

July, 2019

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

Chairman's Comments

by Bud Jessee

Leake Auction, An Experience

The Leake Auction has come and gone. First, I want to thank all our volunteers for the hard work and dedication everyone exhibited. Everyone that signed up reported to duty on time which I appreciated. Organizing can be a hard task sometimes but thanks to you, it was easy!

What seems to be an easy task of showing up to drive different kinds of vehicles is not what it seems. When you receive an assignment of a vehicle to move or drive through the auction, you tend to get excited. When you arrive at the vehicle, you might see this awesome-looking truck or car. You verify the lot number to make sure you are at the correct vehicle and then slide into the driver's seat.

Remember, many of these vehicles are custom made. You take your key and locating the ignition may turn into a search and rescue mission. Ah, there it is! Now you insert the key just right to turn and once you have it started, time to move the vehicle! You look over at the automatic shifter in the floor and the words come out of your mouth, "what the hell is that?" You are staring at a lever that resembles the emergency brake to a model T Ford or the up and down lever of a 1930 sulky rake. For those of you that don't know what a sulky rake is, you can ask me later. You finally figure out how to move the shifter. but there are no markings where park, reverse, neutral or drive

are located. Sometimes you would need to slide slightly to the right or left to get into drive. You finally find the gears and you make your way across the auction stage and turn the vehicle off. After the vehicle sells, you then go through the anxiety of starting the car in front of 200 plus car fanatics. You then return the vehicle to its original location, turn the vehicle off and another search and rescue mission begins with, where is the button to release key from ignition? It all works out and you have a happy buyer and a happy seller.

One thing to remember when you drive at an auction is that the seller knows how all the gadgets work on the vehicle that they are used to driving on a regular basis and they are selling their pride and joy.

Overall, it was a great experience. Leake Auction people were great to work with and very understanding of our sometimes inexperience. I believe all that volunteered, in the end, enjoyed the auction and atmosphere.

See you Saturday!

July Breakfast Meeting

Our monthly breakfast will take place on Saturday, July 6, 2019. 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 June Attitude Adjustment Night on Tuesday evening, July 16, 2019, 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.

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 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. This month's gathering is July 23 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.)

For the Oklahoma City / Edmond judging event on August 17 we have a change of cars. We have a '96 Grand Sport for Flight Judging, a '63 FI for Concourse and a possible '62 for Flight.

Contact me if you want further information at (cell) 405-317-3919 or email 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, and Oklahoma Chapter sweat shirts for \$25 each. We also have chapter caps coming for \$15 each. The caps should be available in about two weeks.

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, July 6.

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.

More "One Liners" Heard On The Judging Field

From Scott Pfuehler

You guys have recently been on the judging field where you may have heard some of these "one liners" spoken out loud.

But that's not what it says in Noland's book

I don't know if the lighter works, I don't smoke

All the other antennas in this division must be wrong

It must have been a mistake at the factory

Got a second, I'll show you my documented scrap book?

You can't deduct for that, it's not in the manual

I know it's original, the third owner told me so

That's the way it was when I got it

It really runs cool, the temperature gauge never moves

Maybe there aren't any FM radio stations here in New York

Well, you know how things can shake apart in a trailer

How come you're spending more time on my car than his?

You always have to hit these clocks to make them work

Since when did you start judging trim tags?

I had to clear coat the bolts or they get rusty

No, I've never read through this PV test, is it hard?

Do I have to run the wipers on my windshield?

These big block air conditioned cars always boil over

Well, those never worked right when they were new

What do you mean by, No broach marks?

Oklahoma Summer Judging Event in Edmond

by Russ Grim

We have had the number of total cars we can Judge hit the limit. That is the great news for a successful judging event. As of today, we have 1963 split window for the Concours judging and should fit in the stock division. We also will have Rod Jensen

confirmed to bring his 1962 for flight judging. We all know parts of his challenges as he has worked on his Corvette. We will have David Best bring a 1996 Grand Sport for flight judging and will have a national NCRS member from the Denver area bring a 1991 ZR-1 for flight judging. We will have an opportunity for Michael Baily to see the Oklahoma Chapter hospitality in action. The result of all that is we will have a need for up to three judging teams however, we can make it work well for one team to handle the 1962 and 1963 judging and then have one team for the 1991 and 1996 class.

Bottom line is we will need the chapter support especially the experienced judges to step up and help make this event happen. We now know what we will judge, and I will have the judging reference sections broken out by the operations, interior, exterior, mechanical and chassis for 1962 and the 1991/1996 Corvettes for the August breakfast meeting. If you would like one earlier just let me know. Since this a one-day event, we can issue up to 3 points max for the judging reward program.

Please sign up with the registration forms and if judging or maybe working as a observer judge just let me know what area you would like to be part of. I have changed the registration form to allow you to mark the area as a judge (just fill in the blank).

Plan on the car pooling or maybe traveling together that morning. We will be at Alan Brown's building again this year located at 346 W. 33rd street in Edmond, OK. It is located behind the TOWER CROSSING business park. (drive between the business park and the water tower and turn left, east, to building). Look for "Franks" Dive shop on the south side and go behind that business.

I will not be at breakfast this month since I have birthday party for a four-year-old granddaughter in Denver. However, Bob Clark will pick up any registrations that are handed to him for me.

See you next month——

The Last Front-Engined Chevrolet C7 Corvette Just Sold for \$2,700,000

by Daniel Golson

The final C7 Corvette was auctioned off in June to benefit the Stephen Siller Tunnel to Towers Foundation.

UPDATE

6/28/19:

The hammer was just dropped on the last C7 Corvette at the Barrett-Jackson Northeast

auction, with the final sale price a whopping \$2,700,000.



Now that it has been finally, officially confirmed by Chevrolet that the upcoming C8 generation of Corvette will be mid-engined, it's time for the C7 to end its production run. The final front-engined Vette will be a 2019 Z06 model finished in black, and General Motors is selling it off at the Barrett-Jackson Northeast auction on June 28. (Since the final car hasn't actually been built yet, a regular Z06 with similar options to it is pictured; the car won't have any distinguishing visual cues.)



The auction will benefit the Stephen Siller Tunnel to Towers Foundation, which helps pay off mortgages for the families of first responders that were killed in the line of duty and builds "mortgage-free, accessible smart homes" for injured service members. The foundation was named after Stephen Siller, a New York City firefighter who died on September 11, 2001.

Every dollar from the sale will go to the Foundation. GM has been a supporter of the Foundation for the past few years; the first production 2019 ZR1 was auctioned off to benefit it and sold for \$925,000.

The C7 Corvette has been a perennial favorite of ours, with different iterations of it landing on our yearly 10 Best list five times since it



went on sale as a 2014 model, including our 2019 list. But as good as the C7 is and has been, it has been slightly overshadowed by the imminent and much-rumored mid-engined C8, which we first saw spy photos of-and thus got confirmation of-in 2015. Since then, the C8 has been one of the worst-kept secrets in the industry, with numerous spy shots, leaks, and almost-official information coming across our desks. And Chevy isn't wasting any time: the next-gen Corvette will be unveiled on July 18, just a few weeks after the sale of the final C7.

(from Yahoo News on the internet)

- Who was working for Leake? Guy in Pink Shirt and guy in Blue Shirt with Baseball Cap were in charge? Wasn't obvious to volunteer drivers.
- Ran out of lunch tickets. Started @ 7:00, Lunch @ 2:00.

Would I sign up to drive again? Yes



My First Car Auction Experience

by Kelly Bolton

Things that went well

- Workers/Volunteers very respectful and courteous.
- Drivers Class safety first/informative
- 4 Rules
- Return cart rides to Key Station – Great Idea
- Great variety of vehicles

Opportunities for Improvement;

- Fumes at both levels were excessive. Need better plan to move air with all these 512 high performance/older vehicles.







HISTORY
THE LOST
CORVETTE

**LOST CORVETTE SPECIAL
COMING TO THE HISTORY CHANNEL!**

Airs on the history channel on
Monday, July 8th at 9pm cst

It's the car that never was. A vehicle that broke new ground in design and technology year after year suddenly vanished, on its 30th anniversary no less.

In 1983, for the first time since the brand's inception in 1953, Chevrolet did not release a Corvette model for that year. Designs were drawn, parts ordered but no car was ever released.

In this HISTORY special, die-hard Corvette expert and VCCA member Chris Mazzilli will try to fix this missing piece of muscle car history as he and his team build a one-of-a-kind 1983 Corvette from the ground up. The creation will be presented to a panel of experts, including the Corvette designers who pulled the plug on releasing the '83 originally, to see if it's worthy.

Be sure to set your DVR to **Record!**

Custom Corvette Delivers Best Of Both Worlds

by Tyler Heatley

**Classic design meets modern engineering.
This Corvette is a homage to the iconic C2.**

Classic cars offer us the opportunity to step back in time and relive an era of motoring that was free from the constraints of modern legislation. Their inspirational designs are much missed and are far harder to emulate in the modern-day. Or are they? This custom Corvette proves that you can indeed have the best of both worlds.



This pretty unique Corvette is currently listed in our [classifieds](#) and at first glance you'd be forgiven for thinking it was a C2 model. An extensive body kit has transformed a 2008 model into something much more akin to the iconic sports car generation. All of the hallmarks are there including those defined creases, tasteful chrome, and pop-up headlights. Obviously the proportions have needed to be lengthened, but it's an [impressive homage](#) by Karl Kustom Corvettes.

The interior brings you back to the present-day, resembling that of the base car — no bad thing. Two-tone leather sports seats hold you in place while— you enjoy today's luxuries such as air conditioning and a touchscreen infotainment display.



Hiding beneath the impressive craftsmanship of the custom body, is a potent Corvette chassis that plays host to an LS3 V8 engine. This aluminum block 430-horsepower and 428 lb/ft of torque, all sent to the rear wheels. 0-60mph is pegged at about four seconds thanks to a responsive automatic transmission, making this one mean machine.

The advert boasts that 'state-of-the-art' Wilwood brakes arrest this car's progress without hesitation, and the car's cornering abilities are impressive thanks to 'racing-bred suspension.' It's these impressive modern Corvette attributes, fused with classic styling, that make for such a unique proposition.

When new this car sold for serious money, and while still costly at \$139,995 this price point opens the Corvette up to new customers. Over the past 11 years it has covered only 28,140 miles, a number that deserves to increase by displaying this artwork on the open road!

(from Yahoo News on the internet)

One of 10,494: A 1963 Corvette Split-Window

A Second Chance Romance

by John Gilbert

There were 10,494 Corvette split-window coupes built for 1963, so there has to be at least that many stories, and thousands more if a pass-around rate for Corvette owners is added to the mix.



If a person works real hard in life they get to buy back all of the prized possessions they let go in their younger years, or at least a reasonable facsimile. Such is the case for Dr. Roland Walters of Oklahoma City, Oklahoma, and the '63 Corvette split-window he owns today. It was late December 1962, when Roland took delivery of his first Corvette, at 19 years of age, from Ayres Chevrolet in Edmond, Oklahoma. Roland was in California attending Stanford while his dad handled ordering the Corvette with him by phone.

Roland recollected back to September 1962, when they ordered the split-window, and they weren't even sure what it was going to look like. They knew a fixed roof coupe was new to the Corvette lineup, and theirs should have a four-speed transmission with a fuel-injected 327 under the hood.



The Walters didn't option N40 power steering for an additional \$75.35 like 3,063 other 1963 Corvette buyers did, but they did spring \$37.70 for J35 sintered metallic brakes and wisely another \$43.05 for J50 power brakes. Wisely because J35 sintered metallic brakes don't work real well cold, and take extra heavy pedal pressure to stop

In late December 1962, when the split-window arrived in Edmond from St. Louis, Rowland sold his Tri-power 348 '61 Impala in California, and flew to Oklahoma to take delivery. The split-window served Roland well during college in California and made short work of driving back to Oklahoma after graduation. Time marched on. Marriage and children followed and a stick-shift sports car without air-conditioning proved to be inconvenient.

It was late 1966 when Roland sold the '63. "As the years passed and finances improved, I have owned a 1974 Corvette with a 454, a 1978 Silver Anniversary, 1984 C4 and a 2014 Z51." It was 42 years to the month after Roland got his '63 split-window that he found almost an exact duplicate of the coupe he once owned on the Internet. The car was at ProTeam Corvette in Napoleon, Ohio. Roland flew to Detroit Metropolitan Airport, rented a car and drove to Ohio.





The known history of Roland's second split-window can be traced back to 1974 restoration notes when the fuel-injected 360hp 327 got freshened up and the four-speed transmission rebuilt. In 1985, the '63 was NCRS judged.

The exact number of '63 Corvettes painted Silver Blue is unknown, but there were 3,121 Corvettes painted Silver Blue in 1964, and the color was only available on first and second year model Sting Rays. The split-window looked magazine ready directly from ProTeam's showroom floor. Roland immediately show-and-shined the '63 but discovered its beauty was only skin deep when he delivered it to Heartland Customs for a repaint.

Heartland's Jeff Page explained to *Vette*, the shop stripped the '63 down to the bare 'glass and discovered deep, fractured caverns packed with filler over poorly executed repairs. Stress cracks; misaligned, broken body panels, but nothing severe enough to require replacement of major sections. Hours and hours went into body working the '63 well beyond factory original standards before it was ready for paint. The doorjamb and hood were gapped to 3/16-inch; even the doorsill plate ends were shaped evenly at both ends.



Instead of refinishing in single-stage Silver Blue acrylic lacquer as original equipment, Heartland sprayed PPG Deltron in a Silver Blue basecoat color match and then cleared with Deltron urethane to complete a two-stage paintjob. The finishing touches were a color sand and rub followed with polish and wax. Corvette Central was Heartland Customs source for new emblems and trim parts as needed.

There were two interior color choices with a Silver Blue exterior in 1963: dark blue and black. Mike Ballard at Nip's Auto Trim in Oklahoma City did the interior work starting at the floor with Dynamat sound deadening mat and then laid dark blue loop pile



carpet throughout. Next, Al Knoch Interiors bucket seat covers in dark blue were fitted over new foam, and Al Knoch door panels were installed, followed by the headliner. Heartland Customs repainted interior areas originally painted by the factory and restored the dial faces on the dashboard instruments.

It was unusual for Heartland Customs not to remove the body from the chassis for bodywork and paint, but because the chassis—complete with engine and transmission—was so nice as it arrived from ProTeam Corvette it was left in place and masked off. The L84 360hp, 327-inch engine didn't require much more than having Tom Parsons of Mustang, Oklahoma, dial the fuel injection in, but the four-speed transmission required rebuilding.

The single best improvement one can make to a '63 Sting Ray's handling qualities, especially if they want to retain a completely original appearance, is to ditch the 670x15 bias-ply OE tires and uprate to radial tires. Firestone 205/75R15 tires are mounted on RPO P48 cast-aluminum knockoff wheels in place of it originally being equipped with hubcaps.

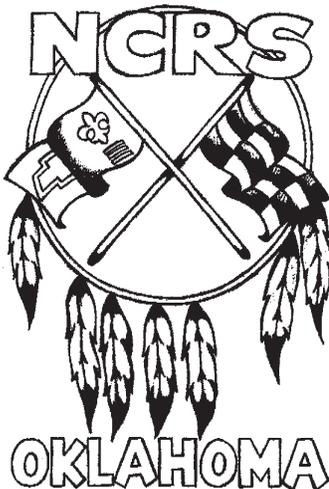
Roland and his wife, Kelsey, were married in 1964 and the wedding reception was held at the Oklahoma City Golf & Country Club. In 2014, to celebrate their 50th wedding anniversary, Roland's second '63 Corvette—an exact duplicate of his first '63 Corvette—was parked at the front door of the Oklahoma City Golf & Country Club.

(from Yahoo News on the internet)

Help Me Find The History Of This 1966 Corvette

Help! Looking for pre-1976 info on my 1966 Corvette convertible VIN # 194676S107216. Nassau Blue with bright blue interior. 2 tops. 427/390hp with factory air conditioning. Sold from a car lot in Lawton, Oklahoma, after a "front ender" about 1976. Car first titled in Oklahoma about 1972? Evidence owner was military. Stationed at Ft. Sill in Lawton? Or maybe Tinker or Vance AFB near OKC? Car had an "OU" sticker on the rear window. University of Oklahoma in Norman or Ohio University in Athens? Factory delivered to Queen City Chevrolet (closed) in Cincinnati, Ohio, December, 1965. Possibly driven by Nick and Maryanne Helmi (owners of Queen City Chevrolet) then sold as a demo or new? Member Oklahoma Chapter. NCRS #24893

Mike Browning
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Corvette Classified

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 9186970435

For Sale: 4 Firestone 7:75x15 WSW Tires Mounted once & still got the treads, These are DOT tires, \$180 each retail, but that's not your price. Let's deal
Call Scott 437-5292

Want to Buy: 1962 Corvette Hubcaps, 2 or 4
Call Scott 437-5292

Free to a NCRS member with a C5.

First come, first serve. Rubber and carpeted beige floor mats from my 1998 and 2004 C5's. Just found them in a box in the workshop. Nice shape. I will bring them to the next meeting.
Pat Cavanagh
Text me at 918-884-8868.



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.

A DeWitt Radiator: Need one, want to upgrade the one in your Corvette or put one in the LS motor restorod you are building.

Call Scott, 918-437-5292. He will share his discount with you.

Upcoming Events

July 6 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
July 14-19 NCRS National Convention - Greenville, South Carolina (see *Driveline* for info)
July 16 Attitude Adjustment Night - Rib Crib - 8040 S. Yale Ave. - Tulsa, Oklahoma
Aug 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Aug 10 NCRS Ice Cream Social - At the home of Michael and Jill Young
Aug 22-25 Corvette Carlisle - Carlisle fairgrounds - Carlisle, Pennsylvania

NCRS Communication

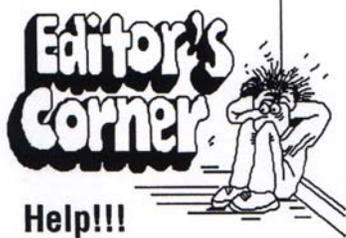
To keep up to date with the latest news from your Oklahoma Chapter NCRS and your Region VII Director, be sure to advise Bob Clark and/or Don Partridge of any e-mail address changes. This also applies phone numbers and new mailing addresses.

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>

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



Thanks to Russ Grimm, Scott Pfoehler, Kelly Bolton and Bonney Clark for their contributions to this *Sidepipe* issue.

Thanks also go to Neal Kennedy, Brett Driscoll and Mike Smith 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!

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