

THE

# SIDE PIPE

January, 2018

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

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

## Chairman's Comments

by Kelly Bolton

**H**appy New Year! I hope everyone had a safe and happy new year. Looking back over the Christmas holidays, I would again like to thank Mike and Nancy Phillips for being such gracious hosts for our annual Christmas party. Phil was actively taking pictures and has coverage with all the specifics included in this *Side Pipe*.

The Bowling Green Assembly Plant will continue their quick pace after an extended plant shutdown that started July 27th and lasted through November 6th. 2018 Corvettes are now in production, with a planned total of 9,700, including the limited production "Carbon 65." The 2019 Corvettes will start production on January 29th, including the new C7 ZR1 models and the rumored introduction of the C8 mid-engine Corvette, (DOHC, Twin Turbos, Hybrid?). Stay tuned as GM's Corvette plans will all unfold early this year.

2018 Chapter Officers are:

- Chairman – Kelly Bolton
- Vice Chairman – Phil Gray
- Secretary – Verle Randolph
- Treasurer – Scott Pfuehler
- Judging Chairman – Russ Grimm
- Membership Chairman – Don Partridge
- Events Chairman – Bud Jessee
- Newsletter Editor – Bob Clark

A big "Thank You" to the 2017 Chapter Officers as well as Mike Partridge and John Wuchter for their courageous work on our new Chapter Web-site. Two of our long tenured Chapter Officers, Brett and Jim have passed the batons to Russ and Bud for 2018. We appreciate all of Brett and Jim's efforts. They won't be going far as they will be called upon for future guidance.

We have permanently added a laptop to our breakfast meetings and started sharing pictures,

stories and videos, (we even have internet access) on the TV monitor. This adds another method for our members to share their experiences and stories. If you have something you would like to share, please send to Mike ([lostnaustin@sbcglobal.net](mailto:lostnaustin@sbcglobal.net)) and me ([kellybolton@cox.net](mailto:kellybolton@cox.net)) prior to the breakfast meeting or you can bring your presentation on a flash drive.

Looking ahead into 2018 for the Oklahoma Chapter, we are opening the calendar for planning and discussing future events. Your club officers will be gathering to discuss ways 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.

A few of the 2018 NCRS big picture dates are:

January 10-13, 2018 – Florida Regional (Lakeland, Florida)

April 12-14, 2018 – Carolina Regional (Greenville, South Carolina)

May 16-19, 2018 – Arizona Regional (Scottsdale, Arizona)

July 7-9, 2018 – Michigan Regional (Dearborn, Michigan)

July 15-20, 2018 – National Convention (Las Vegas, Nevada)

September 20-22, 2018 – Mid-Atlantic Regional (Altoona, Pennsylvania)

October 25-27, 2018 – Texas Regional (Frisco, Texas)

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.

## *January Breakfast Meeting*

Our monthly breakfast will take place on Saturday, January 6, 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 January Attitude Adjustment Night on Tuesday evening, January 16, 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.

## *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. January 23 is the next gathering 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 [blue65184@aol.com](mailto:blue65184@aol.com) (that's an L84, not 184. Thanks!)

## *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](mailto:bobclark77@cox.net). Be sure to include the type of shirt and size.

## *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.

## *D'OH! – A Different-Type-of Hardware*

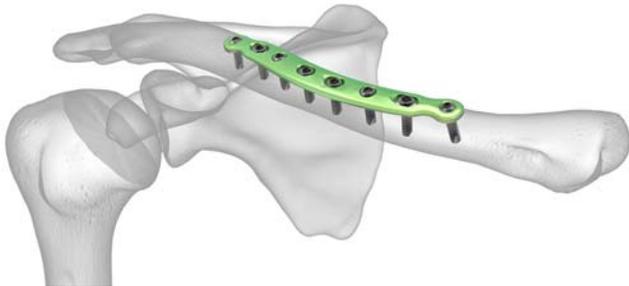
by Homer Simpson Kelly Bolton

As a members of NCRS our main source of information are the Technical Information Manual and Judging Guides. Ironically, a substantial portion of this information is devoted to fasteners and finishes. All the history began last July as told in the initial article D'OH! This is a continuation as it relates to a different type of hardware.

With Physical Therapy complete and my Collar Bone, (Clavicle) healed, I was experiencing a new issue. With the Collar Bone just under the skin with a plate and seven screws attached, I was experiencing tissue irritation, (plate prominence) as the skin moved over the hardware. In a follow-up visit with my Orthopedic Surgeon, she said "If it irritates you we can remove the hardware as the bone is healed." So as I have met all my annual medical deductibles this year and approaching the Christmas Break, I said "OK, Let's remove the hardware, and can I keep the hardware?" The answer was "yes" to both.

Now a little information concerning hardware used for a clavicle repair. All components are Stainless Steel, (316L) and are available in multiple configurations.

**Plates** —Below—is a plate similar to mine as there are many plates available to the Orthopedic Surgeon, and if that's not enough, the Surgeon can bend the plate to get a better contour fit, (yes - plate benders in the OR as was the case with mine).



Acumed Superior Midshaft Plates offer an array of plate options for superior midshaft clavicle fractures, malunions, and nonunions. 16 plates in 8 lengths and 2 different widths provides the surgeon with a comprehensive plating system.

**Screws** – Four Major Families, all with fluted tips and Torx Heads

- Low Profile Locking Screws
- Low Profile Non-Locking Screws – Cancellous (self-tapping)
- Low Profile Non-Locking Screws – Cortical (for dense outer surface)
- Fragment Screws

Depending on the repair, there are more hardware options available, e.g. screw inside collar bone for intramedullary fixation, plate buttons and Dog Bone Buttons for Coracoid fixation, etc. Non-Hardware options include Cadaver Bone and Bone Cement.

The X-Ray shows the Plate and Screws in place and then the hardware after removal.



In addition to the Hardware, Bone Cement is also used during repair and after hardware removal to fill in bone voids left from screw removal. An example of bone cement is:

- Arthrex Quickset is a macroporous, injectable, hardening, resorbable bone cement provided in an easy-to-use, closed mixing system.
- The mixing system is a dual-chambered syringe containing a mixture of calcium phosphates and an organic polysaccharide polymer.

So why the journey through the field of Clavicle Repair? It all started with the first repair X-Ray Why the different



screw lengths, diameters, head configurations? Being a "Car Guy" with over 25 years of looking at Corvettes and fasteners and finishes, I just had to check it out. "Remember from the first article," "Moral of the story is to think things through, always use caution around our cars, avoid at all cost push starting cars and always look for younger volunteers!" When accidents happen you just have to deal with it, and it's obviously best to avoid the accident entirely or else you may end up writing articles like this one. One of my 2018 New Year's Resolutions is to remove the saying/word D'OH! from my vocabulary. Wish me luck as 2018 starts my medical deductibles all over again.

## *NCRS Christmas DICE Game?*

by Neal Kennedy

**Y**ep, the cold, hard cash was tossed around with the piles of green getting' uh...HOW deep? And, the ladies, for some reason, seemed to be better at the game than the guys! Plenty of practice? Names are being withheld to protect the guilty. Many thanks to the dice game officials who kept the fistfights to a minimum.

The much-anticipated Dirty Santa game produced the usual high-excitement, high-energy competition



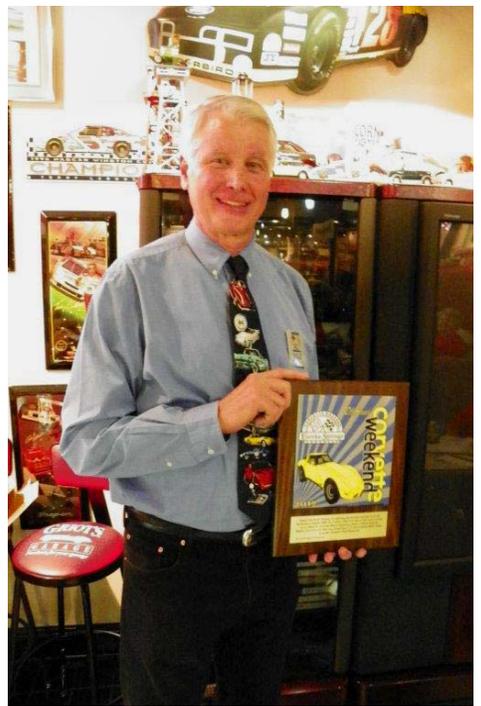
for the best (and worst) gifts. But only after the warm-up session of United States Presidential Knowledge. In this era of political correctness, the ladies were included. Not so much as participants, but the main questions on the quiz. What were the names of each President's wife? The table-against-table contest had a close finish. Third-place, 28 right. Second 29. But the winner named 31 correctly. What drama!



Now, here in the third paragraph, we get to the most important part of the evening. The food. The turkey, barbeque and sides did not disappoint. The usual ultra-high quality chow the Oklahoma NCRS chapter is famous for was again present. Many empty serving dishes sat in silent testimony to how tasty everything was.



Well over three-dozen guests again enjoyed the hospitality of Mike and Nancy-South. The Phillips homestead is in a beautiful gated community. Wonderful Christmas decorations greeted you on the ground floor. But the big surprise/treat is down-the-stairs for the coolest party place for car guys and gals. Veterans of Mike's incredible collections never tire (no pun intended) of the incredible display of our hobby. Trains and boats and cars and stuff...large, small and MUCH smaller. A full-size twin-cam MGA and a magnificent Mini drew most of the attention in this year's display. Words just cannot adequately describe the setting. Thanks, Nancy and Mike.



Club members came through again with a pile of toys for Verle Randolph to take to his fellow Marines collecting gifts for needy kids. A final thank you to the folks who brought the side goodies for dinner. The dessert selections were exceptional. And thanks to Jim Elder for his efforts in the annual meat run providing a fine foundation for a wonderful meal. Another superb NCRS Christmas party with the place, and the people, gives us a reason to be thankful for the fine folks who share our great hobby.



# The Corvette Adventure (Part 18)

By: Pat Cavanagh

In February 2016, when Kelly Bolton and I did the pre-purchase inspection of my 1964 FI Corvette at a residence in Amelia Island we, put a charger on the long dead battery and checked all of the electrical systems. After being inactive for more than 30 years, all of the electrical systems worked except for the AM/FM radio. When the radio was turned on, it would hiss, pop, and crackle. The noise would worsen as the volume knob was rotated, and we could not find a channel on either the AM or FM band.

In preparation to have my '64 flight judged this year, it is important that I have the radio working for the operations check. I decided to fix the radio last month.

I started by removing the glove box and console side covers so I would have access to the radio. After removing the side covers I discovered that one of the side cover locating clips that is attach to the underside of the console had come loose. To re-attach the, clip I had to remove the console. An added benefit of removing the console was I able to vacuum years of dust off the floor under it.

With easy access to the radio, I ran a couple of tests to isolate the problem. First, I purchased a simple marine antenna and plugged it into my radio in place of the factory antenna. There was no change in the radio's hissing, popping and crackling.

Next, I borrowed an original speaker and connected it in place of my car's speaker. The radio worked and I could locate both AM and FM stations. Better yet it worked with the factory antenna. Unfortunately, I still had the hissing, popping and crackling when I rotated the volume knob. At this point, I knew that the existing speaker

had to be replaced, so I removed the clock, the radio and the old speaker from the car.



Based on the results of my tests, I did some research and made phone calls to a couple of the radio service people who advertise in the *NCRS Driveline*. Both vendors were very helpful and suggested I purchase a replacement speaker made by *SM Electro-Tech*. They also suggested I try a contact cleaner on the volume and tone potentiometers in the radio before trying to source a NOS volume/tone control potentiometer to replace the original.

In the mid 90's, I was the Managing Director of large German automotive sensor and potentiometer manufacturer based in Munich. We manufactured potentiometers identical to those used in the Delco radio. Depending on the application these potentiometers utilized substrates made from a variety of materials, including acrylics, plastics and ceramics with printed carbon resistor tracks and highly conductive wipers. I knew from experience these substrates and resistor tracks could be easily damaged or contaminated.

I purchased DeoxIT D5 contact cleaner from Radio Shack. It dissolves corrosion and oxidation from the wiper and contacts in the potentiometer. It also removes foreign material from the resistor track without damaging the resistor track or substrate. Using a cleaner not formulated for cleaning potentiometers can damage the substrate and the printed resistor track. This ruins a good potentiometer that may only need cleaning. DeoxIT D5 will not repair a damaged or scratched resistor track. If the resistor track is damaged you will need to replace the potentiometer.



The SM Electro-Tech speaker is a direct replacement for the original speaker and it has the correct connector for the radio. This speaker uses a rare earth magnet which has a stronger field than the magnet in the original speaker. The rare earth magnet allows the speaker to deliver more volume with less power. This speaker has a technically better cone design that allows it to deliver better highs and lows with less distortion.

The SM Electro-Tech speaker has the correct impedance range (8 to 10 ohms) and the correct electrical load coil characteristics to match the amplifier output circuit of the Delco radio. Not all of the replacement speakers on the market have the correct electrical specifications to match the Delco radio, and some can actually damage the output amplifier circuit of your radio.

With the radio out of the car, I removed the front, top and side covers from the radio to expose the volume/ tone potentiometers, the channel changing mechanism and the AM/ FM selector.

I then carefully removed the dust inside of the radio with low pressure compressed air.

With easy access to the potentiometers and contacts, I sprayed DeoxIT D5 into each of the potentiometers and worked the mechanism repeatedly. I also cleaned the AM/FM switch and channel tuner with the contact cleaner. I continued this routine four times over two days.

I then used fluorescent red paint from *Hobby Lobby* to restore the very faded channel indicator. This paint is an exact match for the original paint on the channel indicator. The cleaned



and polished radio dial face was reinstalled along with the AM/FM switch and covers.

I had noticed over the last several months that the clock would sometimes stop, and if I snapped the stem, it would restart. I decided while the clock was out of the car to remove its rear cover. With the cover removed, I cleaned and lightly lubricated the mechanism. I also cleaned the electrical contact with DeoxIT D5 and emery cloth. I then tested the clock for 24 hours on my bench. It worked perfectly and kept accurate time! This is an easy tune up with the clock out of the dash.

While the dash was disassembled, I noticed that the clip-on light that illuminates the heater and radio controls was missing. I located a replacement clip-on light with the green shade and soldered it to the power lead. I then installed the speaker, clock and radio back in the dash with new lights. Be sure to test the new lights before you do the final assembly.

Before I reinstalled the passenger side cover on the center console, I used a jeweler's screwdriver to electrically trim the antenna to the radio. This is accomplished by extending the antenna to its full up position,

switching the radio to the AM band, finding a weak station, turning up the volume and adjusting

the trim potentiometer to obtain the loudest clearest signal. The trim adjustment potentiometer is located on the upper rear of the radio behind the passenger console side cover.



I am happy to say that once the dash was reassembled the clock has worked continuously. The radio has played with full fidelity and it sounds great for a 53 year old electrical device. The best part was the hissing, popping and crackling noises that I had experienced earlier were gone! I also tested the radio while driving with the factory ignition shielding in place and there was no ignition noise on either the AM or FM band. I set the push buttons for

all the oldies channels and all was good in Corvette Land!

The only problem I have experienced with the radio is that it has a predilection for playing old Beach Boys songs that mention fuel injected Corvettes winning drag races against Mopars! Go figure!

The night I drove the '64 back from our chapter picnic I noticed the instrument light dimmer on the headlight switch seemed to be either off or on. And even when the dash lights were turned all the way up, they were still very dim. I decided to remove and clean the headlight switch to see if I could improve the illumination of the dash.

I pressed the button on the bottom of the headlight switch and removed the knob and stem. I then unscrewed the nut that secures the switch into the dash and disconnected the connector from the wiring harness. The light switch was then easily removed from the dash.

My car still had the original Delco headlight switch. The switch is easy to disassemble by prying the two steel ears away from the Bakelite body. Be careful when disassembling the head light switch as the internal mechanism is spring-loaded and can scatter itself all over the workshop. Just ask me how I know about that! Internally my headlight switch was very dirty. With the switch disassembled, I removed all of the dust with compressed air, and I cleaned the entire assembly, including the contact points with *DeoxIT D5* and a Q-Tip. The wire rheostat that controls the brightness of the dash lights was also carefully cleaned. Finally, I cleaned the terminals on the light switch and on the mating connector under the dash.

Once reassembled and installed in the dash, the illumination of the dash at night was noticeably improved (not bright but acceptable) and twisting the headlight knob



would now proportionally adjust the brightness of the dash lights. I even think the headlights were a little brighter!

Stay tuned for Part 19 where I plan to remove, clean and detail the dash cluster as I prepare the '64



Fuelie for judging. As always, my sincere thanks go out to all of you who have helped me with this Corvette.

I'm looking forward to seeing you all at our Chapter Meeting in January where you can hear my radio play *Shutdown* by the Beach Boys!

## *Preferred Member Card*

Included with this Sidepipe is our NCRS Oklahoma Preferred Member Card to be use for discounts with our Chapter Sponser, the Jim Glover Auto Family. Just sign your name and present the card when making a purchase at a Jim Glover Dealer.

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## *Corvette Classified*

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**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 with you.

## Upcoming Events

- Jan 6 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Jan 10-13 NCRS Florida Regional - Lakeland, Florida - (See *Driveline* for info)  
Jan 16 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma  
Feb 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Feb 18-21 Daryl Starbird Car Show - IPE Center - Tulsa, Oklahoma  
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, Pat Cavanagh, Kelly Bolton, Neal Kennedy and Bonney Clark for their contributions to this *Sidepipe* 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***

**M**embership 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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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 # \_\_\_\_\_