

Chairman's Comments

by Kelly Bolton

While our hobby is dedicated to the restoration, preservation, history and enjoyment of our Corvettes, the future of the Corvette may look quite different. An example is the long rumored mid-engine Corvette. The mid-engine market is competitive and currently filled with a multitude of choices with most in the higher price ranges. Latest rumblings from *Car and Driver* show pictures of the mid-engine Corvette currently being tested and also provides illustrations of the potential production car. Their closing comments are: "Thus far GM has issued no denials discrediting it "_self" our most recent (and highly detailed) mid-engine Corvette forecasts. While there's no fresh intel regarding launch timing, the fact that experimental hardware has left the laboratory suggests that the C8 Zora sports car is on schedule to roll into showrooms in about 20 months as a 2017 model, at which point it will be sold alongside the front-engined Corvette. Place your orders now or find yourself stuck at the back of a long delivery line".

The mid-engine has long been discussed now as an Electric Corvette? *Motor Authority* shows the video of a Tesla Motor in a '06 Z06 with the commentary: "Electric Cars are increasingly becoming synonymous with performance, a point best illustrated by Genovation Cars' new record-setting Corvette-based Genovation eXtreme Electric. At a test conducted, fittingly, at NASA's Shuttle Landing Facility at the Kennedy Space Center in Cape Canaveral, Florida, the GXE accelerated (rather quietly, we might add) to a top speed of 186.8 mph after one mile. Given a little more space, Genovation says the car will top 200 mph."

My preference is to stay with the current configuration and leave these challenges to the next generation.

Last month's events included:

- Following our Breakfast Meeting we caravanned to Roy's for a Shop Tour. Roy graciously shares the cars and stories from car aficionados across the country. The cars were predominantly Chevrolet Corvettes and Roy's assortment also included Oldsmobile, Dodge, Plymouth, replica Grand Sport and even NASCAR. Thanks again to Roy for opening his shop and sharing the cars and their unique histories.
- Chapter Judging School - Brett recruited David Beach's 1970 Corvette that was an excellent original car. The conversations and knowledge exchanged are always learning experiences for all those who attend. After class several members were looking at Dominic White's '55 Chevy and coaxed him into putting it on a lift and sharing the story of the car and the work done by Hot Rod Garage. Thanks again to David for sharing his car and Dominic for sharing his facility and '55 Chevy.

Looking forward into near term events:

- Chapter Breakfast Meeting, April 2nd - We will share the current news at the National Level and for our NCRS-OK web-site will continue discussions of new enhancements, solicit your ideas and welcome any tech-savvy help to take our web-site to new levels.

- Chapter Judging Event, April 16th. Event includes 4 Cars for Flight Judging, 2 cars for Special Display and Sportsman Award entries as well.

I encourage each of you to write an article for our *SidePipe* to share your car related knowledge, journeys and stories. To continue moving forward there are numerous opportunities for you to participate in our Chapter which is vital to our continued success as The Oklahoma Chapter of NCRS. I'm excited as we begin the spring season and continue our strong start as this year is filled with opportunity and fun as we restore, preserve, document and enjoy our Corvettes.

I look forward to seeing everyone and their cars on Saturday.

April Breakfast Meeting

Our monthly breakfast will take place on Saturday, April 2. 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 19, will be Bravo's Mexican Grill at 4532 East 51st St. We will continue to meet at Bravo's for the next few months.

The time people start to arrive is 5:30 p.m. Most are there before 6:00 p.m.

From The Judging Chairman

by Brett Driscoll
NCRS#26846

Hello All, I hope you have marked your calendar. The Oklahoma Chapter Spring judging meet is fast approaching. There is still time to get your car registered for the meet. Currently we have one car slated for judging. Lee Stigall is bringing his newly acquired '66 roadster. I would really like to judge more than one car, so please think about having a car judged.

The judging meet is slated for April 16th, again at Dominic White's garage. We will need everyone's help with car judging. Do not worry. You will never be assigned a task that is above your skill set. It is merely an opportunity to learn and have a great time.

The address is 8515 East Skelly Drive, Tulsa, Oklahoma. We will get started around 8:00 a.m.

If you have ever entertained the idea of having your car judged this would be great opportunity for you. Just get in touch with me if you are interested or have any questions.

Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter denim shirts, long and short sleeve, for \$25 each. We also have Oklahoma Chapter sweat shirts for \$25.

Call me at 918 / 625-2303 or 918 / 299-9001 to order. You could also send an email to vettefan66@sbcglobal.net. Be sure to include the type of shirt and size. I will have most all sizes available after the meeting this Saturday.

2016 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 2, to renew your membership in the Oklahoma Chapter NCRS. Don Partridge will be glad to accept your money, or you can mail your 2016 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, 2015. Your payment then will cover your 2016 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.

A Visit To Sinor Prestige Automobiles

by Phil Gray



A visit to Sinor Prestige Automobiles on Old Rt. 66. It was a beautiful spring day when after a bountiful breakfast and meeting many of the crew drove their Corvettes across town to "Sinor Prestige Automobiles, Inc." on Rt. 66. Not only was the display of Corvette and collector cars inside, but the collection of Corvettes driven and parked by the attendees was outstanding.

Many passersby were attracted by the parking lot display, (12 Corvettes). One pickup driver stopped, stating that he was a Corvette owner, not affiliated with any club, and wondered what was going on.

Having one of our new Club Business Cards, I presented him with one, told him about our club, its activities and invited him to our next meeting. Check out the attached pictures and you will see what the parking lot looked like.

Inside Roy had on display a whole herd of big block, midyear Corvettes. Only 2 small block Corvettes were found in the building. Unfortunately, most of the cars were already sold waiting for the new owners to pick them up for display in their collections. Some thought was given to passing the hat to cover a down payment. However this was soon dropped when the \$ amount was revealed.

Interesting enough, a small assortment of other collectible cars was also shown.

An Olds 4-4-2, several MoPars and even 2 NASCARs were stored for their owners. From the 2006 Daytona race were Jeff's # 24 and Jimmy's # 48 cars. Something for everyone. See the photos to see what you missed if you were not among the 20+ members there!

Thank you, Roy, for inviting us and sharing some interesting stories of these cars.



Pat and Kelly's Corvette Adventure

by Pat Cavanagh

It started with a simple phone call in early February to an old friend and former Board Member who now lives in Florida. For the sake of this article I will call him Peter. He is a very, very private person. Years ago when I first met Peter and he saw my 2001 C5 convertible, he mentioned in passing that he had bought a 1964 Corvette when he was young and he still had it. But I had mostly forgotten about that when I called Peter whom I had not spoken to in over a year, to ask how his business was doing and generally catch up.



During the call he asked me if I knew much about automobile auctions because he was thinking about selling his Corvette. I told him that Barrett Jackson was probably the premier auction house, but I had no experience either buying or selling a car at any auction.

Peter lives near the Ritz Carlton on Amelia Island and he was thinking it would be very convenient to sell the car at one of the auctions surrounding the show.

Unfortunately (or fortunately for me) he was told it was filled up months ago. At this point my interest had peaked and trying not to sound too anxious I asked Peter about the car.

Peter is not a car person or even a mechanical person. He said it was a 1964 Corvette Convertible with a fuel injection engine and a four speed. I told Peter I was a member of NCRS and might be able to help him sell it, but he needed to send me some pictures



and provide me some additional details. After receiving those I asked for even more pictures of both the vin/data tags, serial/part numbers of the fuel injection unit, the engine stamp pad and the warranty booklet.

I shared the pictures with Kelly and although we both thought the car looked good in the pictures and the numbers checked out, the most interesting item for me was the original owner's name and delivery date in the warranty booklet. Let's call him Nick. Searching the internet only yielded one person on LinkedIn with the same name at a major Boston mutual fund company, and he was much younger than the owner would have been. I called him and left a message, but I got no response for several days. Then I finally received a call from him, and it was a very guarded conversation. He would not admit to knowing anything about the car but still asked for a few details.

A day later I received a call from Nick Jr's father in New Jersey who told me he was the original owner of the car and ordered it new in November of 1963 and took delivery in February



1964. We talked for almost an hour about the car and his ownership. He said he cherished the car and kept

it in his garage and only drove it in nice weather as he had another car. The warranty booklet says he took delivery on February 6th, 1964 from Downs Motors Inc. in Morristown, N.J. He recalled he paid just over \$5,200 for the car.

He ordered a silver blue car with black vinyl interior and a fuel injection engine in addition to 4 speed transmission, positraction rear end, hardtop, white soft top, white wall tires and an AM/FM radio. Nick said he was

calling the dealer almost daily wondering when it would be delivered. He said that when he sold it to Peter it had redline tires and chrome Crager mag wheels, but he gave Peter the original wheels and hubcaps as part of the sale.

In further discussions with Peter he said that in the 1980's he had had the car restored by Village Vettes in Glastonbury, N.J. I called the owner and he

remembered the car well saying that he was surprised Peter had it restored because it was in pretty good shape with normal wear and a few nicks and scratches. He recalled that he did a frame off restoration but did not rebuild the engine or transmission. He said the body had never been hit and was very nice when he finished.

At this point things were checking out, and this car was pushing all the right buttons with me. I was interested in the car, but I had no idea what Peter's price expectations

were for the car. Obviously Peter had grown up with this Corvette and he knew that a fuel injection car was special, so his expectations for a selling price likely were unrealistic. So at our breakfast in February I did a presentation for everyone on the car and several of you gave me thoughts on its value.

After looking at the Haggerty Price guide and the Corvette DNA website, I made some assumptions for average condition and factored in what I would have the spend on the car (transportation, reconditioning , tires, exhaust, radiator, etc.) to recommission it and make it presentable. After all this thing had not run in years and had just sat in the garage. I ultimately arrived at a price that I thought was fair for both parties subject to inspection. I sent the price to Peter in an email explaining how I arrived at it. A few hours later I got a message back that just read..."OK." Now I did not know whether



that meant he was good with the price or he received and understood the email. I was in suspense. I shared it with Kelly and neither of us could tell whether he was good with the price or he got the email. Finally I broke down and called him. He was good with the price! Now I told my wife which resulted in a lecture that I was not going to have a car collection like some of the other NCRS members, so up for sale went the 1967 GTO that I had owned for almost 30 years and my 2008 Corvette Convertible. Fortunately of them both sold quickly.

I have always inspected every car I have purchased, and this one was not going to be the exception. I asked Kelly if he would like to go with me to Florida for the inspection and I was delighted and relieved when he agreed. I got tickets on American Airlines and hotel reservations in Jacksonville and we were off! (To be continued next month)

The 500-hp Corvette That Chevrolet Didn't Talk About

L88 is the code for excellence.

By Nicholas Wallace

Rarely does a manufacturer make a point to not advertise one of its products, particularly one that is its peak performance offering. An exception to the rule was this 1969 Chevrolet Corvette Stingray L88. And that intentionally low profile when new is part of what makes this car so valuable today.

The brainchild of Zora Arkus-Duntov, director of GM's performance division, the 1967 L88 Corvette was powered by a highly modified version of Chevy's 427-cubic-inch V-8. Although the factory-claimed horsepower was 435, real power output was likely somewhere between 540 and 580, enough to allow a "stock" L88 to run the quarter-mile in the mid-to-high 11-second range. The L88 could be ordered only with certain options such as a performance suspension, Positraction differential, and upgraded brakes, while other features such as a radio and A/C were not available.

Since the car was to be built in limited numbers, Arkus-Duntov wanted as many of them as possible to end up on racetracks. As such, GM tried to discourage individuals from buying the L88 (the car's extremely conservative power rating was a ploy designed to turn off the casual consumer), instead focusing on racing teams. The L88 stayed production until 1969 with a total of 216 produced.



This example, currently being offered by Rick Cole Auctions, is a 1969 model with a claimed 2576 miles on the odometer. Aside from the mileage, this car is also impressive due to the fact that it has never been restored and was originally purchased and raced in C/D's lovely home state of Michigan. Bidding on this car is expected to reach the neighborhood of \$500K to \$750K. Clearly the L88 is no secret among Corvette collectors—instead it's more like the holy grail.

(This story originally appeared in *Car and Driver* and most recently on *Yahoo News*.)

Windshield Repair 101

By Kelly Bolton

When I acquired my 1973 last May I, noticed the windshield had a few chips as well as a few scuffs, (I call them scuffs because you can't catch your fingernail on them like you can with a scratch). I knew some day I would have to address this issue and that day had arrived. My first approach was to leave it to the experts so I called Safelite only to find out they do not polish any windshields as it may obscure the view and run the risk of heating up and cracking the windshield. They did however offer to repair my chips for \$108.00. My next call was to Dixon Auto Glass. They do not polish any windshields either and offered to replace the windshield for \$214.41. I planned on retaining the original



windshield. so I said, "How hard can it be to repair a windshield?"

Internet to the rescue, first I viewed some Utube videos on repairing chips and polishing windshields. I also found these helpful instructions for polishing a windshield, (www.technologylk.com/ceriumoxide/howto.pdf).

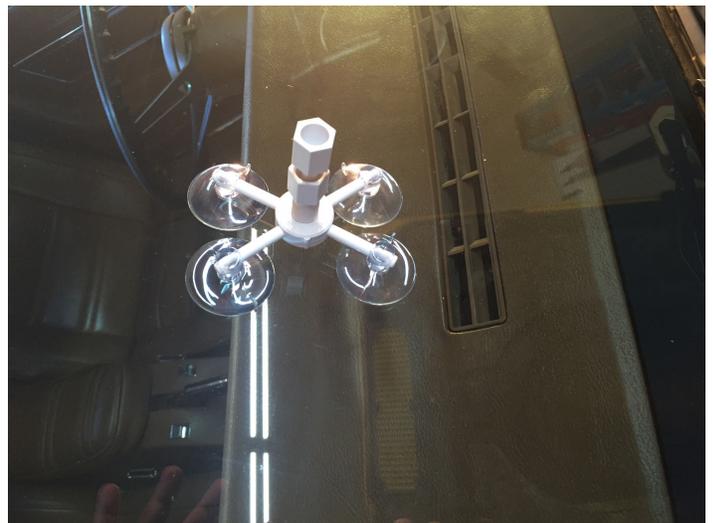
Next step was to obtain supplies from Wal-Mart and Amazon to start the process.

First up, repair the 2 chips
Accumulate Rainx Windshield Repair Kit

- Wal-Mart (\$10.00)

The process is easy to follow (make sure the windshield is shaded from direct sunlight until repair is complete):

- Thoroughly clean windshield
- Affix applicator base (Align Bomb Site)
- Screw in resin chamber (Bring sleeve into contact with glass)



- Add 3-6 drops of resin to chamber
- Screw in pressure driver (plunger)

Wait 4-6 minutes, repeat as necessary. You can easily see the chip fill by shining a flashlight from the inside. Remove applicator base (Bomb Site).

I did this cycle 2 times to each chip with great results.

I then added a drop of resin to the remaining pits and covered with a curing strip (small plastic sheet that resin will not adhere to). Wait 5 minutes then remove curing strip and move into direct sunlight, (or cure with an ultraviolet light). Last operation is to scrape off the excess resin with a razor blade, and the repair kit is well worth the \$10.00.

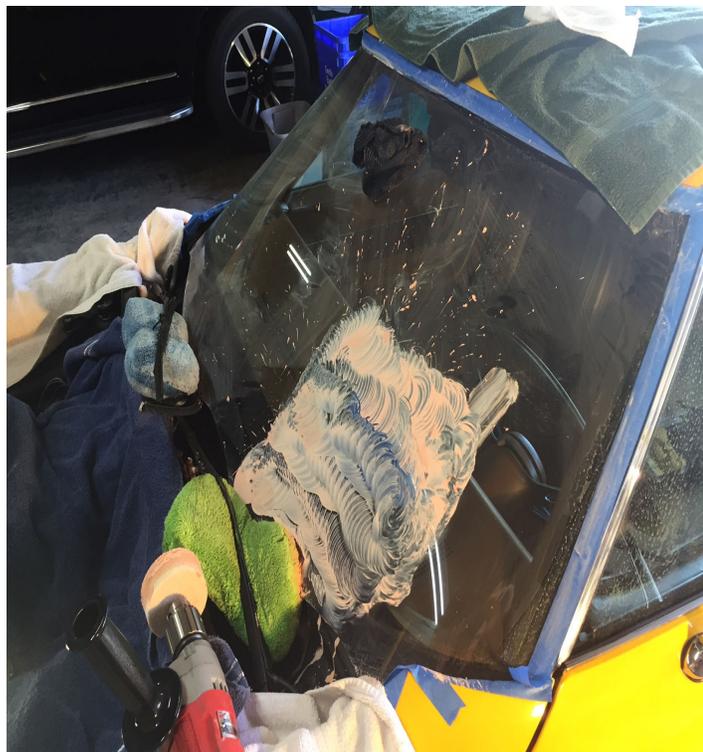
Now about those 2 scuffs.

Accumulate (all from Amazon):

- 3" felt wheel w/ 8OZ Cerium Oxide (\$38.10)
- 8 oz Bag Cerium Oxide (\$13.50)
- 3" Velcro Backing Pad Attachment (\$9.99)
- Three 3" Glass Polishing Pads (\$17.54)

First mask the windshield trim and cover-up the surrounding area as the polishing process can get extremely messy.

- Place tape on the inside of the windshield to show the area of the scuffs.
- Prop up the windshield wipers to keep them out of the way.
- Soak the 3" felt wheel in water



- Mix the Cerium Oxide with water until you have a paste consistency.

Attach the 3" felt wheel to cordless drill on (low RPM), dip the pad in the slurry and start polishing the scuffs with back and forth motions. After cautiously polishing for a while this had very little effect on the scuffs.

Next, I put the drill on high RPM and repeated the same process. After more polishing and replacing the battery pack, I noticed the glass was shinier, but this had little effect on removing the scuffs.

Next, I changed out the cordless drill with my Milwaukee electric drill (with 90 degree handle) and repeated the process, this time adding more pressure on the glass. The instructions say not to put too much pressure on the glass as it may heat up and crack. My glass was warm to the touch, but never hot. After 4 oz of Cerium Oxide, a little water, one battery pack, lots of UMPH!!! and 1 1/2 hours, the scuffs were virtually gone with no noticeable distortion. One possible improvement may be to use a higher speed buffer in lieu of my 850 RPM electric drill as it will save time and ease a stiff back.

So there you have it, a windshield repair success story.



One last note, I didn't use all the items that I bought. All I needed to remove the scuffs were the 3" felt wheel and 4 oz of Cerium Oxide.

Chapter Judging School and Future Judging School

By Gene Holtz
(NCRS #10606)

I would like to thank Dominic White for opening up his garage once again for the Oklahoma Chapter Judging School on March 12, 2016. I cannot think of a better way of learning about classic Corvettes and getting an NCRS Judging Point than inspecting a unrestored 1970 Coupe that had only had maintenance done to keep it on the road all these years. Being a local Oklahoma car was a plus with no rust issues to cover up the finishes left on the chassis. A car is only original once and that is why the Star/Bowtie judging is so important.



When talking with Brett Driscoll that day, I learned that the judging school, the upcoming Oklahoma Chapter Judging Meet (back at Dominic's garage) and even the Darryl Starbird Car Show Display are all things we need to do to qualify for a Top Flight Chapter Award. We have done this in the past and need to keep doing it.



We now have a location in Oklahoma City (thanks to Steve Mitchell) to have a chapter judging school and a future Oklahoma Chapter Meet. I am looking to set up a judging school in Oklahoma City. Anyone in the area have an original Corvette that we can inspect? Or a restored car going to Regional Meet that we can go over? Or a car trying for a P.V.

Lifelong Wish to Own 1961 Corvette Comes True

by Vern Parker

Larry Gray's childhood was spent in Pine Bluff, Ark., during the "I Like Ike" era, followed by the "All The Way With JFK" years. In order to make a couple of dollars young Gray worked several jobs. He delivered newspapers for 35 cents a week and also pumped gasoline part time at the local gasoline station.



In those days station attendants would pump the gasoline, check the oil level in your car and wipe your vehicle's windshield.

One of Gray's newspaper customers, an elderly gentleman, was also a gas station customer who was memorable because he drove a 1961 Chevrolet Corvette.

"When I grow up," Gray remembers promising to himself, "I'm going to have a car like that." However, life often derails dreams. He married and started a family. Next came grandchildren. Still, decades later Gray never forgot about that Corvette in Arkansas, even though he was now residing in Texas. Gray kept an eye out for a nice 1961 Corvette, but the occasional Corvette that came along was either outrageously priced or a complete basket case. A total of 10,939 Corvettes were produced during the 1961 model year. All of them were roadsters with a base price of \$3,934.

Gray discovered weekly car shows clear across Houston located in Spring, Texas, and soon began attending the events. Every now and then he would learn one of the cars was for sale, but the few cars for sale were not Corvettes.

About a year and a half ago Gray learned of a large gathering of old cars every Saturday night in the city of Houston. After attending on a few occasions, he saw his dream car — a pearly white, freshly restored 1961 Corvette. Gray learned the car was not for sale.

The man who brought the Corvette to the show had spent 13 months restoring it in his restoration shop for the owner who lived in Corpus Christi. The car had undergone a total frame-off renovation, which included mechanical and cosmetic renewal.

The 283-cubic-inch V-8 engine was rebuilt and the four-speed manual transmission was overhauled. With the single four-barrel carburetor feeding fuel to the engine Gray says, "It purrs."

Gray gave the restorer his contact information and said if the owner ever wanted to sell the 1961 Chevrolet to call him first. He never expected to hear from him.

Imagine Gray's surprise a couple of weeks later when the restorer of the Corvette telephoned to say the owner decided to sell the roadster. Gray leapt at the opportunity and since his 42nd wedding anniversary was about two weeks away he arranged to have the

Corvette delivered then.

When the Corvette arrived on his anniversary, Gray had arranged a huge red bow and ribbons along with signs proclaiming that the car was an anniversary present.

Gray carefully inspected his Corvette and not a flaw has been found. Looking through the wraparound windshield the blue upholstery appears seamless. The owner has yet to find one blemish in the chrome.

A set of 6.70x15-inch black sidewall tires support the car on a 102-inch wheelbase. Gray has the original pressed steel wheels and full wheel covers that came with the Corvette five decades ago, but he is taken with the chrome wheels that presently are on the car.

Gray is happy that his 1961 model is equipped with power steering and power brakes. The AM radio is mounted vertically in the dashboard. When the hot summer months arrive, Gray says an air conditioner would be nice to have.

Unlike some early-day Corvettes, Gray's model has an actual functional trunk lid, a feature he appreciates. Just to see what the white convertible top with a plastic window looked like, Gray pulled it out — once. "I've never driven the car with the top up," he says. —

(from the internet - Verns Parker - Motor Matters)

Corvette Classified

For Sale: Two 50's era Chev V8 pick-up truck bell housings. One has the clutch fork. Both for \$20 total. More stuff soon to be listed. If you need 265/283 blocks and motors, tell me what you are looking for. Thanks, Call John Neas 918-231-4454

Wanted: I wish to buy for a friend the following:

Corvette Side Exhaust
Cover Front Shields, 1965-
1967 Clear plastic that were
sold by the catalog people till
recently.

Call Scott 918-437-5292



A DeWitt Radiator: Need one, want to upgrade the one in your Corvette or put one in the LS motor restorod you are building.

Call Scott, 918-437-5292. He will share his discount with with you.

Upcoming Events

- Apr 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Apr 16 Oklahoma NCRS Chapter Indoor Judging Meet - 8:30 a.m. - 8515 East Skelly Drive
Apr 19 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, OK
Apr 22-23 The 44th Annual World famous Tulsa Swap Meet - Creek County Fairgrounds at Highway 33 & Route 66
Apr 21-23 Indiana NCRS Regional - Auburn, Indiana - (Auctions America)
May 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
May 19-21 North Central NCRS Regional - Rochester, Minnesota
June 2-4 Northwest NCRS Regional - Bend, Oregon
July 17-22 NCRS National Convention - Warwick, Rhode Island

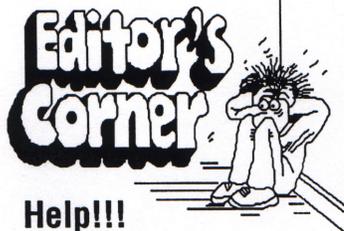


Thanks to
Brad Williams and
Mazzio's for continuing
to support the
Oklahoma Chapter
NCRS.
We appreciate your
help.

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 Brett Driscoll, Phil Gray, Gene Holtz, Kelly Bolton, Pat Cavanagh and Bonney Clark for their contributions to this *Sidepipe* 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 flash drive or CD (Windows or Macintosh). **Remember!!** Your help is needed to make this newsletter a voice of our chapter!

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