

THE

# SIDE PIPE

July, 2014

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

We'll be getting our kicks on Route 66 a little differently this month. Thanks to Bud Jesse the plan is NOT to "Go West, young man" but, rather, East! Every Route 66 tour I've ever been on has rolled to the west. This time, it's goin' the other way. Bud's been talking about it for months and now it's gonna happen.

He has a detailed-but -relaxed schedule for a one-day cruise to Springfield. Bud's plan has numerous stops along the way (flush toilets and everything!) and a destination motel constructed in the finest tradition of Route 66. You can park close to your room and watch all those Model T's go by headed for the west coast.

The National Road Tour to the convention in Kansas City will roll through here Friday, July 11. Bud's sidebar tour will leave Tulsa Saturday, July 12. Those going on to the National Convention in Overland Park can head out from Springfield on Sunday.

Sure would be nice if an Oklahoma Chapter member would take some notes and write an article for *The Sidepipe*. Ya'know, throw in some first-hand accounts of the adventures of the Oklahoma delegation while at the convention.

I look forward to hearing about their road tour to Lake Garnett Raceway. Dick Thompson, Don Yenke and some guy named Carroll Shelby raced there back in the day. Since the convention planners swiped the idea from our own War Bonnet Raceway tour, I'm interested in how they'll compare. We need a volunteer reporter. Let Bob Clark know he can count on you for a convention article to be printed in the August newsletter. And, of course, lotsa pictures will always add to the story.

The NCRS national office has sent along their partial match to our chapter's contribution to the Cure Alzheimer's Fund. Their \$500 addition this year to our \$1000 donation last year is a nice follow-up for continued support for Alzheimer's research. Oklahoma Chapter Treasurer Scott Phuehler sent them our check in April, 2013. The memorial to Roy J. Sinor is certainly an appropriate acknowledgement of how much "Roy Sr." meant to our chapter.

Getcher calendars out. We have firm dates for our annual picnic and Christmas parties. September 27<sup>th</sup> is a little later than past years for the Mike Aichele Burger Burnin' Boogie. It "should be" a little cooler by then. Last time we had the ice cream competition at Mike and Nancy's place two years ago, nine club members showed up for the event. Maybe the heat for that edition of our own "Hot August Night" had something to do with the thin attendance.

We rebounded with a good turnout last year at the Partridge Ponderosa. So let's keep the trend rolling. I'm going to be beating the drum rather loudly in preparation for the picnic. To that end, we're going to keep a list of those planning to attend. Get on it! We don't want to have to send abuncha leftovers to those starving kids in China. You know, the ones our mothers were always telling us about.

Point being, we need to know how much food to fix. A list of names should provide a more accurate number than the usual show of hands. Help us out. If you don't sign up at our monthly meeting, but plan to attend, let Mike or me know. We'll getcha on the list. Our phone numbers and e-mail addresses are in the club directory.

Speaking of the directory. Bob is working on an update. Get those forms in as soon as possible.

He puts a ton of work into that handy little booklet. Do your part and lighten his load. He's made it easy for you. Fill it out, fold it, stamp it and mail it.

Now. Still gotcher calendars out? December 5<sup>th</sup> is the date for the Christmas Party. Notice, that's a Friday. Attendance has been pretty steady at this yearly celebration. I'll have numerous opportunities to tell you about what a great place Mike and Nancy Phillips have for a car club party. Just like Mike and Nancy North have a perfect facility for a car club picnic, Mike and Nancy Phillips have a perfect place for an indoor, middle-of-the-winter gathering of gearheads.

See you at the breakfast Saturday. Leave your leftover fireworks at home but getcher butt to Ollie's. All of these great events in the weeks and months ahead could "spark" some lively conversations.

## *July Breakfast Meeting*

Our monthly breakfast will take place on Saturday, July 5. 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 15, 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.

## *Membership Directory Update*

Another information sheet is included in this issue of *The Sidepipe*. If you have not sent one to Bob Clark, please do so. This is the only way to correct any errors that might exist in the present membership book.

## *Hello, Corvette Fans*

by Brett Driscoll  
NCRS#26846  
Chapter Judging Chair

Summer is here ! I hope everyone is enjoying their Corvette. The national convention is here as well. I hope everyone is making the trip to Overland Park, Kansas. I don't have a lot of words of inspiration for you. Just be sure to have a lot of fun this July whether you make it to the convention or choose some other event to participate in. Just have fun!

For those of you chasing points, the Wichita chapter of the NCRS is having a chapter meet the second week of September . Tracy Crisler, their judging chairman is setting up the online registration as I write this article. If you would like to acquire some judging points this is an excellent opportunity. It would also be great time to just hang out and talk Corvette restoration.

I am going to cut this this short. I have a lot of things to accomplish this week. I have to get a '79 Corvette prepared to travel down Route 66 on the way to the NCRS National Convention in Overland Park. I hope to see you there !!

## *In Search Of The Duntov Award*

by Lee Stigall

From the title of this article you probably think this is going to be a story about me and my car. Wrong, Av-gas breath, this article is about NCRS people. I am proud, and justifiably so, I think, for achieving the NCRS Duntov Award with my 1965 Silver Pearl L76 Coupe. But this article is about what I consider the most important part of NCRS, the people you meet, the friends you make, and the help you can get without even having to ask.

At the 1988 NCRS Nationals Awards Banquet, as I walked back to my table after accepting the award from none other than Mr. Duntov himself, I remember saying to myself, "Congratulations, you finally did it!" All that work was worthwhile. Not to put down Bloomington, but to me the NCRS Duntov Award is the most desirable of all the Corvette awards, simply because of the process a person must go through to get it. I accepted the congratulations of friends and nearby banquet guests and basked in the glow of my

accomplishment. To say that I was ecstatic would be an understatement. It was the culmination of nearly three years of my version of the "Agony and the Ecstasy".

In retrospect I realize that I could not have gotten the award without a lot of help from my NCRS friends. I want to thank several club members for their part in all this. Thanks to the Sinors, both Roy and Roy Sr., who were always available to answer questions and have steered me on to some good Corvette buys along the way. Thanks to Keith Reagan who so graciously loaned me his car hauler for the trip to the 1988 NCRS National Convention. In addition to thanks; I have stories about three club members that exemplify the commitment that NCRS people have to friends, to our hobby, and to NCRS.

As I was making the long drive home from the '88 Nationals, I remember being very thankful for having a friend like John Stockton. You are probably wondering why John... for the paint job he did on the '65 Silver Pearl coupe? Well, that too, but what I was really thankful for at that point was just to have made it to Lancaster, Pa., site of the 1988 NCRS Nationals. Just prior to the Nationals, my tow vehicle, a Chevy Blazer, was stolen. Thankfully, it was soon recovered, sans as many bolt-on parts that could be swiftly removed by the thieves. I had the vehicle delivered to John's shop and asked him if there was any way that he could have it ready in time for me to go to the Nationals. I never mentioned this to John, but without the Blazer, my chances of getting the Duntov award would have been delayed at least another year. He said that he would try, and try he did. I was scheduled to leave on a Saturday morning and



John worked almost every night the last week until at least 1:00 a.m. and sometimes as late as 2:00 a.m. just because he knew how much I had at stake. Needless to say, John finished the Blazer in time, but he personally worked 16 to 18 hour days to do it. See if you can get that kind of commitment from your basic body shop.

I'm sure that everyone knows by now that Don Partridge (our hot line to the "General's" parts bin) is a tremendous club resource. Don has spent many, many hours for me (and other club members, too) tracking down those elusive NOS parts that we all need during a restoration. There were several

efforts for me and a good example of Don's commitment concerns the pursuit of the rubber windshield molding for my '65 coupe. When I had my car repainted, I also had the windshield replaced with a new date-coded reproduction windshield. The first molding I got from Don was about a foot too long. Don checked his stock and found that all of them in stock were too long also. It seems that GM'S latest vendor (low bidder, no doubt) made a significant number of them too long. Don spent the better part of the next two weeks making phone calls through GM's parts network, explaining the problem over and over to non-believers and measuring, verifying and rejecting moldings that were sent to him. Don finally did succeed in locating an old NOS molding the correct length, and it now resides on my car. See if you can get that kind of commitment from your basic Chevrolet parts supplier.

The 1988 Joplin Regional was the next to last stop on my way to the Duntov Award. I needed the Performance Verification (PV) at that meet to qualify the car for Duntov judging at the Nationals. Most



NCRS members are aware of the rigorous procedure that goes with the performance verification. It's much tougher on the owner than the concours judging ever was. It is a nerve-wracking experience. The car must perform as new, no if's, and's, or but's. No mean feat for a twenty-three year old car. I had double checked everything and was confident but still nervous about my chances. You just never can tell what's going to go wrong or what might shake loose during the driving portion of the test. Well, I didn't make it that far... the judge noticed that the driver's side wing window had a little "catch" in the regulator gears as the window was opened and closed. Not really noticeable, but it was definitely there, although I had never really noticed it before. When he pointed it out to me, and I rolled the window in and out, I could definitely feel it. At that point it felt like I was winding an anchor chain over a windlass; kerthunk, kerthunk, kerthunk

During a PV, fifteen minutes are allowed for one malfunction to be fixed, and the test can continue, but I knew the only way to fix this problem would be to replace the regulator. The odds of one even being available in the swap area were remote at best. I was so dejected and resigned to just giving up when Bill Wilhelm stepped in. He grabbed my tool box and said, "Settle down ... I'll take the door panel apart. You go out to the swap meet and see if you can find a regulator... you've got fifteen minutes. Let's use them." At first I thought it would be futile, but then I thought, "What have I got to lose?"

The Corvette gods must have been smiling on me because I happened to find one in the swap area right away. The vendor must have recognized the urgency in my voice because I paid dearly for it--no time for haggling. At that time price was no object (within reason). But as we all know, with Corvettes reason sometimes takes a back seat to necessity. I rushed back to my car just as Bill was taking the bad regulator out. We lubed our UOS "used old stock"

regulator liberally with white lithium grease, installed it, made some quick adjustments and frantically put the door back together. All this took a few minutes longer than the allowable fifteen minutes I am sure, but we had everything all back together when the PV judge walked up. I'm not sure, but I think that a few of the fellow club members must have detained him for a couple of minutes. He checked the operation of the wing window. It passed, and so did the rest of the test. I got the PV and was on my way to

Lancaster, Pa. Thanks again, Bill. I couldn't have done it without you.

***Editor's Note:** The above story first appeared in The Sidepipe in November, 1989. Due to the references in the original story in the following new article and the fact that many of our members may not have read the original article, I've included the article as it appeared in 1989.*

## *Zora Duntov And Me*

by Lee Stigall

**I**n an article I wrote way back in 1989 (ancient history, I know); I acknowledged and thanked several club members who were instrumental in my quest for the Duntov Award for my 1965 Silver Pearl L76 Coupe. You can read or re-read that article below if you like. What I wrote back then is just as true today. We all love our Corvettes or we probably wouldn't be members of NCRS. But it is just as much about the people in our club as it is about our cars. This article is somewhat of a follow-up to that article.

I was prompted to write this article by my wife. J.D is her nickname and is short for JewelDean. She was going through a box of old photographs (pre-digital) when she came across a photograph of me and Mr. Zora Arkus Duntov with "Lee and Zora Duntov, 1988 NCRS Nationals, Lancaster, PA" written on the back. The photograph was taken while I was at the awards table. Back in the day as I recall, Mr. Duntov attended all NCRS National Conventions and as many Regional Conventions as he could, health permitting.

You should share this picture and your story with your NCRS crew she said. Memory escapes me as to who took the photograph because J.D. who always went with me was unable to attend that convention because

of last minute business commitments. I received the Duntov Award at that convention, and it was there that I had the good fortune to meet and have a one-on-one chat with none other than the "Chief Engineer of the Corvette", Mr. Zora Arkus Duntov himself.

Bear with me as I set the scene. Even though J.D. and I had gone over the car multiple times, checked and double-checked everything I was confident but nervous and apprehensive about the Duntov Judging at the national level. After the last judging team had done their due diligence and the Chief Judge had gone over the results, he came over to talk to me. He said "you can relax now, you made it easily with room to spare; 99.1 percent!"

So, it is about 3:00 p.m. My wife was not there to share my excitement and any club members that were there were all busy with their own cars or performing judging duties themselves. I definitely needed to "wind down" a bit, so I decided to go to the convention hotel bar and have a beer. At 3:00 p.m. the bar room was empty so I go up to the bar, perch on a bar stool, and order a draft. As I sat there nursing my beer and lost in my thoughts, somebody walked up right next to me. Thinking it might be one of our club members, I turned to see who it was and almost fell off my bar stool. It was none other than Mr. Duntov himself! "Mind if I join you," he said. To be honest, I was awe-struck and don't remember exactly what I said but in any event he did sit down, introduced himself, and ordered a drink. As you would expect, he was always in high

demand at Corvette events and he said he just needed to take a break and relax for a few minutes. He noticed my NCRS cap and shirt and asked if I had a car in the judging. "Yes, sir, Mr. Duntov, I do. Matter of fact, I was just informed that I will receive

the award named in your honor for my car." Then he said, "Congratulations would you like for me to sign your cap?" I couldn't believe my good fortune. I have that cap with the "Zora Duntov" autograph framed and hanging in our "car room."

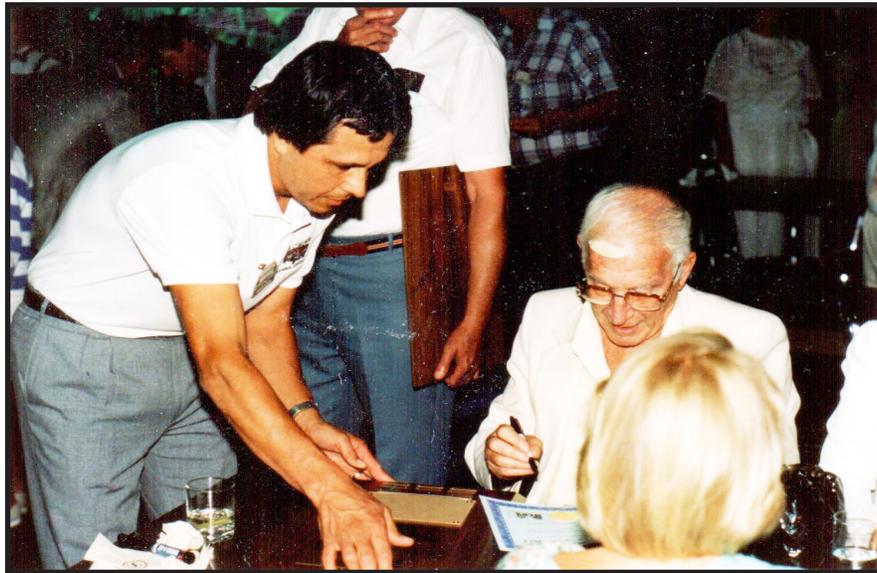
My second encounter with the great man occurred

2 years later at the 1990 NCRS Rocky Mountain Regional at Steamboat Springs, CO. J.D. and I attended that Regional as part of a Colorado vacation trip. One day as we were waiting for an elevator in the convention hotel, the door opened and out

stepped Mr. Duntov and his wife Elfi. I said, "Hello, Mr. Duntov." He looked at me and asked. "Haven't we met before?" I said, "yes, sir, 2 years ago at the NCRS National Convention in Lancaster, PA." As luck would have it, I was wearing a red "Duntov Mark of Excellence" polo shirt. He looked at the Duntov logo and said, "I see you have my award shirt on. Would you like for me to autograph it for

you?" Again, I could not believe my good fortune. Two chance encounters with a legend and I got two unsolicited autographs. That shirt has never been washed since and like the cap mentioned above, the shirt with the "Zora Duntov" autograph was framed and it too is hanging in our "car room".

As Paul Harvey used to say; now you know the rest of the story!



## Prime Subject

**READER'S QUESTION:** My '60 restoration is about half done; the body is at the painter, and I've completed the chassis and reinstalled the engine, which was rebuilt last year, has not been run yet, and has been sitting on an engine stand for eight months waiting for the frame and chassis parts to be reassembled. I've rigged up temporary fuel, cooling, and electrical systems, and I've been told I should remove the distributor and prime the oil system with an old distributor shaft on an electric drill before I start it for the first time. I've cut the top off an old distributor shaft, but someone said I need a "prime tool" instead. What does a "prime tool" do that the modified distributor shaft won't?

**RESPONSE:** The reason for priming the oil system is to get oil to all the moving parts in the engine that need lubrication before you start it for the first time after a rebuild. Priming builds pressure throughout the oiling system, and ensures that oil is present immediately without waiting for the oil pump to prime and begin to send oil through all those empty oil galleries and dry bearings.

An old distributor shaft will turn the oil pump, but that won't pressurize the system and force oil throughout the engine, especially to the lifters, and from there through the pushrods to the rocker arms. If you look at the bottom of a Chevy distributor housing (see photo), you'll see a cast groove in between two raised machined rings. This groove joins two drilled oil gallery passages in the block on opposite sides of the distributor hole, and the machined rings seal the hole above and below the groove, so the housing becomes the connection between the two oil galleries. This "connection" seals the oil system and allows it to build pressure so oil is forced throughout the system, including the two long oil galleries that feed the lifter bores.

If you just use an old distributor shaft to turn the oil pump, oil will pour out of the gallery into the distributor hole as a massive internal oil leak and will just drain back into the pan without building pressure in the system. A proper oil-system prime tool

duplicates the groove and two raised rings near the bottom to connect the two oil galleries so the system can build pressure, and has a sliding collar at the top to center the shaft in the distributor hole in the intake manifold. The tool in the photo is made by Tavia, and similar tools are made by several other manufacturers. You NEED one of these tools to do the job right and to save yourself the heartache of internal component failure on a brand new engine, or you can modify an old distributor shaft and housing to do the same job.

It's absolutely essential that your fresh engine starts immediately at "first-fire," and stays running, without idling or shutdown, for proper cam break-in. Set the timing accurately first with a test light across the points, fill the carb float bowl through the vent tube so the engine doesn't have to crank and crank until the fuel pump gets fuel to the carb, make sure the cooling system is full, and use a large box fan in front of the radiator for added airflow so you don't have to shut it down prematurely due to overheating. Have a helper there with tools handy to watch for and deal with any leaks while you manage the throttle and keep it running, and have a fire extinguisher handy. Get or fabricate a proper oil system prime tool, and good luck with your "first-fire" - it's an exciting and immensely satisfying moment!



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# Oklahoma Chapter NCRS, Inc.

## 2014 Membership Directory Update

Please fill out & return so an accurate new directory can be published.

Date \_\_\_\_\_

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

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Cell Phone (if you want it listed) \_\_\_\_\_

e-mail address \_\_\_\_\_

Mail To: \_\_\_\_\_ OR Bring to the Breakfast Meeting  
Bob Clark on July 5  
10809 S. LOUISVILLE AVE.  
TULSA, OKLAHOMA 74137- 6720 OR FAX to (918) 298-2778  
or (918) 298-9094

Note: This sheet is addressed on the reverse side and marked so that you can tri-fold, tape closed and mail.

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OKLAHOMA CHAPTER NCRS EDITOR  
BOB CLARK  
10809 S. LOUISVILLE AVE.  
TULSA, OKLAHOMA 74137-6720

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# A '66's Story, or Part of It.

by Scott C Pfuehler

**A** new 1966 Corvette has come into the Tulsa area via the World Wide Web. And not an ebay find either. A retired Marine working in Germany wanted to see his Mother's sister's 1966 Corvette back on the road. The '66 and his Mom were in a small Oklahoma town close to the Red River so he started the search. The National NCRS website was found and inquiry was answered as to the Oklahoma Chapter Officers. An inquiry to them resulted in the '66 coming to Tulsa for its "back on the road" treatment.

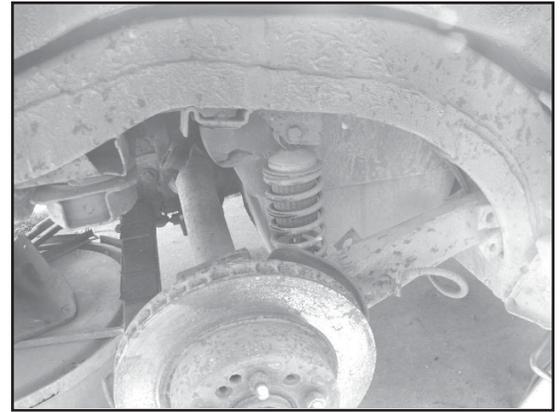
The story started at the end of the 1966 model year when a lady went to a dealership in California and traded in her 1958 Corvette for a 1966 Nassau Blue convertible equipped with the base engine, power glide transmission, air conditioning, a hard top, power windows, power brakes, power steering and a white/blue leather interior. Within the year she had moved to Lubbock, Texas to be an instructor at Texas Tech University.

I wish I could have had the chance to meet this lady because she used her Corvette. It has a trailer hitch so she could pull a trailer with her student athlete's equipment in it. Ever seen overload shocks on a Corvette. Well her car has them, so she could haul students on the rear deck for parades, home comings, and such. She had a step built and installed that is between the seats and over the center console so those getting hauled around didn't have to step on the white leather seats to get to the deck.

Is this a perfect example of



a '66 we should all lust after? No, its not. She drove that puppy, and had lots of maintenance done on it. I'll bet some



interesting shops in that Texas place worked on that Corvette. Now there are always things of interest in One Owner Corvettes, and there is on this one, but you have to look kind of hard to see them. A paint job sometime, new front end fiberglass, a CE motor, a Qjet carb for gas mileage and oil leaking out of everywhere, all sort of hide the good stuff. But a One

Owner is a One Owner, although I guess technically this one is a One Family Owner now.



That Marine in Germany has been to Tulsa to see progress on the '66 and says he and his brother had that Corvette and the lady owner (their Aunt) in their lives all the time as they grew up. Rode a lot in that Convertible and when they got older still had to ride in it cause their Aunt never would

let anybody else drive her Corvette. When the lady died she gave the '66 to her sister and it sat a few years but now it's on the road to recovery again. Not even close to a restoration, just lots of cleaning and making it operational again so those boys can drive that Corvette they grew up with.

More as the work progresses.

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## Corvette Classified

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**For Sale:** 1962 Corvette, Red w/ black interior, 340hp & 4 speed, Owned since 1988, Restored in 2008  
Call Scott for details  
918-437-5292



## Upcoming Events

July 5 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
July 13-17 NCRS National Convention - Kansas City (Overland Park), Kansas - See *Driveline* for info  
July 15 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK  
Aug 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Aug 22-24 Corvette Carlisle - Carlisle, Pennsylvania  
Sept 12 Wichita NCRS Chapter Judging Meet  
Sept 27 NCRS Oklahoma Ice Cream Social / Cookout at the home of Mike & Nancy Aichele

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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.



Thanks to Brett Driscoll, Lee Stigall, Scott Pfuehler and Verle Randolph 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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Bob Clark • Editor

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