



December, 2017

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

## Chairman's Comments

by Kelly Bolton

Remember the 14th Century Proverb "Time and tide wait for no man?" It's true and here are a few Corvette Examples:

- Bowling Green Assembly Plant is producing 2018 Corvettes and one new model is the "Carbon 65," in which the factory will build 650 cars to celebrate 65 years of Corvette. How about the 2019 ZR1 Corvette offering with 755 HP, the Low Wing is the base model with a top speed of 210 MPH and the High Wing, (ZTK Package) is tailored for the track. Oh, Yeah, they will be available in Spring, 2018.
- National Corvette Museum has one of the latest donated cars which is a 2000 C5 with 773,338 miles on the original engine and NCM is running upon the third anniversary of the "Sinkhole."

Recap of our Oklahoma Chapter 2017

Accomplishments:

1. Oklahoma Chapter NCRS
  - Monthly Chapter Breakfast
  - Meetings and Attitude Adjustment Nights
  - Over 17 Chapter Events above and beyond our monthly meetings, including National Convention, Cruise Nights, Ice Cream Social, South Tulsa Baptist Car Show, Christmas Party and the list goes on
  - Our Chapter has 105 Members and won a Chapter Award
  - Replaced our original Web-site, (started in August, 2013 on GoDaddy) with an updated version that links with NCRS
2. Chapter Members
  - Earned Flight Awards at Regional and

National Events, including one of the highest achievements for a '53 to '74 Corvette, The NCRS Duntov Mark of Excellence Award

- Members travelled to the NCRS National Convention in San Antonio, Texas, Corvette Carlisle and the Bloomington Gold Meet
- There are New Members, Members with new car acquisitions and Members with new knowledge journeys and stories to share

Looking forward to near term events:

1. Chapter Breakfast Meeting December 2, NCRS-OK Web-site update and "Show and Tell" that is always entertaining and an opportunity to learn something new.
2. We will also accept nominations and elect Chapter Officers for 2018. Current Chapter Officers are:
  - Chairman – Kelly Bolton
  - Vice Chairman – Phil Gray
  - Secretary – Verle Randolph
  - Treasurer – Scott Pfuehler
  - Judging Chairman – Brett Driscoll
  - Membership Chairman – Don Partridge
  - Events Chairman – Jim Elder
  - Newsletter Editor – Bob Clark
3. Christmas Party – Mike and Nancy Phillips have graciously offered to host our Gala Event, so mark your calendars for December 9 (Details in separate article of this *SidePipe*). Included this year will be
  - Party Games
  - Dirty Santa Gift Exchange
  - Toys for Tots (Marine Program)
  - Cars, Fellowship, Food and Desserts
  - Did I mention Food and Desserts?

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, you can participate in numerous opportunities in our chapter, which is vital to our continued success as The Oklahoma Chapter of NCRS. Let's enjoy the journey and each other as we restore, preserve, document and enjoy our Corvettes.

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

## 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.

Please call me at 918 / 625-2303 or 918 / 299-9001 to order an item. You could also send an email to [bobclark77@cox.net](mailto:bobclark77@cox.net). Be sure to include the type of shirt and size.

## December Breakfast Meeting

Our monthly breakfast will take place on Saturday, December 2, 2017. 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 December Attitude Adjustment Night on Tuesday evening, December 19, 2017, 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 5:00 p.m.

## Attitude Adjustment Night In Oklahoma City

by Gene Holtz

Due to the 4th Tuesday Meeting falling on the day after Christmas, there will NOT be a meeting in December. We will resume on January 23.

Have a Merry Christmas and a safe Happy New Year!

## Attention - Membership Alert

by Don Partridge

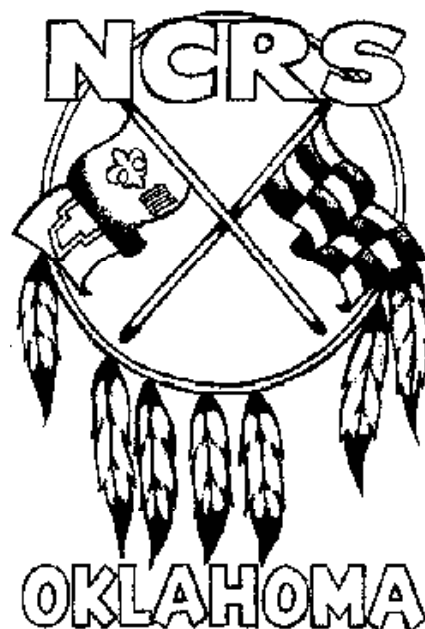
**Membership Reminder:** As the new year is fast approaching, I am sending this notice out early to remind everybody that the club voted to raise membership dues. We have had several meetings leading up to this decision. Some things we discussed were printing costs, mailing of newsletters and membership booklets, charitable contributions, supplies needed for judging classes, web site expenses, etc.

There have been efforts to control club expenses. The general consensus is that in order to secure the success of what we know as one of the best (and) oldest clubs in the NCRS, this is the right time to take action.

EFFECTIVE JANUARY 1, 2018, the dues will be \$30.00 annually.

I, personally, would like to ask that you submit your dues by February 1st.

We no longer want to keep sending reminders for several months about past due memberships.



# CHRISTMAS PARTY!

Saturday, December 9, 2017 • 6:30 p.m.

Mike and Nancy Phillips have again graciously agreed to host the Oklahoma Chapter Christmas Party at their home, 11721 S. Canton, Tulsa, 74137, in the Hunters Hills addition. The easiest way to their house is off East 121<sup>st</sup>. Canton is the second street east of Yale on the north side of 121<sup>st</sup> S. It's a gated community and the gate should be open. If not, **press the KEY button** (looks like an old key) and **then enter 041777** on the keypad and the gate will open. If you have trouble, just enter 041 on the keypad and their home phone will be dialed to open the gate. Their home is about the twelfth house on the right ( east side of the street ). The phone number is (918) 299-2562.

The party will begin at **6:30 p.m.** with dinner. The Chapter will supply BBQ and soft drinks. Please bring pot luck sides or a dessert. So mark your calendars now for **Saturday, December 9, 2017.**

Plans are to have a gift exchange or "Dirty Santa" gift game, so bring a gift or two to participate in this fun game. Please limit your expense to \$10 per gift.

If you would like, please bring an unwrapped toy that will be donated to the Marine's Toys for Tots campaign. Toys for Tots distributes toys to needy children across the Tulsa area. There will be a sign-up sheet at our breakfast meeting on Saturday, December 2.

## *Fire Extinguishers, Some More.*

by Scott Pfuehler

Verle wrote about fire extinguishers last month. Absolutely, you need one!

But not ABC for your Corvette and/or classic car.

Ask Alex, his after-market fuel injection that we installed on his '66 coupe decided one day to leak sufficiently to catch on fire. The ABC did extinguish the fire, but the chemicals continue to this day to eat

on any and all aluminum products in the engine compartment and corrosion continues on other metal stuff still today.

A Halon or the new Halon is my suggestion. Race cars use Halon in their on-board fire suppression systems.

In Tulsa go to Accurate Fire Protection on 13th Street just east of 169, and get a used 2.5# Halon which they will refill for you or just buy a new one. Their phone number is 888-437-5578.

A nice explanation of Halon, how it works and why you should use it is at [h3rcleanagents.com/support\\_faq\\_2.htm](http://h3rcleanagents.com/support_faq_2.htm)

2.5# extinguisher \$139 free freight at this site <http://fireextinguisherdepot.com/fire-extinguishers/halon-1211-fire-extinguishers/2-5-lb-halon-1211.html>

## *The Corvette Adventure (Part 17)*

by Pat Cavanagh

I have driven the '64 Fuelie over 340 miles since the engine was rebuilt and reinstalled last July. These have been the first miles on this car since the 1980's and I have really enjoyed driving it. I have taken it to a couple of the Tuesday Cruise Nights, the South Tulsa Baptist Car Show, our NCRS Chapter Picnic, last month's Breakfast meeting and a few test and tune miles. The more I drive it, the more confidence I have in its reliability, but I had been concerned about the tires.

When I purchased the car, it had a brand new set of Michelin X 205/75R15 radial tires on the original steel wheels. The tires still had the remnants of the original stickers and nubs. When I tried to have them



balanced at Tire America, they would not touch them and turned me down flat. These tires were manufactured in late 1982!

I really wanted to drive the Fuelie over 30 mph without worrying about destroying fiberglass. The quick solution was to mount the knock-off wheels and tires from my '66 Corvette on the Fuelie. I loved the way the knock-offs and larger tires looked, but I thought the original wheels, hubcaps and whitewalls were more appropriate for this Corvette.

I decided to put 205/75R15 white wall Uniroyal Tiger Paws AW2's on the original rims for now. Even though they were more expensive, I liked the idea of putting Uniroyal Tires on the Corvette. The whitewall on the Uniroyal radial is slightly narrower than the original Goodyear or General bias-ply tires, but I'm told the Uniroyal is one of the only 205 radials that will fit in the spare tire tub. I purchased the tires from Admiral Alignment and had Andy mount and dynamically balance the tires with the weights on the inside. I then had Andy do a four wheel alignment on the car. You may recall previously I did a home alignment on the car. At the December meeting I will show everyone how close my home alignment was to Andy's alignment. The car now drives, handles and stops very well. The tires,

however, will lose traction on hard acceleration in first gear! I can't wait to exchange the 3.55 gear for the 4.11's!

I decided in September that the hardtop rubber and stainless steel trim needed to be refreshed, so I removed the hard top and put up the convertible top. The top was new back in the 1980's and had been stowed for a long time. It was a wrinkled mess and it had shrunk, but after several days in the hot sun I was able to stretch it out, and it finally latched. After a few more days in the sun many of the wrinkles disappeared and it started to look presentable.



**CAUTION!** Before you start taking the hard top apart take detailed pictures while it is assembled. Also catalog all the screws, clips and fasteners you remove from the hard top along with their location.

While it may not look it to the casual observer, the hardtop is a complicated assembly. There is a video on [U-tube](#) from [Glassworks, the Hardtop Shop](#) that details the restoration of a C2 hardtop. The video was taken at a NCRS Michigan Chapter meeting. I watched it at least five times, and it answered a lot of questions regarding assembly.

I set my hardtop on saw horses in my shop at a comfortable working height. I began by stripping the trim and rubber moldings from around the side window openings and across the front of the top. This is where the stainless trim had been dented and scratched. The stainless trim around the rear window and the rear window itself were in good shape, so I just removed the lower stainless trim and the rubber molding which was necessary to replace the rubber molding at the lower rear of the top.



The condition of the rear Plexiglas window was good, so I decided to just polish it inside and out with Meguiars Plast-X Polish. The polishing made it sparkle like a new window.



Rubber Company and I ordered a fastener and a clip kit from Paragon.

I began the reassembly by punching the rear rubber molding to match the trim brackets and rear structure of the hardtop. Scott generously loaned me his punch to do this tedious job and it made it much easier.

I followed the reassembly order that Glassworks, the Hardtop Shop used in the video and things went back together smoothly but it's still tedious work. This is where the pictures, video and organization were helpful.

I took the dented and scratched stainless trim to Wells Chrome Plating and when I picked them up, they looked like jewelry. The scratches and dents were gone and it had a mirror finish. I purchased from Scott Pfuehler a set of rubber moldings manufactured by Corvette



When I removed the seats in my car to lubricate the tracks, I found that the seats had been mounted on top of the carpet which was not correct. In addition, I found that two of the 5/16-18 square nuts that are welded to the undercar brace to mount the seats were stripped. I looked at the possibility of replacing the brace but that was a major undertaking. After I cut the correct reliefs in the carpet I drilled, tapped and installed 5/16-18 inch

## A Factory Anomaly, I Think.

by Scott Pfuehler

This 1964 differential case was to be built as a 3:36 non-positraction unit and was stamped as such, CA. The boss said they needed a 3:36 positraction unit so the builder changed the guts to a posi and stamped a B over the A since CB is the 63 positraction code with a 3:36 gear.

As you see, the CA is in a nice straight line as two letters in a gang stamp would be while the B is just haphazardly stamped over the A at an angle. Or it could have been that the builder built a positraction unit and put the CA on it, saw the error, said "oops", got out the B stamp and went to it.

Whichever story is sort of correct, the case is going back into a Corvette, and we get to see a Factory Anomaly before it's back under the car. Not all the fun things to look at are engine block stampings.



Helicoil inserts in all four seat mounting locations. You can see the installed Helicoils in the picture. I then mounted the seats and replaced the original screws. Once the seat and screws are installed this is an undetectable repair.

My L84 engine was built with .020 over original pistons and steel shim head gaskets. With the mechanical 30/30 cam I knew I would need to run high octane gasoline to allow this engine to run to its potential. You may recall I dyno tested in on Sonoco 110 race gas and it made ~365 HP. Since I have had the car assembled and running, I have burned approximately 25 gallons of Sonoco 110 high octane leaded race gas which costs over \$8 dollars a gallon.

At our last Breakfast meeting Rusty Brock helped Kelly and me find a source for 100 octane low lead fuel. I am happy to report that my high compression 327 loves this stuff and a big bonus is the price is under \$4 a gallon. It's funny that the idle speed even increased about 100 RPM on this fuel. Thank you, Rusty, for the tip....more on this topic at our December meeting.

Stay tuned for my adventures with my radio, clock and gas tank in Part 18. As always my thanks go out to Kelly Bolton and Scott Pfuehler for their invaluable help on this journey.

I'm looking forward to seeing you at breakfast on December 2!

# 1963 Corvette Z06

by MALCOLM GUNN  
wheel basemedia.com

*It was defiantly built to win races and keep Chevy's underground racing program alive.*

**A** cursory look and you would never know that there was anything particularly exotic or meaningful about the Z06 designation.

But for those in the know, the innocuous alpha numeric code was actually assigned to a small group of factory fresh 1963 Corvette coupes that had been specially prepared for racing duty. It meant that, contrary to corporate policy, Chevrolet would be taking the Corvette to the track to compete with the best cars and drivers from Europe and North America.

The reason for all the hush hush secrecy was simple. In late 1962, General Motors publicly stated it would reaffirm an earlier policy of nonparticipation in motorsports. The corporation had suddenly and abruptly decided to enforce an earlier agreement, initialed domestic manufacturers, that they would not back or support any competitive activities. However, for most automakers, that 1957 accord had lasted only a few minutes longer than it took for the ink on the memo to dry.

For Zora Arkus-Duntov, chief engineer at Corvette and the man responsible for turning what had been a milquetoast two-seater into a radical V-8 powered tiger, the ban made little sense, especially since his fresh from the wheels up '63 Corvette Sting Ray had just begun to roll off the assembly line. With its shapely fiberglass body and fuel injected power, the new 'Vette had the potential to be a racer's dream.

In his typical anti-establishment fashion, Arkus-Duntov focused on circumventing GM's red light on racing. Thus the Z06 became a sort of secret weapon quietly released to a core group of professional racers. The remaining coupes -- part of a 200 unit quota required to enter production class events would later be purchased by various customers around the country.

Although primarily built for competition purposes, to the unsuspecting, the Z06 term only indicated a



Although the 1963 Corvette Sting Ray was available in both coupe, above, and convertible, the Z06 was only available as a coupe.

special factory code that automatically triggered the addition of specific parts and the deletion of others.

For starters, the car received the 360 horsepower 327 cubic inch V-8, four-speed manual transmission and a limited slip rear axle. Upgraded brakes with longer wearing metallic linings were also part of the pack along with heavy duty front and stabilizer bars, stiffer shocks and and cast aluminum wheels.

Lastly, the 'Vette 's standard 20 gallon fuel tank was replaced by a 36.5 gallon piece.

Most Z06 versions of the Sting Ray were shipped without heaters, radios and clocks. Ever so, the racing goodies that came with the car boosted its \$4,257 base price by an extra \$1,800

For its inaugural outing at a three-hour event held at Riverside, California, in October 1962, Arkus Duntov and his crew quietly prepared four Z06's. Three of the cars were driven from the Corvette factory; the fourth was shipped by trailer.

The race would not be an attention-getting world class event, such as those held at Sebring, Florida, the Bahamas and the world famous 24 hours of Le Mans (France). It would, though, turn into a special occasion since three Ford sponsored AC Cobra

roadsters developed by the legendary Carroll Shelby would also make their initial appearance in a real race.

Although both the Ford V-8 powered Cobras and Chevy Corvettes suffered a number of mechanical failures, a Z06 entered by car designer Mickey Thompson managed to win.

Amazingly, the Z06 took the checkered flag at its first ever event, something that rarely happens, even in this day and age, to a brand new model fresh out of the crate. However, it was one of the few times the car ever made it to victory lane, especially when up against the heavy hand and considerable cash outlay expended by Ford to ensure its Cobra sponsorship paid off. In response, and with some encouragement from his superiors, in 1963 Arkus Duntov began to develop a more potent Corvette that could compete in the CT Prototype class, and his interest in the Z06 came to an end. Fortunately, many of the special duty parts that went into the car remained available for Sting Ray buyers wanting to try their hand on the track.

Today, the ZO6 brand indicates a very special and very fast Corvette that more than pays homage to both Zora Arkus Duntov and his secretive Sting Ray.

# techbench

JOHN HINCKLEY

**Reader's Question: My '68 327/350 was fairly correct when I bought it several years ago, but it had a Holley model 1850, universal replacemen carburetor on It Instead of IN original 8 3367.**

*I've recently purchased a correctly dated original Holley R 3367 and installed it along. with the choke thermost coil and rod, but I'm having a problem adjusting the fast idle speed.*

*It works with the engine cold and the choke blade closed, but it only kicks up the idle to about 1200 rpm at cold start, and that isn't always enough to keep it running without feathering the throttle for the first few seconds. The old 1850 had a screw to adjust the fast idle, but I don't find one on the R- 3367. How do I increase the fast idle speed?*



1 The greenish-hued plastic fast idle cam (behind the choke operating lever in the foreground) is pivoted all the way down with the engine warm and the tang on the primary throttle lever is clear of the top of the cam.

2 With a cold engine, the plastic cam pivots upward, and the tang on the primary throttle lever is now resting on one of the raised steps of the cam. This opens the primary throttle blades and increases idle speed.

3 To adjust the fast idle speed, insert a flat bladed screwdriver in the slot in the tang. Bend clockwise to increase, counter clockwise to decrease.

**R**ESPONSE: The fast idle control principle is similar between the two carburetors (a pivoting plastic stepped cam operated by the rod from the choke thermostatic coil on the intake manifold that engages a tang on the primary throttle lever), but the detail design is a little different on the production Holleys.

The photos show how the choke/ fast idle system works on the 3367. You'll notice the plastic fast idle cam pivoted all the way down (normal warm idle position), with the tang on the throttle lever above the top of the disengaged cam. In this mode, idle rpm is controlled by the idle speed screw in the primary throttle lever on the other side of the carburetor.

At cold start, when you press the accelerator to set the choke, the rod from the thermostatic coil (not shown in the



photo) pushes up on the lever in the foreground, which pivots the plastic cam up (and closes the choke butterfly), and when your foot comes off the accelerator, the tang (with the slot in it) on the primary throttle lever comes to rest on one of the raised steps on the fast idle cam. The amount the plastic cam is raised (and thus, the height of each fast idle step on the cam the tang comes to rest on) is determined by the temperature of the choke thermostatic coil.

There is no fast idle adjustment screw on the R 3367. To adjust it, insert a flat bladed screwdriver through the slot in the tang that contacts the steps on the cam, and bend it slightly clockwise (as viewed from the top) to increase rpm at any given step on the cam, or bend it slightly counterclockwise to reduce rpm.

Assuming your choke unloader and choke vacuum break are adjusted properly as outlined in the Chassis Overhaul Manual and the choke thermostat coil operating rod length is adjusted as outlined in the Chassis Service Manual, the automatic choke is pretty trouble free, and the fast idle rpm adjustment is quite simple, as outlined above.

Proper operation of the fast idle system with a cold engine is one of the line items checked in the Operations section of NCRS Flight Judging. It pays to have it.

(Printed with permission from the author)

## Race Car Wheels

by Scott Pfuehler

Anybody know where there are some American Racing 15 x 8 200-S wheels? This wheel is just now being reproduced by American Racing. They are a really nice Chinese made wheel, but they have a goofy offset and will not work for me.



Thanks for reading my want ad. As a result, I've been able to buy eight wheels so far! I still need another set of old ones, a set being 4 wheels. Thank you!

This, folks, is a group of American Racing 200-S mag wheels. I still need 4 of these puppies in a 15" x 8" size, almost any bolt pattern and offset.

Seen any?? Please let me know. 918-437-5292

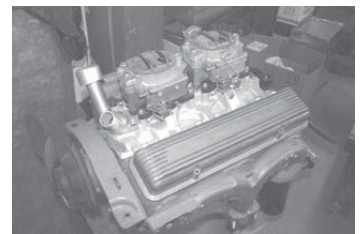


## Corvette Classified

**For Sale:** 1963 Borg Warner T-10 Transmission, VIN stamping 3105895, Assembly code WL122, Case T10D-1 Side Cover 10-18-62, Tail T10-7D 3813490 8-21-62, Front piece 3790278 -- Value—Open to discussion  
Scott 437-5292

**For Sale:** 1957 Corvette in Tulsa. A project that needs you. Call for lots more pictures and information.

Dave Stone 918-266-4144



**For Sale:** 1987 Red with New Convertible Top with 64,129 Miles \$11,000  
1990 red ZR-1 Stillwater Mercury marine Engine with 2,300 miles \$35,000  
They have all been part of my collection for several years.



**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 you.

## Upcoming Events

- Dec 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Dec 9 Oklahoma Chapter Christmas Party - At the home of Mike and Nancy Phillips - Info in this *Sidepipe*  
Dec 19 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma

### 2018

- Jan 6 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Jan 10-13 NCRS Florida Regional - Lakeland, Florida - (See *Driveline* for info)

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



Thanks to Gene Holtz, Scott Pfuehler, Don Partridge, 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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