



January, 2015

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Chairman's Comments

by Neal Kennedy

HAPPY NEW YEAR! It's gonna be tough to make it bigger and better than 2014. We had great visits to Mike and Nancy North and Mike and Nancy South. Throw in a very successful Chapter Judging Meet under the guidance of Brett Driscoll. Dominic White provided the place. We even had neat tee shirts.

A fine collection of club members attended the National Convention in Kansas City. They all were award winners and did a super job of representing the Oklahoma Chapter at the highest level. A lot more miles were recorded on the odometers of their tow rigs as the car owners attended regional meets throughout the year.

Bud Jessee led a fine overnight tour up Route 66. The club made a few laps around the old War Bonnet race track in Mannford. John Neas opened the doors of his new digs for an up-close look at his collection of diggers. Scott Pfuehler continued his string of interesting show-and-tells and kept the club's books in balance.

Phil Gray found enough time away from his organ repair efforts to keep your chairman out of trouble with the increasing NCRS paperwork. He also did a great job of covering for me at a couple breakfast meetings. Don Partridge maintained a healthy headcount in the membership column. Bob Clark kept the presses rolling for consistent and colorful newsletters. Verle Randolph kept the magazines rolling to the Blue Star Mothers.

Let's keep things rolling into 2015. Another big Regional Meet in Joplin is on tap. Brett has more practice judging plans up his sleeve as well as a chapter meet this spring. He'll also be bringing in the technical support for our January breakfast program. Lee Stigall will provide the program.

Don't miss it.

Jim Elder is coordinating several more activities planned for the new year. He arranged for the snow to come last Saturday and promises no such precip problems for our club functions the rest of the year. The gentleman golfer is putting together a tentative calendar for '15. Give him a call with your ideas and offers to organize a club function.

It's that time again. Dues are due. Fifteen bucks. Please have the correct change. Don's not a mobile bank, and he doesn't mind checks. They help him keep the books straight. So, if everyone doesn't show up with a 20, and everyone pays their dues on time, we can get this annual chore out of the way. Your cooperation and understanding are appreciated.

Some of you may have watched the video of the C6 ZR1 Corvette take that hot lap around the Nurburgring as many times as I did. Way more than a dozen for sure. Couldn't get enough of it. Showing RPM's, MPH and what gear the driver was in enhanced the audio of that supercharged engine wringing it out to the redline. Wow! Technology is great..... when it works.

The January, 2015 issue of *Road and Track* had some interesting information about the current status of the world famous track, including an update of the financial status of the facility. It's been subsidized by the German government for a long time. Still, the owner had to file for bankruptcy in 2012. There were plans to turn it into a tourist attraction, sorta like a Euro Disney for car guys. That didn't work out and the latest effort to save the Nurburgring is trying to sell the track for about 120 million dollars. A serious prospective buyer reportedly wants to spend about 30 million dollars on improvements.

In that proposal, the track would remain open to

the public. But manufacturers would have exclusive use of the facility from 8 to 5 weekdays, with public access mainly on weekends and after 5 as daylight allows. The instruction session before they let you on the ring now includes a question of whether anyone has ever driven the Nurburgring in a video game. If any hands go up, they are pulled out. The instructors say those are the ones who usually get into trouble because they think they know the track. The over-confident drivers then get additional classroom time.

The Nurburgring is NOT in Nuremberg, the place where they held those Nazi war trials so long ago. The track is more than three hours away in the town of Nurburg. The good news is there are several rent-a-racer businesses near the track if you have the money and attachments to give it a try.

Elections were held at the December meeting. Looks like it will be the same officers in '15 as '14. I need to thank those guys who agreed to stay on for another term. With their support, I should be able to crank out another lap behind the wheel. It's probably a little less dangerous than the Nurburgring.

January Breakfast Meeting

Our monthly breakfast will take place on Saturday, January 3. The location is Ollie's Station Restaurant in the Redfork area of West Tulsa. The address is 4070 Southwest Blvd. The phone number is (918)446-0524, in case you need it.

You can choose the buffet or you can order from the menu. The time to be there is 8:30 a.m., but people always start arriving by 8:00 - 8:15 a.m.

Attitude Adjustment Night

The gathering place for our January Attitude Adjustment Night on Tuesday evening, January 20, will be The Rib Crib Restaurant, 8040 South Yale. We have the use of a meeting room for our group.

The time people start to arrive is 5:30 p.m. Most are there before 6:00 p.m. The food is quite good and Tuesday night is "Rib Night" - all the ribs and side orders that you can eat for \$13.99. There are specials on beer, too.

Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter Denim shirts, long and short sleeve, for \$25.00 each. We also have Oklahoma Chapter hats for \$10.00 each. Please let me know what you'd like to have in the future. Call me at 918 / 625-2303 or 918 / 299-9001 or see me at the meeting to order. You could also send an email to vettefan66@sbcglobal.net. Be sure to include the type of shirt and size.

New Membership Directories are in!

Two copies of our new address book were mailed in the December newsletter. If you would like additional copies, you can get them at the January meeting from Bob Clark or Don Partridge.

BZZZZ

by Scott Pfuehler

Well last month we talked about a member of the Oklahoma Chapter of the NCRS who went from small block to a really large one. so it seems ok that this month we discuss a '65 Big Block owner who went really small.

Dane Strickland has in his spare time become a Bee Keeper, as in little bitty honey bees. He told me so and then proved it by showing me an article about his activities in the November 2014 *Oklahoma Living* magazine.

The article was well written and very informative. Now we have to go see his bee farm and learn about the little critters first hand. I do know that the Owasso honey that comes from Dane.s bee farm is outstanding on waffles.

You guys just keep on with the surprises. Who doesn't have a bucket list with some completely out of the Corvette realm hobby or thing they favor.

Editor Bob Clark does trains, electric models, not diesel. and a lot smaller. As in a whole bunch of them will fit in one room. I would call them Lionel trains but I'll bet they aren't. Another 'Big Block 66 guy who went small.

How about our summer festival host. Mike Aichele always said he wished his Corvette could fly. but the closest it's gotten in seven feet in the air on a lift. So

he bought a real airplane, or two.

And then there is the host of our Judging Meet who one day just got on his Yamaha and rode it to Alaska. And back. Wow.

More surprises next month.

Membership Records Help Needed

by Don Partridge

I need your help. At the December meeting two or three members gave me 2015 membership renewal dues. I have to admit to misplacing my notes from that meeting. Please let me know if I took your money so that I can properly record your dues.

2014 Christmas Party

by Neal Kennedy

There were some wide-eyed rookies attending the 2014 Oklahoma Chapter NCRS Christmas Party. Most of the gang had enjoyed the Mike and Nancy Phillips Automobile Emporium before, but the first-timers were understandably impressed. Where does one begin to describe the setting?

As many times as I have had the pleasure of Mike and Nancy's hospitality, I still find new things to see in the museum, garage, bar and mancave. With the



overwhelming number of automotive-related stuff to admire, I kept being drawn back to the radio-controlled model sailboats. Mike might have to consider an expansion to his already expansive display space.

The Toys for Tots pile appeared to be a little higher than last year.

Verle Randolph hauled them all to the Marines. And the Dirty Santa game had more participation, it seemed. Credit Don Partridge with coordinating that event, keeping the fist-fights to a minimum.

Jim Elder did his usual great job of securing the meat, with a little help from Albert G's. The side dishes and desserts were beyond my ability to describe in words. My mouth is watering just reminiscing.

There were even some gluten-free offerings among the tasty delights. Thanks to all the

chefs that helped round out the menu. But thanks most to Mike and Nancy for their hospitality.

Great friends, great food and a great facility for a Christmas party. All providing a great start to the holiday party season.

-- More Christmas Party pictures below--



Florida NCRS Regional T-Shirt Design

Longtime Oklahoma Chapter member, John Neas received quite a surprise recently when he was shown a proof of the T-Shirt design for the Florida Regional in January.

John's 1956 Sebring Racer will be on display at the Regional and a picture of his car will be featured on the meet T-Shirt this year.



Oklahoma Chapter Judging News

by Brett Driscoll
Judging Chairman

It is snowing today as I write this message. I hope you take this time to do some work on your cars. It is not the best time of year to drive a Corvette. It does, however, give a person an opportunity to do some work on it. It is the time of year when you can work on it and not feel like you are going to miss out on a fun driving opportunity if it were to arise. So take this opportunity to perform that maintenance task that you have been post pining.



You have another opportunity in the near future. I sent out an e-mail earlier in the month of December, announcing a judging school on a 62 Corvette. We will meet at Dominic's garage on the 17th of January. I plan to start the school at 9:00 am. If you would like to drink a cup of coffee and catch up on the latest car stories, arrive around 8:00 am.

Dominic's garage is located at 8515 East Skelly Drive. It will be a lot of fun, and I am sure it will be a learning experience for everyone.

Tim Zane sent me some pictures of his car, and I included some of them for you to see. It looks like an awesome Corvette!



I hope to see you there. Bring the usual judging tools or just come and hang out and observe.

The Oklahoma Chapter of the NCRS Donation to the International Hyperbaric Medical Foundation.

by Scott C Pfuehler

An update for you. A couple of months ago the membership in attendance at the Breakfast meeting voted to donate funds to the IHMF.

In the process of doing that donation I did some internet research on the hyperbaric process. I found out that the State of Oklahoma on Thursday, June 19th, 2014 became the first state to create a state fund which enables hyperbaric treatment to be paid for and made available for our state's battle casualties suffering from traumatic brain injury and PTSD. This is officially known as **The Oklahoma Veteran Traumatic Brain Injury Treatment and Recovery Act**.

I contacted the office of State Senator Senator Mark Allen who wrote the Act, to find out how we could support our Oklahoma Veterans. I talked with his Executive Assistant, Grace McMillian, who put me in contact with Shantha Varahan who is the Chief Financial Officer of the Department of Veterans Affairs of Oklahoma. She said that any donations would go into the fund awaiting a Veteran's claim for assistance to the DVA and treatment at the Oklahoma State University hyperbaric treatment center.

So by sending our check to the lady at the DVA our donation would be complete.

Here is where I need your help and advice. Two things.

When we as a NCRS Chapter donate to a 501c3 charity/ the National NCRS will also donate funds to that charity based on their available monies for that year. We have done this at least twice in the past.

The State of Oklahoma Department of Veteran Affairs is not a 501c3 so our donation does not qualify for a NCRS National matching donation. It could be that we could submit the paperwork to National for their consideration. The State is certainly not a for-profit organization or someone who would benefit from our donation. But maybe because there is an actual Act of 2014 involved. National may be swayed to match our donation.

What do you think?

The other thing is that I see a wonderful opportunity for a very positive opportunity for good press for our Oklahoma and National NCRS organizations.

The Chief Financial Officer of the DVA told me that we would be the first organization to donate to the Act of 2014. Since its so new, its mission is not out there yet.

How about if we get our Chapter President who is presentable, well spoken, used to the limelight and can function in a political environment to talk with the State Senator who got the Act of 2014 passed and the CFO of the DVA; Oh, yes, also add in some press folks when our President presents our donation to the CFO of the DVA or to the Senator. A group of Corvette car club folks, once again, doing good for their friends that went to War for them.

I see a photo opportunity and a feel good moment available.

What do you think?

Missing Vin Tags

A long story about moved/missing VIN tags. I bought my car in Helena, MT, in 1974. It was wrecked in Blackfoot, ID, in 1969 and sat in a junkyard in Helena in the intervening years. During negotiations to buy the car, I noticed the VIN tag was on the door frame, attached with sheet metal screws. I asked the guy who I was buying it from and if he thought the car was stolen. (I knew the guy. It wasn't like he just rolled into town with 'Vettes for sale cheap). He said he didn't think so, but the steering column had been changed. No problem.

I bought the car, spent 6 months scraping up the money to buy a used engine and transmission for it ,and got it sort of running. I submitted the old Idaho title to MT DMV and got registration and plates in 1974. Over the next 5 years I restored the car to respectable appearance. Fast forward to CA in 1980. When I went to register it there, I found out they wanted to retrofit it with smog devices, so I said to hell with that and just drove the car on expired MT license plates for 11 years until I found out they had they rescinded the smog retrofit rule.

Knowing that I was now safe from smog devices, I went to the Fullerton, CA, DMV to register the car in

1991. Going to a CA DMV office is not for the faint of heart. Just getting past the gauntlet of Hari-Krishnas milling outside the doors soliciting donations takes the agility of a quarterback or the brawn of a fullback, coupled with the diplomacy of George Steinbrenner. After my turn of 40 minutes of waiting in boredom, I get to the counter and present my Montana title and registration. The DMV attendant looks at it and asks why the registration has been expired for 11 years. I told her the car was in storage in Montana all that time. OK, no problems there. Then she says that she has to inspect the car, and to bring in around front, which I did.

DMV lady comes out, looks at the car, then looks at the VIN tag and says "wait right here. Don't leave," and runs inside. (Let me explain--At that time it was a 97% Concourse show car, in the modified class. In other words, it was spotless inside and out, with 25 coats of nitrocellulose lacquer candy black cherry paint on the body)(I have literally have had several nubile young gals come up to me and ask if they could lick it. Unfortunately they were referring to the paint.)

So about 30 seconds later three big guys came running out, one with a wire brush in his hand who says, "You, outta the car, NOW, go stand against the wall".

Not quite knowing what was up, I get out and ask them what was wrong?

"Sir, this car is probably stolen. The VIN tag has been removed and replaced. Go stand against the wall, NOW."

Two big burly goons had now positioned themselves on either side of me. I think the Hillside Strangler got more assumption of innocence than I was getting at the time. I explain that the steering column where the VIN tag usually resides has been replaced, so the tag was moved to the door jamb. The state of Montana didn't have a problem with the tag being moved.

So, one guy goes around the front of the car, fumbling under the grill for the hood latch. After watching him look for a latch in the grill area, and even crawl underneath the front of the car trying to figure out how to open the hood, he finally said to me, "Open the hood so we can check the engine numbers." I open

the hood and guy with the wire brush is all set to brush off inches of expected crud. You could see the gleam in his eye. He literally was all ready leaning forward over the fender with wire brush in hand as the hood was being opened, ready to corral a dangerous criminal by proving the engine SN didn't match the body VIN.

After the shock of the rear opening hood wears off, he moves to the side of the car and sees an absolutely spotless Concourse engine. His mouth drops open, as he looks back and forth at true spotlessness, with chrome, new paint, neatly arranged plug wires etc. I then tell him that the engine number is supposed to be right there on the right front side of the block, but it is only a block code. I explain that they didn't serialize engines back then, and that I installed a new factory L79 crate engine back in 1976.

Well, they then go inside, after demanding I still stay at the wall, all but spread eagle. While inside they confer, making comments about secret VIN code locations to themselves. After about 10 minutes they come out, release me from my virtual prison at the wall. They then tell me they can't register the car until they verify the ID, and that I need to call the CHP for that.

So, the next day I call the CHP and set up an appointment to go to their division in Orange, CA, that does this stuff. I drive down there, and an officer whose name I can't recall, so I will call him officer Smith, comes out and tells me to drive the car into a bay in the Chippie compound and then go wait in the front office. I ask, "Why is that?"

Officer Smith replies, "There are secret places where VIN codes are placed on vehicles that we don't want known by the public."

I say, "Oh, yeah, the one on this car is located on top of the frame, directly under the driver's seat."

His jaw kind of dropped open. So much for their secret. Anyway, he made me go up front so they could confiscate the car if the numbers didn't match. About 10 minutes later Officer Smith comes up front and tells me, "We can't read the number so you will have to cut the floor pan out and bring the car back so we can read it."

I said, "I ain't cutting the floor pan out."

He says, "Then you can't register it in CA until we verify the number."

I say, "But I am supposed to register it here. I am a Californian resident now." We went back and forth a few times.

Finally he says, "Register it again in Montana."

I ask, "Isn't that illegal since I now live in CA?"

He hems and haws and says, "Yes, but, etc, etc."

I then ask him if I can raise the number to be visible, at my house, can he come out and look at it? Officer Smith says that ,yes, he will come out to verify the serial number and he gives me his card.

After driving straight home, I jack the car up get out some soapy water, a scraper and wire brush, and clean the top of the frame beneath the driver's seat. I get out a mirror and flashlight out and BINGO, you can see the SN, and it matches the title. (I was getting kinda worried about then. I wasn't sure if I was going to have to go on the lamb, sort of a Lost Dutchman existence, traveling from state to state, but never being able to register my car).

I promptly called up Officer Smith in case the serial number wanted to migrate in the next few hours and tell him I found it. He comes out pronto in his black and white CHP Mustang, opens the trunk, pulls out and puts on his coveralls, crawls under the car, and looks and says, "I can't see the whole number, but I can see the 9141 of the last digits and that is good enough for me."

So I ask him, "What now?"

Officer Smith say, "Bring the car on back and we will assign a new serial number and place a new CA VIN tag on the car." (In a real obnoxious place.)

I ask, "Can't I use my old SN and place your CA tag right below the Chev tag on the front of the door jamb?"

Officer Smith says, "No, we have to place it where CA says it should be." Knowing a California assigned

VIN would be the Kiss of Death for the car, relegating it to a collectibility status somewhere between Dune Buggy, and Low Rider, I had to think of something.

So, I had an idea. I went in and wrote a letter to his supervisor telling the supervisor how Officer Smith went out of his way, coming all the way out to my house to help me solve this insurmountable problem, when nobody else would, and how he was a credit to the CHP, etc, etc. I laid it on pretty thick and took about two whole single spaced type written pages long. This letter was so good that had I copied it to the appropriate people, Officer Smith would have been sleeping in the Lincoln Bedroom, been Knighted by the Queen, and considered for Beatification by the Pope.

The next week I go down to the Orange, CA, CHP station to get my CA tag VIN Cert applied to the car, and Officer Smith comes out kind of grinning. Obviously his supervisor had shown him the letter I had written and placed it in his file.

He says, "Here, we got your old serial number put on the CA VIN tag. Where did you want it installed?"

"OK, under the old one is fine. Would you like to install it? Here is the drill and punch."

I declined to install it myself, let him put the tag on, right under the old one. Then I had to go back to DMV with the certification of VIN. Going back the second time to that den of incompetence, sullenness and hostility was enough to make me want to find a bridge to jump off of. Everywhere I saw surly employees, screaming litters of kids being herded by moms that spoke foreign languages, Hari Krishnas (called ISCON now), begging donations at the door. I felt like I was in the bar from Starwars and wondered why the place couldn't instead be full of single 20-something babes, waiting for 40 minutes like I was to get their car registered.

Finally my number is called and I get to the registration counter. The lady asks, "How much did you pay for the car?"

I said, "\$500, here is the bill of sale.." I produce the bill of sale, dated March 16, 1974, written in crayola on a 3" by 5" scrap of paper. (It was all we could find at the time; what can I say?)

She looks at it and says, "This car is worth a lot more than that. How much is it worth?"

I answer, "I paid \$500 for it. There is the bill of sale."

We went back and forth awhile and then she tells me that I have to get it appraised before I can register it.

I say, "I ain't paying for it to be appraised. If you want it appraised, you can hire an appraiser and have him come to my house and appraise it."

I get a dirty look and she gets a supervisor. They start looking through blue books and valuation guides and then get more and more desperate. They are furiously throwing new and old Kelly Blue Books around trying to find a 1961 Corvette in them that just isn't listed to prove the car is worth lots more so the grand State of California can extort me for more money (This was before the KBB old car guide).

Finally the supervisor asks, "How much the car is worth?"

I tell him, "I paid \$500 for it. There is the bill of sale. If it has gone up or down, since then, I have no idea. All I know is I paid \$500 for it." (The car was appraised shortly after for \$35K).

He shakes his head in disgust and tells the gal to put down \$500 as the value. So my registration in CA was \$18 a year, instead of the \$1000 a year they were hoping to get. All over two sheetmetal screws holding the VIN tag on. (Bastards!)

Postscript: After I registered my Corvette in Arizona after my escape from California and permanent move here, the California DMV sent me a letter to my Arizona address demanding that I reregister the car in California or they were going to seize the vehicle. My written reply was, "Bite Me." Haven't heard a thing from them since.

(brought to our attention by Scott Pfuehler)

NCRS



OKLAHOMA

Upcoming Events

- Jan 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Jan 17 Oklahoma Chapter Judging school (details in this newsletter)
Jan 20 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
Jan 21-24 NCRS Florida Regional - Lakeland, Florida - See current *Diveline* for info
Feb 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
April 18 Oklahoma Chapter NCRS Judging Meet - Contact Brett Driscoll for information - 918-406-3715
Mar 19-21 NCRS Arizona Regional - Tucson, Arizona
May 14-17 NCRS Joplin Regional - Holiday Inn Convention Center - Joplin, Missouri

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Brad Williams and
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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.

**Editor's
Corner**



Help!!!

Thanks to Brett Driscoll, Neal Kennedy 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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