

June, 2019

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

Chairman's Comments

by Bud Jessee

Get Those Cars Out and Go

Last week was crazy weather wise. Tornados, wind and flooding over most of the state. June is here so weather should be settling down and temperatures won't be too hot yet. Get those Corvettes out and hit the open road! There are many attractions and sightseeing tours within a couple hour's drive! Have lunch, tour an attraction and return home in the same day.

Many of us are already familiar with the beauty of southeast Oklahoma in the fall. But the breathtaking views when everything is green can be as spectacular as the fall foliage. Green Country has its back roads that are fun to drive in your Corvette. An attraction within the 2-hour window is J.M. Davis Gun Museum. I've never been there but have been told it is a very interesting museum. On up the road in Grove is Har-Ber Village Museum. It features a 19th century-style structure, house, antiques, collectibles and a gift shop plus hands on exhibits. Also, there are plenty of fine eating establishments in and around the lake area.

Southeast Kansas is another area where a one-day trip can be achieved. Currently in Baxter Springs, there is an awesome renovation being performed on old Route 66. The original owner of Royal Purple synthetic oil has purchased an entire city block. There is a nostalgic restaurant, soda fountain bar and car museum. I don't know if everything is completed yet but should be soon.

Just north of Baxter Springs is also the iconic Rainbow Bridge and then on over in Riverton is an old-time grocer since 1926 that serves fantastic sandwiches all on old Route 66. Not very far from there in West Mineral, KS., is the 2nd largest electric coal shovel in the world. Big Brutus has been turned into a museum that you can tour and climb up its 16-story tall boom. It's a massive machine and sight to see!

Northwest Arkansas is also a quick day tour with many sites in the Ozark Mountain foothills. Going to Northwest Arkansas, take the old 412 scenic highway through Locust Grove and Rose. When you get to Tontitown, AR, take in the Tontitown Winery and purchase some of their fine local wine. I have visited the winery and have enjoyed their fine wines. There are many things to do in the growing metroplex of Springdale, Fayetteville, Rogers and Bentonville. Many fine museums. such as the Walmart Museum, Crystal Bridges, Museum of American Art and the 21 C Museum Hotel. Of course, in Springdale you have the world famous AQ Chicken where Presidents have enjoyed the local raised cuisine. Google any of these and get the details. If you just want to drive and enjoy the countryside, go past all these attractions and take in beautiful Beaver Lake and end up in Eureka Springs with its abundance of fine eating establishments.

It doesn't matter where you go, my point is to get out in your Corvette and enjoy the drive and let others enjoy seeing you enjoying your Corvette!

See you Saturday!

June Breakfast Meeting

Our monthly breakfast will take place on Saturday, June 1, 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, June 18, 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. Our next gathering is June 25, 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 1967 for flight judging and a 1965 for the new concourse class. We still have room for more, let me know if you are interested.

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 on order for \$25 each. We also have chapter caps coming for \$15 each. All 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, June 1.

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.

August Judging Event in the Oklahoma City Area

by Russ Grimm

The Oklahoma NCRS Chapter has a great opportunity to expand to the west.

That was the lead off for last year's Summer Judging event. So, we had a great event last year and Gene Holtz has worked on getting this year's event kicked off. Looks like we will have a couple of Concourse cars and one or two Flight judged cars. Details will follow as we confirm. So, Gene's monthly attitude night is building some excitement for NCRS judging in Oklahoma City, as well as last month's roll out with concours judging here in Tulsa with several members committing to bring their Corvettes for August. Thanks, David and Pete.

Keeping that in mind, the road trip to Oklahoma City/Edmond is August 17, with a start time at 9:00 am. The form for registration is in this issue of the *Sidepipe*.

Once again, the Tulsa group will need to support this with our experienced judges to make this work. Please, mark your calendars for the August 17th date and let's see if we can carpool or caravan over to Edmond. Last year we left from the Lowe's parking lot at 111th and Memorial and if that works, we can

do it again with a 7:00 am departure time. The drive is just over an hour and half. It will be an early start so get your coffee mug full. In both Concours and Flight Judging areas we need 10-12 judges and can offer observer judges to participate also. There will be a Judging school with either the mid-year chassis class, or David Houlihan will have another great session for us. Still working on the details for this part.

Please sign up at the June, July or by our August breakfast meeting on what you would like to judge -- operations, interior, exterior, mechanical or chassis, and I will have the current judging reference manuals for you to start looking over at the July meeting.

It never hurts to start early so if you want to call me and let me know where you are planning to help, we can make arrangements for the judging manuals before August 3rd meeting.

The event is posted on the National calendar, but I would prefer signup sheets rather than on-line for our chapter Judging events. That is so much easier for a small judging event. Walk in registrations are welcome but if you plan on bringing a car for judging, please confirm that with Gene or myself at least two weeks before. We have to order the judging sheets from National NCRS as well as getting the car covered for judging needs.

“One Liners” Heard On The Judging Field

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

Our first National Judging Chairman provided this list in 1991.

“Well, they have never deducted for that before”
“Aren’t you being awfully nit-picky”
“You didn’t deduct for that on the other guy’s car”
“One point seems a little heavy to me”
“Well, it worked just fine yesterday”
“But I need those points for the Duntov award”
“That’s the way it was when I got it”
“I know it’s original, the third owner told me so”

“But the vendor said I would get full credit for it”
“I’ll call my restorer. He will tell you its correct”
“But I’ve never changed that”
“I want full credit. It’s the best repo part available”
“Isn’t that kind of a suggestive judgement”
“How can you remember what Venetian red looks like”
“Its just looks like silver paint. Its really cadmium”
“It might rain. Could you do the Ops check in the trailer”
“But I paid a lot of money to have this car restored”
“But I drive the car”
“But I never drive the car”
“But my Wife drives the car”

Editor’s Note- I’ve actually seen judging on the trailer ramp at a National Convention (Nashville - 1980)

The Corvette Adventure - Episode 28

By: Pat Cavanagh
NCRS 57907

The last three weeks before my ’64 Corvette was flight judged seemed like a blur. I had the car up on jack stands in my workshop and a long punch list of things to finish before the judging. I was working on it every day and was fortunate to have Scott Pfuehler help me for three days. To compound my stress level, I was out of town on business the entire week before judging.





I finally finished the installation of the correct rebuilt differential, the restored rear spring, new Delco shocks, detailed spare tire carrier, exhaust system and the drive/half shafts. I added the part number and shim markings on the frame and installed a set of NOS rocker covers I purchased from John Bernardine. Lastly, I blacked out the mufflers and rear end. I finally took the car for test drive and it performed flawlessly. The new 3.70:1 gear along with the 12 leaf spring made the car much more enjoyable to drive. Chevrolet Engineers knew what they were doing when they combined the close ratio gearbox with the 3.70:1 rear end.



Since I was going to be gone all week, I did not want to drive the car to Dominic's on the Saturday morning of judging due to

the Operations Check. Kelly Bolton and I decided to move his '63 and my '64 over to Dominic's Garage the Sunday afternoon before judging. Scott Pfuehler helped us make this happen.

Three items worried me the entire week before judging! The windshield washers, the high idle and the cigarette lighter. I had been struggling with consistent operation of each, but they worked flawlessly during the Operations Check. The seat adjuster on the driver's side was a bit reluctant during the Operations check but it ultimately passed. I am sure this was a result of me being the only driver and not using it very often.

Over the last 30 years, I have had some very stressful jobs. During the week before judging, my wife says she has not seen me as stressed since I retired two years ago. So much for the relaxing and enjoyable flight judging experience! Lack of control does not suit me well!

I am very grateful to the judges for their comprehensive evaluation of my car. There were a number of items the judges identified that I should have found or known about and corrected before judging.

One item in particular that frustrated me was the 091 Delco coil. While I have the original 091 coil, I had forgotten to reinstall it so I received a deduction for the no-name coil.



After all the preparation, my biggest surprise was that the valve stem in the



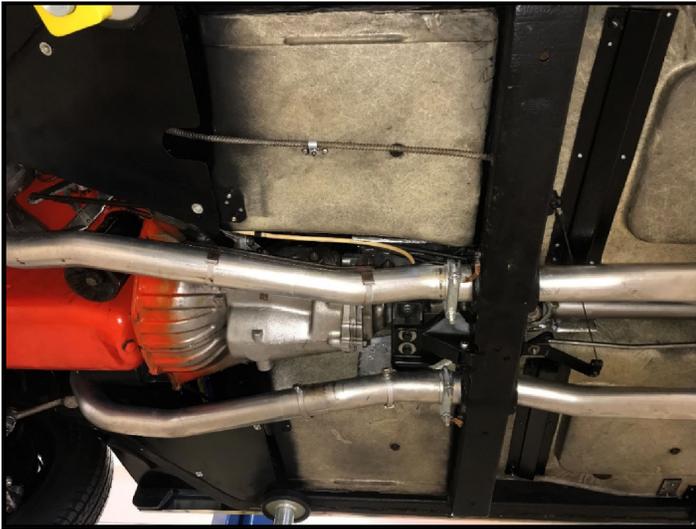
driver's side front tire decided to spring a very slow leak during judging which resulted in another deduction for an underinflated tire!

The largest deductions my car received were for the paint and the replacement Delco Battery. I expected and planned for both of these deductions. With few

exceptions, the other items the judges identified would be simple and inexpensive to correct.

Below I have assembled the list of some of the easily corrected deductions from the judging sheets:

- Wrong bolts and washers used for the horns
- Four clips retain horn wire instead of three
- Incorrect head mark on the alternator adjustment bolt



- Remove the discoloration on driver's door panel
- Remove paint overspray in the engine compartment
- Replace the inside mirror with a date code correct mirror
- Tighten the vent window crank
- Install the correct washers on front shocks
- Remove scratches on the fuel line
- Replace the aftermarket fuel level sender
- Replace the pitted fuel tank
- Tape the body shims

My car received a scored 97.9 and the Top Flight award. I was pleasantly surprised as I thought it would score in the mid 95's. I celebrated that evening

with a remarkable bottle of wine that my friend Michel Calbi, the owner of Black Vette Winery sent me.

I am still debating the next steps for the car. I am contemplating having it judged at the Regional in Texas to see how it scores. In the meantime, I am going to drive and enjoy it along with taking it to a few



car shows while I finish the final updates.

Looking back on this adventure, I am both pleased and proud of the progress made on my '64. It has been both therapeutic and a labor of love over the last three years.

I want to say thanks to all of you who have helped and advised me inside and outside the Oklahoma Chapter. In addition, I would like to thank the Judges and Dominic White who graciously provided his beautiful facility for our event. A very special thanks to Kelly Bolton and Scott Pfuehler who have provided expert advice and support from the time I bought this car in Florida until it was judged.



By the way, my wife proof read this article and reminded me I needed to thank her also for her exceptional patience!

Tech Tip Black Oxide at Home

by Pat Cavanagh
NCRS # 57907

While restoring the rear end of my '64, I found myself with a number of original bolts that had lost their original black oxide finish. These included the camber adjustment bolts, rear spring mounting bolts and trailing arm spring bolts.

I was familiar with black oxide process. While in college, I worked one summer between my freshman and sophomore years, in the plating department at Woodward Governor Company. Woodward was a manufacturer of aircraft jet engine fuel controls. We applied cadmium, zinc, chrome and black oxide coatings. Working that summer in the plating department motivated me to work much harder on my grades!

I contacted several local platers in Tulsa and found it was just not practical to have 16 fasteners black oxide coated.

I looked online and saw that several black oxide kits were available. Unfortunately, they required a rather involved process either using a number of chemical baths or heat to perfect the coating. They were in the \$70 to \$200 range, which seemed expensive for what I was trying to do.

My brother-in-law custom builds rifles. I saw his latest 40-caliber creation over the Christmas holiday in Rockford, Illinois. The barrel and action of that rifle had a smooth black coating much like a black oxide coating. He applied that finish in his workshop with rifle bluing.

After some research, I went to the Bass Pro Shop and purchased a bottle of Birchwood Casey, Super Blue. Super Blue is a misnomer as it turns metal black. Back in my workshop, I applied a small amount of Super Blue to a couple of clean fasteners but they turned out very blotchy because some of the old coating was still on the fasteners.

After some experimentation, it became apparent that the parts had to be media blasted to obtain a smooth, black, unified finish. After several more experiments, I perfected a process that gave me what I felt was an acceptable color and finish.

If you follow, my instructions below I think you will be satisfied with the results. However, as they say.....your results may vary!

- Media blast the parts
- Liberally apply the Super Blue solution with a cotton swab
- For 10 minutes keep the part wet with the Super Blue solution
- Rinse in water, wipe off and let air dry
- Buff with fine (#000) steel wool
- Apply WD-40 and wipe off excess

Good Luck!



1965 Chevrolet Corvette

Pro-Street Will Blow You Away!

By Steven Symes

This 'Vette might look cool, but it will make your track experience flaming hot.

There's no denying the appeal of a classic Corvette Stingray. While this [1965 Chevrolet Corvette](#) has a striking design with a red on silver paint scheme, what's under the hood will truly blow you away once you lay the hammer down. Available currently from [Streetside Classics](#), this C2 is looking for a new home.

Breathing life into this build is a fiery 468 cubic inch V8 that was built by Robert Norez. Among the impressive upgrades are a Holley 780 Dominator four-barrel carburetor, Edelbrock intake, 454 heads made of aluminum, aluminum pulleys, steel braided lines, a Stewart high flow water pump, big aluminum radiator, and a Moroso 7 quart drag race oil pan, to name just a few.

There are even headers connected to a side-exit exhaust, emphasizing this isn't just some street cruiser but instead is a serious build for destroying tracks. Transferring all of that power to the rear wheels is a Hughes Performance Pro-Glide Powerglide transmission - it uses a Hughes Flexplate, plus a Hughes trans brake and 4,500 stall.

Of course, you want to tear up the asphalt and not your suspension, which has been upgraded to handle the additional power. Up front, improved A-arms help with steering duties. In the rear the four-link setup has been reinforced. With adjustable coilovers at all four corners of the car, you can choose the best setting for pretty much any situation. Four-wheel disc brakes also help keep the massive power in check.

There's a full NHRA roll cage, announcing to everyone that this isn't your typical Corvette, plus it's hinged for easy access to the interior. A color-matched hardtop is available, in case you want to attempt driving this car

in cooler weather or feel like making the car more of a sleeper.

Even the interior is all business. Two racing seats and Simpson racing harnesses keep you securely in place. A Grant sports steering wheel and Precision

Performance shifter give you a sense of superior control. Thanks to the AutoMeter Sport-Comp gauge package and Auto Rods Controls Model 4000 touch panel control, you can keep an eye on all the car's vitals.

This professionally-built Corvette comes with restoration photos plus a reproduction build-sheet, so you know it was built correctly by some of the biggest names in the business.

(from Yahoo News on the internet)



1965 Chevrolet Corvette Has Survived Unscathed

by Steven Symes

Classic 'Vettes are great, but it's becoming increasingly difficult to find any that haven't been adulterated with different modifications. That's part of what makes this [1965 Chevrolet Corvette](#) so special. It's just like it was when it rolled off the factory line back in the day, other than a few more miles on the odometer and plenty of stories in its past. This beautiful machine, America's sports car, is being offered a lucky future owner by [Savannah Classic Cars](#).

As you can see from the photos, the '65 'Vette still wears its original



Ermine white paint job. Instead of being worse for wear, the body shines up nicely. All the original badges are still present, as are the factory wheels. It's a true depiction of the sports car which proved America could outpace European automakers at their own game.

That same level of amazing preservation is apparent throughout the striking red interior. The upholstery, door panels, and carpeting are all in amazing condition. Each factory gauge is in place, plus the dash is free of damage. This car has the optional factory wood steering wheel, which has also been lovingly preserved. Even the factory window tint is in fantastic shape. There's also the original AM/FM stereo, which was an option as well.

Turn the key and feel how the 327 Small Block V8 fires up without any hesitation whatsoever, demonstrating that this car is mechanically sound. It is the original engine and the Powerglide transmission is original as well, working smoothly so you can cruise in comfort. This 'Vette comes with the factory optional 3.08 axle, plus power brakes and power steering.

The Corvette Sting Ray introduced edgier, more aggressive styling for the sports car's lineup starting in 1963. Collectors and car fans clamor for the old Sting Rays, making this car an excellent vehicle to add to your garage and collection.

(from Yahoo News on the internet)



1988 Chevrolet Corvette C4 Callaway Twin-Turbo Four-Speed Is a High-Performance Love Letter from the '80s

by Andrew Wendler

Although the Chevrolet Corvette C4 hasn't yet risen to the same heights of collector desirability as say, the Porsche 911 S/C and 911 Carrera of the same era, its day in the sun is definitely on the horizon. Before the rest of the world catches on and drives the price of C4 Corvettes to similarly unrealistic highs,



take a moment to consider this 1988 Chevrolet Corvette C4 Callaway Twin-Turbo up for bids on *Bring a Trailer*.

Far from a concours car-the listing mentions scratches around the door handles, worn weather stripping, and a repainted rear bumper and hatch due to fading-this C4 is an ideal driver, a vehicle you won't be afraid to take to the beach on hot summer nights and park at football games in the fall. And that's not to even mention the list of Callaway mods that reads like a high-performance love letter from the late 1980s.



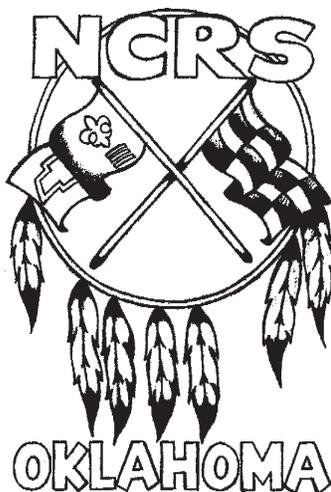
Reportedly vehicle number 12 of the 125 twin-turbo models produced by Callaway for the 1988 model year, the twin-turbocharged 5.7-liter V-8 features a TPiS ZZi9 camshaft, upgraded pushrods and roller rockers, larger primary and secondary fuel injectors, a ported intake, and a Be Cool aluminum radiator. The custom exhaust dates to early 2019, and an ECUMaster digital engine tuner helps to dial in performance. Clocked on a dyno, the mods conspire to produce 476 horsepower and more than 600 lb-ft of torque at the rear wheels.

For good measure, the current owner also recently replaced the water pump and front crank seal, rebuilt the master cylinder and brake booster, and fitted new KYB dampers in front and adjustable Koni units in the rear. A set of 17-inch Dymag five-spoke wheels wear Goodyear Eagle F1 tires with 2006 date codes, and Hawk HPS brake pads reside at all four corners.

A "Doug Nash 4+3" four-speed manual transmission-four forward gears with an overdrive on three of them-handles the gear swaps. For an idea of what type of thrills this powertrain can provide, check out our test of the 1989 Callaway twin-turbo C4 Corvette. Although there are some differences, it at least gets you in the ballpark.

The Vette has a reported 67,000 miles on the clock, a clear Carfax report, and a Texas title. This no-reserve auction could be your chance to get in on the next big thing while it's still under the radar.

(from Yahoo News on the internet)



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Corvette Classified

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Want to Buy: 1962 Corvette Hubcaps, 2 or 4

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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 restrorod you are building.

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

Upcoming Events

June 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
May 31-June 1 Route 66 Corvette Roundup - Hafer Park - Edmund, Oklahoma - Info at CocccarShow19@gmail.com
June 1 Route 66 Blowout Car Show - Sapulpa, Oklahoma
June 18 Attitude Adjustment Night - Rib Crib - 8040 S. Yale Ave. - Tulsa, Oklahoma
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)
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>



Thanks to Russ Grimm, Pat Cavanagh, Scott Pfuehler and Bonney Clark for their contributions to this *Sidepipe* issue.

Thanks also go to Neal Kennedy, Jim Elder 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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