

THE

# SIDE PIPE

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

July/Aug, 2020

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

## Chairman's Comments

by Bud Jessee

### *When Will the Crazyness End?*

When the Covid-19 started, there was no way I thought in August, that we would still not be meeting. NCRS National Office still recommends not having group meetings. On the national website, there are numerous cancellations of judging meets throughout the country.

I have checked with Ollie's, and they are available to accommodate our group. I'll be conducting a straw poll to see what the mood is for the group to get together again. I know there will be those that want to get together again and those that don't. Everyone can make his or her own choice. Once I see how the officers feel, I'll be organizing or not organizing a meeting. Stay tuned for an update. Probably via email.

I was out driving around a week ago and stopped in on the new condo garages in Jenks. Inside the gate I recognized a car. I won't mention the manufacturer sitting inside the gated area outside one of the garages. Since the gate was open, so much for security, I went to the door of the condo garage and walked in. There sat our NCRS member, Mike Smith, working on his classic Honda motorcycle. Mike gave me a tour of his garage and let me tell you, it is very impressive. Not only does he have a workstation, he has his car lift and 3 cars stored. But wait, that is just the ground floor. The loft has an office and lounge area fit for a king or a car nut. When we can organize, Mike volunteered for us to have a garage tour. You will be very impressed.

Everyone stay safe and healthy and I will let everyone know about meeting.

## Monthly Breakfast Meetings

Canceled until further notice when restaurants are allowed to reopen, and people are allowed to gather in groups without fear of the COVID-19 Virus.

## Attitude Adjustment Nights

Canceled until further notice when restaurants are allowed to reopen, and people are allowed to gather in groups without fear of the COVID-19 Virus.

This applies to both Tulsa and Oklahoma City

## 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 available for \$15. I have a few extra t-shirts in sizes Lg and XL. They will be available at my house until further notice.

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](mailto:bobclark77@cox.net)

# Membership Chairman's Comments

by Mike Aichele

Our current membership roster sits at 105 members with **95% of those having paid their 2020 dues**. If you haven't paid your dues, I encourage you to do that. If you are unsure if you have paid or not, call me at 918-804-3105 and I'll give you the scoop.

Dues of \$30.00 are due on January 1<sup>st</sup> of each year and your Chapter is looking forward to your continued support. You can mail your dues to me at the address below. If you have any questions, please give me a call – 918-804-3105. *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 81<sup>st</sup> Ct N  
Owasso, OK 74055

NCRS meets in Lake of the Ozarks, MO in 1987, Grand Lake, OK in 1993, Collinsville, IL in 1997, St. Charles, MO in 2008 and Overland Park, KS in 2014. I have been Chairman of the Chapter for over 12 of the 37 years the Club's existence.

If elected, here are some of the priorities for that position that I see as important:

1. Attend at least one Chapter Meet per year in every one of the Chapters that are part of Region VII.
2. Be visible and participate in as many events in Region VII as possible.
3. Seek input from each of the Chapters involved to learn what issues are important to them so I can convey them to the NCRS Board of Directors.
4. Find ways to assist each of the Region VII Chapters in growing their membership and increasing member involvement.
5. Offer to help share the things that other Region VII Chapters are doing, with all Region VII Chapters.
6. Be an active voice for all members in Region VII to convey their thoughts and concerns to the NCRS BOD.
7. Assist Region VII Chapters with submitting and executing Regional NCRS events on the calendar and proposed.
8. Help Region VII Chapters fine tune and improve their Judging Events and gather qualified Judges to help if needed.
9. Develop a Team of members from each Chapter to work on "Best Practice" ideas to offer across all Region VII Chapters.
10. Help to develop things and events that involve more of the spouses and partners in NCRS activities.
11. Support the growth and participation of the NCRS Foundation & Scholarships and encourage Chapters to help fundraise for the NCRS Foundation.
12. I vow to give my best efforts to see that the NCRS organization we all so value and enjoy will prosper and grow for many years to come.

## A Candidate for Region VII Regional Representative

My Name is Harry Ledgerwood and my NCRS Member is #2901. I am a Candidate for the upcoming open position for Region VII Representative. The election information will be coming out in late August in the September-October *Driveline* magazine.

I wanted each of you to know why I am running and what some of my goals will be if you choose to vote for me and I am elected. I know that the NCRS is experiencing a decline in membership and looking for ways to improve that, along with getting our members more involved in participating at all levels.

My background is that I was one of the Co-Founders of the Kansas City Chapter in 1981, and then the Club joined NCRS in 1983. We have enjoyed a steady roster of members and have been involved in co-hosting many Regional Meets in Joplin, MO, St. Louis, MO and Lake of the Ozarks. We have also co-hosted National

In summary, Region VII is in the Heart of the USA and incorporates the States of Arkansas, Kansas, Louisiana, Missouri, Oklahoma, and Texas. That is lots of miles and a total Region VII current membership of 1,240. Interesting too is that Region VII's lowest member number is 39 and the highest and most recent is 67084. Also interesting is that 366 or 29.5% of Region VII membership numbers are over 60000. That means over 25% of our Regions members have joined in just the recent years, indicating the interest to grow and join still exists.



I would respectfully ask that you consider voting for me, and I will do my very best to live up to your expectations.

## *Another Candidate for Region VII Regional Representative*

**G**ary Summerville  
N.C.R.S. 6989  
1828 Ave S.  
Santa Fe, Texas 77510  
Phone: (409) 599-2825 (Cell)  
Email: gwsvettes@yahoo.com  
Date of Birth: June 3, 1950

### **Vocation:**

Electrical (Retired from Valero Refining in 2013. Assigned to the Electrical & Project Engineering Departments)

### **Corvettes Owned:**

1958, 3-1961's, 2-1962's, 5-1965's, & 1966.

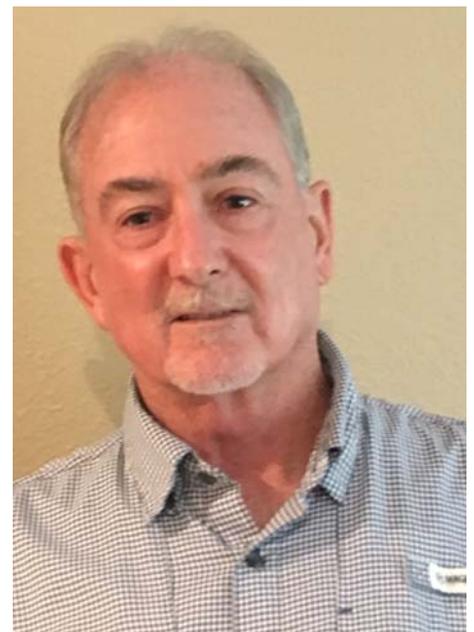
Currently own a 1967 Roadster

Past and Present NCRS Activities:

I am a 37 year NCRS member, and also was a part of the Texas NCRS Chapter's formation. My NCRS participation and achievements are as follows:

- Restored 4 Corvettes that received Ten Top Flights, Two PVs and Two Duntovs.
- Conducted Fuel Injection Seminars at National, Regional, and Chapter events
- Produced the Fuel Injection Disc that is currently sold through the NCRS store and website.
- A proud recipient of the prestigious "Red Hat"
- Member of the year in 1965
- Mechanical Judging Team for the past several years traveling to Chapter, Regional, and National events.
- Brought my '65 Corvette as a judging example to 2005 NCRS Judging Retreat held in Dallas.
- Served on the planning committee at both the 2006 and 2017 San Antonio National Conventions. (Security Team 2006 & FI Seminar) (Swap Meet (2017).

- \* Authored the "Fuel Injection" section of the 6<sup>th</sup> Edition of the 1965 Judging Manual, and currently working on an expanded version for the upcoming 7<sup>th</sup> Edition.



## Statement of Goals:

It would be a privilege to represent Arkansas, Kansas, Louisiana, Missouri, Oklahoma, and Texas. (Region VII).

- My primary goal is to protect, preserve, and advance our Organization.
- Reach out to members who have left the NCRS and get them to re-join
- Investigate ways to reduce costs and keep the Organization in the black
- As technology serves as an impediment to growing younger membership, there is no time more critical than now to begin the work of strengthening the foundation which the organization rests upon. With over a half century of technical knowledge and a compassionate and stable affable personality, I feel I possess the right blend of technical skills required to accomplish these goals.

If elected to The NCRS Board of Directors representing Region VII, I will seek to personally engage with all members at both the Chapter and non-Chapter levels to ensure that their ideas and feedback are incorporated as part of achieving the objectives set forth by the Board. As a Board Member, each Region VII State and Chapter will be able to count on equal representation and faithful service. Please VOTE! Let your voice be heard.

## Notice to Members

The election begins when you receive the Sept.-Oct. Driveline and the Deadline to vote is October 31, 2020. You can vote in two ways:

- 1 — **Online**  
at [HTTPS://www.NCRS.org/forums/register/VOTE.php](https://www.ncrs.org/forums/register/VOTE.php)
- 2 – Complete a copy of the Ballot and mail it **WITH A COPY of YOUR MAILING LABEL**

**Larry Colvin, NCRS Secretary**  
**8 Warren Lane**  
**Walpole, MA 02081**

## C8 Corvette Orders Delayed

### Some Customers Will Get The 2021 Model

By Kristen Lee  
June 17, 2020



- Deliveries of the 2020 Chevrolet C8 Corvette are disrupted because of the ongoing COVID-19 pandemic
- “We are not going to build all of the 2020 orders,” a General Motors spokesperson told the Detroit Free Press.
- Instead, GM will offer customers and dealers a 2021 option.

The 2020 C8 Corvette — the long-awaited, mid-engine one — is delayed yet again. Well, for some would-be owners.

Those who pre-ordered 2020 Corvettes might need to wait just a bit longer before taking delivery of their cars, reports the *Detroit Free Press*. Apparently, General Motors had to shut down its US plants for almost seven weeks because of disruptions caused by the ongoing COVID-19 pandemic. That, plus further complications with parts suppliers means that resuming production of the car has become an unbelievably complicated process.

The outlet reports that these difficulties are preventing GM “from even guessing how many of the sports cars it will be able to build this year.”

“We are not going to build all of the 2020 orders,” Kevin Kelly, a GM spokesperson, confirmed to the Detroit Free Press. He said that the company would instead offer a 2021 option to customers and dealers affected by this.

“We’ve had an enormous demand for this vehicle and we had that work stoppage. We have suppliers trying to come up to speed too,” Kelly said. “The plant is still coming up from COVID. We haven’t brought up the second shift yet, so we’re still

ramping up.” He did not specify when GM would add that second shift.

There were 20,181 C8 Corvette orders through May 1, Kelly went on. GM sold only 3,820 examples during the first quarter of this year, with most of them being the new 2020 model.

This isn't the first time production of the mid-engine C8 has experienced delays. During the United Auto Workers union strike in 2019, the start of the Corvette's production was held up as well.

It's unfortunate that some buyers have to wait for 2021 models when they ordered 2020 models, but they are welcome to look at it this way: The world has been waiting for the mid-engine Corvette for literal decades. Now that it's finally, officially happening, what's another few months of waiting tacked on top?

(from *Yahoo News* on the internet)

## 1965 Chevy Corvette Grand Sport Tribute Packs A Can-Am Racing Engine

by Jeffrey N. Ross  
June 23, 2020,

**Two of the most dominating racecars of the 1960s are exhibited in this Corvette tribute.**

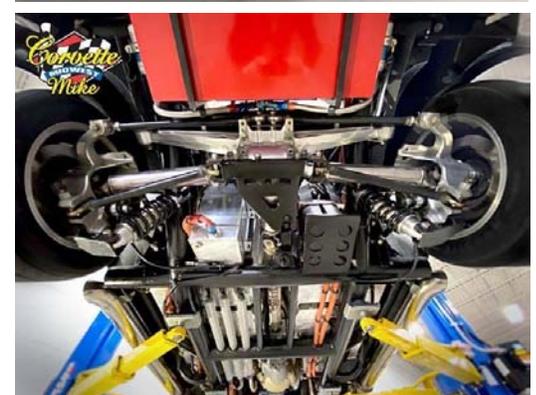
The Grand Sport Corvette and McLaren M8 Can-Am are two of the most dominating and iconic racecars of the '60s, and this 1965 Chevrolet Corvette Grand Sport Tribute being sold through Corvette Mike Midwest is an incredible mix of these two cars. Rocking the distinct style of a Grand Sport Corvette and the all-aluminum Chevy big-block ZL1



engine from the McLaren, this '65 'Vette is ready to compete in car shows or on the race track.

Only five Grand Sport Corvettes were ever built, and while there are a number of replicas and tributes out there, this 1965 Chevrolet Corvette is easily one of the best out there.

Everything from its wide fenders, recessed door handles and the Grand Sport-signature front- and rear-end treatments make it correct. The interior is ready to race with a full roll cage, racing seats and five-point harnesses.



As rare and beautiful as this 1965 Chevy Corvette Grand Sport Tribute is, what really makes it special is its all-aluminum 427 cubic-inch Chevrolet ZL1 racing V8 developed by McLaren for its Can-Am racecars. The fuel-injected, dry-sump engine has been professionally built, and everything from the radiator to the side pipes has been custom designed to let this engine squeeze out every last horsepower. A four-speed manual gearbox sends this engine's power to the rear tires through custom driveshaft and half shafts, while the brakes and suspension components from a 1990 Corvette ZR-1 ensure this Grand Sport handles better than the original.



This McLaren-powered 1965 Chevy Corvette Grand Sport Tribute is listed for \$135,900, so be sure to contact Corvette Mike Midwest for more information whether you're looking to buy or sell. Corvette Mike Midwest is always looking for Consignments, and it is a cash buyer for all classic and collectible cars whether it's a Corvette or a non-Corvette.

(from Yahoo News on the internet)

## Like-New 1990 Chevrolet Corvette ZR-1 Has Just 450 Miles

by Jeffrey N. Ross  
July 17, 2020, 1:00 PM

***This first-year ZR-1 is one of the finest you'll find!***

Without a doubt, Corvette Mike sells some of the finest and rarest Corvettes ever made, but the 1990 Chevrolet Corvette ZR-1 the dealership has listed on Bring A Trailer is one of the most impressive. With just under 450 original miles, this first-year ZR-1 is an absolute gem, and as C4 Corvette prices continue to rise, this could definitely become an investment-grade classic!



If, for some reason, a 450-mile, first-year ZR-1 isn't cool enough, this Corvette comes with a well-documented history. According to

Corvette Mike, this car was originally purchased by 1950s child actor Johnny Crawford, and it even has



Crawford's name engraved on the ZR-1's "pizza box" along with the VIN. The second owner was a California car collector, and Corvette Mike recently acquired this ZR-1 from the collector's family.

Of course, what really makes all C4 ZR-1s so special is the world-class performance capabilities. The heart of this beast is a Lotus-developed 5.7-liter LT5 V8 that was rated at 375 horsepower, which was far superior to the 245-horsepower rating of a base 1990 Corvette. A six-speed manual gearbox sends this power to the rear tires that are so wide that the ZR-1 received exclusive body to widen the rear haunches.

This 1990 Chevrolet Corvette ZR-1 is 100 percent original from the Bright Red paint and Saddle Tan interior down to the Goodyear Eagle VR tires, and you won't find many that are nicer than this incredibly well preserved King Of The Hill.

(from *Yahoo News* on the internet)

## *1958 Chevy Corvette Is A Genuine Barn Find*

by Steven Symes  
July 13, 2020

***This is no gleaming trailer queen suspiciously found under a thin layer of dust.***

**Y**ou hear about barn finds all the time and might be rightfully suspicious of them. After all, seeing videos of a nearly perfect old



car with a thin layer of dust pulled out of some old barn can seem staged. However, this 1958 Chevrolet Corvette is nothing of the sort and it has all the imperfections to testify of its original nature. Brought to light and now on the bidding block at Awesome Joe Auctions, this C1 Corvette is pretty incredible to see.

Maybe you always fantasized about owning a genuine barn find but locating one yourself hasn't been as easy as the shows make it seem. At least this way you could scoop the car and decide what to do with it. Do you keep it original or give it a nut-and-bolt restoration? The choice is yours.



According to the auction listing, this Corvette was parked in a barn back in 1985 when it had been recently repainted. It certainly doesn't look like it had a cover over it, even though the barn provided some shelter from the elements, because the paint has some imperfections. Call it some character over time or patina, many people these days pay handsomely for that kind of effect.

Being a '58, this C1 has those dramatic scalloped sides painted a fiery red, which really contrasts with the black body and the ample chrome trim. Keeping with that theme is the red upholstery, carpeting, and dash. Original details are visible everywhere. The seller states there's a Dewitts radiator, new wiring harness, new front disc brakes, new Bilstein shocks, new top, new upholstery, new radio, and vintage air which still blows cold. Powering this ride is a brand new small block V8 fashioned to look period-correct, while a manual four-speed backs it up.

This car is being advertised as quite original, a story the pictures appear to back up. The seller says the VIN is available to those who request it, so if you're interested reach out. Then it's only a matter of signing up for the site and placing your bid before hoping you taste victory once bidding is closed.

(from *Yahoo News* on the internet)

## *What do you call a group of Corvettes? Collective car nouns, real and imagined*

by Brandon Gillogly

01 July 2020

There are some wonderful collective nouns used to describe groups of various animals. For example, a "murder" of crows or a "tower" of giraffes. They're not official names, true, but language is adaptable, and if enough people adopt a word, then the term can stick. Plus, new collective nouns can be fun, and I envy those that get to coin new examples.

In that vein I thought I'd come up with some of my own nouns that describe groups of certain cars. After all, plenty of vehicles are named after animals, so the extrapolation seems logical. Let's begin with a few collective terms that have already been established in the literary community and can be carried over directly to automobiles.



Take note, Corvette owners—an assembly of stingrays is a "fever." Yeah, that's apparently a real thing. To be fair, the natural history experts didn't have much to say about Sting Rays. When you've got a collection of Marlins or Barracudas, it's a school. Almost any grouping of birds—be they

Hudson Hawks, Studebaker Larks, Corbin Sparrows, or Nissan Bluebirds—is a "flock," unless those birds are Ford Falcons, which makes it a "cast," or AMC Eagles, which makes the gathering—an "aerie" or convocation.

When you find multiple Vipers and/or Cobras in one location, it's a "den" or a pit. A "swarm" can describe any mass of Dodge Super Bees or Hudson Wasps or Hornets. A group of foxes is a "skulk," so I suppose the same applies to Audi/VW Foxes and all of Ford Motor Company's numerous Fox-body models. However, that only partially accounts for Ford's pony cars. Round up any combination of Ford Mustangs, of any generation, and it's a "band," a "stable," or simply a "herd." The same goes for Ford's Maverick, or Pinto, as well as Dodge/Mitsubishi Colt, or Hyundai Pony. If they're driving, I suppose it's a "stampede." Impalas can join in as well.

Now that most of the accepted or commonly used collective nouns for animals are out of the way, may I humbly suggest the following:

While Broncos and Torinos can also stampede, may I propose "rodeo"? Let's add GMC Caballeros while we're at it.



Going back to Corvettes for a second, how about we evoke the nautical origin of their name and call them an "armada" or "flotilla"?

Multiple Plymouth Arrows in close proximity is a "quiver," of course. If you're talking about Ford Galaxies, it's a "cluster." Round up several Plymouth Furies in one place and it's a "rage," perhaps?

When you corral more than two Corvairs it's a "flip" or a "Nader." The latter term, however, is not to be confused with a plurality of Cadillac Cimarrons, which is a "nadir."



An assembly of Rogues—AMC, Nissan, or otherwise—is a—"rabble." It just seems appropriate.

Several Fiestas, back-to-back, is a "bender."

A pair of first-gen Camaro Z/28s or 5.0-liter Mustangs is a "three-oh-twosome." Similarly, four AMC Javelins are a "three-oh-foursome." I won't apologize for either of those. You can't make me.

A group of parked Subaru wagons is either a "trailhead" or a "cylinder head repair shop."

There is no name for a group of Toyota Highlanders, because there can be only one.

## *Rare 1957 "Airbox" Corvette Found & Restored to Former Glory*

By Keith Cornett  
-Dec 17, 2007

Three years ago car restorers Bill Connell and Joel Lauman got a lead on a rare 1957 Corvette that was parked inside a barn on a pig farm outside of Trenton, Ohio. The two were familiar with the history of the car and its original owner Bill Howe, a local car dealer who raced the car in 1957. While Connell was convinced that this car was a true airbox Corvette, it wasn't until they were able to make the deal and bring the partially disassembled car back to the shop where upon further inspection it turned out to be the first airbox Corvette produced by Chevrolet.



Before we get into the details of what makes an airbox Corvette so rare, let's go back to 1957 when small town Chevy dealer Bill Howe first got the Corvette. The story goes that Bill and a friend flew from Ohio to the Corvette factory in St. Louis where



they picked it up on May 16, 1957. They then drove the car straight through back to Middletown, Ohio. They stopped for a couple of hours of sleep and then they drove through the night to Cumberland, Maryland, where they arrived just in time to compete in an amateur SCCA event against some of the best known racers of the day. In the end, Bill Howe and his number "4007" Corvette came in third place.

Fast forward to present time. As Bill and Joel began work on the Corvette, they brought in noted Corvette historian and Chevy V8 fuel-injection expert Ken Kayser who spent two days researching the Corvette, upon which he proclaimed that the 1957 Corvette was indeed an original airbox Corvette and more importantly, was the pilot car from which only 43 were produced.

So what is an airbox Corvette? I had never heard the term before so I posed my question to the Corvette



Forum's C1-C2 section where the resident expert on airbox Corvettes "DZAUTO" schooled me on the following:

ALL fuel injected 57 Vettes have an air cleaner attached directly to the air meter. Fuel injection units do not like heat, and all of the 57 FI engines (except 43) drew in hot air coming directly from the HOT engine compartment. The 43 Fuel Injected cars which were built with an "Airbox" in 1957 had a somewhat crude, practically hand laid up, fiberglass duct work attached to the left inner fender and a hole was cut into the left side of the radiator support to allow air into the duct work. All of these 43 cars were built with heavy duty everything (translate factory built race car), brakes, suspension, special steering, NO radio, NO heater, wide wheels, tachometer mounted (clamped) on the steering column, fuel injection, HD shocks that about covers it. Somewhere along the line, the term "Airbox" was tagged to these 43 cars, and it stuck.

Restoring the 1957 Corvette to its original glory took over two years and more than



1,500 hours. Fifty years and five months after Bill Howe took delivery of number "4007", the Corvette was completed. As with most freshly restored classic Corvettes, the 4007 1957 Corvette will make an appearance at an NCRS show to be judged and Corvette Forum member ""66rag427" mentioned in the airbox post that the 1957 Corvette is expected to be judged next month in Dayton, Ohio. He's promised

photos so we'll see how well it scores when he reports back.

Finally, there is a bit of a mystery surrounding the airbox option. For many years the option was known as RPO 579. and in fact, *The Corvette Black Book* shows that 43 Corvettes had the 283 ci FI engine option at an additional cost of \$726.30. However, in Ken Kayser's book entitled *The History of GM's Ramjet Fuel Injection on the Chevrolet V-8* and its *Corvette Racing Pedigree* he states that the real airbox option was actually 579D, an RPO not listed in the *Black Book*. Corvette Forum's DZAUTO has read Kayser's book and says the author seems to have a pretty convincing argument based on the research of GM's archives on the subject.

Regardless of the airbox option's RPO codes and how many may have been produced, what's worth remembering about this story is the fact that an ultra rare Corvette with a unique racing history was found partially disassembled in a barn and was brought back to life by two guys with a passion for both Corvettes and local automotive history.

## *Ultra-rare 1967 L88 Could Become The Most Expensive Chevrolet Corvette Sold At Auction*

by Ronan Glon  
July 6, 2020

Chevrolet made only 20 examples of the Corvette with the high-performance, track-ready L88 package in 1967. What's presented as the best example left could become the most expensive Corvette ever sold at an auction.

In Corvette-speak, L88 corresponds to an option package that bundled a 427-cubic-inch V8 engine



officially rated at 430 horsepower, though almost everyone agreed that figure was severely underrated. Some racers pegged its true output in the vicinity of 530 horses. The V8 received aluminum cylinder heads and a single Holley four-barrel carburetor, among other modifications. Ticking the L88 box also deleted the radio, the heater, and the fan shroud to save weight. Chevrolet charged \$947 for the package, which represents about \$7,300 in 2020.

216 cars were built with the L88 package, but only 20 of them were manufactured in 1967, the first year Chevrolet offered this option. Wearing serial number 21550, this convertible example also happens to be the last 1967 Corvette built. Cliff Gottlob, an engineer in Kansas, purchased it new and later drove it to Daytona (a 1,636-mile trip) to compete in the 24-hour race with friends and family members helping him in the pits. He took second place in the GT category (and 11th overall) in 1970 before packing up his tools and driving the Corvette home to Kansas. Stephen Cox's book *Against All Odds* tells the tale of Gottlob's Daytona adventure in colorful details.

Gottlob continued racing his L88 until 1975, and he sold it to Jim Krughoff and David Burroughs three years later. They gave it a complete restoration but kept as many of the original parts as possible; even the V8 is original to the car. The sale includes a second L88 engine that has been fully rebuilt in case the buyer wants to avoid putting miles on the original V8. All of the people that have added this Corvette to their collection over the years have recognized its significance, which adds credibility to auction house Mecum's claim that it's the ultimate L88. It's one of the few Corvettes ever invited to bask on the lawn at the Pebble Beach Concours d'Elegance.

Mecum has opened bidding, and the Corvette is up to \$150,000 as of writing. It still has a long way to go; the pre-auction estimate is anywhere between \$4 million and \$5 million. While that's a massive amount of money to pay for a classic Corvette, looking at previous L88 sales suggests the estimate is accurate. Barrett-Jackson sold a red-on-red 1967 coupe (which was presented as being "the best of the best") for \$3.85 million in 2014, and it still stands out as the most expensive Corvette ever sold at an auction. The second, third, and fourth spots are occupied by L88s, too, while the fifth most-expensive Corvette is a Pininfarina-bodied 1963 concept car.

In addition to the spare engine, the sale includes a thick stack of documents like the original window

sticker, the dealer invoice, and the factory ID card. The buyer will also receive images of the car during its racing days.

(from *Yahoo News* on the internet)



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Tulsa, OK 74136  
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## *Corvette Classified*

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**For Sale:** 1966 194376S118546 Nassau Blue Coupe. L79 327/350hp, numbers match, 4-speed, M-21 transmission, 4:11 Posi, PB, telescopic steering wheel, AM/FM radio, power antennae, Bright Blue interior. Rare, functioning A.I.R., original (and still is!) California car. Original CA license plate (restored) on front of car. Reproduction build sheet. Delivered to Bellwood Chevrolet, Bell, CA in April, 1966. It came to OK in 1978. Beautifully documented history of car, including several early CA registrations, smog pump certificate. Frame off restoration (many photos) completed in 2000. 23,2XX miles since then after engine was rebuilt as part of restoration. Correct casting numbers carburetor and intake manifold replaced since restoration. NCRS Top Flight Award 2004 (96.0%) with judging sheets. Engine bay hoses and tires replaced 2015, carpet replaced 2017. Fresh major tune-up, oil and filter change. Many maintenance receipts since 2010. As its 5<sup>th</sup> owner, I purchased the car in 2001, kept in garage under cover daily since then, driven every two weeks. Featured in *Corvette Fever* Magazine in February, 2002 (Your Ride in the Spotlight). \$69,500. Call Fred Benenati, phone (405)850-7213, e-mail: [drfredfly@att.net](mailto:drfredfly@att.net) NCRS Member #38363.

**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:** Jim Beam Decanters, still full of whiskey, all available years ('53, '57, '63, '68, '84) of decanters. \$50 each Call Bob Clark 918 / 625-2303

**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

**All meetings and other events are canceled until further notice, when restaurants are allowed to reopen, and people are allowed to gather in groups without fear of the COVID-19 Virus.**

### 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 Mike Aichele 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>



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



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

Thanks also go to Verle Randolph, Jim Elder and Bonney Clark for 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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