

THE

SIDE PIPE

June, 2014

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

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Chairman's Comments

by Neal Kennedy

A '67 fat-block coupe with '63 footwells? Why in the world would anyone want to put those together? We found the answer to that question, and many more, during Roy Sinor's class on bogus cars last month. Lessons learned in the session will serve us well both in judging and making decisions on future Corvette purchases ourselves.

Not just examining VIN tags, Roy shared a few of the dozens of "tricks" he has come across in his many years of evaluating cars as a hobby and as a business. His national recognition and reputation didn't happen overnight. War stories of recent experiences at some of the big auto auctions confirmed that familiar warning. If you don't know what you are doing, you'd better be careful.

The recent trend toward higher values for our older Corvettes only reinforces the wisdom of learning as much as you can about the quirks of the collector car hobby. Most of us are not in it for the appreciating value of our Vettes, but we all enjoy the possibility of a revenue-enhancing hobby instead of a revenue-consuming hobby. Roy's class was a nice fit for that philosophy.

The classroom found the assembled students surrounded by some very nice first, second and third generation Corvettes. Throw in a couple classic metal cars and it made for good tire kickin'/ bench racin' sessions before and after class. Thanks, Roy, for the hospitality and letting us in on some of the behind-the-scene stuff associated with the auctions.

Did somebody say car auction? Yep, it's that time of year again. The annual Leake Auto Auction is the first full weekend of June. It usually has lots of Chevy products. It will be interesting if the bidding

trends continue to shift towards the resto-rods. Corvettes seem to lend themselves quite well to the modern running gear under a classic body style.

I've always subscribed to the theory that auctions provide the most genuine appraisal available for the true value of a car. That is, with the special interest cars we are talking about, the question is often asked, "What's that car worth?" The real world answer is, "It's worth what 'somebody' is willing to pay for it." If some dude is willing to stack-up those green dollar bills for a specific car, it's a good indication of, "What's that car worth?"

Claims of, "I used to have one exactly like that" aren't always "exactly" true. Still, a stroll through the Leake Auction provides a different kind of bench racing than you have at other car shows. Guesses on the value of a certain car are common among the crowd. It's interesting to follow the spikes in the prices for certain collector cars. The bids on hemi-powered Mopars seem to be quite different than they were just a couple years ago, don't they?

John Neas has scored some more national car magazine ink. His Aztec Copper '56 Sebring Corvette is among those appearing in an article in the August 2014 issue of *Vette Magazine*. John treated us to a great article (complete with pictures) on the 19th Annual Amelia Island Concours in the April 2014 issue of *The Sidepipe*. His account of the trip with Don Partridge and Mike Smith made for great reading and beat the *Vette Magazine* story by four months! That's called a "scoop" in the business.

The cutline in *Vette* has a picture of John's SR1 at the top of page 48. It's in an article titled "Festival of Fiberglass." The story on the Amelia Island show notes that 10 very rare straight axle

Corvettes were featured at the charity event. John's publicity chairman, Sally Neas, is also mentioned in the piece. She's been a Corvette lover and owner almost as long as John. Way to go, Sally... and John.

Bud Jessee has put together a great Corvette cruise that will be heading out on Route 66 in July. Not in the usual way we go from here. That is, heading southwest towards Oklahoma City. Instead, Bud will lead the pack northeast to Springfield with several interesting stops along the way. He gave us a good outline of his plans in last month's newsletter. Look for more details to come. Be sure to let him know if you plan to make the trip.

I'm sure looking forward to it. The agenda kinda reminds me of the tours some of us made about three decades ago with the Tulsa Vette Set. Bob and Bonney Clark led many of those wonderful trips through the winding roads of western Arkansas.

So come with us now, and relive those thrilling days of yesteryear, as the Lone Ranger rides again... oops, I mean as the plastic fantastic parade proceeds into Missouri. Fun, food and friends will make a fine kick-off for those headed for the big dance in Kansas City.

Speaking of future events, we don't have exact dates but we do have exact locations for our fall picnic and Christmas party. There must be something special about couples named Mike and Nancy. We've got two of 'em in the club and they are both veteran hosts for our annual gatherings. They both also volunteered to take on the events again this year.

Mike and Nancy Aichele have offered their home and hangar for the picnic. Mike does a great job of burnin' the burgers and Nancy does a great job of organizing the buffet. Look for a September date for the trip north to the abundant shade of Mike's Massive Mancave-Plus. A perfect place for an event like this.

Another perfect place for a car club party is the lovely home of Mike and Nancy Phillips. This one will be a trip south to the gated neighborhood where Mike keeps some of his vast collection of classic sports cars. The party place, and his extensive memorabilia displays, make for an excellent atmosphere for an automotive related get-together.

To Mike and Nancy, and Mike and Nancy. Thanks for your early commitment to allow us to come into your homes. Your club chairman appreciates having the locations for these annual events settled so early. And

such great locations they are.

Hallett Motor Racing Circuit has been resurfaced. The high-dollar overlay is a good sign of the health and bright future of the sports car racetrack west of Tulsa. After years of slow decline, the number of entries at the annual spring SCCA race at Hallett was way up. And that was before the new pavement went down.

There are different theories as to the reasons for the increase in interest. Other venues for racing, car shows and cruise nights also seem to be drawing larger crowds this year. Whatever the reason, we'll take it. It's certainly good to see those encouraging signs for the future of our car hobby.

June Breakfast Meeting

Our monthly breakfast will take place on Saturday, June 7. 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

Attitude Adjustment Night

The gathering place for our June Attitude Adjustment Night on Tuesday evening, June 17, 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.

Hello, Corvette Fans

by Brett Driscoll
NCRS#26846
Chapter Judging Chair

Hard to believe that 2014 is almost half over. That means the National Convention is almost upon us. Everyone should have made plans to go up

to Overland park for the event. It is a great opportunity to meet Corvette owners from around the country. The chance to view the cars coming to the Convention will be well worth the trip.

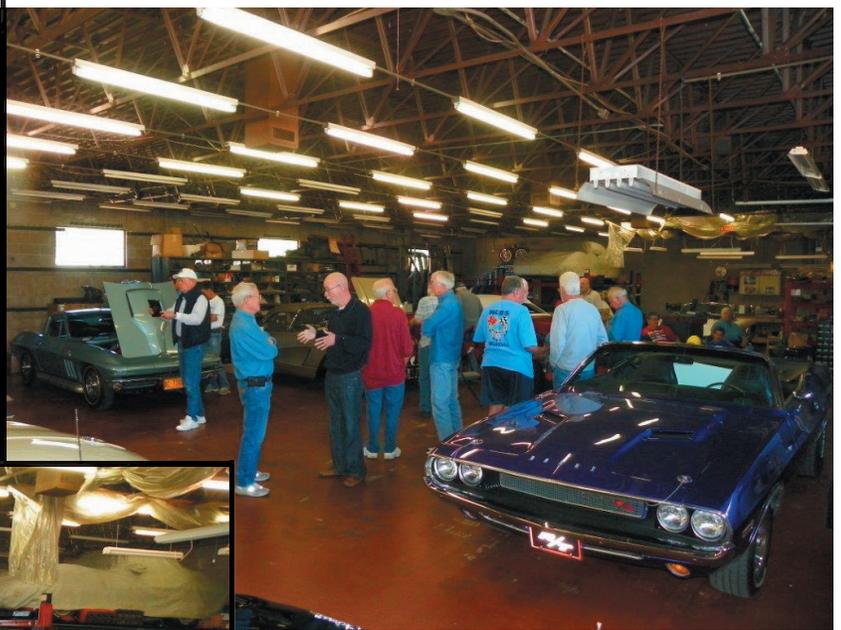
I have had contact with chapter members who are inquiring about an Oklahoma Chapter Judging meet. It always amazes me that people want to include our Chapter in their plans for campaigning their car to receive NCRS awards. It is a compliment to the great job that our judges do on the Chapter level. I would like to include everyone in the planning of the next meet. I will take a few minutes at breakfast to talk with the group about when and what we want to include in our next endeavor. We always have fun at these events, and it is part of being a NCRS Chapter. Your participation and creativity is key to making our Oklahoma Chapter events something to remember.

Have A Great Week I Hope to See You Soon

Pictures From Our May 3 Breakfast and Judging Class With Roy Sinor

Courtesy of Phil Grey





Owners Know Old 'Vettes Best 'Vettes

by Heidi Van Horne

John McIlvoy and Joe Beatty met and became fast friends just a few years ago as members of the Northwest Houston Vette-Rods club. However, the source of their bond actually dates back about 50 years.

Both having originally grown up in Ohio, the two also share their affinity for Corvettes, and each bought their own there a half-century ago.

McIlvoy grew up "watching his machinist father" and Beatty grew

up on a farm, which are what the pair attribute their work ethic and hands-on approach to car ownership to.

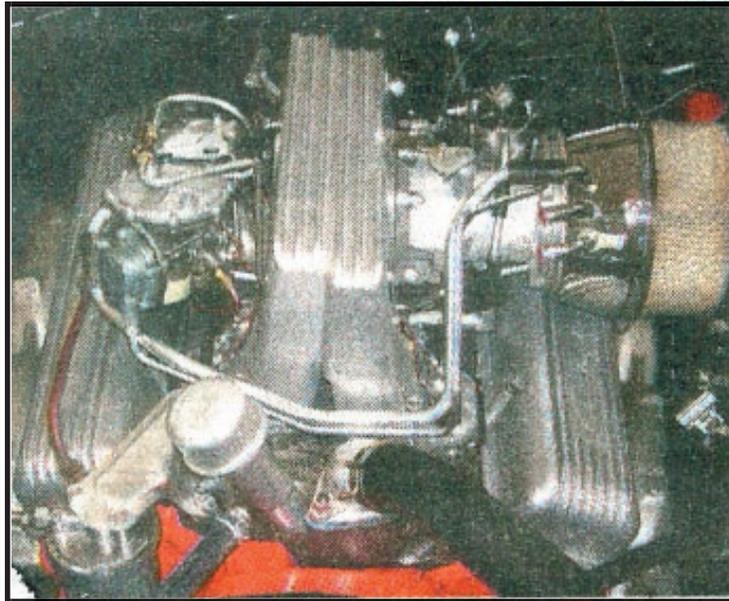
Together, the two have been driving and wrenching on their Corvettes for an impressive collective 100 years, racking up close to a half-million miles between them. Beatty has had his 1961 Corvette for almost 50 years,



originally paying \$1,000 to the owner, his flight instructor, while serving in the Marines. The instructor had wanted \$1,200, but Beatty had only \$1,000, so they agreed that if they saw each other again, Beatty would pay the remaining \$200.

The beauty has a 270hp 283 engine with two 4-bbl carburetors, and it had been a weekend drag racer for the pilot who had owned it. About 25 years ago Beatty and his (at the time) two pre-teen sons “freshened up” the powertrain and gave it a fresh paint job.

The majority of the time it has spent in the past several decades, though, it has lived an easier life as Beatty’s teacher wife, Patty’s daily driver to and from school.



T-10 four speed transmissions.”

He drove it for another 70,000 miles before he replaced the engine with a GM short block. Not only serving as a daily driver, McIlvoy installed a trailer hitch and snow tires for its added duties.

In 2010, the car reached 200,000 miles, and at that point, a local Corvette enthusiast stepped in. Leon Wohlman took the pieces McIlvoy had saved

over the years during fixes and repairs and restored the car to NCRS top-flight condition, including overhauling and reinstalling the original engine with a new Duntov cam.

McIlvoy said, “Old Corvettes should have three ‘P’s’, power, patina and provenance. These two Corvettes have over 100 years of power, patina and provenance.



When asked if he plans to further restore the ‘Vette, Beatty said, “If you had a piece of Louis XVI furniture, you would not dip it and strip it. This car has patina.”

McIlvoy first spotted his 1957 “Fuelie” Corvette well over 50 years ago, looking out the window while daydreaming in study hall in school. Four years and 30,000 miles later, he would make it his own. Of the 6,339 Corvettes produced in 1957, only 713 included the new fuel injection feature, giving the 283 cubic inch engine the power to produce an equal 283 in horsepower.

McIlvoy said that “it also includes one of the first

Maybe the two drivers as well.”

With 61 years of Corvette history and a combined 100-year history with the cars, these two owners are proof that me thir get better as the year go by.

(brought to our attention by Wilma Clark. This article appeared in *The Houston Chronicle* on April 27, 2014)

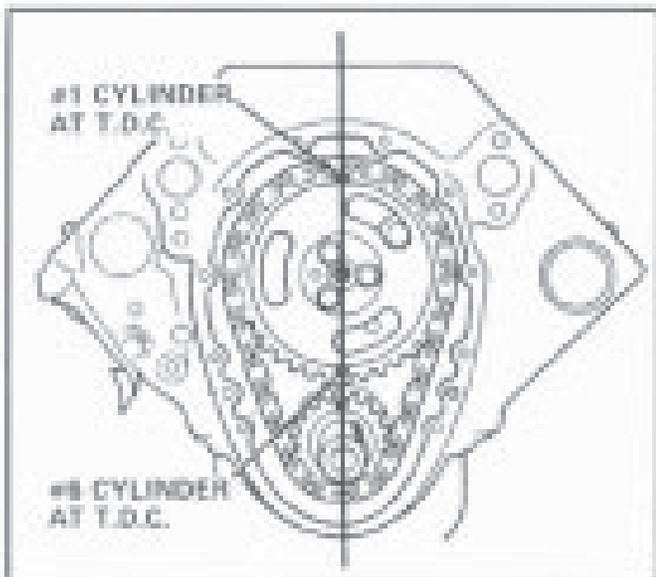
Timing IS everything!

READER'S QUESTION: A friend and I recently had the 327/365 out of my '64 for a valve job and cam change, and we re-installed it last weekend. We haven't been able to get it to run, and it backfires through the carb while cranking. We followed the shop manual procedure exactly, installed the new timing set "dot-to-dot", cold-lashed the valves per your procedure, set the timing set back to "dot-to-dot", and left it aligned that way. After getting the engine back in the car, we installed the distributor so that the rotor points to the #1 wire tower as shown in the shop manual, but we can't get it to start and run. I know the crank and cam sprockets and timing chain are installed properly, so that can't be it. Where should we go next?

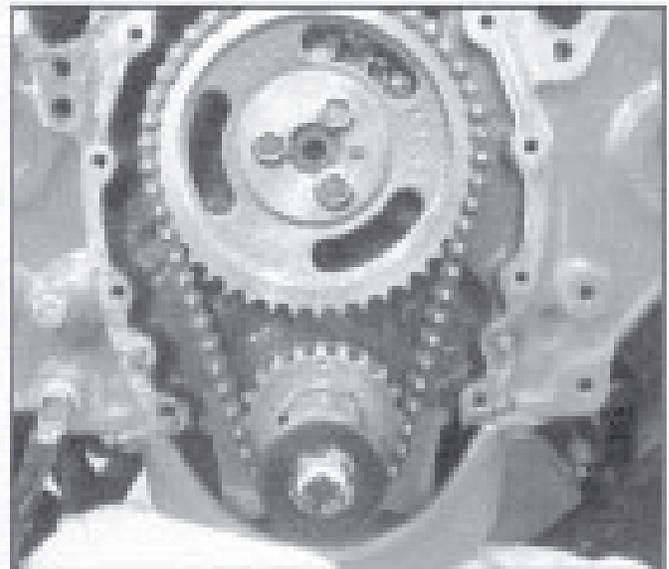
RESPONSE: It's backfiring through the carb and won't run because it's 180 degrees out of time - several cylinders are firing with the intake valves

open. The shop manual procedure and timing set instructions to align the crank and cam sprockets "dot-to-dot" when installing the timing chain is a visual convenience, as it's easier to correctly align them with the dots close together. What isn't always noted in manuals is that when the sprockets are aligned "dot-to-dot", the engine is at top dead center on the compression stroke for #6 cylinder, not for the #1 cylinder. You then have to rotate the crank one full revolution, with the crank sprocket dot at 12 o'clock AND the cam sprocket dot at 12 o'clock, for the engine to be set at #1 TDC on the compression stroke, so you can properly install the distributor with the rotor pointing to the #1 wire tower

Your fix is quite simple - turn the crank so you have it set at #1 TDC on the compression stroke and re-install the distributor. With the timing index line on the balance aligned with the "0", on the timing tab, it's either at #1 or #6 TDC on the compression stroke; if both valves on #1 cylinder are closed (rocker arms parallel to each other), it's on #1. If one valve is



1 This is the diagram that should be in the manual, but isn't, it shows that with the sprockets "dot-to-dot", the engine is at #6 TDC on the compression stroke, and with both dots at 12 o'clock, the engine is at #1 TDC on the compression stroke.



2 Here's a timing set aligned at "dot-to-dot" for visual installation convenience; however, the engine is at #6 TDC when aligned this way, not at #1 TDC.



Oklahoma Chapter NCRS, Inc.

2014 Membership Directory Update

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

Date _____

Name _____ Spouse _____

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City _____ State _____ Zip _____

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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 June 7
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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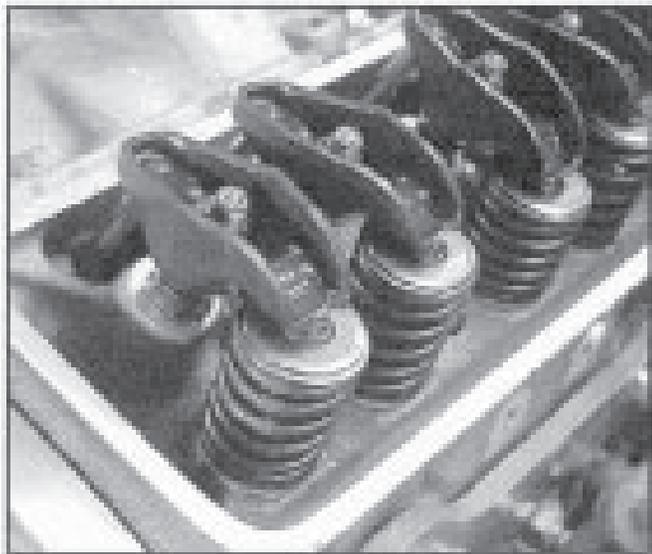
OKLAHOMA CHAPTER NCRS EDITOR
BOB CLARK
10809 S. LOUISVILLE AVE.
TULSA, OKLAHOMA 74137-6720

Fold Here

partially open (rocker arms not parallel to each other), it's on #6.

With the engine set on #1 TDC on the compression stroke, turn the crank slightly to align the timing index line on the balancer with your desired initial timing on the tab (10 degrees is a good starting point) and re-install the distributor with the rotor pointing to the #1 wire tower. Connect a test light from the coil (-) terminal to ground and turn the Ignition "on"; If the light doesn't come on, turn the distributor slightly clockwise (as viewed from the top) until it does, then turn the distributor slightly counter-clockwise until the light JUST goes out (points opening, firing position) and snug the hold-down bolt.

The engine will fire immediately, and the timing will be within a degree of where you set it at the timing tab, so it will run properly for cam break-in. •



3 If both rocker arms for #1 cylinder are parallel as shown here (valves closed) with the timing index line on the balancer aligned with the "0" on the timing tab, the engine is at #1 TDC on the compression stroke.

(this article printed with permission from the author)

Tech Advice Needed

I have three special cars (to me) that need radiator repair (restoration) to copper radiators. I would like to obtain addresses and phone numbers and your experience with shops that have expertise with old radiators

Thank you.
John Neas
JohnNeas@tulsacoxmail.com
918-749-7741 office
918-231-4454 cell

Corvette Classified

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

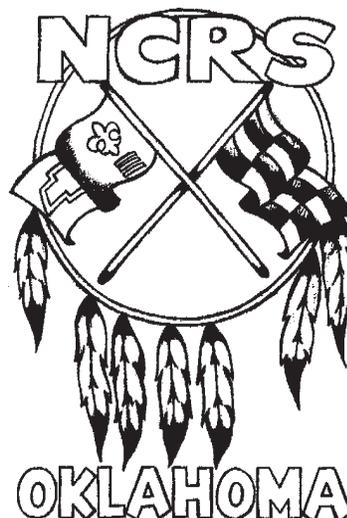
918-437-5292



For Sale: 1966 Coupe, 425 HP 427, Green w/green interior, KOs, Bought in 85 or so, Restored early 90s

For Sale: 1970 Convertible w/hardtop, Blue w/blue interior, 454 & 4 speed, Bought in 87 & restored then, 56000 miles

Just decided to sell these two Corvettes so the details & prices will follow. Please call or email me. Hannest@cox.net
DeAnn Duvall 405-471-3151



Upcoming Events

- June 5-7 NCRS Rocky Mountain Regional - Loveland, Colorado - See *Driveline* for info
June 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
June 14 Wichita All Corvette Car Show - Davis Moore Chevrolet - Wichita, Kansas - Flyer included in this issue of *The Sidepipe*
June 17 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
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
Aug 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK



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

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, Phil Gray, Wilma Clark 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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SOME THINGS ARE TIMELESS.



DANNY BECK 

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