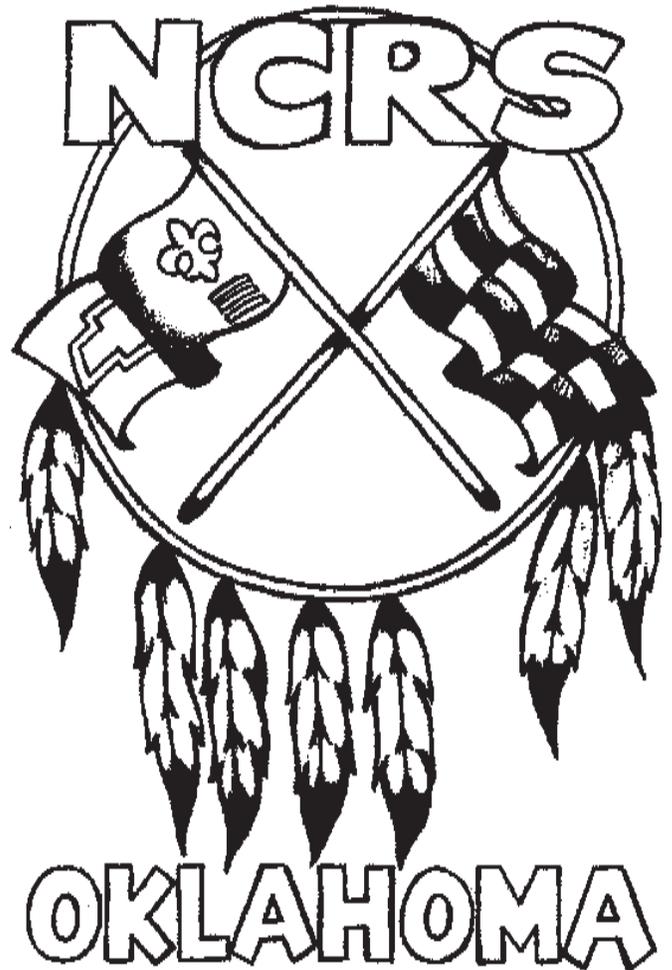
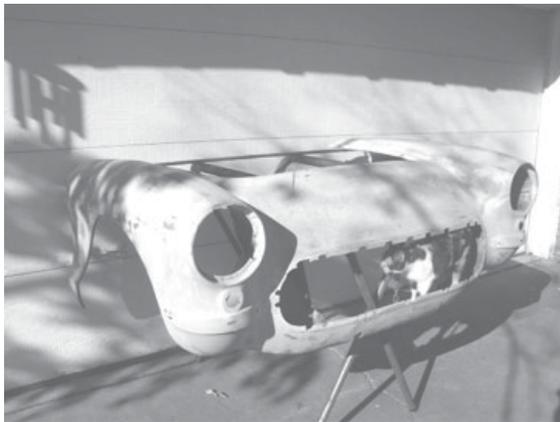
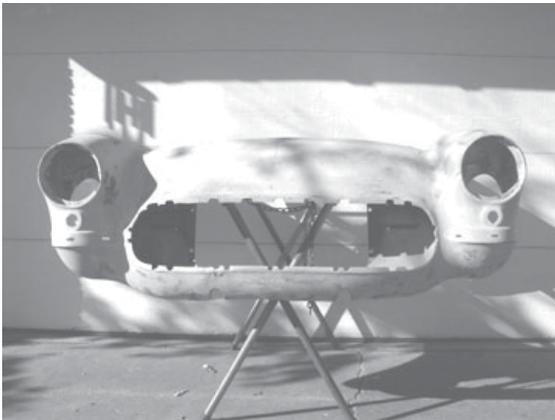
To the Highest Bidder

1956-7 Corvette nose wall art
Just add some body work, chrome pieces &
paint color of choice.

Make your check out to the
Little Light House.
For Info - Call Scott 437-5292

March Update

The stack of potential bids for the wall art
has gotten such that not too much more
time will pass before the Little LightHouse
receives some funds. There is still time
to send a in a bid. But hurry.



Corvette Classified

For Sale: 1971 427 convertible, that Gold color, black interior, original engine, 4-speed, hardtop, project for sure, in Tulsa,
Call Tony 918-261-1967

For Sale: 04 Corvette convertible, spiral gray-black/black, 23K miles, 6-speed, all options, pretty clean car, \$26,500 or interesting C3 trades.

Mike Martin 918-606-0568, mikmart@cox.net

Upcoming Events

- Apr 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Apr 21 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
April 17-18 Oklahoma Chapter NCRS Judging Meet - Contact Brett Driscoll for information - 918-406-3715
April 23-24 Tulsa Swap Meet - Creek County Fairgrounds - sponsored by th Early V-8 Club
May 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
May 14-17 Heart of America NCRS Regional - Holiday Inn Convention Center - Joplin, Missouri -See *Driveline* for info
July 19-24 NCRS National Convention - Denver, Colorado - See *Driveline* for info

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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 Brett Driscoll, Verle Randolph, Scott Pfuehler, Don Johnston and Wilma Clark 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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Bob Clark • Editor

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