

THE

SIDE PIPE

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

January, 2020

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

Chairman's Comments

by Bud Jessee

2020 is Here!

We begin a new decade and I am very excited about the future of Tulsa NCRS. Hopefully we will be able to provide more events, tech support and informative meetings than ever before. I still need your help. Mike Aichele has stepped up to be our new Membership Chairman, but we still need someone to volunteer to be Events Chairman. Please contact me if you are willing to help us out. We need to start collecting dues.

First non-sanctioned event this year will be the Barrett Jackson Car Auction January 14-19 in Scottsdale, AZ. A few of us will be attending and it's not too late if you would like to go. Barrett Jackson is a car show that should be on your bucket list. You will see every type of car you could possibly think about. My favorite of all time was the Cadillac that had been transformed into a drivable hot tub. That's right! The interior was a hot tub and you could actually drive the car while sitting in the hot tub. A couple of months ago, Jay Leno featured that very same car on Jay Leno's Garage.

John Neas is already lining up a garage tour that will be one of the most awesome garage tours we have ever had. Details to follow.

In May, I will be organizing a one day road tour. Details to follow on that event.

Again, thanks for all your past support and stepping up to help your club by volunteering to serve and provide awesome programs for our meetings.

See you Saturday!

January Breakfast Meeting

Our monthly breakfast will take place on Saturday, January 4, 2020. 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.

Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter denim shirts, long and short sleeve, and Oklahoma Chapter sweat shirts for \$25 each. We also have chapter caps for \$15 each.

The T-Shirts are in and the price is \$15. I have a few extra t-shirts in sizes Lg and XL. They will be available at our breakfast meeting on Saturday, January 4.

Please call me at 918 / 625-2303 if you want to pick up a shirt that you have on order. You could also send an email to bobclark77@cox.net.

Membership Directory Update

We should have new membership directories at the February 1 meeting. Please, if any of your information has changed from the red 2017 issue, please send an email to bobclark77@cox.net, or mail to 10809 S. Louisville Ave., Tulsa OK 74137. I'll have copies of the membership update sheets at breakfast meeting on February 4 meeting.

Attitude Adjustment Night

The gathering place for our January Attitude Adjustment Night on Tuesday evening, January 21, 2020 will again be at the Rib Crib at 8040 S. Yale. The meeting room is reserved for our use. The bar is open for early arrivals.

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. January's gathering is January 28 with arrival time between 5:30 pm and 6:00 pm.

I hope everyone had a Merry Christmas and a Happy New Year. I look forward to seeing all of you in the new year at our monthly gathering, Oklahoma Chapter events, and Regional / National meets. If anyone wants to get together for a Judging School or tech session, we can pick a subject and date and make it happen. I am always looking for input from everyone.

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

Membership Chairman's Comments

by Mike Aichele

As your new membership chairman, I want to thank Don Partridge for the many years that he served this Chapter as the membership chairman. I will attempt to serve in the same great capacity that he did. That said.....

Dues of \$30.00 are due on January 1st of each year, and I'm looking forward to your continued support of this Chapter. You can bring your dues to the monthly meeting or mail them to me at the address below. If you have any questions, please give me a call – I'm in the directory. *Remember you must be an active member of the **National Corvette Restorers***

Society before you can be a member of the Oklahoma Chapter of NCRS, Inc.

Make checks payable to **Oklahoma Chapter NCRS, Inc.**

Mail To: Michael Aichele, Membership Chairman
Oklahoma Chapter NCRS, Inc.
16225 E. 81st Court N.
Owasso, OK 74055

NCRS Show And Tell For The Year 2020

by Don Partridge) & Joel Miller
(761) (620)

We have talked in the past about sharing some of our favorite tools, and after Kelly Bolton's excellent presentation last month, I think we should move forward with this suggestion.

During the process of helping Joel Miller prepare two Duntov cars and an American Heritage Award car, he and I came up with some pretty unique tools. It also helped to have one of the finest tool and die makers on board, as well as a few engineers and some aircraft certified welders. I want to start the year off by bringing some of Joel's and my examples of what we used on these projects. As Kelly stated in his presentation, these items can probably be shared.

I think show and tell can be fun, educational and helpful as we endeavor to advance the hobby.

NCRS Christmas Party, 2019

By Bonney Clark

It was a beautiful night with lights twinkling all the way— red, green, white, yellow, blue. When we saw Corvettes— of many colors on both sides of the street, we knew we had arrived at the lovely home of Mike and Nancy Phillips.

Guests arrived carrying toys for Verle Randolph and his fellow Marines to distribute to needy children. This is an annual part of our Christmas activities.



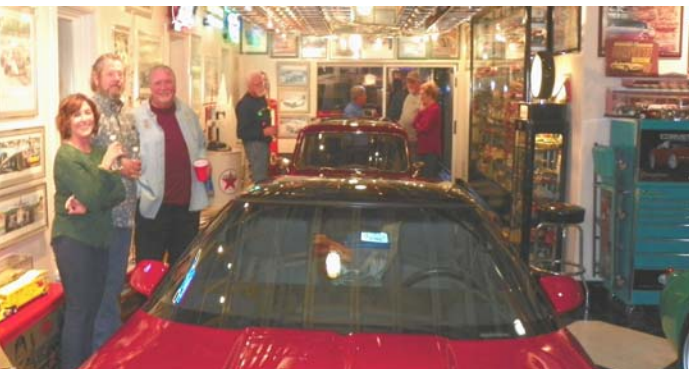
Downstairs in Mike's much-envied Garage/Car Museum our group of thirty + gathered for food, fun, games, and fellowship. Everyone enjoyed touring Mike's displays of memorabilia of sports cars, trains, and boats. Mike and Nancy's shiny display of automotive gems made a beautiful background for car-lover conversation.

The display of food was "almost" as beautiful as the cars. The club provided Bar-B-Q meats, faithfully delivered by Jim Elder and Pam who did her annual job of helping to organize as guests arrived with their contributions of sides and desserts. Many thanks go to the Elders and all who provided the delicious food.

The annual Dirty Santa game produced cries of surprise, laughter, and even a few groans as gifts were opened, displayed, and occasionally stolen. Watch for Kelly at the next meeting in his Superman socks that he stole.

Several tables of members ended the evening with rousing dice games of Left Center Right. No lucky guys in the group this year! Using innate strategy, the ladies prevailed as winners again and packed their winnings away for a little more Christmas shopping.

As the group gathered food dishes, coats, and gifts, fond good-byes and "Merry Christmas" could be heard. If you weren't there, you missed something



special. Thank you to Mike and Nancy Phillips for sharing their home again this year and to all who helped provide delicious food and entertainment.

Mark your New Year calendar—NCRS Christmas Party, 2020!





NCRS Survivor Candidate

December 26, 2019

Unrestored Barn Find 1962 Corvette Is An NCRS Survivor Candidate and In the right hands, this first-generation Vette could go on to do great things!

The 1962 Chevrolet Corvette is the last year of the first-generation run of the Corvette. It's also evident how much of a precursor the 1962 was for the ultra-popular Sting Ray body style that would soon follow. Not only that, it was the last year of the solid-axle Corvettes, as they would turn over into a rear-independent suspension layout in 1963 -



something the Corvette has become well-known for over the decades since. This is all a setup to explain why the 1962 Corvette was such a special car, and why finding one is always a treat for any collector, but it takes a special kind of collector to see the potential in this barn find.

Charlie's Classic Cars found in a barn in Baldwin County, Alabama. The Corvette is original paint, interior, drivetrain. The car has been sitting in the same spot since 1984, and they just recently cranked the car, and gotten it to where it will run and drive now under its own power.

The lady that the car came from actually bought the car with her late husband in 1964. When the car was parked in 1984, the owner's husband would crank the car and drive it around the block once a year to just keep everything oiled up, until his death about 8 years ago.

The only things missing on the car is the original wheels, but it still has the original spare tire and



wheel, radio, and transmission shifter. This Vette is a factory 327 cubic-inch engine that was factory rated as producing 250-horsepower. Backing the V8 engine is a three-speed manual transmission, so this was made to be a driver's car. The car is also an original wonder bar radio car and factory two top car, meaning it has both a hard top and soft convertible top.

C8 Stingray Priced \$20,000 Lower Than GM Planned

by Brandan Gillogly

The Corvette faithful and the media gathered at the 2020 Corvette Stingray's unveiling were shocked when GM President Mark Reuss told the assembled crowd that the C8 would start at less than \$60,000.



Corvette has long been a performance bargain, with the C5 really starting the trend of delivering excellent handling and world-beating performance for the price of a decked-out pickup truck. But a mid-engine car sporting nearly 500 horsepower and a price tag under \$60,000 seemed just too good to be true.

It is, according to Motor Trend, which cited a source within General Motors. Chevrolet is poised to lose money on each budget-priced C8 because the eighth-generation Corvette development was based on the Stingray having an MSRP of \$79,995.



Aside from the LT2 engine, which uses quite a bit of the LT1 as a foundation, almost

everything on the C8 Corvette is new. We'd assume that there was nothing to carry over on the chassis, considering the monumental switch to mid-engine, and the suspension ditched transverse leaf springs for coilovers. There was also the cost of Tremec developing the eight-speed dual-clutch transaxle, the first time a production Corvette has used a true transaxle rather than a differential bolted to a short transmission, which has been the case since the C5 debuted for 1997. All told, we can imagine that the development for the C8 was the costliest to date.

Of course, we'd also argue it's not fair to say that Chevrolet loses money on every C8 that sells for less than \$80K because a healthy profit had to already be baked into that price. Profit-wise, we're sure GM would rather sell a \$68K Denali than a \$68K Corvette, but if pre-orders are any indication, Chevrolet is also poised to sell C8s as quickly as it can build them, and options add up quickly. *Motor Trend* noted that the Z51 Stingray it tested was kitted up to more than \$83,000. The Bowling Green assembly plant that churns out Corvettes has already added another shift to help keep up with the demand.

The real story here is that Corvette, just like it has been for most of its existence, is still a ton of car for the money. But don't expect its \$60,000 base price to last too long.

(from the internet)

EXCLUSIVE: C7 vs. C8 Corvette on the Track! Pro Racer Randy Pobst Drives Both

***We test the 2020 Chevrolet Corvette with
Chevy's engineering team***

by Randy Pobst

The Corvette has long been the bad boy of the racetrack, the Bart Simpson of supercars. Rude, loud, cheap, unpredictable, and hard to handle; but fast and fun in its own brash way. Now, the Corvette has finally grown up. The C8 Corvette is more

sophisticated, capable, and mature. And recently, we were honored with an exclusive 2020 Chevrolet Corvette Z51 track test at VIRginia International Raceway, driving the 911-beater in street and track alignment settings.

To our pleasant surprise, Chevy also supplied a 2019 C7 Grand Sport, which I consider to be the best-handling of all the C7 variations. At this test, Chevy required that a passenger ride along, and that victim was in fact Corvette lead development engineer Mike Petrucci.

If you're a follower of *MotorTrend*, you have heard my complaints about the way the C7 drives at the limit. Or more accurately, the way it drives over the limit of grip so suddenly. The car has the dubious distinction of being one of the only test cars in which I leave the stability control on, albeit in the minimal setting, as insurance against an embarrassing and possibly dangerous spin on my hot laps as a result of its sudden snap power oversteer.

And I spoke my mind. "There's that monkey-motion in the back, Mike, that's always been there, and the more power you bolt into this chassis, the worse it gets." The C7 has always tickled my Spidey sense, especially on power application. Now that the front-engine C7 Corvette is gone, the engineers allow that the transverse leaf springs do some tricky things to the spring rate at the wheels, and further, even have an anti-roll component. I find this all easy to believe, because the car would dance a jig back there. Also, it felt rather soft on track, absorbing quick impacts like the curbing, but with too little low shock-speed control at high road speeds.

My first laps in the new mid-engine C8 Corvette were on the street alignment. Thrilled, we strap into the upgraded interior, and though the squircle steering wheel is a bit odd, I almost never noticed it. I just let Mike push the buttons for his recommended choice of the many possible modes, asking only that he turn off all autonomy (stability controls); I want to do the driving, thank you. Basically what this meant was Race mode.

Everything you could possibly want to know about the C8 Corvette and its predecessors is at motortrend.com/corvette.

My first impression was joyous. The monkey-motion was gone at last—hooyah! Second was the deliciously instant steering response. It was quick and stable as I carved into a corner, and revealed snappy

trailing-throttle oversteer when I released the brake. Both are clearly influences of the mid-engine low polar moment. The next thing I noticed was the C8's ground-gripping traction as I accelerated off a slow corner, like VIR's Oak Tree. Wow! It rockets ahead and remains well balanced, even though it feels like it may wheelie!


I found a consistent gradual side-slip in third and fourth gears, exiting faster sweepers. The C8 has more power oversteer at 80 mph than it does at 40. Unusual. The braking was strong and stable with moderate nose dive. There was some isolation, if not the degree of e-pedal numbness I feared, and the brakes were cooled with some really nice Z51 brake ducts. Last, there was no more float, better suspension damping, but not harsh.

2020 Corvette Impressions on Track Alignment Settings

Next, we switched to the track alignment. Chevy showed us the specs, and it simply comes down to much more negative camber, front and rear. The engineers are proud of the increased range of adjustment. And eight degrees of caster, street or track, which is a lot. The advantages of caster are that it creates camber gain when the wheels are turned, which is especially good for tight turns, and a strong self-centering force, for stability and good on-center feel. High caster will also cross-weight a chassis, because the outside wheel swings in an arc upward as the inside wheel swings down. The former and latter of these will typically work to reduce understeer. The effect of the added camber was much-improved grip everywhere, reducing yet not eliminating traits of midcorner understeer and drop-throttle oversteer, and raising speeds with better manners. The basic traits of midcorner understeer and trailing throttle oversteer were still there, just not as much.

Times were 2 to 3 seconds faster with less fall-off and better grip on a long run. Tying this all together was an eight-speed dual-clutch transmission that worked quite well at full chat, completing the performance of a much improved product wearing the Corvette nameplate. Far more than deserving of the title, this fresh offering is a 21st century new chapter, with more room to improve. One step back with the engine is a giant leap forward for the Stingray.

(from the internet)



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

For Sale: 2013 Mercedes Benz 550SL, 11,800 miles, shadow gray metallic, black leather and black wood interior trim, AMG sport wheels, drivers assistance package, premium package, sports appearance package, service by MB Tulsa. This car is beautiful and like new. \$42,500 call Pat Cavanagh 918 884 8868



For Sale: Five Car Garage with house and amenities. 1.5 story, 4 bedroom, 2.5 bath, .5 acre lot, pool, Guest Quarters, Pool, porte-cochère, with Security Gate, all in Jenks School District. 4512 E. 103rd MLS#1929176 Priced \$459,800 Call Rick Holland/Ask 4Us Realty 918-851-7425 for More Details and a Private Showing.

For Sale: Four mid-year tail light lenses, never been on a car and one turn signal lens GM restoration parts \$100.00 and a '68 complete Corvette motor needs rebuilt \$500.00 Call Phil Bordwine 918 / 697-0435

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.

Upcoming Events

- Jan 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Jan 21 Attitude Adjustment Night - Rib Crib - 8040 S. Yale Ave. - Tulsa, Oklahoma
Feb 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK

Feb 19-22 NCRS Florida Regional - Lakeland, Florida - Details in current *Driveline*

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>

Get Together with
Mazzio's
ITALIAN EATERY®

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



Thanks to Bud Jessee, Verle Randolph, and Bonney Clark for their contributions to this *Sidepipe* issue.

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

Oklahoma's
Largest Selection
of Corvettes!



I-44 & ARKANSAS RIVER
918.446.2200

Proud supporters of the Oklahoma NCRS