

THE

SIDE PIPE

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

February, 2013

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Chairman's Comments

by Neal Kennedy

Here we go again. Lucky 13? We'll see. With the solid support of the Oklahoma Chapter NCRS officers I've decided to inflict myself on ya'll for a fifth term. If the membership can stand ten more months of these rambling sessions of synaptic flatulence, I'm willing to give it a go. I may have to miss acoupla breakfasts with chores at the race track. Phil Gray has already demonstrated he's up to the task of keeping the agenda lively.

I'll try to keep the meetings on point and moving along. Your cooperation and understanding will help to wrap up the formal part of the breakfast sessions so we can get back to the parking lot for some more tire kicking. That's sometimes my favorite part of the meeting.

Numerous activities have been suggested and some are already in the planning stages. Let's not ride the same old horses to death. If you have an idea for the club, great. Put your proposal together and bring it to the next meeting. Translation—we're not looking for "What YOU need to do is..." Rather, "What I would like to do is organize a"

With the Detroit Auto Show's debut of the 2014 Corvette, we at least got to see what it's gonna look like. I'm still trying to accept the break from Corvette tail light tradition. The exterior body changes are big on the "wow" factor. Mechanical upgrades continue to provide good value for your performance dollar. The instrument cluster? Ummmm, the jury is still out. As usual, it will be interesting to see what the car magazines have to say about the performance once their writers get behind the wheel. Those critics always pick on the interior quality. Prepare yourself for those comparisons to the other two-seaters that cost two,

three or four times as much.

Rumors are the Sports Car Club of America rules for C5 Corvettes will be changing. They have a Touring class for mostly stock cars, with cars like the Corvettes and Vipers running in T1. Camaros and Mustangs are in T-2. The plan is to let the C5 into the T-2 class, with a restrictor plate. Another sanctioning body has already heavily restricted the C6 on horsepower. You may remember The General put together a Corvette TV commercial mentioning that fact. It ends with the phrase, "just to make it fair." The SCCA seems to have a good idea. If a driver doesn't want to make expensive upgrades to make his C5 competitive in T1, he could run T2 and move up to T1 as funding allows.

Now, a tough paragraph to write. We've lost Roy J. Sinor. Yes, he was Roy L. Sinor's dad, but he was a special friend to many of us. He had a few years on most of the guys, but he was truly just one of us. Complete with Levi jeans. I have distinct memories of his joining the gang in those high-speed van trips to the big Bloomington bashes back in the day. Quick with a laugh and always ready with a Corvette story to contribute to the conversation. Then there was the time our two-van caravan stopped for a much needed pit stop outside the planned gasoline requirements. When the owner of the business told us his restroom was for customers only, and none of us were buying anything, Roy Senior was the first to jump in the middle of his s—t. I don't remember the exact quote, but it was along the lines of—when ya' gotta go, ya' gotta go, and he had to go. So he did. Like I said, he was just one of the guys. I enjoyed calling him "Dad." Roy L. told me it was ok. I loved to hear Roy J. tell about his adventures of riding his Harley across the flatlands of Kansas. Roy Jr. often said his dad was more than his father, he was really his best friend. I felt Roy Sr. was also my friend, my good friend. Yep, one of the guys.

February Breakfast Meeting

Our monthly breakfast will take place on Saturday, February 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 January Attitude Adjustment Night on Tuesday evening, February 20, 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.

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, February 2, 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:

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.

What's The Difference In Insurance?

Agreed Value vs. Stated Value

If you have an exotic, modified or classic car, and you are nervous about any potential insurance settlement, chances are you have good reason to be concerned. If a classic car is totalled by the insurance company, will you receive a fair value for it? Is there a way to lock in an answer of "Yes"? Fortunately, there is.

There are three different bases that an insurance company can use to value an insured auto. Lets first look at the one that almost everyone has on a typical insurance policy:

Actual Cash Value (ACV)

ACV translated means 'What it's worth in cash, today (just before you crashed it):' After your accident, an insurance company adjustor will go out to the tow yard and look over your vehicle. After that, using sources of their choosing, they will look up what the typical value should be for your car, and this will be their settlement offer. They may adjust this offer if you object and have some evidence to back up your claim. Or they may not. If the disagreement is strong enough you may need to hire either a lawyer or a mediator. Needless to say this is not an ideal position to be in. You buy insurance so you can be taken care of when suffering through a difficult situation. You don't need to be researching classic car values, making angry phone calls, firing off letters and certainly not hiring - and paying for - attorneys.

Agreed Value

If ACV is the problem, Agreed Value is the solution. If you have a classic insurance policy from a dedicated company that only issues this sort of policy - this should be the kind of coverage you have. Instead of the above scenario with ACV, what happens instead is you and the insurance company agree on the vehicle value when you sign up - before the policy is issued and any money changes hands. In the event of a disaster, the insurance company guarantees to pay the value that the two of you agree upon before shaking hands. No ifs, ands or buts.

We said this "should" be the kind of coverage you have. You might not. To find out for sure, look in the

physical damage section of your policy. Somewhere in there it will say what is going to happen if your classic car is totalled. The exact statement should be very close to this:

In the event of a total loss we will pay the Agreed Value.

That's it. Short and sweet No wiggle room. Agreed Value is a simple idea and if the coverage is what it claims to be it should be written up simply in the policy.

So that's the good news. An Agreed Value guarantees you will get the protection you paid for. We're done, right? Sadly no. We have to cover one more valuation basis. This is the one that spells trouble for the consumer. It masquerades as Agreed Value but it most certainly is not.

Stated Value

Your typical Big Auto Insurance Company sells policies that pay out on an ACV basis. We covered that above. Those same Big Auto Insurance Companies have customers with collectible autos who want something better. Unfortunately. Big Auto Insurance Companies are typically not set up to handle this sort of thing properly (for reasons too complex to go into here). What winds up happening is consumers often get offered a Stated Value by the typical Big Auto Insurance Company.

Remember the short/sweet payout clause for an Agreed Value? This is what Stated Value says about a total loss:

"In the event of a total loss we will pay the Stated Value or the Actual Cash Value, whichever is less."

Yikes. Stated Value has an escape clause that lets the insurance company fall back to ACV... and its the default action, to boot. Chances are thats not what you had in mind when you paid extra for the Stated Value endorsement.

So is Stated Value designed to rip people off? No. It can be a good thing in some narrow circumstances... the kind that likely will never do you any good.

- Stated Value exists to decide how much premium you pay. Not how much you get paid.
- Stated Value lets you insure the car for less than what its really worth in exchange for a lower premium.

Clear as mud so far? That's understandable. This is something that even professionals who do this for a living get wrong fairly often. Let's give an example that should explain how it's supposed to work (for simplicity's sake we will ignore the concept of 'co-insurance' in this example):

You inherit a classic Ferrari from a relative, who bought it new many years ago and never really drove it. It's a masterpiece that is now worth 1 million dollars It fails to you to insure this classic car, and you have a problem: The insurance for a \$1,000,000 classic masterpiece is more than you are willing to pay. The price is livable down around \$300,000. So you take out a Stated Value policy for \$300,000 on the car. After all, you won't be out of pocket \$1 million if the car is stolen, but you certainly want all the protection you can afford.

Now the Stated Value payout clause makes perfect sense. And its completely fair and reasonable. This is Stated Value done right, and its almost never going to be what you want or need. In fact, if you want to limit your recovery and manage your premiums, an Agreed Value policy for a lesser value will do the same thing, except the value you receive is guaranteed.

If you want to guarantee yourself the value you expect on your classic car, refuse to settle for anything less than an Agreed Value on a classic insurance policy.

(brought to us by Bud Jessee)

Roy James Sinor

Roy James Sinor, 89, of Tulsa, passed away on January 8, 2013 in Owasso, OK. Roy was born on March 13, 1923, in Rose Prairie, OK



to James Oliver Sinor and Bertie Lee (Horne) Sinor. He was a longtime pipe fitter and welder and served as a 32nd degree mason and member of the shrine and the National Corvette Restorer's Society. Roy married the love of his life Betty Jo May on March 13, 1948 and they celebrated 56 years of marriage. He is survived by his son Roy Leon Sinor and wife Cheri and grandchildren Anthony Sinor of Tulsa and Allison Young and husband Scott of Prague, OK; two great-granddaughters Raelee and Avery Young of Prague,

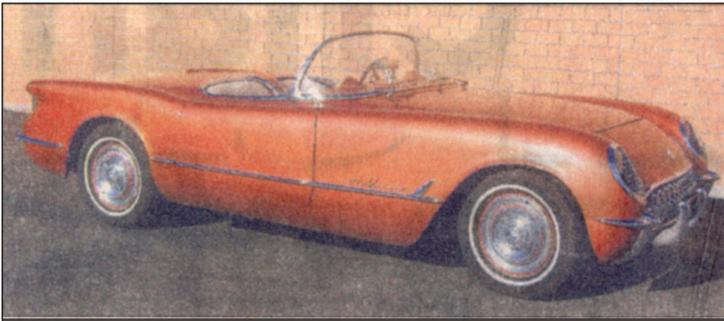
OK. He was preceded in death by his wife, parents and four brothers and four sisters.. Online condolences may be made at Floralhaven.com (918)252-2518.

A note from The Sinor Family

Our family thanks you for your thoughts and prayers during this time. A memorial service will be held for Roy J. Sinor, February 9th at 3:00 pm at the Floral Haven Family Center, 6500 S. 129th E. Ave, Broken Arrow, OK 74012.

We ask that if you are considering sending flowers, in lieu of that, please consider a Memorial contribution to the Cure Alzheimer's fund at <http://curealzfund.org/>

1955 'Vette Link To His Late Dad



This 1955 Vette, with Corvette Copper exterior paint, light beige interior upholstery and a V-8 engine, was purchased in 1964 by Ray Peters. One of his sons, Andy Peters, now has the car.

by Vern Parker

It was 60 years ago when the first Corvette rolled out of the General Motors factory in Flint, Mich. It was the first of 300 fiberglass-bodied Corvettes built in 1953. In order to expand production capabilities for the upcoming 1954 model year the entire Corvette operation was moved to St. Louis, Mo.

The good news was 3,640 Corvettes were built in 1954. The bad news was about only 2,500 were sold. Not very many buyers, it seems, wanted a sports car with a six-cylinder engine, side curtains in lieu of roll-up glass windows and no outside door handles.

So, for the 1955 model year Chevrolet offered a 265-cubic-inch, 195-horsepower Turbo-Fire V-8 engine or a 235.5-cubic-inch, 155-horsepower Blue Flame six-cylinder engine. All but a handful of buyers that year chose the V-8 engine. One of them was a contractor in Allentown, Pa.

The 1955 Corvette was offered in Polo White, Gypsy Red, Harvest Gold, Pennant Blue and Corvette Copper. An imitation leather interior was available in red, yellow, light beige and dark beige. The original buyer selected a 1955 'Vette with Corvette Copper exterior paint and the light beige interior upholstery.

In 1964, when the Corvette was 9 years old, a local dentist, Ray Peters, purchased the 1955 V-8 model, and he proceeded to use it as his daily driver. The 2,650-pound, 13-foot, 11-inch-long Corvette rolled on a 102-inch wheelbase. No power-assisted anything was available on the 1955 model. But it originally was purchased with several options: Wonderbar radio, heater, white sidewall tires, turn signals, windshield washers, parking brake alarm and courtesy lights.

The Corvette saw daily use with the four-barrel carburetor drinking fuel from the 17.25-gallon fuel tank. Other liquid capacities include a 5-quart crankcase and a 17.75-quart cooling system,

Andy Peters, one of the dentist's sons, who is now a Navy Captain at the Walter Reed facility, grew up with the Corvette. After his father's death in 2001, Andy said his mother suggested he give the car a good home. Peters had the Corvette trucked to his home in Virginia. Since then the odometer has turned over 100,000 miles and is nearing the 103,400-mile mark

Now that the car is at his home he has the time to admire the 23-chrome teeth in the grille and the full wheel covers on the 6.70x15-inch tires, as well as the gold "V" in signature Chevrolet script on the bodyside, which identifies it as a Corvette with a V-8 engine.

With few exceptions Peters' Corvette is virtually in original condition. When in the driver's seat Peters can see the 140-mph speedometer and the well worn steering wheel. He could have the steering-wheel repainted, but he won't.

Peters said, "My dad wore the paint off that wheel."

(from the Houston Chronicle *in motion* column 01/11/13 and brought to our attention by Wilma Clark)



STINGRAY

When General Motors engineers and designers started work on the next-generation Corvette, they drew up the usual requirements for the star of American muscle cars.

Killer looks. Big engine. Handles like a race car.

But topping the list was something at odds with the roar of the car's big V-8: gas mileage.

The new Corvette could not be a gas guzzler. Stricter government rules were forcing a leap in fuel economy. If the car burned too much gas, it would trigger fines from regulators and never get built.

"There won't be a Corvette if we don't care about fuel economy," said Tadge Juechter, the car's chief engineer.

But the 2014 Corvette is here, the first all-new version in nine years. The king of American sports cars, driven by astronauts and celebrated in a Prince song, rolled out Sunday night in Detroit. It will arrive in showrooms this fall.

Code name: C7

To many fans, the new Corvette symbolizes the rebirth of America's auto industry after its near death in 2009, showing the world that it again can lead in technology, styling and performance -at a lower cost

than European competitors.

Getting there was tough for the 1,000-member Corvette team, which gave the car the code name "C7." GM's bankruptcy slowed development twice. With each delay, new safety and gas mileage regulations forced changes. The Corvette team overhauled the car: aluminum replaced steel, super-light rivets held parts together, and the V-8 engine kicked down to four cylinders at highway speeds, saving fuel.

All the changes helped it overcome nine years of government crash safety requirements that could have bloated the car. But even with the lighter materials, the regulations have pushed its weight to a little more than the current base model's 3,200 pounds. Still, it's an engineering achievement. The Corvette is so new that it only shares two parts with the current model.

GM said testing is still being done on the car's fuel economy but it'll be better than the current base model's 16 mpg in the city and 26 on the highway.

The car's usual buyers - men in their mid-50s will also notice dramatic changes on the outside of the two-seat car.

GM hopes the styling, performance and updated dashboard electronics will expand the car's appeal to younger buyers.

The company won't quote a price on the 2014 model.



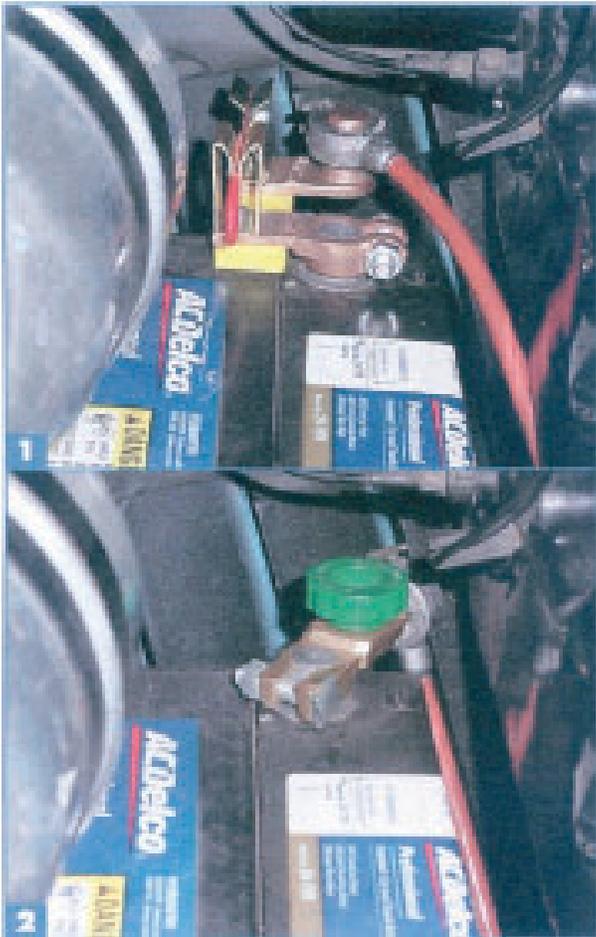
from the Associated Press)

Vintage Tech Bench

Self-Inflicted Open-Circuit

Posted Protection For Your Battery

by John Hinkley



1. The lever-type battery disconnect switch; it has more electrical contact surface and is easy to operate, but it's bulky and requires more operating clearance. **2.** The "green knob" disconnect switch; it's compact, but you need to ensure that the knob is loose enough to open the circuit and is tight enough to make good contact when closing

READERS QUESTION

I know it's a good idea to disconnect the battery when you're working on anything electrical, but it's inconvenient to remove the cable terminal from the battery every time I work on my '66. I see two types of battery disconnects for sale - the one with a green knob, and the one with a lever on it: is there any difference between them and should they be installed on the positive terminal or on the ground terminal?

RESPONSE

A battery disconnect switch makes it convenient to isolate the battery from any potential ignition-off draws (like a glove box light that doesn't turn off) during storage, and it's much more convenient to turn a knob or move a lever than to keep removing the cables from the battery terminals.

You also want to remove the battery as a power source when doing any work on the car that involves the electrical system, especially on earlier cars that have many unfused, ignition-off, battery-fed circuits and don't have fusible links on the primary power toed circuits; harnesses are expensive, and dead shorts can cause a fire.

There are proponents for both types of disconnect switches, and both types have their pros and cons. The "green knob" disconnect is smaller and takes up less space, but you need to make sure you have the knob unscrewed sufficiently to open the circuit when disconnecting plus the knob must be tightened firmly for good contact when re-connecting. It also has the advantage of being a theft deterrent if you remove the knob entirely and fake it with you.

The lever type has more contact surface between the lever and the receiver legs for reduced resistance. It's more visually obvious when its open or closed, and it only requires a single, simple motion to operate it. However it's bulkier and can present installation/ operation clearance issues where batteries are tightly packaged (like on '68-'82s).

Both types are designed to be installed on the negative battery terminal: the negative battery post is smaller in diameter than the positive post, and the disconnects have the smaller hole where they attach to the battery (and the smaller post size where the negative cable attaches to the switch). Why?

If you switch the positive side, it kills the power to the harnesses, but a ground path still exists back to the battery: if you drop a wrench and it touches the battery positive terminal and the engine, it'll create a 500-700-amp dead short you'll never forget, and it could damage (or destroy) the battery.

If you switch the negative side (is all the disconnects are designed to do) and drop a wrench that touches the battery positive terminal and the engine, nothing will happen. as there is no ground path from anything in the car back to the battery to complete the circuit. That's why the disconnects are designed to be installed on the negative ground side of the battery.

Which type you choose is a matter of personal preference, but by all means install one: they're a great convenience.

(reprinted with permission from the author, John Hinkley)

Corvette Classified

For Sale: 1961-62 rear wiring harness, new in the box.
Corvette Central #661325
New \$108, your cost from Scott \$60.
918/437-5292

For Sale: Richmond 6 speed transmission
Its an overdrive with shifter
Will fit C3's and big cars
\$1800
Scott 918/437-5292

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.

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: 1964 Corvette Convertible. \$34,000. Black w/black interior. Original drivetrain of 300hp 327 and a Power Glide. Options include Air Conditioning, Power Steering, Power Brakes, Power Windows, Hardtop. Has small flares & mag wheels, Trim tag indicates Corvette was red/red from factory. Arnold Sporing 580-541-8741

For Sale: 1959 Corvette, \$120,000. Restored w/original 283 245hp 2x4 engine and drivetrain of 4 speed and 4:11 gears. White w/silver coves and red interior. Awarded NCRS Top Flight award of 97.9. Awarded Bloomington Gold. Chosen to represent the year 1959 in the "50 Years of Corvette Evolution Display in Nashville TN, June 2003. Arnold Sporing 580-541-8741

S.A.C.E. Road Tour

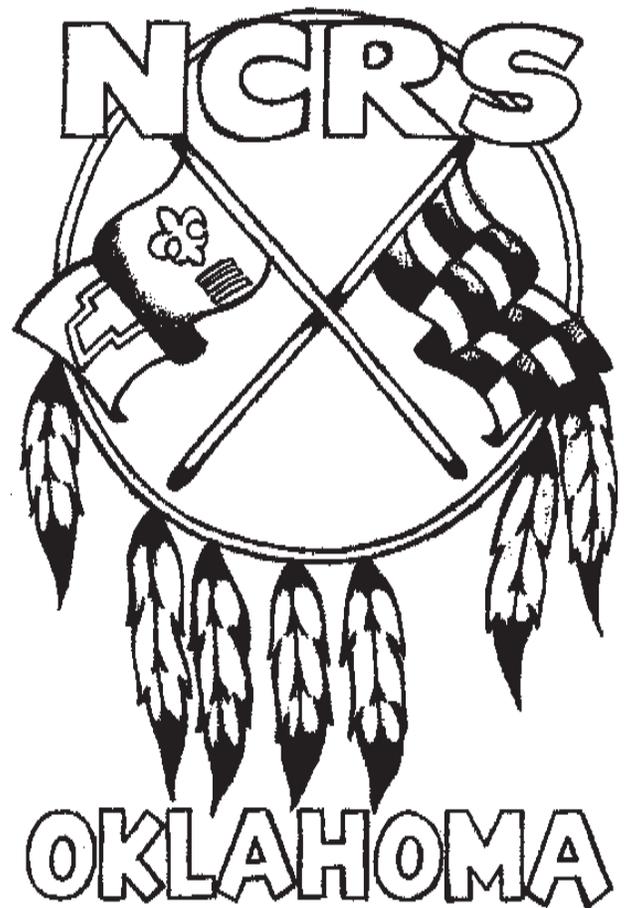
by Verle Randolph

The Red River Chapter (North Texas and Oklahoma) of the Solid Axle Corvette Club is planning a weekend road tour in Southeast Oklahoma in early May. Driving a Solid Axle Corvette is encouraged but not required. The plan is to meet on Saturday afternoon as early as possible, tentatively in McAlester, OK. though that may change.

After breakfast Sunday we would take a leisurely drive on the Talihina Drive, stopping at points of interest then on to Mena, AR, then return to Tulsa.

All Solid Axle Corvette owners are invited as well as anyone else that is interested.

Contact Verle Randolph 918-520-7862 or verlegr@att.net



Upcoming Events

- Feb 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Feb 20 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
Mar 2 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 19-20 Tulsa Swap Meet - Creek County Fairgrounds - Sponsored by The Early Ford Club
May 16-19 NCRS New England Regional - Marlborough, Massachusetts - See *Driveline* for info



Thanks to Brad Williams and Mazzi'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 Bud Jessee, Wilma Clark and Verle Randolph 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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