

February, 2014

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

Chairman's Comments

by Neal Kennedy

Y'all know the program was a home run when people are telling you one month later how much they enjoyed Dave Morgan's visit to our January breakfast meeting. The 20-minute video kicked the session off at a high level. Then Dave's personal insight added the icing on the cake. I think we will all have recollections to share for years to come.

Dave had the full attention of the standing-room-only crowd at Ollie's. I don't recall a time when so many were so quiet for so long during a presentation. The personal accounts of racing with the "amateur" Corvette effort back in the '60's added a lot to the legend. Zora's assistance to the allegedly non-factory backed team punctuated Dave's accounts of life on the road and in the shop during that era.

Am I ever glad Dave and Delmo Johnson got together. The history of their team's racing effort is a good chunk of the Grand Sport's heritage. Dave's observations about the braking capabilities of the car prompted many nods from the audience. He related how the car could definitely "go" but then you had to wonder what was going to happen when you hit the binders. Pull hard right, pull hard left, stay straight or, too often..... nothing!

It wasn't all about the action on the track. Dave shared an intriguing account of the "social responsibilities" that came with their racing campaign. It's a tough job but somebody's gotta do it, right? He repeated several times, "It's not like it is today. We always had a great time. It was fun. We were there to have a good time and usually did. We had a great time." The cars and the characters were described in wonderful detail as the club was treated to an informal but fascinating session.

Nobody left early. That included a lengthy question and answer session following one of the best presentations of Corvette racing information I've been fortunate enough to experience. Thanks, Dave. And thanks to John Neas for facilitating Dave's appearance. And thanks to Bud Jessee for help with the audio-visual chores. Again, a team effort that the whole club got to enjoy.

But wait, there's more on the Oklahoma Chapter NCRS activity list in the coming months. The War Bonnet Raceway Revisited tour is planned for March 15th. I'm very encouraged at the early interest expressed in the trip to the legendary race track. It's now a residential and recreational area in the quiet community of Mannford, Ok. General plan is to meet in Sand Springs for breakfast before heading west to the track. Then, a few SLOW laps around the circuit. Better than two-miles on the big loop. A little less than a mile on the short course.

We'll probably do lunch at Freddie's in Mannford before heading home. Final details will come in next month's Sidepipe, but I wanted to letcha know the tentative schedule for your planning purposes. Put it on your calendar. Several club members had personal experiences with War Bonnet during its short but action-packed life. I want them to share those stories with us all as we travel back in time, if only for acoupla hours next month. Stay tuned.

Then, in April, it's our Chapter Judging Meet. Brett Driscoll has been hard at it with preliminary planning. He'll have an update for us on how it's coming together. These events have become more complex as each year goes by and your help is definitely needed to make it happen. Brett can't do it alone. This is the foundation for what we do as a club. He has the place nailed down. Now we need the people. Come on, y'all. Don't wait for Brett to chase you down. Let him know you will be helping

put on another event that will make us proud.

I didn't realize the C7 convertibles were going to be out this quickly. A silver one (excellent color choice) has been spotted on the streets of Tulsa. Reliable sources tell me a local dealer has two on the showroom floor. Early reports indicate an unexpected but pleasant development. Autoweek states, "With the top up, the triple-layer sound deadening is so good Chevrolet insists the ride is actually quieter than in the coupe."

Another interesting tidbit on the C7 roadster is the convertible top mechanism. It will operate with the car going down the road at 30 miles per hour. If you are parked, the key fob has a button to drop the top. How fast? How 'bout 22-seconds. Now, if we could just get the C7 Z06 here sooner than expected!

I had been wondering why we were hearing so little about the C7.R Corvette racer. It seems the newly combined programs of the American Le Mans Series and Grand-Am Series used most of the same ALMS rules as last year. Since the Corvettes had kicked so much butt so often in seasons past, the engine rules (severe air intake restrictions and displacement) remained. That left Corvette Racing with only the aerodynamics and chassis to play with on the C7.R. Sidepipe deadline is just before the Rolex 24 Hours at Daytona. We'll know how things worked out for the new C7.R by the time you read this.

A sad footnote to this month's column. With the hustle and bustle of the holidays, you may have missed the loss of Andy Granatelli. He died Dec. 29, 2013. Involved in many aspects of automotive activity, Granatelli was possibly best known as the owner of the turbine-powered car that almost won Indy in 1967. You may remember Parnelli Jones was way out in front when a six-dollar bearing failed three laps from the finish. He wasn't just famous for turbine engines in racing and STP Oil Treatment. Granatelli was behind the wheel of a 241-mile per hour Camaro at Bonneville. He was 62 then. Granatelli was 90 when he checked it in due to heart failure.

February Breakfast Meeting

Our monthly breakfast will take place on Saturday, February 1. 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.

2014 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 1, to renew your membership in the Oklahoma Chapter NCRS. Don Partridge will be glad to accept your money, or you can mail your 2014 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, 2013. Your payment then will cover your 2014 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

Attitude Adjustment Night

The gathering place for our February Attitude Adjustment Night on Tuesday evening, February 18, 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.

Hello, Corvette Fans

by Brett Driscoll
Oklahoma Chapter Judging Chairman
NCRS#26846
(918)406-3715

I hope everyone is surviving the bipolar vortex. What crazy weather conditions! I also hope that everyone keeps their ground hogs and brass monkeys hidden away and that February brings more moderate temperatures.

The Spring Chapter meet has been published on the National NCRS website. That was a learning process

for me. I have only published webpages on a limited basis and this endeavor took all of my skills. Online registration has begun and I have started the process of approving applications. The cost is \$15.00 and will include a T-shirt. so if you would like to have one of these awesome, extra neat T-shirts with the chapter logo, go online so I can get your shirt size.

All things considered the process is moving along nicely. If any one is struggling with the details of online registration, please give me a call and I will try to help. If I can't, I will contact someone who can.

In preparation for this event I will bring the Coke cans to the February meeting, and we will use them to explain the NCRS judging concepts , the matrix, and the CDCIF process of establishing a point deduction value.

I want everyone to think about bringing a part to the March meeting, something that you feel would be beneficial to the membership in the context of learning to evaluate a part for NCRS point deduction or acceptance as an acceptable no deduction NCRS evaluation.

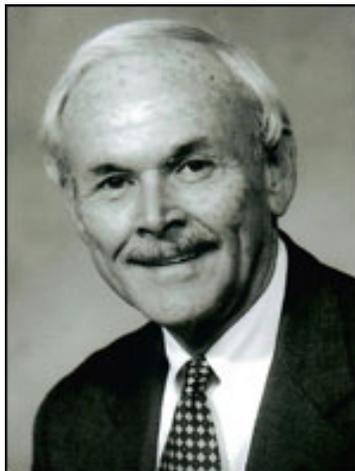
I will dig through my spare parts and pick something out, and you should think about bringing an interesting part as well. Reproductions are welcome. If you could bring a good reproduction part and an original part that we can compare that would be great.

I hope each of you will try the online registration for our event on April 26th, and I hope to see each of you and your Corvettes at our February meeting.

David Morgan,

Distinguished Alumnus

Dave Morgan attended high school and junior college at the Oklahoma Military Academy, graduating in 1945. He later received a bachelor degree in business (1950) from the University of Oklahoma. But first, he was propelled into WWII's 82nd Airborne Honor Guard.



As an Advanced Senior ROTC graduate, Morgan qualified for numerous duties, including 2nd Lt. Res., Cavalry, Antitank NCO, Gliderman and Regimental Jumpmaster where he served as a member of the "Jumping Gypsies" test section. Following the war, Morgan and OMA cadets Tom Prior and Red Cowart formed Motomco Oil Company (from the names Morgan, Tom and Cowart). In Midland, Texas, with former classmate Hap Sharp, they became friends with George H. W. Bush who was just beginning his oil career.



Picture by Ben Whitacre during the SCCA race held at Independence KS in 1967 or 68.

Morgan's "fear-not" energy was to lead him into competitive Corvette racecar driving where he won multiple GT class titles in Corvettes at Sebring and Daytona. He earned the SCCA Midwest Division Championship and competed in a Formula Racing "Zerex Special" purchased from Roger Penske. Morgan also team drove with famed Delmo Johnson and Don Yenko winning numerous races in the legendary L88.

In 1968, Morgan founded Toyota of Tulsa and, a year later, Toyota of Oklahoma City. As a result of his success with Toyota, he was awarded the prestigious Time Magazine Quality Dealer Award in 1978, the Toyota Quality Dealer Award numerous years, a national Customer Service Team Award and a Business Management Top 10 Award. Additionally, Morgan served three years on Toyota's National Dealer Council, was vice chairman of the Gulf States Toyota Dealer Advisory Council, and was a director of the American Imported Automobile Dealers Association.

Morgan is currently using his 50-plus years of experience in the insurance industry as an agent with

the Tulsa office of Rich and Cartmill, Inc., the largest privately held insurance firm in the state. He is a past president of the Tulsa Insurance Board and a 50-year member of the Downtown Tulsa Rotary Club.

A recipient of the Phi Delta Theta Golden Legion Award for 50 years of membership, Morgan continues to be involved with Corvettes, making appearances at national events and restorer shows.

For more information about theindex.asp” [OMA reunion](#), call (918) 343-7773.

2015 Chevrolet Corvette Z06 Revealed With 625 Supercharged Ponies

What began as a mere performance package back in 1963, the Corvette Z06 has morphed into a thoroughbred racer for track day warriors and street-loving hooligans alike. After the seventh generation Corvette Stingray debuted this time last year—arguably becoming the best Vette in the brand’s storied history—anticipation for the next track-focused Corvette has been at an all-time high.

Enter the 2015 [Chevrolet](#) Corvette Z06, revealed today at the Detroit Auto Show, featuring a brand-new supercharged engine with more than 625 demonic ponies.

If the new Stingray was the best Vette yet, the 2015 Z06 promises to be even better still.

Yes, the latest Z06 claims to be the most capable Corvette ever, with engineers declaring lap times quicker than the 2014 Corvette ZR1, despite the car’s performance setup still receiving its final tweaks. It also bares a striking resemblance to the new Corvette C7.R racecar, a machine that was also revealed today in Detroit.

Much of those similarities stem from the car’s multiple winglets. The giant hood vent not only helps cooling but adds downforce, and if you option the carbon-fiber aero package, you’re granted an even larger front splitter with aviation-style wings and a bigger rear spoiler featuring a fixed wickerbill (a lip on the edge of the wing that traps air, producing a drastic increase in rear downforce).

But it’s the optional Z07 package where things really come alive: the winglets on the front splitter are enlarged and the rear spoiler arrives with a see-through center section that can be adjusted up and down significantly to tailor the amount of downforce produced. With this setup, the Z06 boasts the most amount of downforce of any production car GM has

ever tested—including all of its competitors.

Ticking the Z07 package also adds larger carbon ceramic-matrix brakes, delivering a 23 lb. saving over the standard steel rotors. The monster tires, too, turn from Michelin Pilot Sport to the racing-inspired, practically slick Sport Cup tires.



Inside you have the option of a GT seat or the Competition Seat, the latter being the preferred choice—but not if you’re carrying excess holiday weight.

At the heart of the 2015 Z06 is the all-new LT4 6.2-liter supercharged V-8, boasting a monstrous 635 lb.-

ft. of torque to compliment its 625 hp. That's an increase of over 100 horsepower compared to the outgoing Z06.

Like the Stingray, the Z06 features cylinder deactivation to help with fuel efficiency, but unlike the Stingray, it adopts a dry sump oiling system rather than a wet one.

Further changes occur in the transmission—notably the addition of a brand-new 8-speed automatic. Fear not, a 7-speed manual is available with the same rev-matching feature used in the base Corvette, but the auto promises upshifts eight-hundredths of a second faster than Porsche's notorious PDK transmission.



That's a lofty claim for a company that doesn't have a competitive performance automatic in its current arsenal, and this isn't even a dual-clutch system. If Chevy has indeed produced a class-leading paddle-shift auto, this will prove to be a huge asset when it makes its way onto other GM vehicles in the future.

Arriving as standard with Magnetic Ride Control dampers, offering settings from Touring mode to Track mode, the Z06 now comes with a removable, lightweight carbon-fiber roof panel. With it off, the Z06 still manages an improved stiffness of 20-percent over the outgoing model; with it in place, it claims a whopping 60-percent increase. The featherweight aluminum frame remains essentially the same as that on the C7.R racecar, and an electronic differential comes as standard.

Performance specs aren't yet available; neither is price. But like any Corvette, the Z06 promises unsurpassed speed for a relative bargain. When it goes on sale early 2015, it will join the likes of the new Camaro Z/28 and SS sedan, proving Chevrolet's current performance lineup rivals that of the world's best.

A True Story

by Scott Pfoehler

I have to tell you a story about a man I met yesterday (yesterday being a Saturday in the Middle of January, 1996). I was in Owasso putting Scott Linn's instrument cluster back in. After we got that done, I thought I would go north of town to see how Kelly Bolton's '63 restoration was coming along (and is it ever!). While I was there, his brother Dave had a phone call from a friend of his from work asking to come over when we got done for the day. When we had finished, Dave asked if I wanted to go with him to Jerry's. On the way over he started telling me this story about Jerry, which I knew he was making up 'cause that stuff just doesn't happen. I refrained from calling Dave a storyteller because he was driving, and he is a lot bigger than I am. When we got there, Jerry unfolded the same story to me, and here it is. I was in awe. Still am. Probably gonna be for a while.

About 20 years ago Jerry had a gas station in Tulsa, when gas stations actually did work on cars and didn't sell cappuccino, chips and beer but did have a gumball machine. A guy stopped in to ask Jerry for a job as a mechanic, a guy that was down on his luck, living out of his car and in pretty rough shape. Well, Jerry said OK and put this guy (Bob) to work. He was a good mechanic and after about a year or so had turned his life around and got back on his feet both financially and emotionally. Jerry and Bob, of course, became pretty good friends working together every day, but Bob was a wandering spirit and left for California.

They occasionally kept in touch but not much other than Bob was doing all right on the west coast. About two years ago Jerry gets this call from Bob telling him about his computer-related business and how he had actually done extremely well—not just OK. Bob was into cars, hot rods and the like and had built one of them which he wanted Jerry to have. Jerry said, "Sure, Bob, whatever." Up pulls one of the "Horseless Carriage" semi tractor trailers, and they unload a beautiful red T-bucket with a chrome suicide front end, Ford 9" rear end with chrome radius bars, a two-piece 27 Ford windshield, gray leather and velour interior with a 27 Ford steering wheel, a disc player, mahogany rear deck cover, a brand new HO 350 Chevy engine with polished everything, a turbo 350 trans, chrome roadster style headers and sidepipes, huge Mickey Thompson's

and little front tires. Just a gorgeous ride!

A bill of sale to Jerry for the vehicle with the sum of one dollar to change hands and the deal is complete. But wait, there is more. Bob told Jerry that Jerry had been a turning point in his life, and Jerry was going to benefit a little from that job Jerry had given Bob. Now, this is not some old used up T-bucket but merely the first one that Bob had had built, and after he had another built to reflect the changes he wanted, he thought his old friend would like the first one to scoot around in, "Just drive it" Bob told him. If you went to last year's car show at the Moose Lodge on Garnett, you probably saw the little red T-bucket as it won the class it was in. Well, by now Bob has had Jerry and his wife to California to visit him at his residence (which I saw pictures of) and to see just how well Bob has done. Jerry said "rich" keeps coming to mind. "Damn Rich" sometimes pops up when he is in the garage looking at the T-bucket.

Now the reason Jerry had called Dave was that UPS had delivered a package the day before from Bob, of course, and come on over the let's put this sucker on. Jerry had mentioned to Bob that the T-bucket would sure look like a T-bucket should if it had a blower sitting on top of that brand new JO 350 engine. So guess what was in that big heavy box from B & M? A brand new polished Mega blower, manifold, drive pulleys and gimler belt, two chrome carbs, linkage and air cleaner. I had a wrench in my hand quicker than you can say benefactor. But, alas, Jerry will have to put new pistons in the engine to lower the compression and then have the blower installed. A rotten job but Dave said he would do it. All that chrome and polished aluminum is bad for your eyes. Nah, you say. Never happened, you say. That would have been and was my thought, but I have sat in the car, seen the bill of sale and touched the blower. It's true, Virginia, there really is a Santa Claus.

I think this story belongs in Reader's Digest or some national attention device but you of my Corvette world were my first choice with which to share this inspiring story.

(recycled from February, 1996 *Sidepipe*)

Now Where Did I Put That?

by Verle Randolph

The priceless antique (piece of worthless junk in your wife's estimate) purchased several years ago and carefully dissembled has finally reached the stage and condition to start putting things on, not taking off. You started reconditioning pieces from the group up, lovingly restoring them to new (or better) condition and bolting them on with new (or better) bolts. As time goes on, you are working on pieces that were removed in the more distant past and you discover they become harder and harder to find.

The system developed to keep track of small pieces seems to have developed some flaws. At least the large pieces are large enough to find . . . AREN'T THEY?

In September, I was looking for the stadium seat in preparing to go to a football game and came across a box of fairly large items. After clearing the space around the box so I could get to it and move some air mattresses that concealed the contents, I discovered the restored dash cluster out of my 65 convertible, along with another unrestored cluster and several other interior and interior trim items. Now how did this box get in here; this is not a car parts location: (in my carefully planned parts locator system). After puzzling over that for a minute, I replaced the air mattresses and went on, as I did not have time to move it right then. I will make note of that in the filing system later. Of course, I promptly forgot about the box until I discovered it again after football season, putting the stadium seats back. I still did not have time to do anything about it, but it made me think about a simple, easy practical system of tracking parts (or anything else).

What do you need to know? Where the part is when you need it, right! Is that all? How about a description of the part, color, condition, how many there are (12 small block intake manifold bolts), are there duplicates (2 gold metaflake 15 x 7 rallye wheels).

All this is very easy of you have a computer with a database program and are proficient with it ... right?.

WRONG! The computer is not in the shop, turned on, ready to enter or retrieve the information when it is desired, and you (or I) will not sit down and do the computer work when we finish in the shop. It is time to

take a shower, sit down and rest, not spend the next 30 minutes or an hour trying to remember what I did and where I put it.

I propose the following system as a starting point and solicit suggestions from you to improve this system. This is a starting point for a discussion, not the end point for a lot of careful thought.

How about a metal box with 5 x 8 cards in the shop and a pencil with a magnet so it will stick to the box alphabetical dividers may be useful.

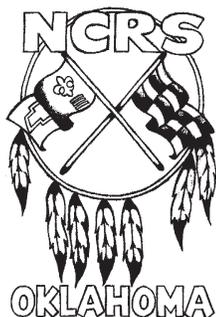
Use one card for each item, (65 small block intake manifold bolts, 12 each, garage, sack, shelf 7, box 1). If there are duplicates, use the same card, (65 small hood intake manifold bolts, 12 each, storage building, sack shelf 1, box 3). This suggests there should be some organization and labeling of boxes, shelves, locations. It also suggests there must be some discipline on the part of EVERYONE involved in keeping the records update and placing things back where they are registered. If they are taken out of storage. Sacks and boxes cannot be casually moved from one location to another. Another question is something that could be described in multiple ways.

One possibility is to describe them as what they are (bolts), then what kind of bolts (bolts, intake manifold. sounds like the military doesn't it?

Please send me your ideas on how to keep track of parts, and we will try to come up with a consensus ... two heads are better than none, is that how it goes? Especially on a V8?

This box may be useful for another purpose. If you ever loan parts, tools, cars, or trailers to other people you may want to make a card and put it in the location under loans. I tend to forget that I loaned things until next time I need it; then I wonder. Now where did I put that?

((recycled from February, 1992 *Sidepipe*)



Corvette Classified

For Sale \$18,900, 1975 Corvette Convertible, Original L48 engine, Automatic, Optional black custom interior trim, Auxiliary hardtop, Map Light, Air Conditioning, Power steering, Power brakes, Tilt-tele steering column, Silver base coat clear

coat repaint,
No hit body,
Rally wheels w/
Goodyear
Eagle II tires,
Original AM-
FM radio,
64,000 miles,
Current owner



for 12 years, Very original beautiful Corvette, Please call Jon, 918-636-4736.

For Sale: Home with large garage! 4 BR, 2-1/2 Bath, 2700 sq. ft., split level home, centrally located near St. Francis Hospital, 6 car garage with car lift, in ground swimming pool, enclosed patio room with hot tub, large open concept kitchen with center island, granite counter tops, pantry, convection microwave, convection oven, hardwood floors in main level, fresh paint inside. Exterior is brick & siding. Rent to own for 18-24 months.

Call Howard Huff 918-557-4013

Upcoming Events

- Feb 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Feb 18 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
Mar 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Apr 26 Oklahoma Chapter NCRS Judging Meet - Details to follow - Register at www.ncrs.org
Apr 18-19 Tulsa Swap Meet 2014 - Creek County Fairgrounds - Tulsa V8.org - Linda Strode for info call 918-371-2437
May 15-17 NCRS North Central Regional - Rochester, Minnesota - See *Driveline* for info
June 5-7 NCRS Rocky Mountain Regional - Loveland, Colorado - See *Driveline* for info
July 13-17 NCRS National Convention - Kansas City (Overland Park), Kansas - See *Driveline* for info

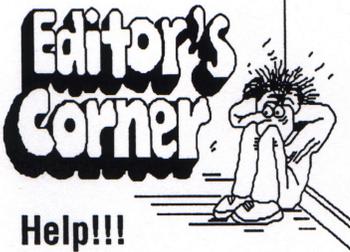
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NCRS Communication

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.



Thanks to Brett Driscoll, Verle Randolph, Phil Gray and Scott Pfuehler 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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