

SIDE PIPE

July, 2013

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 Neal Kennedy

Most of you probably noticed that after many years of success in the 24 Hours of Le Mans, Corvettes failed to make it onto the podium for the 2013 event. The finish in the GT class was Porsche, Porsche, Aston Martin, Corvette, Ferrari. That's fourth place for the C6 in its last year of competition. The GT Amateur class results were not even that good. It was a fifth place finish for the best Vette behind Porsche, Ferrari, Ferrari, and Porsche. So, what happened?

Not making excuses, but some things to consider. The GM corporate line was they had spared no effort and continued to refine the C6 race car as before. However, a spokesman admitted several members of the Corvette Racing Team were back in the US of A working on the 2014, C7 race car. A good chunk of the Corvette brain trust was not at the Le Mans race course. But give credit to the new Porsche racer. The latest version of their timeless 911 did have better mechanicals and a swoopier body, cheating the air on the high-speed French race course. One of the race announcers (you know what butts they can be) even mentioned the Porsches had done a masterful job of sandbagging all week before the race. Ya' see, the rules for these classes are sometimes "adjusted" to maintain a better "competition balance." Remember a few years ago when weight was added to the C5 and the air intake size was reduced on the C6 Corvettes when they were dominating their class. One of the recent Corvette TV commercials even alluded to that fact. Point being, smart guys, those Germans. Don't show your hand too early. You just might get "adjusted."

Again, take nothing away from the Porsches. That's all part of the sport. It should be an interesting season. Another part of the sport is the danger. The

other Aston Martin Pro GT entry crashed in the early laps of the 24-hour race. The driver was killed. The first fatality at the event in many years. It was a subdued celebration as each class took its turn accepting the huge Le Mans trophies. A reminder for us all... treasure every day.

July's club activity takes us to beautiful downtown Stroud, Oklahoma. Right there on Old Route 66 is Chevy parts guru Pete Sawatzky's Cavernous Collection of Car Components. It's also known as Rt. 66 Restoration Supplies. We've traveled the road before to see the latest additions to Pete's virtual museum of motoring memorabilia. We did it once in the 1990's, then again after the turn of the century. Pete sorta specializes in tri-fives. Consider inviting any of your '55, '56 or '57 Chevy buddies that might need a real hard-to-find part. Pete travels to swap meets across the country and has a knowledge base that is a great resource you'll want to tap into on our visit. He also has an extensive inventory of stuff you don't even know you need.

OK. Here's the deal. We'll keep it simple. Saturday, July 20, it's breakfast at Ollie's. About nine a.m. Then depart down Old Route 66 towards Stroud at 10, arriving at Pete's around 11. Next stop is also on Rt. 66, at noon. The historic Rock Café is still open just across the street. They have salads if you want to go light after a big breakfast at Ollie's. No specific time for lunch but around noon would work. If we kinda trickle-in as we get through at Pete's, it will be easier on the waitresses. They know we are coming. But some of us will no doubt want to spend more time looking at all the stuff at Pete's. He's a former Oklahoma Chapter NCRS member and is always a great host.

Chances are it could be a tad hot by the middle of July. If some members want to head back to Tulsa early, that's cool. We may see how many would like to drive back together. I really enjoy a caravan of Corvettes for Saturday afternoon cruising. Metal

cars with good air conditioners are welcome as well. But if you would hang at the back of the line that would make for better Vette viewing. If The Rock Café is not to your taste, there are other places to eat in Stroud. McDonalds and a Tex-Mex place among others. I'll be asking for a show of hands at the breakfast meeting for who is making the trip. If you are not going to be there this Saturday but plan to make the Stroud adventure, please give me a ring. 918-865-4966. Just wana let The Rock know how many to expect for lunch.

July is also the National Convention in Hampton, Virginia. Who's going? August is Carlisle month. Several Oklahoma Chapter members make the pilgrimage each year. We look forward to their tales of all that plastic in one spot. Activities Chairman Jim Elder is working on a trip to the Jack Zink race car museum about the middle of August. Stay tuned. September is the plan for the Annual Ice Cream Social and Burger Burnin' Boogie. A mid-month date is the target, possibly the 21st. Jack and Mary Blakey have kindly offered their home and neat-things-museum for the cookout. Stay tuned. Fast-forward to the Christmas Party. We do have a specific date for that one. December 7th. Ed Brett says Patricia ain't scared of the holiday stampede, and we can even call it Christmas if we want. Stay tuned.

The gay rights and voter requirement rulings grabbed most of the headlines in the annual late June onslaught of activity by the U.S. Supreme Court. But we should note the highest court in the land last week also dealt another blow to the anti-ethanol movement. The justices rejected a challenge by the American Petroleum Institute to block the sale of E15. The oil industry was joined in the effort by trade associations representing food producers and restaurants. API Vice President Harry Ng said, "The EPA approved E15 before vehicle testing was complete, and we know the fuel may cause significant mechanical problems in millions of cars on the road today." The ethanol industry group Growth Energy hailed the Supreme Court decision as a victory for U.S. consumers.

Who do you think is right?

July Breakfast Meeting

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

Grooming the Pooch

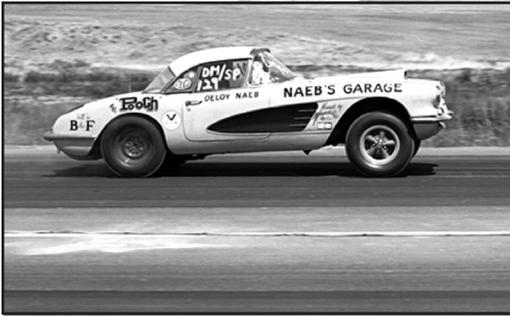
by Neal Kennedy

When Deloy Naeb first put his Corvette together, someone remarked, "that sure is a dog!" It seems major parts of at least three different cars had been assembled to make the complete car with body panels and doors of various colors. Out of that good-natured observation, the car was named "The Pooch" and began its racing career with a low dollar gray primer paint job.

Deloy's racing actually began some years earlier on the dirt tracks in



1952. After starting a family and getting a new business going, he decided try the fast growing sport of drag racing. Deloy started with a 1955 Chevy running in C/MP. Not long after the switch to the drag strip, he found that proverbial Vette stored in a shed



not far from their Brighton, Colorado, home. When Deloy and his son Jake dragged that wrecked and

abused puppy home, it was best friends Keith Hitner and Sam Greb who suggested "The Pooch" would be a good tag for that "dog of a car."

It was decided to put the limited resources into the mechanics, not the cosmetics. That's when the cheap paint went on while the dollars went into the go-fast-and-quick parts of the build. Deloy stayed with the C/MP class for the 1958 Corvette, with a 283 bored .010 over to 286 cubic inches. Throw on Joe Mondello heads and a Bill Jenks roller cam along with a Mallory ignition and it was time to head to the drag strip, almost. Deloy went through numerous T-10 four speeds but stayed with an open 1957 Pontiac rear end with 6.17 gearing. He did have to replace axles on occasion.



The next big change was to NHRA's D/MSP class. The displacement-to-weight ratio required fewer cubic inches and more weight. How'd he do that? A .010 overbore on a 265 block put him right at 268 cubic inches. Add about another 700 pounds (yes, add) and the approximately 2900 pound shipping weight for a '58 grows to almost 3600 pounds. That results in the desired ratio of engine size to weight. This is one of the most interesting aspects of the car. You now know why he did it. Next you want to know how, right?

Adding mostly lead with some cast iron thrown on was the answer. Deloy made two steel boxes out of quarter-inch steel that he welded to the rear end borrowed from a Poncho. Melted lead was poured into these containers. Chassis tuning came with a somewhat primitive, though effective, method. Four 9/16 inch bolts were welded to the lead-filled boxes,

two on each side. Round barbell weights could be added or subtracted as desired giving Deloy more mass to haul down the strip. But, it was a great assist in hooking-up at the starting line while putting the added weight right where it was needed.

Speaking of weight transfer, the nose-in-the-air attitude of the car was certainly early-60's thinking. However, it's hardly today's nose-on-the-ground stance for everything going down the strip. That old dog would probably would have figured it out. Better be sniffing the ground than the open air if yer-a-trackin' down the competition. Weight transfer was more important than aerodynamics back then. Deloy's method to get the front end up in the air was fairly straightforward but not all that original. He employed the old tried-and-true method of I-beam sections placed between the suspension crossmember and the frame. No straight axle here. Just the low-dollar, almost no-cost method of gaining altitude.

Back to the engine. Dual AFB's were used on the larger motor. The smaller mouse got Hilborn injection and a 60 pound flywheel. Is that how you spell launch? Deloy kept the Pontiac rear end which weighed about 450 pounds including the lead. B&F recapped slicks were charged with pushing the high-winding small block and extra-heavy Corvette down the quarter-mile in record time. Documentation shows successful racing for The Pooch from 1965 to 1968.



Highlights include Class Winner and Street Eliminator title at the 1965 NHRA Tulsa Invitational meet and NHRA World Finals Street Eliminator Champion in 1966. In addition to this being the first Corvette to win an NHRA

World Finals Championship, this event was one of the first drag racing events to be covered by Keith Jackson and Steve Evans for

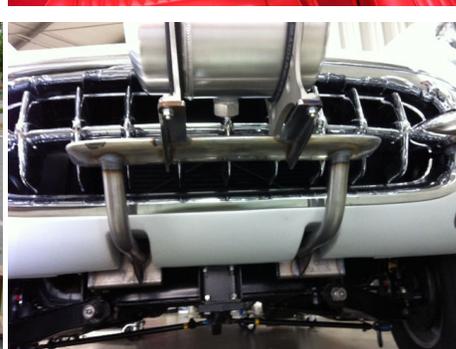


national television. The list is long, but of special note are a Hot Rod Magazine Top Ten Racer of the Year Award in 1966 and a class win at the Pamona Winternationals in 1968. The Corvette held the NHRA National Record ET and MPH at 12.69 and 109.94 respectively. It was also the first Division 5 car to win one of the four national events the NHRA ran at that time. This significant Corvette embodied the General Motors period mantra "Win on Sunday, sell on Monday" by successfully showcasing its performance on a National level.

Starting to get the picture? This might be a great candidate for restoration to the Vette's configuration as raced during those glory years for the Pooch. Enter Oklahoma Chapter member Joel Miller. An owner of several Top Flight Corvettes, Joel was ready for a different challenge. And that's just what he got. A chance to capture a

documented slice of Corvette history preserving the glimpse back into time and have something to drive and show and share.

But what about the time between Deloy campaigning the Pooch and Joel undertaking the restoration? The car was parked during the late 60's while Deloy owned



and operated Rocky Mountain Dragway in Denver. When that adventure concluded, he moved his family and the car to New Mexico. The Corvette had been robbed of many of its parts and Deloy sold the Pooch in 1979. There it sat in a shed, along with lots of junk, for the next 30 years. Joel heard about the car in 2009 and arranged for Deloy to verify it was indeed the Pooch. A deal was struck and the car was trailed to Tulsa by Joel and Chevrolet parts expert Don Partridge. The two long-time friends spent the next four years chasing parts and working on the Pooch. The goal was returning the old dog to its championship form.

Joel admits the car was very rough to begin with, acknowledging the decades of neglect. "A period correct short block with roller cam and rev kit was built by Kent Canady at Steve Carbone's machine shop." The Hilborn injectors, cylinder heads and Mallory ignition were located and tuned as they

were in the 60's. Fender well headers were reproduced using the original home built dumps as a pattern.

"Lloyd Miller of Southwestern Restorations worked his magic on the body as well as painting the Pooch a light flat gray to mimic the original gray primer." The car was hand lettered by Bob Rick to match the many pictures Joel had collected from various sources.

Time for some tires and wheels. Deloy's original B&F slicks were still on the car, but Joel elected to purchase

reproduction recaps that matched the ancient rubber. He located some American Torque Thrust wheels to complete "the look." Deloy was even able to come up with the original Sun 10,000 RPM tach and Hurst Line Lock he used on the car back in the day. The engine was fired for the first time in December, 2012. The high quality show car had a nasty-sounding heart.

Joel is a man of his word. "To fulfill a 2009



commitment to Deloy, Don and I trailered the car (enclosed this time) to Albuquerque in May, 2013. Two of Deloy's four sons and a nephew, who traveled from out-of-state as well as his daughter who lives locally were on-hand for the homecoming. There were few dry eyes at the unveiling. The Pooch was found, groomed and once again the dog that the Naeb family remembered so well."

But wait, there's more! That was a private showing for Deloy in Albuquerque. The Pooch made its public debut in June at an all Corvette show organized by the NCRS Midway USA Chapter in Wichita, Kansas. Revealing once more the human side of our hobby, one of Deloy's nieces who lives nearby, stopped by to see the car. It turns out Deloy let her drive the Pooch down the strip when she was

13 years old! Laura was thrilled to see the car again and recalled, "I remember that day distinctly. I was scared to death."

Joel had to answer lots of questions at the Wichita show. The Pooch was nothing like any of the other 100-plus Corvettes on the property. He was overheard telling one of the admirers, "I feel privileged to have been able to have the friends and resources and

enthusiasm to do this."

And, aren't we glad he did?

Dream Comes True For Sting Ray Lover

by Heidi Van Horne

You kind of can't go wrong when it comes to a classic Corvette Sting Ray, but Larry Adams' sweet 1964 definitely is one beauty that is all right. He first was drawn to the classic Sting Rays when they debuted in 1963. At the time they came out, Adams was a college student, and the Corvette was a distant dream, but one he held onto over the years. Eventually, he was able to fulfill that dream and get one of his very own.

He said, "I have always wanted one and finally had that dream come true."

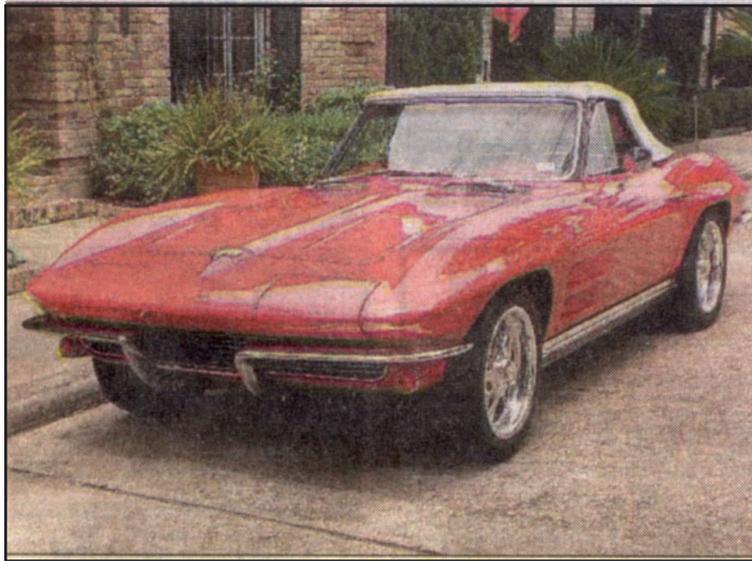
The Sting Ray was produced by Chevrolet from 1963-

1967, and some of the features of the model included hidden headlamps and *independent rear suspension

Adams is only the second owner of this exquisite 'Vette. He purchased it from the original owner in 1998. Since he has owned it, he has made some upgrades and restored it. The restoration took "over

a year," he said.

Adams' '64 Chevrolet Corvette Sting Ray convertible has a 327 V8 300 hp engine.



Among the upgrades he recently has made are replacing the suspension; custom made wheels; replacing the interior with original, "authentic Corvette parts and materials;" replacing the exhaust; as well as him having "added some chrome under the hood," Adams said.

Adams definitely is up for wrenching but does, what he said, are "very minor things to the car," and he relies on Palm Motors of Houston "for all the hardstuff."

The last detail he had taken care of was the fresh paint job, "painted by a perfectionist with red Ferrari paint," Adams said.

The finished product is a stellar example of the iconic 'Vette convertible, an American classic and, with good reason, still a dream car to many.



The finished product is a stellar example of the iconic Corvette convertible, an American classic and, with good reason, still a dream car to many.



(from the May 9, 2013, *Houston Chronicle* Auto Advertising Supplement. brought to our attention by Wilma Clark)

Corvette Was A Career Changer

by Richard Wingerson
Tallahassee, FL

The first Corvette I ever saw was the first Corvette. I was 12 years old when I laid eyes on the prototype in the 1953 GM Motorama road show. Imagine! A born-to-run two-seater with stone screens over the headlights and a body made of fiberglass. Best of all, GM was actually planning to build them. Right then and there I decided I was going to get a Corvette. Little did I know that I would one day help to market them.

In 1966, I sold the worst car I ever owned, a Triumph TR4, and replaced it with the best one I ever owned, a '66 Silver Pearl Corvette convertible. That same year, the Corvette writer who worked for Chevrolet's advertising agency, Campbell Ewald in Detroit, left for another job. Management needed a replacement-fast. They spotted me, a young punk with less than two years on the job, but one of two people on the Chevy account who actually drove a Vette. So, at 28 years old, I was named the copy supervisor on the Corvette/Camaro/Super Sport group.

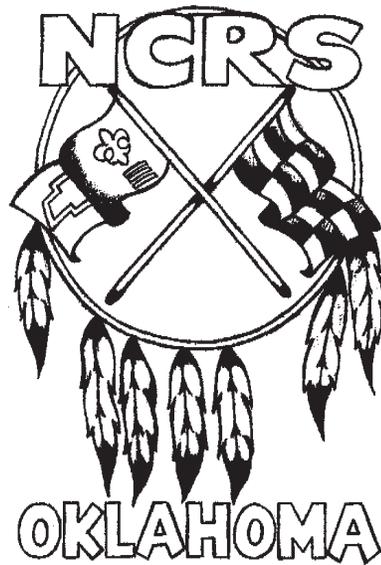
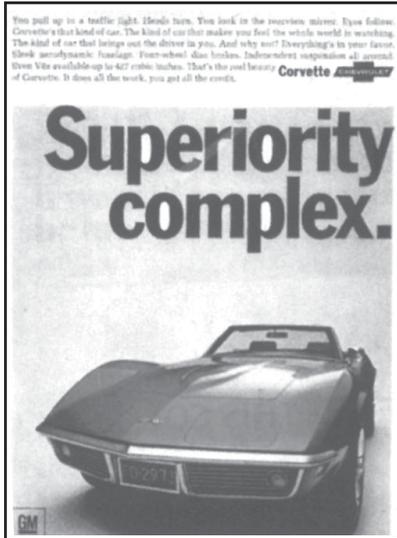
As soon as Corvette's sales promotion manager

heard the news, he summoned me to his office in the GM building. "Your job is simple," he told me. "We can build 35,000 Corvettes a year. Your job is to create demand for 40,000 Corvettes a year."

I wrote Corvette ads and brochures for the company until 1973. My

favorite ad? The autobiographical "If you've wanted a Vette since you were a kid, you've waited long enough."

(brought to our attention by Wilma Clark. reprinted from *Reminisce Magazine* April-May, 2013)



Corvette Classified

For Sale: C1 rear leaf spring banding tool (notcher/crimper) and banding kit. Correct tool width and modified for single notch insertion as in original appearance of band installation. \$60 OBO.
Dean Rose 918-286-1077 or deanrose@cox.net

For Sale: 1965 – 1969 NOS Grill Brackets, \$15.00 per bracket. I have more 1969 brackets than mid-year. Phone me with part number, year, and brief description.
Call John Neas
(w) 918-749-7741 (c) 918-231-4454

Upcoming Events

- July 6 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
July 16 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
July 20 Road tour to Stroud, Oklahoma and Route 66 Restoration Supplies - See chairman's article
July 21-26 NCRS National Convention - Hampton, Virginia - See *Driveline* for info
Aug 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Aug 23-25 Corvette Carlisle - Carlisle, Pennsylvania
Sept 19-22 NCRS Regional - Kenner, Louisiana
Oct 17-19 NCRS Texas Regional - Frisco/Dallas, Texas - See *Driveline* for info

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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 Neal Kennedy, Joel Miller 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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