



THE

# SIDE PIPE

OKLAHOMA CHAPTER



February, 2019

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

## Chairman's Comments

by Bud Jessee

### Barrett Jackson Ends and the Future Classics

How many of you watched every minute of Barrett Jackson? If you did, you are probably brain dead and still wondering what happened and why did that car bring that much, and others didn't. As Roy Sinor stated in our January meeting, "there is always a reason."

What is the future of our Classics? If anyone can answer that one, they are probably also doing well in the stock market. If the mid-engine Corvette ever makes it to the show room, what will happen to our front engine rear drive Classics?

The following is taken from *Road and Track* — "The mid-engine version of everyone's favorite American sports car, the Chevrolet Corvette, is coming. Or at least, a lot of auto industry folks think it's coming, thanks to all the rumors, leaked info, and test mules that have been spied recently. After decades of speculation and renderings, this is what we know so far about the most fervently anticipated American sports car in history."

Originally, we'd heard that the mid-engine Corvette would debut at the 2019 Detroit Auto Show. Don Sherman, an automotive journalist who's been on the mid-engine "Vette beat" longer than anyone, reported in *Hagerty* that's when the C8 would debut. That doesn't seem to be the case anymore. For one reason or another – possibly because the Detroit Auto Show is drawing less interest than before ahead of a move to June in 2020—

Chevrolet is not expected to debut the car until summer. There's a rumor that the car's electrical systems need reengineering, delaying the reveal

by a few months. GM Authority reports that the C8 will be revealed at a stand alone event, possibly in May, though we'll keep our eyes peeled at the New York Auto Show in April. If you're in Michigan, you might see a prototype or two on the street."

Will the mid-engine make our Classics more valuable? Only time will tell.

*Road and Track* also listed 10 modern cars that will almost definitely be future classics (notice that Corvette isn't there):

1. Camaro ZZ8
2. BMW 1 Series M
3. Honda S2000
4. Aston Martin V12 Vantage
5. Porsche Cayman GT4 / Boxster Spyder
6. Lexus LFA
7. Dodge Viper
8. Chevrolet SS
9. Cadillac CTS-V Wagon
10. Lotus Evora 400 / 410 / GT 430

No matter what, no one can predict the future accurately unless they are lucky. But as of now, Barrett Jackson is a great gauge of the Classic market. I have listed an easy way for you to find Corvettes that sold at Barrett Jackson. Log onto their website, [www.barrettjackson.com](http://www.barrettjackson.com). You may need to register, then you can go to results and scroll down to the lot numbers. I have them listed by generation and in numerical order. See everyone Saturday!

**C-1 Corvettes that sold at Barrett Jackson**

Year	Body	Sold Price	Lot #
1957		\$47,300	761.1
1959		\$84,700	777
1961		\$99,000	781.1
1962		\$89,100	792.1
1961		\$74,800	831
1959		\$58,300	1009
1955		\$104,500	1025.1
1961	Fuelie	\$110,000	1036
1958		\$121,000	1058
1962		\$110,00	1062.1
1960		\$62,700	1258
1958		\$73,700	1259
1958		\$71,500	1262
1956		\$170,500	1306
1953		\$220,000	1353
1961		\$73,700	1608

**C-2 Corvettes that sold at Barrett Jackson**

Year	Body	Sold Price	Lot #
1965	Convertible	\$50,600	485.1
1964	Convertible	\$44,000	493.1
1964	Coupe	\$66,000	499
1967	Coupe	\$66,000	510.1
1965	Coupe	\$74,800	525.1
1966	Coupe	\$84,700	773.1
1967	Coupe	\$58,300	787.1
1967	Convertible	\$73,700	804
1966	Convertible	\$79,200	836
1966	Convertible	\$69,300	865.1
1965	Convertible	\$49,500	871.1
1963	Convertible	\$57,200	953.1
1967	Convertible	\$49,500	977
1966	Coupe	\$63,800	1016
1967	Convertible	\$107,800	1020
1966	Coupe	\$95,700	1026.1
1963	Coupe	\$77,000	1033.1
1966	Coupe	\$92,400	1046
1966	Coupe	\$110,000	1056
1963	Coupe	\$132,000	1063.1
1967	Coupe	\$137,500	1070.1
1967	Convertible	\$95,700	1077
1965	Convertible	\$85,800	1080
1967	Convertible	\$77,000	1127
1967	Coupe	\$88,000	1137
1967	Coupe	\$66,000	1164
1966	Coupe	\$82,500	1266
1967	Convertible	\$156,200	1309.1
1966	Convertible	\$154,000	1323
1967	Coupe	\$170,500	1347
1967	Convertible	\$104,500	1351
1967	Convertible	\$90,200	1471
1966	Convertible	\$60,500	1566
1963	Convertible	\$45,100	1573

**C-3 Corvettes that sold at Barrett Jackson**

Year	Body	Sold Price	Lot #
1969	Convertible	\$27,500	169
1978	Coupe	\$27,500	198
1979	Coupe	\$11,000	332
1972	Coupe	\$22,000	412
1968	Coupe	\$28,600	440.1
1969	Convertible	\$38,500	469.1
1972	Convertible	\$33,000	472.1
1970	Convertible	\$57,200	500
1969	Coupe	\$31,900	640
1970	Coupe	\$19,250	641
1973	Coupe	\$30,800	643
1975	Coupe	\$22,000	645
1969	Convertible	\$44,000	724
1972	Convertible	\$203,500	802
1969	Coupe	\$60,500	819
1969	Coupe	\$68,200	994.1
1968	Coupe	\$70,400	1001
1969	Convertible	\$74,800	1039
1968	Convertible	\$104,500	1058.1
1972	Convertible	\$132,000	1282
1968	Coupe	\$291,500	1398
1978	Pace Car	\$22,000	1528

**C-4 Corvettes that sold at Barrett Jackson**

Year	Body	Sold Price	Lot #
1987	Z52	\$13,750	25
1996	Coupe	\$12,100	140
1989	Coupe	\$21,450	162
1991	ZR1	\$28,600	668
1990	ZRI	\$26,400	692
1996	Convertible Collector Edition	\$31,900	726.1
1996	Grand Sport Coupe	\$40,700	727.1
1988	35th Anniversary Coupe	\$39,600	738.1
1993	40th Anniversary Convertible	\$16,500	1684
1994	Coupe	\$5,500	1685

**C-5 Corvettes that sold at Barrett Jackson**

Year	Body	Sold Price	Lot #
2002	Convertible	\$15,400	46.1
2003	Z06	\$20,900	385
2001	Z06	\$23,100	661
2002	Z06	\$28,600	701

***Attitude Adjustment Night***

The gathering place for our February Attitude Adjustment Night on Tuesday evening, February 19, 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.

## *February Breakfast Meeting*

Our monthly breakfast will take place on Saturday, February 2, 2019. 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 In Oklahoma City*

by Gene Holtz

We are hosting an Attitude Adjustment Night in Oklahoma City to get 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 26th 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.)

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

## *Attention - Membership Alert*

by Don Partridge

**M**embership Dues The new year is here and it's time to pay your dues of \$30. If you have already paid your 2019 dues, thank you. If you still need to pay your dues, I personally, would like to ask that you submit your dues by the February 2 meeting.

If you can't attend the meeting, please don't delay in mailing your check for \$30 to:

Don Partridge,  
18606 East 96th St.  
Broken Arrow, OK 74012

A special note to any new member who may have joined since October, 2018. Your payment then will cover your 2019 dues also. If you have any questions, call Don Partridge at 918 / 455-6574(H).

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

## *Spring Oklahoma Chapter Meet Saturday, April 27<sup>TH</sup>*

by Russ Grimm

The now annual spring chapter Judging meet is fast approaching. We have a great opportunity to judge up to four cars and as of today we have Pat's 1964 Fuel car. It will be nice to see how much the effort has paid off for Pat's hard work on his journey. We all have seen this on his club meeting updates and the dilemmas, challenges and questions as he has progressed to this point. We will have a judging seminar on the Mid-year chassis (1963-1967) that ties into his car really well. This was done at the national meet in Las Vegas last summer. If you have any original parts that fall under the judging of the chassis area, please let me know so we can include them in the presentation. It is always nice to see the real thing rather than a picture or description.

At our next breakfast meeting we will send around a sign-up list for tabulator(s), support help, judges/and observer judges. We will be looking for a lot of help, and we will need volunteers for Operations check, Interior, Exterior, Mechanical and Chassis judges. Judging points are awarded at the chapter level. There will be a sign-up list at breakfast, so please consider on help out the day of event.

If you have never judged, I would recommend to start with working as an observer judge in an area that would be of an interest to you. Maybe exterior or mechanical would be great areas to review if you are considering any upgrades or changes in the future for your car.

### **Here is our event schedule:**

Friday	7:30 pm Judged cars staging
Saturday	8:00 am Open Registration
	8:15 Judges/Owners Meeting
	8:45 Judging begins
	12:00 pm Lunch
	1:00 Wrap up Judging and tabulation
	2:00-4:00 Judging Seminar -" Mid-Year Chassis"

***Registration forms are included in this Sidepipe and will also be available at the breakfast meeting.***

You do need to pre-register and complete a form if you would like a tee-shirt or if you bring a car. Yes, we are planning to have event tee shirts for all that help judge and tabulate. However, this has to be approved at the February meeting. All that bring a car must pre-register for display or judging and pay the fee for lunch. The chapter has had fantastic job on getting the past events done with a really strong core of volunteers. So once again your help will be needed.

Any questions call Russ @ 918-230-9073.

## *The Corvette Adventure - Part 25*

by Pat Cavanagh  
NCRS # 57907

**D**oors, doors and more doors, this article is all about updating mydoors! If you recall in Part 24, I purchased two new keys with knockouts and a new ignition lock cylinder. These were keyed to my Corvette's original key code noted in the Owner Protection Plan booklet. My Owners Protection Plan booklet contained the VIN number, key code, delivery date, buyer's name, address and the selling dealer. The original selling dealer, "Downs Motors Inc." in Morristown, New Jersey, had recorded this information in the Owners Protection Plan booklet that came with my car. For judging, I wanted the keys to reflect the original key code noted in the Owners Protection Plan booklet.

Corvettes built in 1964 used the same key for the ignition, glove box, doors and spare tire lock. I thought it would be a simple matter to re-key the glove box and doors to match my new keys and the ignition switch. After doing some research, I was able to rekey the glove box to my new correct keys. The door locks were more complicated, however! I ordered new door locks from LIC that have the small crease in the key shutter like the originals. After receiving them, I compared them to original locks on a car owned by one of our chapter members. Satisfied with their appearance, the door lock cylinders were keyed to match the original key code of my car.

With the new door locks rekeyed I thought it would be a simple matter of replacing the locks in the doors. Not so fast!

When the door panels were removed, I found wedge spacers between the door panel and the handle

crank on both of my vent windows. These were similar to the wedges on the side window's handles but smaller. I had not noticed these before, but when I checked the AIM and the TIM&JG, neither showed a spacer on the vent window handle in '64.

After consulting a number of people, either I had that one off Unicorn '64 or someone had added these spacers to my '64 door panels. After further



investigation, it turns out to be the latter. The spacers on my vent window handles were from the side windows on a '65 to '67 Corvette.

I soon found out why the vent window handles had spacers. The vent window regulator on the driver's side had been replaced with a later model regulator that had a longer shaft. I found out that the rings on regulator shafts easily identify their application. I had a three-ring, 1 5/8 inch shaft on the passenger side, which was correct for the '63 and '64 Convertibles. However, on the driver's side, I had a two-ring, 1 3/4 inch shaft. The two-ring shaft is for '65 to '67 Convertibles.

With the longer shaft of the two-ring regulator on the driver's side, a spacer was needed to fill the gap between the door panel and the vent window handle. To make both doors match, the front access cover on passenger door was removed so the door panel could be compressed and the spacer fit between the vent window handle and the door panel. From the outside, these modifications made both doors looked the same! Internally they were a bit of a mess. This kind of thing makes me crazy!

Obviously, the spacers on the door panels for the vent windows would not pass judging. I decided to remove

both regulators and have them rebuilt to remove any play in the gears. While the regulators were disassembled, I had the shorter three-ring shaft installed in the driver's side regulator replacing the longer two-ring shaft. The shorter shaft allows the vent window handles to fit correctly against the door panel with the access cover installed.

At this point, I inspected the rest of the doors and found several additional problems. The return springs on the door actuating mechanisms were broken and the handles were loose. The door actuating rods were bent, twisted and assemble backwards and the cloth sock on the actuation rod had disintegrated. The vapor barriers were torn and the masking tape and sealer used on the doors had failed. One of the window stops on the driver's side was missing. Moreover, as I mentioned earlier, the forward door access covers were missing.

I wanted my doors to be as original as possible, so I ordered the parts required to return the doors to their original configuration. This included: new access covers, door rods, clips, socks, seals, vapor barriers, a window stop, springs and other miscellaneous pieces.

Ace Hardware had non-hardening sealer and Lowe's had 3M black tape in with a similar width and thickness

to the original tape. While not exact, they both were very similar to the original materials used by the factory

While waiting for the parts to arrive I started on the doors by



removing the regulators. The vent window frames were marked and photographed in relation to the windshield, hardtop and the door glass so it would be easier to reassemble the vent window frame to the door.

I removed the nuts, bolts and screws from the vent window frame. I lifted the frame to a position that allowed me to remove and replace the vent window regulator. Removing the regulator from the vent window shaft required some persuasion with a plastic hammer.



Scott Pfuehler rebuilt the regulators and installed the correct length, three-ring shaft in the driver's side regulator. I mounted the regulators in the vent window frames and then installed the vent window frames back in the door. Marking the original location of the vent window frame made reassembly and adjustment a simple matter.

After installation, I experimented with the adjustments to better position the vent window frame in relation to the hardtop, side window and windshield. I was able to get both windows to seal even better than I found them! They look and fit great. This was easier than anticipated and should cut down on the wind noise at high speed.



When my new parts arrived, I began by removing the door actuating mechanism and peening the back of the shaft spindle on my vice. This procedure eliminated the looseness in the door handle that you felt when you opened the door. A new spring was installed in



each mechanism to restore the proper return function. I moved the actuating mechanism as far forward as possible to allow for wear over time.

New door actuating rods, socks, latch springs and clips were installed with white lithium grease to complete the assembly of the door opening mechanism. I also replaced the missing rubber stop to limit the upward movement of the side window.

The new door lock cylinders were installed and configured so turning the top of the key rearward in either the drivers or passenger door will lock it.

The black 3M tape and the non-hardening sealer was applied to the inter-door in the factory locations. This was followed by the installation of the front and rear inspection covers. The vapor barrier was next, with the black side facing the outside of the car. The foam door seals and door mechanism shield were then installed followed by the door panel. Lastly, the vent and side window handles and inside door locks completed the update of my doors.

I was pleased that the vent window handles now fit perfectly and the door panels looked great.



**TECH TIP** - I always loop some 40lb test monofilament fishing line to the back of the clips on the handle cranks so I can easily remove the clips. A couple of turns of the line around the handle hides the line. It is then a simple matter to remove the handle, with no potential damage to the door panel.

I thought this was going to be a quick afternoon replacement of the door locks, and it turned into two weeks of fun in the workshop!

I want to thank Scott Pfuehler for his help, expert advice and a fast turnaround rebuilding the vent regulators.

Stay Tuned, as I get my Corvette ready for Flight Judging.

## *Got a Solid Axle Corvette that needs brakes?*

**T**hen this is for you. All brand new in the parts boxes. All bought from Zip and are in Tulsa to look at. Zip part numbers available. Take Zip prices & deduct 30%. It's all generic, no GM parts. Says to fix '53-'62.

2 axle set shoes, 4 brake drums, master cylinder, return springs, hold on springs, 4 wheel cylinders, 4 adjustment springs, 4 adjusters, front brake cable, 2 rear brake cables, 3 brake hoses and some of the windshield weatherstrips. Also a new set of black sunvisors w/pins & a black sissy bar. Scott 437-5292 daytime.



**American National Classic Car Insurance. A better way to protect what you value the most.**

**Bud Jessee;** CLU; ChFC; RICP; MLGA  
American National Insurance  
7131 S. Braden Ave  
Tulsa, OK 74136  
918-492-5396



## *Corvette Classified*

Free to a NCRS member with a C5. First come, first serve. Rubber and carpeted beige floor mats from my 1998 and 2004 C5's. Just found them in a box in the workshop. Nice shape. I will bring them to the next meeting. Pat Cavanagh text me at 918 884 8868.



### **For Sale: Randy's 1962 Corvette.**

Randy came up with a price & it is \$47000.

In previous newsletters we have detailed most of the workdone on the '62 the last couple of years. You know what a '62 looks like but actual pictures are available, so call Scott at 918-437-5292 & he will send you some shots that Randy recently took. The '62 is with Randy in Fayetteville, a nice easy drive to see a For Sale Corvette. Call Randy 918-630-3119 to deal or Scott for info on the Corvette.

Scott for now. 918-437-5292

**For Sale:** My Collection of die cast cars in original boxes - mostly Corvettes. I have original boxes. Also have Corvette model kits.

Larry Mills 918 645-6203 Contact me for a complete list.

**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 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Feb 15-17 Darryl Starbird's Rod & Custom Show - River spirits Center - Tulsa Fairgrounds  
Feb 19 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma  
Feb 20-23 NCRS Sun N Fun Regional - Lakeland, Florida - See *Driveline* for info  
Mar 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Mar 12 Cruise Night - McAlister's - 91st & Memorial - Tulsa, Oklahoma  
Mar 14-17 NCRS judges Training Retreat - Dallas, Texas - See *Driveline* for info  
Apr 11-13 NCRS Queen City Regional - Sharonville, Ohio - See *Driveline* for info  
Apr 27 Oklahoma Chapter NCRS Spring Judging meet - 8515 East Skelly Drive - Tulsa, Oklahoma

### 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 and/or Don Partridge of any e-mail address changes. This also applies phone numbers and new mailing addresses.

**The Corvette Restorer and the NCRS Driveline are NOT forwarded. Update ALL of your NCRS contact details at:**

<http://www.ncrs.org/forums/register/change-address.php>



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



Thanks to Pat Cavanagh, Russ Grimm and Bonney Clark for their contributions to this *Sidepipe* issue.

Thanks also go to Jim Elder, Neal Kennedy, and Verle Randolph for their 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

10809 So. Louisville Ave. • Tulsa, OK 74137-6720

home • (918) 299-9001 • work • (918) 298-2777

Fax - work 918-298-2778 • home 918-298-9094

E-Mail • bobclark77@cox.net • Cell 918-625-2303

Jim Glover  
AUTO FAMILY  
[www.JimGlover.com](http://www.JimGlover.com)

Oklahoma's  
Largest Selection  
of Corvettes!



I-44 & ARKANSAS RIVER  
918.446.2200

Proud supporters of the Oklahoma NCRS



# OKLAHOMA CHAPTER SPRING INDOOR JUDGING MEET

Saturday, April 27, 2019

All NCRS members are invited to attend and participate.  
Judging meet is at Dominic White's facility at 8515 E. Skelly Drive Tulsa Ok.

**Cost is \$45.00 w/lunch for judging entry**

All other participants, judges, and tabulators registration will be **\$10.00** which includes lunch.

Event chairman: Russ Grimm 918-230-9073 or Email: russg@heatwavesupply.com

Mail Registrations: Send to Russ Grimm, 7267 East 111th Place, Bixby, OK 74008

## Event Schedule

Friday 7:30 pm Judged cars staging

Saturday 8:00 Open Registration  
8:15 Judges/Owners Meeting  
8:45 Judging begins  
12:00 pm Lunch  
1:00 Wrap up Judging and tabulation  
2:00-4:00 Judging Seminar- "Mid -Year Chassis School"

Name \_\_\_\_\_ NCRS# \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Email \_\_\_\_\_

Tee Shirt size: M \_\_\_ LG \_\_\_ XL \_\_\_ 2XL \_\_\_ 3XL \_\_\_

Judged car: Year \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_ HP \_\_\_\_\_ Vin# \_\_\_\_\_

Auto Insured with \_\_\_\_\_ Policy# \_\_\_\_\_

Expiration date \_\_\_\_\_

I agree to insure my vehicle(s) and property against loss, damage and liability and to provide proof of such to NCRS at registration. No *exceptions*. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, agent's employees and chapters for any acts or omissions that may result in the theft, damage or destruction of my property or injury to me or others during or as a consequence of this event.

Signature: \_\_\_\_\_