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## Chairman's Comments

by Neal Kennedy

Welcome to the 2014 edition of "Fun with NCRS." There's lotsa good stuff on the calendar for the new year. We'll kick it off at the January breakfast meeting with a special program featuring Dave Morgan. Sound familiar? Dave may have spent more time in the seat of a Grand Sport Corvette actually on a racetrack than any other driver. Not in a reproduction, not in a vintage race, but behind the wheel of the actual car back in the 1960's.

John Neas has invited Dave to our first meeting of 2014 to visit with us following a short video presentation. Don't miss the opportunity to shake hands with a genuine element of Corvette history. Johnson Chevrolet in Dallas sponsored the Grand Sport 004 at Sebring in 1964. Co-drivers in the 12-hour event were Delmo Johnson and Dave Morgan. Other Grand Sport drivers that year were Don Yenko, Roger Penske and A.J. Foyt. Ever heard of those guys?

Dave has agreed to a Q&A session, a rare chance to get the straight skinny on the various Grand Sport efforts from a man who should know. Thanks in advance to John for bringing Dave to us and thanks to Bud Jesse for setting up the video. We'll try to start the business meeting a little earlier than usual to allow plenty of time for Dave afterwards.

Also on the 2014 calendar is our Chapter Judging Meet April 26<sup>th</sup>. Judging Chairman Brett Driscoll is putting it all together. He started early on all the paperwork involved, but he will need the bodies to work the event. Step up and help. There are indications we may have to limit the number of entries but the more workers we have the more cars we can judge. This is the foundation for our club's

existence. This is what we do. So let's do it right. Contact Brett and tell him he can count on you.

March may be the month for the War Bonnet Race Track visit. No specific date yet, but the weather may be a little better than in February in case someone, like me, may want to get out and walk some of the old track. The track lived only about three years back in the '60's. But in that time it hosted one of those legendary Trans Am races. John Bernardine has promised us an article for the newsletter covering the history of War Bonnet. He's got copies of the newspaper articles from back then. Stay tuned.

If you haven't checked the NCRS Oklahoma Chapter website recently, give her another shot. Back issues of *The Sidepipe* are available thanks to the efforts of Kelly Bolton and his crew of computer whizzes. Not just the text but those great color pictures Editor Bob Clark has been including in our monthly newsletter. We have all been enjoying Bob's work for years. Now the whole world can see what we are all about. But again, it is only as good as the contributions you submit. Write an article and share some of your Corvette experiences with those guys in Hong Kong that don't get to restore an old Vette.

Dues are due. Write a check right now. Stick it in your wallet. Give it to Membership Chairman Don Partridge. Ain't that simple? Many of you took care of the annual obligation at the December meeting. Thanks for paying attention. Now the rest of you need to get after it and simplify Don's life. Club Treasurer Scott Pfuehler's preliminary annual report shows our finances to be in pretty good shape so let's keep the ball rolling. If not paying by check (you do remember checks, don't you?) correct change is appreciated.

## January Breakfast Meeting

Our monthly breakfast will take place on Saturday, January 4. 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, January 4, 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 January Attitude Adjustment Night on Tuesday evening, January 21, 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 Enthusiast

by Brett Driscoll

NCRS#26846

Your Oklahoma Chapter Judging Chairman

The new year is upon us. I hope everyone is excited about the new year. There are lots of things on the NCRS calendar. There are some that are so close to home. that you should truly plan on attending.

The NCRS National Convention is being held in Overland Park, Kansas, so if you have always wanted to go to the National Convention. This is a neat opportunity close to home. Hotel reservations will open this week on the 5th of January. This event will be a whole lot of fun whether you would like to be an observer judge or have one of your Corvettes attend. Lots of good barbecue and other venues of food.

The spring Chapter event is scheduled for April the 26th. This is really a good opportunity to use your skills and to learn about the Corvette.

New Corvettes are at the dealership, and I think they are going to be a big hit with the sports car community. I look forward to seeing all of the new colors out on the road.

So I ask each of you to be a more involved part the NCRS as we start a new year.

Save The Wave !

## Is This Flint or St. Louis?



# Oklahoma Chapter Christmas Party

by Neal Kennedy

Another recipient of a big thank you is the lovely couple that offered their home for the 2013 Christmas party. Ed and Patricia Brett hosted the more-than-two-dozen Oklahoma NCRS members in attendance. Their beautiful house had a surprise in every room. The architecture and works of art sparked a lot of conversation even before we got around to football, the weather, family updates, and, oh yeah...cars.

Ed supplemented the usual menu by smoking a brisket out back for that fresh-off-the-grill flavor. He said he wasn't really happy with the beef. But my well-used barbeque meter said, "excellent." The Bretts also kicked in a ham that was surrounded by an over-the-top selection of the sides and desserts.

Verle Randolph was able to haul away a pretty good pile of donated Toys for Tots goodies. And the Dirty Santa fun concluded with only two fistfights.

Mother Nature just can't keep a good club down. Several party attendees ventured out to Ed's garage to get a peek at his Pontiac/Chevrolet project. This fella is very good at the clean installation of big motors in small cars. What more could a car guy ask for? A wonderful holiday celebration with food and friends attached to a mechanical element to tie together with our great hobby.

It was another great job clicking the camera for Chapter Vice-Chairman Phil Gray in his additional role of club photographer. Be sure to check out his efforts in the visual record of our wonderful evening. And thanks again to Ed and Patricia.



# War Bonnet Raceway Park

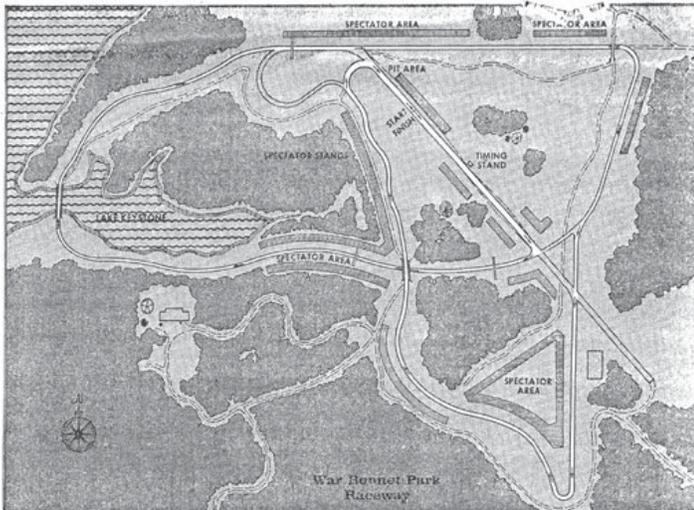
## History of a Road Racing Track

by John Benardine

**C**onstruction of a \$3.5 million automotive racing course, park and recreational facility will start soon near New Mannford, OK. It was announced by Bob Moore Jr. President of Sports Diversified, Inc.

The announcement said the raceway would be built on 1100 acres at Lake Keystone, approximately 25 miles from Tulsa. Plans were to include a Country Club, 18 hole golf course, horseback riding, stables, camp grounds and a boat dock. The projected completion date was set for June 1966.

Bob Moore Jr. was a native of Guymon, OK. He became interested in racing with friend John Rydjord,



Sketch shows layout of proposed \$3.5 million auto racing course and park on Lake Keystone

who raced a TR3 Triumph. Bob M. eventually bought a TR3 and raced it in Kansas, Oklahoma and Nebraska.

Bob M. had been planning his race track since 1963. That's the date he and his wife left Denver, where Bob was employed by Martin Marietta Corp. as Supervisor of technical publications.

Bob M. had a grand vision for his racecourse complex, with many types of amenities.

The first stage of the plan called for a 1.1 mile road course.

The second stage was to increase track length to 2.7 miles with covered pits for 100 cars with spectator boxes on pit roof. Also planned was a 3 story communication tower housing office space, meeting rooms, showers and lockers. Trackside seating 20,000 spectators with in field to accommodate additional 80,000 w/ 3 walkover bridges and one drive over bridge was to be built. And finally a 5300 foot drag strip was planned.

Bob M. planned on attracting racing groups such as late model stock cars, SCCA driver's schools, SCCA regional races, SCCA national races, SCCA Pro racing series, and Pro motorcycle racing.

To complete the project Bob M. arranged a financial package of a \$275,000 with a note for one year from National Bank of Commerce of Tulsa.

### Off to the races

#### 1966

The track opened for racing the summer of 1966-with SCCA driver's schools, regional and national races.

#### 1967

The track continued to host SCCA driver's schools, regional & national races.

Races continued in

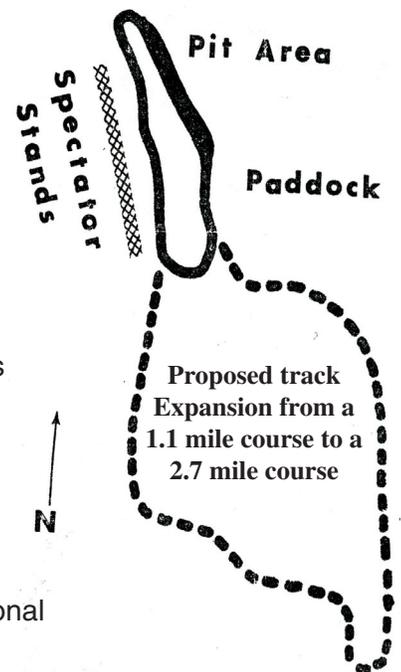
June 1967 with a professional Formula Gran Prix race.

Admission for the 2-day event was Sat. \$2.00 & Sun. \$4.00 (times have changed)

#### 1968

The Trans Am series came to War Bonnet Raceway. The War Bonnet Raceway Trans Am race was the third race of the series and the first in Oklahoma.

The Trans Am series is run with two classes —over 2 liter and under 2 liter engine displacement. Competing in the over 2 liter class was Mustang, Javelin, Camaro, Dodge Dart, Mercury Cougar & Plymouth Barracuda.



Sponsors and race teams were Ford, Mercury, Dodge, Plymouth, AMC, GM, Roger Penske, Sun Oil Co and many independent teams.



The under 2 liter class included Alfa GTA, Volvo, Lotus Cortina, and Mini Cooper.

Below: Fall 1968, James Garner makes a surprise visit to War Bonnet Raceway Park just outside Tulsa, Oklahoma for one of the season ending SCCA races. Don Yebnko had just won the race on Sunray's home track in his Sunroy DX sponsored "showroom" L-88 Corvette, and makes a parade lap with Garner who has the race queen sitting on his lap while he proudly holds up the trophy for all the spectators to see.



Drivers competing were Mark Donohue-Camaro; George Follmer-Javlin; Pete Revson- Javlin; Parnelli Jones-Mustang with a total of 33 drivers competing.

Mark Donohue won the race and the \$10,000 prize. Also in 1968 War Bonnet hosted the Continental



Championship series for open wheel racers. This series attracted big names in racing, such as The Smothers Brothers Racing Team.

The track held many races and attracted well known drivers including Don Yenko and Dave Morgan and personalities, including James Garner who served as Honorary Race Marshall for the Sunray DX Grand Prix in Oct. 1968.

### 1969

War Bonnet continued to host a varied of races including SCCA races.

### 1970

The clouds of doom began to form over War Bonnet Raceway and Bob Moore. In the beginning of this article—it was noted that the funding for this project was a one year note for \$275,000. Bob was not very good at keeping up with the payments and ran into trouble with the bank.

### July 1970

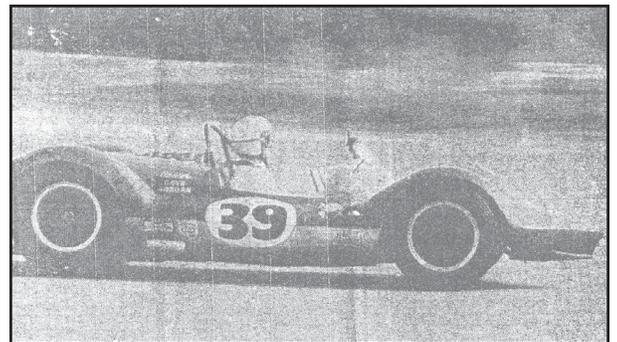
The race track property went on the auction block in July 1970. The only bid on the property was for \$275,000 from National Bank of Commerce of Tulsa. They were the only bidder and were the current holder of the race track mortgage.

This was the 3<sup>rd</sup> Sheriff's sale with the previous sales declared invalid due to legal technicalities.

Bob and his family took up residence in the administration offices at the track to fend off the foreclosure orders by the bank. (Didn't work)

On 9/10/70 the City Marshal padlocked the track. War Bonnet

Raceway Park took its final checkered flag.



P.S. In early

1970 I was asked to test drive and set up a race car. The car was a Lola T100 formula 2 open wheel single seater. This was the car that John Surtees used to win the 1969 Formula 2 World championship. With War Bonnet so close we decided to try it even though it had been closed for a while. It took a few hours for the crew to clean up the track. After 5/6 laps at speed, I came in due to the track being in terrible condition.

On the back side of the track you cross a bridge. The bridge had begun to break up and settle. When you crossed the bridge the car would become light and this would make the car dart left or right. Not good. War Bonnet was finished. We finished our testing at Dallas International Raceway in Texas.

I mention this because that day may have been the last day a race car was ever driven in anger on the race track of War Bonnet Raceway Park.

## “Muscle-car Girl” Finally Gets Her ‘Vette’

By Jeff Yip, Autos correspondent

Ever since she was a teenager, Wendy Griffith wanted a Corvette. Instead, the self-described “Chevy Girl” had to settle for a Chevette.

Last week she shifted gears in a huge way when she took delivery of a 2014 Stingray Coupe.

“It’s the perfect car,” Griffith, Sugar Land resident, said, grinning, as she wanted to get behind the wheel of her red 460-horsepower sports car. She and her husband, Steve, hadn’t a clue as to what the new Corvette would look like 18 months ago.

Wendy was the first person to order Chevrolet’s hottest car from Classic Chevrolet, their local Chevy dealership. On top of that, they didn’t even know what it would wind up costing when they submitted the paperwork. (Coupes start at \$51,000.)

“I love it. I’ve been waiting for it forever,” Griffith said, explaining she’s always been a “muscle-car girl. I drove a Chevy Chevette Scooter and used to pretend it was a muscle car because it had a standard transmission, and I’d rev the engine.”

If you’re revved up to get yourself a 2014 Corvette, also known as the ‘C7’ because it’s the seventh generation of the two-seat Chevrolet, which debuted as a 1953 model, don’t get stung by misconceptions about a Stingray purchase.

The waiting period varies. Each Chevy dealership is allowed a certain amount of Corvettes, based on the size of the dealer and how many orders have been accepted, said Craig Eppling, spokesman for General Motors.



The Internet is your friend. Consumers can configure a Corvette at Chevrolet.com and request a price quote on the vehicle online, or check inventory to see which dealers in the area have, or are expecting, Stingrays.

If you were thinking you’d just place an order for a 2015, back off the throttle. The only orders a dealer can process are based on their allocation of 2014 model year vehicles.

Coupes were first off the line at the Corvette assembly plant in Bowling Green, Ky. Convertibles, which start at \$56,995, will begin arriving in dealerships at the end of 2013. When ordering their Stingray, owners can pay \$800 for a Museum Deliver Option that includes a special tour of the factory.

Though the Griffiths didn’t go for the plant tour, they did choose the 3LT option package, which includes memory seats with power lumbar and bolsters, leather seat inserts, and steering wheel, premium Bose audio system with 10-speaker surround sound, heads-up display and navigation, and more. With special wheels, 6-speed automatic and the metallic red paint, the coupe came to \$64,290.



Though the weather in Houston put a damper on the first weekend with her

Corvette, Wendy reports the Stingray “is a hot little number.”

“She’s an amazing piece of machinery. The first morning I took it to work, there was a Ford GT near me. The guy rolled his window down and gave me the thumbs up. That was pretty amazing. Going through school zones, everybody stares and waves.”

Steve said he’s happy his wife can “live the dream.” And while Wendy has the Corvette, Steve has his own new number to dote on – their 9-month-old granddaughter in Austin.

“Having grandkids is about the best thing ever. It will change your life,” Steve said. “We’re looking forward to going up there and taking her for rides in the Stingray.”

(Brought to our attention by Wilma Clark. This article appeared in the Houston Chronicle Autos section.

## *The Difference A “Split Second” Makes.*

by Verle Randolph

We spent Christmas in Dallas with our older son and his family and were on our way home.

About 1200 noon we were on Highway 75 northbound, leaving Denison, Tx. Traffic was moderate, moving at highway speed on a bright December day. No rain, no snow, no ice, temperature in the mid 50s.

We were following a big truck, probably a hundred feet back, when the unexpected, but always possible, happened. The truck moved over a little to miss debris on the road, just not quite enough. One of his tires just caught the edge enough to send it spinning down the road. To my glimpse it looked like one of the ratchets on semi trailers that are used to tighten straps that hold the loads, a u-shaped piece of steel with other parts that weights several pounds and has lots of edges and corners. That piece of steel came spinning back, bounced up at a diagonal to the car. Noise told us it obviously hit but we could see no damage so we continued down the road. A car well behind us in the other lane slowed way down and I lost sight of it.

When we stopped in Durant, OK we found that the debris hit the hood hard enough to put a substantial dent/scrape in the hood 18 inches long, bounced and hit the windshield post crushing it then bounced into the other lane. It did not break the windshield.

Consider the difference a “split second” could make.

A split second later and it may have missed the car completely.

A split second earlier it could have hit the hood sixteen inches farther over and it would have come through the windshield directly in front of my face and I would not be here telling the story.

In that split second I did not have enough time to raise my arms to shield my face on a bright sunny day in Texas.

Lessons learned:

You never know when something potentially lethal may happen too quick to do anything about it.

Tell you family you love them.

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## *Corvette Classified*

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**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

- Jan 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Jan 21 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK  
Jan 23-26 NCRS Winter Regional - Kissimmee, Florida (See *Driveline* for info)  
Feb 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](http://www.ncrs.org)

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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.

**Editor's  
Corner**



Help!!!

Thanks to John Bernardine, Brett Driscoll, Neal Kennedy, Verle Randolph, Phil Gray and Wilma Clark 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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