

THE

SIDE PIPE

February, 2018

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

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

Chairman's Comments

by Kelly Bolton

Congratulations to the Oklahoma Chapter as we have earned our Chapter Top-Flight for 2017.

Philip,

Congratulations to you and your chapter, you have earned a chapter top-flight for 2017, thank you for all your hard work.

Bill Braun

MCACN Judging Chairman

Tri Power Judging Chairman

Corvette Museum Founding Member 641

NCRS Regional Director V

Special thanks to Phil Gray for providing all the meticulous reporting forms and required documentation, which includes Quarterly Reports, Newsletters, Chapter Meetings with sign-up sheets, including the number of Corvettes driven, and much more.

The 2019 Corvettes start production on January 29, including the new C7 ZR1 models. On January 21, the very first 2019 Chevy Corvette ZR1 with VIN 001 sold at the Barrett-Jackson auction in Scottsdale, Ariz. for \$925,000. One-hundred percent of the proceeds from the auction go to the Stephen Siller Tunnel to Towers Foundation and its Building for America's Bravest program.

The Siller family started the foundation to honor the memory of their brother Stephen who lost his life on Sept. 11, 2011, as a New York City firefighter. The program builds smart homes for catastrophically injured service members returning home and first responders. Each home is custom designed to the needs of the individual

while also being energy efficient, easily accessible, and automated.

The Corvette ZR1 sold is the very first production example ever produced. It packs a hand-built supercharged 6.2-liter LT5 V8 engine, making 755 horsepower and 715 pound-feet of torque. The winning bidder gets to select if he or she wants a ZR1 coupe or convertible and whether it comes equipped with a seven-speed manual transmission with active rev matching or the available eight-speed paddle-shift automatic transmission.

The new ZR1's are heavily influenced by Corvette Racing who are currently battling in the Rolex 24 At Daytona. With as many accomplishments as the program has achieved, it's almost hard to believe that this year is only the 20th season of competition for Corvette Racing. Heading into this year's Rolex 24 At Daytona – which the team is fittingly starting from the GT Le Mans (GTM) class pole position courtesy of Jan Magnussen's pole-winning lap in the No. 3 Corvette – the team owns 106 victories. Among them are three victories in the Rolex 24 At Daytona, 10 Mobil 1 Twelve Hours of Sebring wins and eight victories in the 24 Hours of Le Mans. The team has 12 manufacturer championships and 11 driver titles, including the past two in the IMSA WeatherTech SportsCar Championship with Magnussen and Antonio Garcia taking the 2017 title after No. 4 Corvette teammates Oliver Gavin and Tommy Milner did it the year before. "Daytona is special, because this is where it started for this program in January of 1999," said Jim Campbell, vice president of performance vehicles and motorsports for Chevrolet. "It was a special beginning of an amazing journey that is now going into its 20th year."

Looking ahead into 2018 for the Oklahoma Chapter, we have opened the calendar for planning and discussing future events. Your club

officers met following the January Breakfast Meeting and outlined the initial list of activities, e.g. February Meeting at Scott Anderson's, April Spring Judging Event, etc. and will continue to solicit your ideas for planned event dates, such as judging events, associated car events, social events, road tours, garage tours and any other related events.

To continue moving forward into the New Year, there are numerous opportunities for you to participate in our Chapter which is vital to our continued success as The Oklahoma Chapter of NCRS. Let's look at 2018 as a year 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.

February Breakfast Meeting

Our monthly breakfast will take place on Saturday, February 3, 2018. 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 February Attitude Adjustment Night on Tuesday evening, February 20, 2018, 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.

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. Be sure to include the type of shirt and size.

Attitude Adjustment Night In Oklahoma City

by Gene Holtz

We are hosting an Attitude Adjustment Night in Oklahoma City to generate interest for an upcoming Chapter event in OKC and to get OKC Members together.

The gathering will be held at Rudy's Country Store & BBQ located at 3437 W. Memorial Road, Oklahoma City, on the fourth (4th) Tuesday of each month. February's gathering is the 27th with arrival time between 5:30 pm and 6:00 pm. (The location, time and dates are subject to change if they do not work out for the majority wishing to participate.)

On Saturday, April 14th, Midway USA NCRS in Wichita, Kansas. is holding a judging school and Chapter Meet at Davis-Moore Chevrolet at 8200 W. Kellogg. It starts promptly at 8:30 a.m. with a Chapter business meeting, judging school and then Flight judging. I will be attending if anyone wants a ride. Let me know.

Contact me if you want further information at (cell) 405-317-3919 or email blue65l84@aol.com (that's an L84, not 184. Thanks!)

Attention - Membership Alert

by Don Partridge

Membership Reminder: The new year has arrived. I am sending this notice out to remind everybody that the club voted to raise membership dues. We 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.

A Locally Owned Cheetah Sold After 50 Years

126364002 Dec 1963 built 1964 Model 2nd Aluminum body prototype. #002 prototype still has its Genuine Bill Thomas issued Serial Number ID Tag on it.

This is the most spectacular Cheetah news to come to light in 2018.

Built to be Bill Thomas Race Cars Promotional car & personal light weight Competition GT Sports Racer. Riverside Red 327 375HP Fuel Injected Corvette engine T-10 4 speed Grand Sport Aluminum rear end. Chassis was special light weight 4130 chrome moly .049. It was early Feb 64 after the Chevrolet R&D guys recorded some record breaking speeds of 215-217 MPH at the Feb Daytona Sports Car event with 3 Cheetahs hot lapping & qualifying there. Bill was asked to send them his prototype to evaluate it again on the track and skid pad. Bill shipped it off to the proving grounds. I have R&D Test reports with test dates from early as June 20th 63 and as late as April 64. In April 64 it was prepared for Riverside and the PIR Races.

Where Jerry Titus would race it in Red



with race number 58 with new dual air meter Fuel Injection. Damaged testing at Riverside, it would be rebuilt Funded by Friedkin Enterprises/PSA Airlines with fiberglass body and painted white flared front and rear with race number 58 on it. Bill Thomas Special built 377 dual air meter fuel injection engine installed and large rear fuel tank with side filler cap. Known as the Hurst Special at the time. After the Oct Riverside event Bill Thomas Race Cars would add the wide body rear flares and raced a few more events in Sports Car

Racing. Then it was sold to Bill Burke of Salt Flats Fame. Bill Burke had Bill Thomas Race Cars shop prepare it for Drag racing where they did some 1/2 Mile drags at Riverside. Then it was prepared for the salt flats with a Blown & injected Olds. Article and pictures of it but No Record going to the Flats and racing to date. (Bill Thomas Race Cars also prepared a 1967 Camaro for Bill Burke to run at the salt flats.)

The Cheetah was then sold to Mr. Thorn in 1967 of Oklahoma. He did some Drag racing and sold it in Tulsa, Oklahoma, 1969 where it was put into a Cattle barn for around 30 years, then removed and put into the New barn and just sat there for another 19 years, it was just sold and removed Dec 30th 2017.

Restoration in progress by BTM Bill Thomas Motors.

Mr Thorn is Don Thorn who lived in the Brookside area of Tulsa in the late 1960s. He now lives near Grand Lake.

Follow this story at billthomascheetah.com/btm-news/

The Corvette Adventure - Part 19

by Pat Cavanagh

In Part 18 I cleaned, repaired and restored the AM/FM radio, the clock and the headlight switch. It was now time to address that iconic instrument cluster in my '64 Corvette. With its big tachometer and speedometer, surrounded by the supporting gauges, the instrument cluster is one of the key design elements of a mid-year Corvette. It's also your center of attention every time you drive the car. I wanted the look and function of that classic design to put a smile on my face every time I get behind the wheel.

The face of my instrument cluster needed to be refreshed. The paint was faded and scratched, the chrome around the instruments was nicked, blemished and peeling. The instrument needles were dull and faded.

While all of the gauges worked, the warning lights for the headlights and the emergency brake were not blinking and the trip odometer reset cable was frozen. Regardless of how much I worked the cable, it would not reset the trip odometer to zero even though both the odometer and trip odometer functioned correctly when I drove the car. At one point I tried to replace the cable, but it is very difficult to remove it from the back of the speedometer without removing the cluster.

When I disconnected the cable from the steering column support bracket and straightened it out, I could easily reset the trip odometer. It was time for new trip odometer cable.

I decided that the face of the instrument cluster had to be re-chromed and painted to restore its classic original look even though a couple of knowledgeable Corvette restorers recommended against re-chroming due poor experiences in the past.

To make these repairs and restore the housing, I had to remove the instrument cluster from the car. I found a great article by John Hinckley describing how to remove the instrument cluster which can be found on the internet. I will briefly cover the steps to remove the cluster below:

Disconnect the battery.

Remove the steering wheel, steering column and driver's side front seat. (Sounds difficult but really

easy to do)

Disconnect the headlight rotation switch, vent cables and oil pressure line at the gauge.

Disconnect the headlight switch, lighter, windshield wiper switch and ignition switch.

Install five 6 inch long 1/4-20 bolts in place of the five screws that hold the housing to the dash. (I bought five, six inch long bolts and cut the heads off)

Pull the dash out (carefully) an inch or so and disconnect the speedometer, tachometer and trip odometer cables from the instrument cluster.

Disconnect all of the instrument lights and switch connections and mark them.

Remove the cluster.



With the cluster out of the car, I removed the instruments and other hardware from the die cast housing so I could have the housing plated and painting. With easy access to the rear of the dash, I removed the tachometer and speedometer drive cables from their sheathing and lightly coated them with KABLE-EASE, a graphite lubricant. KABLE-EASE is manufactured by AGS and can be purchased at ACE Hardware.

Because the instruments were in good working order. I decided to just clean and lubricate them myself. I first removed each of the instruments from its stamped metal housing. I used a small paint brush to carefully clean the gauge faces and low pressure compressed air to remove any residual dust from the gauges. I lubricated the odometer mechanism with a small amount of petroleum jelly on a Starbuck stir stick. Finally, I cleaned all of the glass gauge faces with a 50/50 mix of distilled water and white vinegar.



Ocean Mist spray paint. I followed the Ocean Mist paint with two coats of gloss clear to make sure I had as much reflectivity as possible within the gauge cluster. The SEM Trim Black was a perfect match for the original paint on the glass retainer but the Rust-Oleum Green Ocean Mist is slightly lighter and glossier than the original light green paint inside the cluster.

With the gauges out, I painted all of the faded instrument needles. I used Hobby Lobby, Florescent

I shipped the instrument housing to Joe Ray in Little Rock, AR to re-chrome and repaint the housing. I took the four stamped metal housings and the gauge glass mounting ring retainer over to Don Partridge and had him lightly media blast them.

When Don had finished the stampings, I painted the glass mounting ring retainer with SEM Trim Black and the insides of the housings with Rust-Oleum Green



Red paint which has shown to be an exact match for the original paint used on the gauge needles. I was afraid to remove the needles so I slipped a piece of newspaper behind each needle and with an artist paint brush (also purchased from Hobby Lobby) I carefully put one medium coat of paint on each needle. This resulted in needles that look new and bright. This makes the gauges look great!

When I was cleaning the speedometer I found some hand written numbers written on the back of the



speedometer that were very interesting. Let me explain!

When Kelly and I examined my '64 Corvette at Peter's residence in Amelia Island, the car showed 61,730 miles. I was convinced the mileage was correct since my friend Peter was the second owner of the car. Peter had a long history with the car since he purchased it from the original owner in June of 1972 when he was 18 years old. Both Peter and the original owner told me that the car had approximately 24,000 miles on it when Peter bought it in 1972.

Peter had told me he had the car restored in the early 1980's by Village Vettes in Glastonbury, Connecticut. Based on the condition of the car and the quality of the repaint, Kelly and I were convinced that the car had been driven very little since the restoration. Peter was pretty vague on how much he had actually driven the car since he had it restored in the early 80's. I think Peter was embarrassed that he had not driven it more.



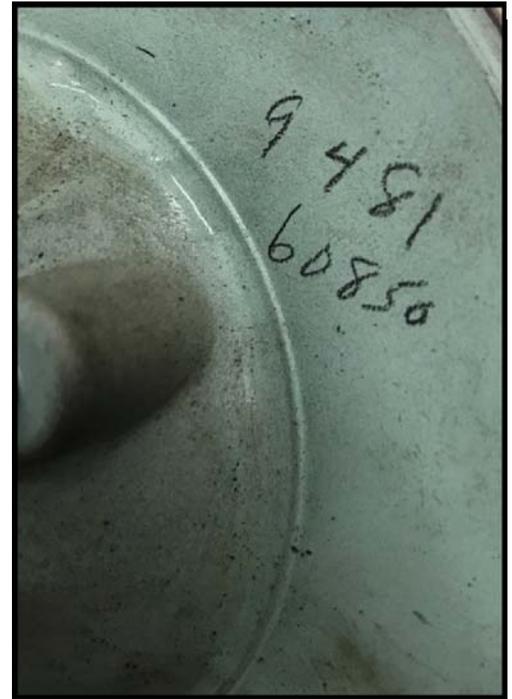
When I first noticed the numbers hand written on the back of the speedometer, I was not sure what they represented but suddenly it dawned on me. It was a date and a mileage: September 4, 1981 and 60,850 miles. My guess is that this notation was added when the car was restored in 1981. This means that the car was driven 889 miles in 35 years.

I think the mileage was corroborated by the fact that the Michelin X tires on the car when I purchased it were like new, still showing nubs and labels on the treads. The DOT code on the tires indicates they had been manufactured in the last week of June 1981. I know these tires were installed when the car was restored.

Peter has always traveled extensively with his business, and I'm guessing that at some point the car sat for a long time and he could not get it started. It sat all these years because he could not find or trust

anyone to work on that fuel injected engine.

Stay tuned for Part 20 when I receive my re-chromed and painted dash back from Joe Ray, re-install the instruments, restore the steering column and put everything back in the '64. As always, thanks to all of you who have helped me prepare the '64 Fuelie for flight judging.



Hopefully my new schedule will allow me to get back for one of our two meetings in February.

The Greatest Car Show on Earth

by Bud Jessee

Since the Barnum and Bailey circus disbanded "The Greatest Show on Earth," Barrett Jackson should be able to make claim to the title. Braving 10 degree weather to depart from Tulsa International, Dave Clark, Jim Elder, Mike Smith, Don Johnston and I landed in 75 degree Phoenix to attend the





Barrett Jackson Scottsdale Auction. The weather was great, thanks to Dave for knowing the fine dining locations, and to Roy Sinor providing a great parking pass. We saw everything from a 1942 Willys Jeep with a 50 cal mounted on it to a beautiful blue 2018 Electric Corvette. That's right, a 2018 all electric Corvette that claims to go 220 mph. There were rows and rows of shiny cars waiting to find their new high bidder owner. For all car enthusiasts, this show is a must see and next year maybe we could have a larger group enjoy the weather at "The Greatest Car Show on Earth."





On The Road To The NCRS Nationals - July 1993

Sunday, 25 July, 5AM...

by Verle G Randolph

I am up and around, getting ready to go to Shangri La on Grand Lake, the site of the NCRS 1993 National Convention.

I plan to join up with the "Tulsa Road Tour", a small group traveling together from Tulsa. In the predawn darkness, I go to the shop to get the '69 Corvette out and, of course, it won't start. It has gas, it has spark and in a little bit, it has starting fluid. It starts, runs roughly for a short while then smooths out and runs strongly. It started and ran ok the evening before when I moved it near the door, but ok, it's running now.

After loading several items and removing the back window and tops, I'm off. Cruising deserted roads with the wind blowing and the rumble of an old Corvette stirs the blood. Down hill on a wood-lined lane, through the curves, the tires protesting mildly... don't push the old car too hard anymore. Across the bridge onto a long straight flat. Tail lights a couple of miles away; run it out some...70..80..90..100, let off and coast back to a leisurely 55, once again--the law abiding citizen. But the urge is still lurking, waiting for another chance to experience the surge of power and noise. The Corvette experience...how do you explain it to someone else?

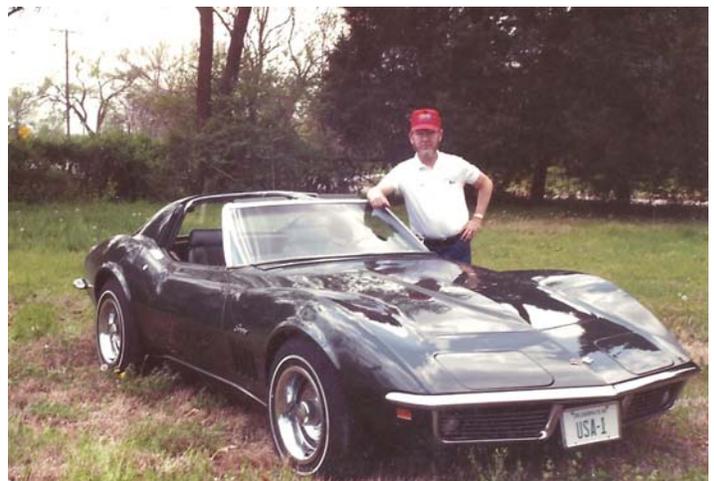
6:30AM, about sunrise and parked on the side of I44 watching cars go past. Soon I see headlights I recognize. A midyear Corvette is approaching. Behind it, another and another, four in all, two coupes and two roadsters. A 66 big block roadster snarls past, top down, hair blowing in the wind, red coupe, a

silver coup, a blue roadster. After two tow vehicles with enclosed trailers pass, I pull on behind them and join the caravan. The trailing tow rig signals for me to pass and join the Corvettes. I get to enjoy the view of several corvettes cruising down the road, not parked... cold and still.

We travel to Midway, the middle of the Will Rogers Turnpike and stop, someone wants some breakfast. The big block gas gauge is low enough after 35 miles, they decide to fill up. The 4.11 gears make for rapid movement of speedometer...and gas gauge. On the road again, we cross the eastern Oklahoma country side and soon arrive at Shangri La, a beautiful resort on Grand Lake.

A couple of hours on the road in the company of beautiful Corvettes makes me envious of the participants of the East and West Road Tour who get to spend several days traveling together, to and from the National Convention. The pleasures far outweigh the trials and tribulations that may occur on the way...just ask Howard Kirsch.

(recycled from the August 1993 *Sidepipe*)



Tulsa, Oklahoma *Area Vendors*

from Our NCRS Chapter Website

Our Webmaster, Mike Partridge suggested that the Vendor List from our chapter website be included in this *Sidepipe* so everyone would have a printed copy.

Air Conditioning - Bryant's Air - Charlie Bryant
Tulsa, OK 918-665-0030

General Mechanical work - Claver's Garage
Rick Oglesby – Tulsa, OK 918-446-7677 (GM Only)

Car Analysis Plus - Chris - Tulsa, OK 918-251-6680

Aluminum parts skinning - David Thompson
Tulsa, OK 918- 857-4032

Windshields Discount Auto Glass – Tulsa, OK
918-664-5176

Alignments front & rear - Andy at Admiral Alignment
Tulsa, OK 918-437-0070

Water pump rebuilds - Jerry Rea - Tulsa, OK
918-834-6779

Corvette parts - Joe Ray - Little Rock, AR
1-800-778-3828

Interior, top & seat repair - Rick Pike - American
Upholstery 918-838-9767

Custom upholstery - Chuck Roland - 918-437-4500

Powder Coating - David Thompson Machine
Tulsa, OK - 918-857-4032

Auto Machine Work - Hershhal Thompson - Tulsa, OK
918-835-2121

Carter/Davis Machine Shop - Bert - Tulsa, OK
918-437-2939

Sandblasting/bead-blasting - Don Partridge
Broken Arrow, OK 405-757-8571

U-joints, driveshaft work - Rick Whitehead -
Driveshafts Inc. Tulsa, OK 918-836-0111

Brake components - Scott Pfuehler - Tulsa, OK
918-437-5292 - SS sleeved calipers and rebuilds

Sleeve Brake master cylinders & wheel cylinders
Mark Fappier – Agawam, MA 413-789-8665

Chrome & Stainless Steel - Wells Chrome Plating
Collinsville, OK 918-371-2551 Polishing

Cad/Zink plating - Century Plating
Ron - 918-835-6482

Drive Line/Rear end work - Lester's gear north Lewis
Tulsa, OK 918-834-3601

Cryogenic Treat Parts Co. - David - DK Machine
Broken Arrow, OK 918-251-1034

Locksmith - Bert - Tulsa, OK 918-794-7131

Lacquer paint jobs - Lloyd Miller– Tulsa, OK
918-637-3071

Towing – Jack Blakey - Jack's Wrecker Service
Corvette Towing — Tulsa, OK 918-645-2282

Upholstery – Al Smith – Sew Kool Custom Upholstery
Tulsa - 918-720-8990

Wanted / Needed, Our Judging CDs

Gene Holtz needs the chapter's set of GCDs for an OKC Judging School. So, if you have them bring them to this Saturday's meeting or mail them to Gene. If you know who has them, please tell one of the Chapter Officers.

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

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

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

Upcoming Events

- Feb 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Feb 20 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
Feb 18-21 Daryl Starbird Car Show - IPE Center - Tulsa, Oklahoma
Mar 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Apr 12-14 Carolina NCRS Regional - Greenville, South Carolina
May 16-19 Arizona NCRS Regional - Scottsdale, Arizona

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, Don Partridge, Verle Randolph, Pat Cavanagh, Kelly Bolton, David Clark, Bud Jessee and Bonney Clark for their contributions to this *Sidpipe* 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!

NCRS registered marks used in the NCRS Driveline: NCRS Flight Awards, NCRS Master Judge Award, NCRS Performance Verification Award, NCRS Founders Award, NCRS Sportsman Award, NCRS American Heritage Award, NCRS Duntov McLellan, and Hill Mark of Excellence Awards, and the NCRS Folz Memorial Award. All are registered with the United States Patent and Trademark Office.

Bob Clark • Editor

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Attention - Membership Alert

Membership Reminder: The new year has arrived. I am sending this notice out to remind everybody that the club voted to raise membership dues. We 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.

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

If you are not going to be at the meeting, please send your dues payment to:

Don Partridge, Membership Chairman
Oklahoma Chapter NCRS, Inc.
18606 East 96th St.,
Broken Arrow, OK 74012

Name _____

NCRS # _____