

June, 2020

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Chairman's Comments

by Bud Jessee

The Economy & the Classic Car Market

With Covid-19, stock market correction and now civil unrest, what can we expect in the Classic Car Market? Here is an article written on March 30th that addresses the market during Covid-19 and market correction.

The Economy and the Classic Car Market: What Can We Expect in 2020?

Ever since classic cars really took off not just as toys but investments in the 1980s, one thing has been certain: the ebbs and flows of the collector vehicle market have often been linked, at least partially, to the strength of the broader economy. What's in store for the classic car market in our current troubled times? We asked three experts, including Wayne Carini, host of *Motor Trend's* "Chasing Classic Cars," for their opinions on where the car market is headed amidst broader market uncertainty. Their responses are below in their own words, as told to *Automobile* features editor Rory Jurnecka, edited for length and clarity.

Wayne Carini, Collector Car Dealer, Owner F40 Motorsports, Host Of "Chasing Classic Cars"

"We've got to see what's going on. Hopefully the market will stabilize. I think there are certain cars that you have to watch to see where they go, and the market sort of follows that. Some supercars, let's say, McLarens and things like that. I think Ferraris are a good barometer, Daytonas and 275s, what's going on with those in the

marketplace? I think that everything revolves around those because there's so many of them. And listen, if you have a [Ferrari 250] GTO, I don't think it's going to affect the GTO market. In other words, one comes up for sale and it's \$75 million. There's a guy and it's not going to screw up his lifestyle to spend \$75 million on that car, he's going to buy it. When something comes up for sale that's very rare and unusual, I don't think it will be affected by the market.

"Usually, when the stock market is tanking, that's when you see cars starting to go up because people still have money. They didn't throw all their money into the stock market, so now the money that they've got still accumulating, they say 'What do I do with it? Well, I need a hard asset, I need something I can enjoy and look at and it'll give me some pleasure, because I look at the screen on my computer and there's no pleasure at all."

"We haven't seen anyone pushing the panic button and we haven't seen any fire sales. I think that right now it's way too early to understand what's going to happen. I think the one thing that might get people to think about long-term is if we lose two more shows, Pebble Beach and Concours of America. Everything that Pebble Beach represents in the automobile market, all the car shows, the camaraderie and the auctions, then things may switch around a little bit. I think the love of automobiles is still there, it will always be there and now we've just got to ride the waves. "

**Michael Sheehan, Collector Car Broker
Specializing In Ferrari, Owner Of Ferraris-
Online.Com**

“Compared to 2014, 2015 prices are off, depending on what kind of car you’re talking about, around 30 to 40 percent. So, if you’re talking Ferrari 330 GTCs, it’s about 35 percent. Daytonas are off about 35 percent. The older the car, the more the drop simply because of demographics. The type of guy who wants a 1933 Packard is very different from the guy who wants an F40.”

“This is a black swan event. The U.S. economy is losing a trillion dollars a month; that’s a lot of money.”
“The buyers for these cars have been the baby boomers. They are 60 to 75 years old, and guess what? They are leaving the market in droves. When you’re 75 years old, you’re not thinking about your first Ferrari. You’re thinking about your retirement fund, your grandkids, you were thinking about going on a cruise, but you can’t do that anymore.”

“If you want to sell it, it’s worth less, it’s that simple. It doesn’t matter if it’s a Dino or a Daytona Spyder or a Testarossa. And I’m speaking Ferraris, but the same applies to a Miura or a Gullwing. Gullwings were in the high \$1 million range and now they’ve dipped below \$1 million and they’re 30 to 35 percent off.”

“The rich get richer and the poor get kids. We have a client that’s worth a lot of money. He’s owned a lot of cars. He three or four months ago called and said he wanted to buy one of the best of the best and gave me a list of cars that includes a [Ferrari] 250 Testa Rossa, etc. And his theory was, for the sake of the number, a 250 TR, so that was \$40 million and the market’s off by 30 percent, today they should be \$25 million. Well, that’s a nice theory and maybe it’s true, maybe it’s not. I don’t know. But the cold, hard reality is that I made the calls and if you’re a wealthy collector, you don’t need the money. So, maybe it is off, but you don’t care, it’s not for sale. The top end will be relatively unaffected because the guys who own 250 GTOs and 250 TRs, have enough money to do whatever they want. They don’t need to sell.”

“I got a call from a guy owns a [Ferrari] 512 BB who owns a restaurant. You can see what his financial situation is. Make a long story short, he wants \$329,000 net in his pocket. Dude, you missed the party. It’s not worth \$329,000 anymore. Now it’s worth, maybe, maybe, maybe if you’re lucky, \$229,000. So basically, we’re getting endless calls from baby boomers who want to sell. The biggest problem is

getting them in the real world on pricing. About 90 percent of them are in fantasy land. Everybody else’s car has dropped in value, but theirs is worth more.”

“The big change in the market has been Bring a Trailer. We have a [Ferrari] 575 that’s spectacular. It’s a 575 that has every possible option. It has shields, calipers, the modular wheels, race seats, the quilted shelf, the carbon kit, the Fiorano suspension. It hits all the bells. We’ve had it for sale for about four or five months now and the owner keeps chasing the market down. We finally talked him into putting it on *Bring a Trailer*. It did 90 grand and he turned it down. So now it’s on our website at 89 grand and I’m trying to get \$85,000. The punchline is that 30 days ago, he could have had \$90,000 and 120 days ago, he could have had \$105,000. So, he’s chasing the market down.”

“The traditional auction houses are successful because you get 500 or 1,000 people in a tent and all you need is two people who have big egos and big wallets who want the same car. Whether it’s a Porsche 928 that’s worth 45 grand or a Ferrari Daytona spider that’s worth \$2 million. You need two guys whose wallets and egos are bigger than the market. Because of the virus, that no longer exists. You can’t have a room full of people. The auction houses in my opinion will go back to the fill-a-room-full-of-people-and-pass-out-free-drinks format, but for now they’re stuck competing with BaT. And BaT has a head start on you.”

**Randy Nonnenberg, Founder Of Online Car
Auction Website BringATrailer.Com**

“We’ve been pleasantly surprised that people are still very interested in bidding, sometimes aggressively, on interesting cars. We’ve seen an increase in daily traffic and an increase in traffic per listing, I think many online and media properties are seeing that sort of thing with people at home. Commutes have been taken out of the ball game and people are living much of their life online.”

“Basically, what we’re seeing is for some subset of the population, they may have an urgent need to sell something. If they do need to sell something right away, we’re obviously a good outlet for that because we move very quickly, we don’t need to wait for a summer time event or something like that. We’re ready to rock and roll and get it moving. I think that’s balanced out by those who want to wait and see a little bit.”

“That’s the great thing about BaT. You can see real-time what the market is doing. What people are bidding on, what they’re not bidding on, what’s selling, what’s not. I’m watching BaT right now and there’s a Ford Country Squire Wagon selling for \$31,000! There are still the anecdotal bidding wars, that hasn’t really changed.”

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 pickup a shirt that you have on order. You could also send an email to bobclark77@cox.net

Membership Chairman’s Comments

by Mike Aichele

Our current membership roster sits at 103 members with **92% 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 1st 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 81st Ct N
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Scary Photos of Recalled Harbor Freight Jack Stands Show Just How Dangerous They Are

This is all the metal that’s stopping thousands of pounds from falling on you.

By James Gilboy
May 26, 2020

Last week, Harbor Freight recalled close to half a million jack stands with suspected manufacturing defects that could pose a risk of sudden collapse. As explained in an NHTSA document announcing the recall, certain three- and six-ton Pittsburgh Automotive jack stands could allow “the ratchet teeth on the jack stand lifting extension” to “inconsistently engage the pawl to a sufficient depth.” If that jargon doesn’t form an image in your head, that’s okay, because a Reddit user with a set of the faulty jack stands has shared some photos to help people visualize the problem.



Using a set of the three-ton jack stands implicated in the recall, [Reddit](#) user “cssplayer” brushed some white paint onto the locking pawl, which is what keeps a jack stand’s toothed support in place. The person then inserted the support and stood on it for 30 seconds to guarantee as much paint transfer between the pawl and the tooth it’s supposed to be supporting. Upon removal, the owner found out just how little metal stands between a jack stand user and [a trip to the county coroner](#).

“This is absolutely horrifying. These are going to kill people that are not aware of the recall,” commented the [Reddit](#) user on the disparity between jack stands. “I must have received one of the later batches, because these jack stands are really really bad. Please be careful guys. Don’t use these jack stands.”

The NHTSA advises owners of Pittsburgh Automotive jack stands to check the labels of their stands for the

STOP USING THESE JACK STANDS IMMEDIATELY



THIS RECALL ONLY CONCERNS JACK STANDS WITH THE ITEMS #61196, 61197, or 56371

The 61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand. The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.

numbers 56371, 61196, or 61197, all three of which are implicated in the recall. You’ve heard how sketchy they can be, and now, you’ve seen it with your own eyes. Spread the word—you could *literally* save someone’s life.

Based on the [NHTSA filing](#), the recall applies to a total of 454,000 jack stands made between 2013 and 2019 and the issue is

apparently blamed on old tooling used by the factory. Naturally, affected stands that have yet to be sold have already been removed from Harbor Freight’s inventory.

If you actually own one of these stands, you can bring them to your [Harbor Freight](#) Tools location where they can be exchanged for a gift card equal to the “shelf price” of the stands in question. Whether or not you own a set of Harbor Freight jack stands (or even know what a jack stand is), consider spreading the news to somebody who you think might be using these. This may sound melodramatic, but it might just be the difference between life and death.

(Brought to our attention by Vele Randolph)

Chevrolet Debuts 570-HP

LS427 Crate Engine

by Jeffrey N. Ross

June 14, 2020

The best thing about Chevrolet’s LS engine is that you can stuff it under the hood of just about any car imaginable, including a Lamborghini Diablo, and if you’re considering an LS swap for your next project, be sure to check out the all-new LS427 crate engine from Chevrolet Performance. As its name suggests, this crate engine is an LS V8 with a 427 cubic-inch displacement and 570-horsepower output.



Although it is based on the 7.0-liter LS7 V8 used in the C6 Corvette and 2014-15 Camaro Z/28, this engine differs from the production V8 with a unique high-lift camshaft, high-rate valve springs, CNC-ported heads, low-profile fuel-injected intake manifold, forged steel crank, titanium rods and a wet-sump oiling system with an aluminum oil pan. These beefed-up components help increase the LS7's tune from 505 hp and 481 lb-ft of torque in the Z/28 up to 570 hp at 6,200 rpm and 540 lb-ft of torque at 4,800 rpm (on premium-grade pump gas!), and the engine redline is 7,000 rpm.

“The all-new LS427/570 builds on the legendary, racing-bred performance of the LS7 to create the most powerful naturally-aspirated LS crate engine in Chevrolet's portfolio.”

The LS427/570 crate engine must be used with a special engine computer, which is sold separately. The good news is that this engine is available right now through Chevrolet Performance dealers, but the bad news is that this engine is intended for “competition use only” indicating that it isn't street legal.

Chevrolet did not announce how much this crate engine will cost, but rest assured, it will be far less than the \$191,000 price that someone just paid for a 1967 Lamborghini Miura V12 engine!

(from *Yahoo News* on the internet)

Your Handy Glossary

For Chevy's Z-code Cars

by Scott Oldham
02 June 2020

Of course, Datsun and Nissan have dibs on the Z-Car moniker—we're not arguing that. But Chevy was actually there first. The original Datsun 240Z didn't arrive until 1970, while Chevy's first Z-Cars, the Z11 427-powered Impalas and Z06 Corvette had become legends seven years earlier.

Truth is, by the time Mr. K finally got his sports car, Chevy had already brought a long list of legendary Z-Cars to market, including the Z16 Chevelle, ZL1 Corvette, and the most famous of them all, the Z/28 Camaro.

Chevy's RPO, or regular production order, options all have an alphanumeric code. Many since 1963 have begun with the letter Z. The letter doesn't mean or stand for anything, and it has been used for hundreds of options over the decades, both big and small, as have most of the alphabet and many numbers.

The cowl induction hood on a '1969 Camaro for instance, was option code ZL2, while the Rally Sport option was Z22 and the Auxiliary Interior Lighting Group was code ZJ9. But a Z code has also been used for many of Chevy's iconic performance packages and high-performance engines over the years. And that's still the case today. They're some of the hottest Chevys ever offered to the public over the last 57 years.

Here are Chevy's most iconic Z-Cars in chronological order:

1963 Chevy Impala SS Z11



Introduced in December 1962, the Z11 just squeezed in before GM's racing ban and would go on to become a drag racing legend in the hands of drivers like Don Nicholson, Ronnie Sox, and Dave Strickler. A factory lightweight with an aluminum front end to save weight, the cars were all hardtops and built without radios, sound deadening material, and front sway bars. They weighed a few hundred pounds less than a full production Impala SS, and their batteries were moved to the trunk to further help weight transfer and traction.

Their brakes were larger three-inch-wide finned drums with metallic linings and air scoops. Under the hood was a stroked 409 displacing 427 cubic inches. The W-series V-8 was underrated at 430 horsepower at 6000 rpm and 435 lb-ft at 3600 rpm and featured forged connecting rods, a 13.5:1 compression ratio, big port heads with massive 2.19/1.72-inch valves, a nasty cam with 325-degrees duration and .556-inch lift, an aluminum intake manifold, two Carter AFB carbs, an aluminum water pump, and a deep sump oil

pan. All 57 were built with Borg Warner T10 four-speeds.

Running low 12-second quarter mile times, these cars were immediate winners. At the 1963 Nationals at Indy that year, Strickler beat Sox in another Z11 to take the AF/X class and then outran the Super Duty Catalina driven by Jim Wangers to take the Little Eliminator honor.

Interestingly, Chevy often reused its option codes, and Z11 was also the code for the 1969 Camaro Indy Pace Car convertibles.

1963 Chevy Corvette Z06



That same year, Corvette chief engineer Zora Arkus-Duntov dreamed up a special performance package for the new Corvette Stingray. The Z06 was born. Designed for road racing, the Z06 package wasn't really meant for the street. Zora wanted you to buy one, gut the interior, slap on some numbers, and hit the track.

Early in the production run, the RPO Z06 was only available on the Corvette coupe. Just 199 were built, and the option cost \$1818 at first and included a massive 36.5-gallon gas tank for endurance racing. Later the tank was made a separate option, the price dropped to \$1294, and the package became available on the roadsters. Only 78 were built with the big tank, as they are now known.

That was big bucks either way. The Corvette's base price was a little more than \$4000. But the package included the top engine at the time, a 370-hp fuel-injected 327-cu-in V-8 with a solid lifter camshaft and 11.25:1 compression ratio. Also a Muncie M-20 four-speed and Positraction rear end.

Four-wheel disc brakes wouldn't make it to the Corvette until 1965. Instead, the Z06 added oversized, finned, cast iron brake drums with internal fans for cooling, as well as a unique dual-circuit master cylinder, brake-cooling ducts under the car,

and special brake shoes. The suspension was also tuned for more performance with firmer heavy-duty shocks and springs and a 20 percent thicker front anti-roll bar.

The original Z06 package would only last one year. But Chevy brought the option code back in 2001 when it cranked up the Corvette's performance, and it has been an important part of the Corvette landscape through the sports car's C5, C6, and C7 generations. Of course, Chevy recently launched the all-new C8, the first mid-engine Corvette, and it has promised a Z06 version, possibly with a twin-turbo V-8, which would be another first for "America's Sports Car."

1965 Chevy Chevelle Z16



It's hard to believe, but more than a year after the Pontiac GTO hit the street, Chevy still didn't have a serious mid-size muscle car. Yes, there was an SS version of the Chevelle, but it was small-block powered and didn't have the image of John DeLorean's new creation. Chevy's new Mark IV big-block, however, was finally ready for prime time and it was about the turn the Chevelle into a street legend.

The engine first appeared in the Corvette. Option code L78, which cost \$292.70, got you the new 396 with a solid cam, aluminum intake manifold, and big port heads. Also available in the full-size Impala SS, it was rated 425 hp. Then, late in the model year, Chevy dropped a slightly detuned version into the Chevelle, creating its first true big-block muscle car.

Option code RPO Z16 was available on the Malibu SS. It cost \$1501 and included a stronger boxed frame from the Chevelle convertible and the milder version of the 396, which was given the code L37. Its 11:1 compression ratio remained, but it got a milder hydraulic cam that dropped its peak power to 375 horses at 5600 rpm and 420 lb-ft at 3600 rpm.

That's still 15 horsepower more than a tri-power 1965 GTO and 30 more than a 442, although the Oldsmobile's 400 made 440 lb-ft of torque at a lower

3200 rpm. Chevy also made modifications to the rear suspension to control axle hop and fitted larger 11-inch front drum brakes.

Only 201 Z16s were built. Except for a single convertible, all were hardtops with M20 four-speeds and an open rear end with a 3.31 gear. Most were red, but Chevy also offered Tuxedo Black and Crocus Yellow. The cars were subtle, with a unique black and chrome trim panel, three small "396" emblems, and 14-inch fake mag-wheel-style hubcaps.

In July 1965, *Motor Trend* tested a Z16 and wrote, "Performance figures in our spec panel are extremely impressive, but they're inadequate inasmuch as they don't tell the story of how this car will accelerate over 100 mph. The needle doesn't hang there but goes on wiping the face of the 160-mph speedo until the engine red-lines. With proper gearing, we wouldn't be at all surprised to see the Chevelle 396 peg its speedometer." Its quarter-mile time was a traction-limited 15.3 seconds.

Interestingly, Z16 was also the option code used in 1987 for the Monte Carlo SS Aerocoupe.

1967 Chevy Camaro Z/28



Z28 is the most famous random option code of all time; and we're not just talking about Chevys. It's arguably the most famous option code in the history of cars. (Certain model years wore Z/28 badges.)

It originated in 1967 to homologate the solid-lifter 302 and other hardware for the SCCA's Trans Am series. Officially called the Special Performance Package, it included the 290-hp V-8, special suspension, heavy-duty radiator, quick ratio steering, 15 inch wheels, red stripe tires, close ratio four-speed, a 3.73 rear axle ratio, power brakes, and front disc brakes. It cost \$358.

The cars also wore unique stripes over their hood and decklid but no Z/28 badging. But then Chevy did something no other car company had ever done before. It put the option code on the exterior of the car, adding Z/28 badges to the front fenders and taillight panel in 1968. Just 602 were built the first year, but as word got out production climbed to 7199 in 1968 and 20,302 in 1969. The SS model, option code Z27, was still more popular, but the Z28 legend had begun.

The Z28 code has come and gone over the years and the label has been worn by many different Camaros through the decades, some spectacular performance machines, some not so much. Today it's a brand. Chevy even stopped using the official option code in 1977, and the most recent Camaro Z/28, the 7.0-liter, 505-hp track beast sold for the 2014 and '15 model year, didn't use it.

1969 Chevy Camaro and Corvette ZL1



ZL1 wasn't a regular production option on the Camaro in 1969. To get the all-aluminum big-block 427, you had to go through the Central Office Production Order system and Chevy would build you the meanest Camaro available to the public. Its official order number was COPO 9560. Just 69 were built.

Rated at a laughable 430 hp, the one-year only engine really made about 500 horses and weighed about the same as a small-block. It was essentially an L88 with an aluminum block and cost an astronomical \$4160, when the L78 375-hp 396 ran an extra \$316. With a 12.5:1 compression ratio, the ZL1s were supposed to become race cars—and most did find their way to the drag strips.

The ZL1 engine was an RPO on the Corvette, however. It was right there on the option sheet next to the L88. But it cost \$3000, three times the price of the L88, and there weren't many takers. Only two were

built. They both survive today and are among the most valuable Corvettes ever produced.

Chevy brought back the ZL1 Camaro in 2014, powered by a supercharged LS V-8 producing 580 horsepower. This was the first ZL1 to wear exterior badging. Also supercharged, today's 650-hp ZL1 is the quickest and most powerful Camaro ever.

1970 Chevy Corvette ZR1 and 1972 Corvette ZR2



Last year, Chevy created the most powerful Corvette of all time, the supercharged 755-hp ZR1. It's the fourth ZR1 Corvette since 1970. That year Chevy offered the Corvette with a special racing package, RPO ZR1 with the 370-hp LT-1 small-block and the Muncie M-22 rock-crusher four-speed. The following year it created the ZR2 with a 425-hp LS6 454 big-block. Although the ZR1 would last through 1972, the ZR2 was offered just one year.

Meant for racing, both packages added the stiffer F41 suspension, the J56 heavy-duty brake package, an aluminum radiator, and they could not be ordered with power accessories, air conditioning, or a radio. They were expensive—adding option code RPO ZR1 to a Corvette cost \$1010, and the ZR2 package was \$1747. Only 25 ZR1s were sold in 1970, while eight were sold in '71 and 20 in '72. Only 188 LS6 Corvettes were built in 1971 and only 12 got ZR2 package, including two convertibles. Today, surviving cars are worth high six figures and seldom change hands.

From 1990–95, Chevy reintroduced the Corvette ZR-1, now with a hyphen. The C4-generation ZR-1 Corvettes were powered by a 32-valve, 5.7-liter V-8 and remain the only Corvette ever sold with a double-overhead cam engine. These were also the first Corvettes to get ZR-1 badging. From 2009–13 the name returned again, this time with a supercharged LS and 600+ horsepower, but no hyphen.

The ZR2 label has never returned to the Corvette, but it moved over to Chevy's small trucks. The ZR2 Package added a lifted suspension and other off-road

equipment to the S-10 pickup starting in 1994 and Blazers in '96. It has even appeared on the Chevy Tracker. Today, it's the ultimate off-road version of the Chevy Colorado, with special shocks, a wider suspension, front and rear locking differentials, and other off-road goodness.

(brought to our attention by Tommy Johnson)

C8 Corvette Falls Off Lift at Dealership

By [Cameron Vanderhorst](#)

June 1, 2020

One stupid mistake ruined this new Corvette, and the owner is understandably upset.

We're proud to admit that we're Corvette

obsessed here at Corvette Forum. Besides our usual work for the homepage, scouring the forums, and browsing car listings, we've filled



our social media feeds with Corvettes, too. Over on



Facebook, we're members of the C8 Corvette Owners (And Friends) group.

Usually, the mood is pretty positive over there. Everyone is showing off their shiny new Corvettes, and everyone is still buzzing with excitement about the 2020 Corvette. However, we saw a post this weekend that made our heart sink.

A dealership was servicing a Torch Red C8 belonging to Jake Miller, when it fell off of the lift and crashed to the ground. Auto Evolution came across the post in a different Facebook group, where the owner responded, understandably upset. "That's my f***ing car! How the hell did this get on Instagram?"

He knew about the incident, but he didn't know that the photos had been shared and that he had become an overnight celebrity for all of the wrong reasons. He explains that it was not an equipment issue, but operator error that ruined his Corvette.

The Wrong Way to Lift a Corvette



With the engine now being in the middle of the car, the weight bias is shifted rearward. Lifting a C8 the same way you'd lift a C7 — or any other Corvette — is a recipe for disaster. Falling backward off the lift is exactly what will happen. Luckily, no-one was hurt, but the incident could have been a whole lot worse.

Chevrolet has developed training for every aspect of C8 Corvette service, from basic to major services. Naturally, lift training is part of the program, and this balance issue is explained in the training. However, it's possible that the tech who made the mistake

wasn't trained on the Corvette — or they simply forgot.



We reached out to Miller, but we haven't received a response. It's probably for the best, as he's still on the process of working with the dealership to figure out how to make things right. We wouldn't want to compromise that.

(Brought to our attention by Verle Randolph)

A look at 42 years worth of Corvette pace cars.

By Jeffrey N. Ross
8 May 20

The Chevrolet Corvette first acted as pace car for the Indianapolis 500 in 1978, and since then, it has gone on to lead that race to the green flag more than any other car. In its latest episode of Vette academy, the National Corvette Museum gives brief look at the 17 unique Corvette pace cars that have been used over the last 42 years.





all 1986 Corvette convertibles (7,315 in all) were considered pace cars even though many didn't have the decals installed. The 1995 and 1998 pace cars were produced in far lower numbers (527 and 1,100, respectively) making these versions more collectible.

In 2002, Chevrolet became the exclusive provider of Indy 500 pace cars, and that year the 50th anniversary Corvette was the pace car; no official replica was produced, but Chevy did create a graphics package for 300 customers. The Corvette paced the race in 2004, 2005 and 2006, but no replicas were built these years either. It was until 2007 that Chevy offered pace car replicas again when it produced 500 examples – all convertibles – that year. In 2008, there were actually two Corvettes acting as the official pace car – a custom Z06 made to run E85 gas and a black and silver version to commemorate 30 years since the 1978 pace car— with 500 production replicas of the latter being signed by Emerson Fittipaldi.

From 2012 through 2019, the Corvette acted as the pace car another six times. Chevrolet hasn't announced which model will pace the 2020 Indy 500, but this race has been—delayed until August 23rd due to the COVID-19 pandemic.

(from *Yahoo News* on the internet)

Barn find 1955 Chevy Corvette Hasn't Seen Daylight In 40 Years

by Elizabeth Puckett

June 16, 2020

Tucked away for 40 years, this 1955 Chevrolet Corvette looks worse-for-wear in its hiding place – but now it's out, don't even think about trying to buy it.



For the Corvette's first time pacing the Indy 500, Chevy had initially planned on making just 300 pace car replicas, but due to strong demand, that number ended up being 6,502. You can find a variety of these '78 Corvette Pace Car Editions with very, very low mileage including this one with just 14 miles! Eight years later, the Corvette convertible acted as the pace car, and while the official pace car was yellow,

Anyone who owns a rare classic car like a 1955 Corvette could tell you that car collectors are constantly trying to buy them up, and that's the exact reason Bob Doucette put his 1955'Corvette into hiding — that, and wanting a safe place to preserve the car.

Doucette has owned the car since his father gave it to him as a late graduation present in 1968. His dad was already a Corvette enthusiast who was fascinated by the cars since the model's inception. When he bought the car for his son, it was somewhat of a gift to himself to have the car around.

Before the car made its way to the Doucette family, it had the original V8 pulled out and replaced with a 283 bored to a 301 cubic inch engine with a Duntov camshaft. It was also the subject of an amateur restoration that never came full circle, so it was missing some trim throughout, the hood, and stone guards for the headlights.

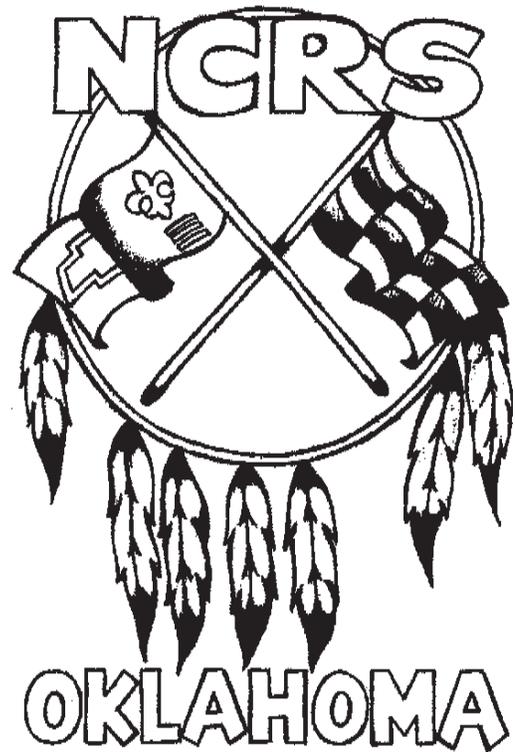
When it gained the attention of Doucette and his father, it was listed for sale for \$600, so they picked it up and drove it the 60 miles back to their West Texas home from where they bought it. From there, the car was restored over the summer, and would get put to good use — the first 9-10 years after, it became Bob's car, the Corvette was put on an autocross track, drag raced, and entered into car shows.

The car is now parked (and covered in blankets and cloths) in the house Doucette was brought home from the hospital in — Doucette wanted to keep the car close to home, and keeps its location a secret from those who ask where the car has been for the last 20 years. He has become increasingly more nervous about the car over the years, going so far as boarding up the windows of the garage to keep people from being able to look in and see it.

For the first time since putting it up, Doucette decided to peel back the several layers of cloth covering the car, finding small reminders of the car's past as he does. After finally showing its face once again, Doucette admits that he wants to get it out and clean it up, but for now, Bob covered it back up with the layers of blankets.

Due to its sentimental value, Doucette considers the classic Corvette to be a family heirloom, and selling it is completely out of the question.

(from *Yahoo News* on the internet)





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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, Verle Randolph, Tommy Johnson 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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