

THE

SIDE PIPE

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

March, 2014

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Chairman's Comments

by Neal Kennedy

The surprise sinkhole at the National Corvette Museum certainly lit up the internet last month. I got e-mails from non-car guy friends I haven't heard from in years. And the web was full of videos covering everything from the security camera footage showing the cave-in to a remote control helicopter flight down into the crater. This story will no doubt continue to fascinate us all as the saga unfolds in the months ahead.

John Neas had one of the Corvettes from his collection on loan to the museum. He didn't seem too concerned when we last visited. So far, his car is still above ground. Don't you just put parachutes on Vettes if you planned on going way fast at the drag strip or Bonneville. I know some folks put nitrogen in their tires, but rumor has it John was checking into trying to use helium for his car-on-loan. Theory being, the landing might be a little softer as the Vette drifts gently to the bottom of the pit.

Speaking of members' interesting cars, Ed Bedore has taken possession of what's been documented as the world's fastest street Corvette on a drag strip. His little red '63 split window gets down the quarter mile in a little over six seconds at well over 200 mph. Before you get too argumentative, note that the car has electric windows and cup holders! Just the kind of machine you would want to slouch down in and cruise the Sonic. Ask Ed about the twin-turbos and chrome bumpers.

I continue to be pleasantly surprised at the interest expressed in our planned War Bonnet Park Raceway tour. March 15th should already be on your calendar for the trip to New Mannford, Ok. Yep, that's the way the location was printed in the 1966 entry form for a Sports Car Club of America race in August that year. Race Headquarters was the Highway House Motel on W. Skelly Drive.

Anybody remember that one?

Big plans for the ultimate development of the park fell a bit short, along with adequate financing to keep the track operating. A *Tulsa World* article announced, "Construction of a \$3.5 million automobile racing course, park and recreation facility will start soon near New Mannford, it was announced Saturday by Robert M. Moore, Jr., president of Sports Diversified, Inc.

"To be called War Bonnet Park Raceway, the course will be 5.7 miles long, making it the longest permanent road course in the United States," Moore said. "The project will be built on 1,100 acres near Lake Keystone about a mile north of New Mannford."

The article went on to describe plans for a country club, 18-hole golf course, horseback riding stables, campgrounds and a boat landing for lake access. Bleachers to seat 20,000 spectators and infield facilities for another 80,000 were included in the concept. But like that long version of the race track, all that good stuff didn't happen.

What did happen was some great Trans Am racing with nationally famous drivers coming to the track most often described as 2.6 miles long. With that in mind, I was wondering if anybody would be interested in driving on what's left of the old racing surface. When I floated the idea at a breakfast meeting acoupla months ago, lotsa hands went up. So, here we go. An Oklahoma Chapter NCRS road trip to and around the legendary War Bonnet race course.

The plan is to meet at the McDonald's in Sand Springs at 9 a.m. Highway 412 (Sand Springs Expressway or Keystone Expressway if you prefer) and Highway 97. Have a light breakfast if you like. We'll roll out about 10:00 a.m. and cruise directly to Mannford and out to the track. Much of the development in the area is now residential and the speed limit is 25 mph. We will try both the

short course, less than a mile, then the longer loop. I'll point out what was the start/finish line. The timing building and offices are long gone. You will be able to see the tennis and basketball courts.

After a couple laps around the course, and some bench racing (weather permitting), we'll drive to the nearby Freddie's for lunch. Nice lake view, varied menu, good service. You can leave the restaurant whenever you like for your further Saturday activities. If it's pouring down rain or below freezing that morning, we'll try another day. I'd like those of us with street Corvettes to drive 'em on the track and maybe get out and talk about what we're seeing. It's not going anywhere, been there almost 50 years. Might be more fun if we're not cold and wet.

I would like another, updated, show of hands at our March breakfast meeting so I can let Freddie's be prepared. If you can't make the meeting or know of non-members that might want to tag along, please give me a call at home for my headcount. 918-865-4966.

I'll wrap up the War Bonnet info with one last paragraph from that *Tulsa World* article. "Spectator rates for professional races," Moore reports, "will run from \$2.50 to \$5 and amateur races will cost around \$1.25 to \$1.50." Yes, and gasoline was how much a gallon?

Our annual Chapter NCRS Judging Meet is also full speed ahead. Judging Chairman Brett Driscoll has the paperwork in and cars in line to be judged. He'll have an update for us in this newsletter with details of where and when. Let him know early how you will be able to help with the April 26th event. Please register on-line to ease Brett's load a little. He WILL need some bodies. Don't let lack of experience be an excuse not to help. Brett's very good at assigning tasks at the level of knowledge available. It's absolutely the best way to learn about our cars.

May's club activity will visit an old haunt. Roy Sinor seems to be in town more than he used to be. And it looks like he'll be around for a springtime garage tour at his business at 11th and Yale. Details to follow. His inventory of NCRS quality Corvettes is constantly changing and his war stories are always interesting.

You won't want to miss this, or the Judging Meet, or War Bonnet. It's your club. Let's do more than just eat breakfast.

Be sure to read the March 2014 *Car and Driver* article Ed Brett brings to our attention in this *Sidepipe* issue.

Author Rob Sass brings up some issues we should all be concerned about and gives us some matter-of-fact numbers to support those concerns. Ed suggested, and I agree, we should spend some time discussing the situation. It mentions well over half of the estimated five-million collector cars in the U.S. are owned by baby boomers. The next generation of car guys may not be so knocked out by a '57 Chevy hardtop. My favorite sentence is the last one in the article. "The happiest people in the hobby are the ones who buy what they like first and let the market worry about return on investment." What do you think? Let's talk about it Saturday.

March Breakfast Meeting

Our monthly breakfast will take place on Saturday, March 1. 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.

2014 Dues Notice

The New Year is already here, and it is time to renew your membership in the Oklahoma NCRS.

Annual dues of \$15 should be paid this month.

Bring your wallet or checkbook on Saturday, March 1, to renew your membership in the Oklahoma Chapter NCRS. Don Partridge will be glad to accept your money, or you can mail your 2014 dues payment to:

Don Partridge
18606 East 96th St.
Broken Arrow, OK 74012

A special note to any new member who may have joined since October, 2013. Your payment then will cover your 2014 dues also. If you have any questions, call Don Partridge at 918 / 455-6574(H).

Don't delay! Payment of dues is required to continue receiving chapter benefits.

Remember ---- You must be a National NCRS member in order to be an Oklahoma chapter member. Checks should be made payable to Oklahoma Chapter NCRS

Arkansas Double Treat Trip

by Neal Kennedy

What do you get when you cross a big-time model train show with four classic Corvettes, a bad-ass Buick and a Z06? How 'bout a great day in our sister state to the east. Bob Clark planned a trip down Highway 412 to Springdale for a nationally recognized model train meet. He invited three "old" friends to tag along in his mighty Yukon XL.

You could put all I know about model trains in a thimble and have room left over. Russ Grimm and Brett Driscoll provided the basics for me as we motored into Razorback country. When we arrived in Springdale, we found the parking lot packed.

At the show I spent almost as much time watching the little guys and their fascination with the layouts as I did checking out the trains. Russ and Bob found a few treasures to bring back home for their own model train interests.

Since we were that far into Arkansas, Bob had planned the trip so that we could stop in for a visit with an old friend. So, it was on to see long-time NCRS member Don and Brenda Johnston's fabulous home and show room garage on the southeast side of Fayetteville. Their home sits on 50 acres, so there is a long driveway that Don sometimes uses as a test track.

I got to know Don on several Carlisle trips and was aware of his collection but had seen only his maroon '62. As nice as the C1 is, my favorite has to be his '67 427 Coupe, sidepipes and all. Thanks for the hospitality, Don.



Attitude Adjustment Night

The gathering place for our March Attitude Adjustment Night on Tuesday evening, March 18, 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 Hobbyists

by Brett Driscoll

NCRS#26846

Oklahoma Chapter Judging Chairman

I hope that you have had a chance to enjoy your Corvette recently. We have had some beautiful days in February.

We have a couple of events coming soon where your help will be needed and much appreciated. Please mark your calendar for Saturday, April 26, at 8:00 a.m. for a Chapter judging meet. We will be using a great facility for this type of event, which is located at 8515 E. Skelly Drive in Tulsa.

Directions: Travel to 27th and Memorial Drive. Then go east on 27th Street to the point where it intersects Skelly Drive. Turn left on Skelly Drive. The entrance will be immediately to your left..

Even if you have never judged a Corvette, I promise you will enjoy yourself. Great friendships develop at these events.

A guest speaker coming from Texas will share his expertise about Corvette paint and the preparation a person needs to have in mind when seeking out a painter for his classic Corvette.

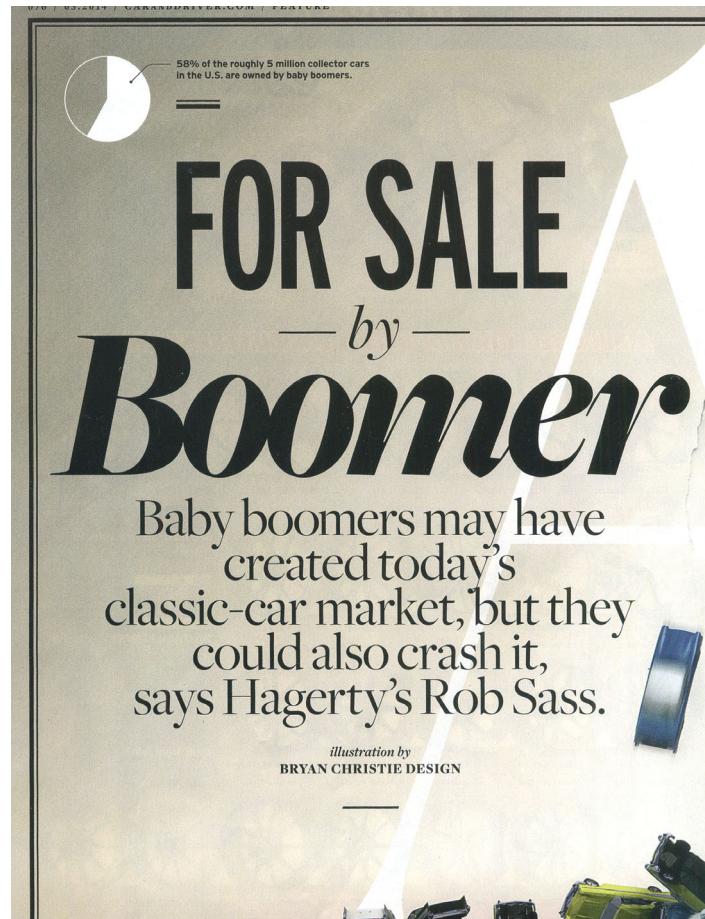
There will be an original paint 1969 Corvette coupe {5 star bowtie and Duntov award winning, I might add} arriving to help with his presentation.

This should be a Chapter event that we will all remember and be proud we were a part of it. Judges are still needed to pull this Chapter meet together. I know that each of you could help with the operations section if paired up with the right partner, so plan to attend and take an active part.

In preparation for this event please pull an original part from your shelves that we can talk about at Saturday's breakfast.

If you have the same part in a reproduction configuration, bring it along as well so that we can compare them. All of this will be done in a friendly and unassuming manner.

This is your Chapter and your judging meet. Your participation is needed. There will be some details to discuss and questions answered at the Saturday breakfast. I hope to see each of you and your car there as well.



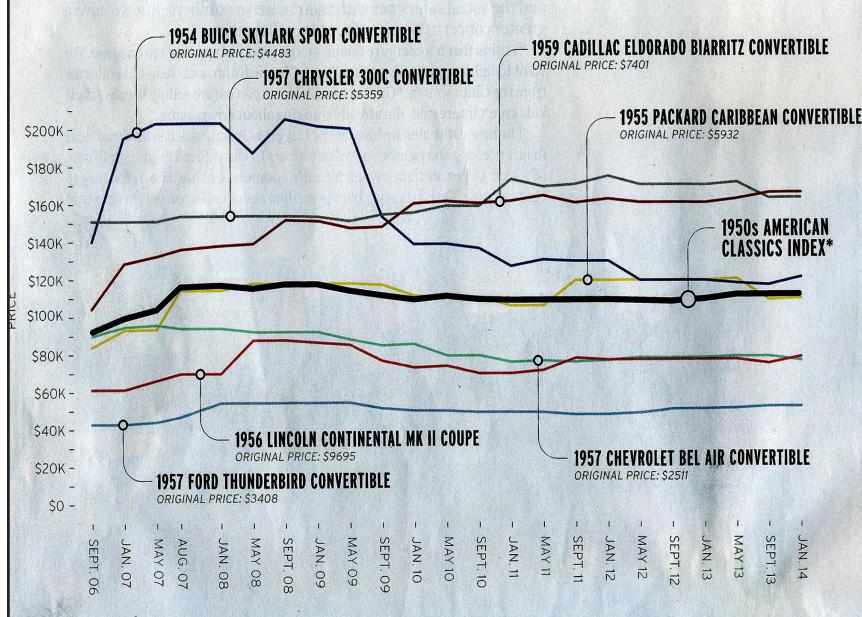
A Demographic Shift Looms:

Some 76 million babyboomers will soon reach retirement age, crushing the health-care system and the social safety net with their massive numbers. But we have a greater concern: Who's going to buy all their cars?

"I think that boomers are taking a more practical approach to baggage. We want to lighten our loads sooner," says Charlie Kuhn, a 52-year-old collector

The Straight and Narrow

HAGERTY'S STOCK-MARKET-STYLE INDEX FOR 1950S AMERICAN CARS HAS SHOWN LITTLE MOVEMENT SINCE IT BEGAN TRACKING MARKET VALUES MORE THAN SEVEN YEARS AGO.



from the Chicago area. "Guys not much older than me are selling because their kids aren't interested. I'm already thinking about downsizing."

The best estimates we have at the Hagerty Group, which sells classic-car insurance, peg the number of collector cars in the U. S. at roughly five million, of which 58 percent are owned by baby boomers, or those born from 1946 through 1964. Our data says that the median age of collector-car owners is 56 years. The oldest boomers are approaching 70, and their interest in the hobby is starting to wane. We won't see a generation of similar size until the so-called millennials hit their peak earning years in a few decades. It's questionable whether they will care about the cars of their grandfathers and great-grandfathers--or any cars, for that matter.

Confusing the issue further is the fact that the collector-car market is surging right now. Last July, a 1954 Mercedes W196 racer crossed the block for \$29.6 million, smashing the old record for a price paid at auction by more than \$13 million. Then in August, a 1967 Ferrari 275 GTB/4-S NART Spyder took in 27.5 million, the highest price ever for a road car. However, for all those blue-blood auction results, and some hot niches within the hobby as a whole, there are far more examples of mundane Detroit iron sitting in the garages of graybeards. A vast majority of collector cars

in the U.S. are, predictably, American -- some 80 percent, according to Hagerty data. It's this backbone of the hobby that is likely in trouble.

We at Hagerty maintain a stock-market style index for various sectors of the classic-car market. The one for 1950s American classics is precisely where it was in January 2010, indicating that demand for formerly appreciating blue chippers, such as the 1955-57 Chevrolet BelAir, has likely peaked [see above]. Even the '55-57 Thunderbird two-seaters--once considered the bluest of blue-chips--are struggling.

"They're astonishingly cheap now," says Bob Lichty, a Canton, Ohio, dealer who's been part of the classic-car industry for about 40 years. "The guys who wanted them new are starting to age out of the hobby. A '60s 'Bullet Bird' convertible is easier to move now."

As we speculate about how the collector-car market might change in the next two decades, it's helpful to consider some history. Car collecting traces its roots to the Great Depression, which extinguished grand American marques such as Auburn, Cord, and



Duesenberg and ended the era of bespoke coach building. Having saved western civilization during World War II, members of the Greatest Generation turned to saving America's prewar automotive heritage. They realized with startling prescience that the "classic era," as it became known, represented bygone automotive craftsmanship. They collected, preserved, and restored these cars and started clubs such as the Classic Car Club of America and the Antique Automobile Club of America. On the whole, the World War II generation was a good steward of the hobby it created, collecting the aspirational cars of its youth in a pattern that collectors have followed ever since.

And so it went until the early 1970s, when the collector-car auction business began. Prices for prewar cars rose steadily until the late 1990s when they hit the wall, in part because of oversupply. As the Greatest Generation aged, they scaled back by selling off collections. And as more collectors began to die, the market for prewar cars dried up. The stagnant prices of '50s American cars hint that history may be repeating itself.

"As different generations age out, their cars do, too," says dealer Lichty. "While the owners may die, the cars don't. They don't become worthless, but there's a shift in the types of people who buy them and the types of collections where they go. The Cadillac V-16s and Duesenbergs survived the shift from the World War II generation just fine," Lichty explains, "but ordinary mid-1920s and '30s cars, such as Buicks and Dodges, are stone cold right now. They're certainly not worthless, just hard to get rid of," he says.

Some baby boomers did embrace their parents' era, rightfully recognizing them as objets d'art and pieces of history. This was helped by the sheer volume of boomers, enough to absorb the best collector cars extant while also preserving the cars of their own era. But we shouldn't expect this phenomenon to be repeated. Not only has the sheer volume of collector cars grown, but the next generation in the line of succession, the -so-called Generation X, isn't as large or as enthusiastic as the boomers.

Kuhn, the Chicago collector, says "I own a 1934 Buick. It was built 28 years before I was born. I like it because my dad liked them. But our children aren't developing an interest in collector cars. There are too many things going on to capture their attention: travel, sports, the internet, and social media."

One possibility is that the European market could absorb many of the boomers' cars. Michael Sheehan, a Los Angeles-based Ferrari broker, says that "50 percent of my sales of 1950s and '60s Ferraris are to European buyers." Most of the cars go to England and are registered there, Sheehan explains, because the U.K. taxes historic cars at 5 percent, versus 30 percent for the EU. "Europeans are looking for places to park tax-free money; and collectible cars are a particularly wonderful place to do it."

But there are only so many cars that can go to Europe, where anti-car sentiment and corresponding legislation continue to grow. And in China, where incomes are swelling, the government has banned all cars older than 15 years, making importation extremely difficult. Even if we can count on Europeans to absorb some of the boomers' cars, outside of the curious Scandinavian predilection for Yank tanks, Europeans seem most interested in repatriating their own automotive heritage. For example, early Porsche 911s are white-hot right now.

Tastes change, a fact that will likely also affect the hobby. While today's collector car market is dominated by mostly original cars and more-or-less accurate restorations, the future may be about restomods -- cars with modern equipment. Heretical as this maybe to some, anecdotal evidence already suggests that restomod buyers tend to be younger, which makes sense. Gen Xers and millennials don't work on their cars as much, with high-school shop classes having been largely eliminated just as computerized complexity made self-wrenching more difficult.

The restomod market is already strong today thanks to the reliability that goes along with replacing 50-year-old guts with something newer. So, too, is the market for clean, complete cars ready to accept a crate engine and an automatic transmission. The declining number of drivers that can even operate a manual, which brings up another likely change for the hobby: automatics getting the price premium over manuals.

Car collecting as a pastime won't fade away--horses still enjoy an enthusiastic following more than 100 years after being displaced by the car. But the hobby will certainly evolve. The internet continues to transform it, ameliorating the scarcity of parts, bringing owners together to share information, and increasing the supply of cars. Many of the old rules about what defines a collector car and the relative values of different types are likely to be challenged. The Holy Grail or Hemi 'Cuda of the next generation

values of different types are likely to be challenged. The Holy Grail or Hemi 'Cuda of the next generation may well come from abroad -- an E30 BMW M3 or an Alex Zanardi -- edition Acura NSX. One thing won't change, however: The happiest people in the hobby are the ones who buy what they like first and let the market worry about return on investment.

Rob Sass is VP of context at Hagerty, the collector-car insurance and services company.

(This article brought to us by Ed Brett.
It was from *Car and Driver*, March, 2014)

Help, I Can't Get Out of My Car

by Bob Clark

Have you ever been caught inside your C6 Corvette or Cadillac XLR with the battery down? It's not a good feeling. This happened to me on February 14th. I had not driven my XLR for a while with all the winter weather we've had recently. I intended to clean my car up, but when I got in the car, it wouldn't start, and I could not get out because all controls are electric. I had my cell phone, so I called OnStar but they couldn't help. They referred me to Cadillac Roadside Assistance which was of no help either.

I was able to get enough power to lower the window part way. My wife Bonney was not home at the time this happened, but she did arrive before I spent too much time in the car. I was not able to reach the manual release on the driver's side floor because the steering wheel and lower dash had me wedged in. Finally I was able to reach across and pull the passenger side release. Then Bonney crawled in and reached down over my legs to open the driver's door release. The moral of this situation is two-fold: keep your battery charged and never shut the door before you start the motor. In a Corvette, you sit lower than in an XLR, so you can probably reach the release easier. If you don't know about the manual release, you need to read your manual.

The little tool shown in the picture is one that I made to put in the center console to let me always be able to reach the emergency release. If you want one like it, let me know.



For Sale: 1996

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For Sale: 1994 Corvette Convertible, Special order Wine-Rose Paint, Black

top, Black Interior, 6 Speed, LT1, new tires, garage kept, 74,000 miles, \$15,900 (negotiable)



Call Natilee Zimmer

This was my father's pride and joy.

For Sale \$18,900, 1975 Corvette Convertible, Original L48 engine, Automatic, Optional black custom interior trim, Auxiliary hardtop, Map Light, Air Conditioning, Power steering, Power brakes, Tilt-tele steering column, Silver base coat clear

coat repaint, No hit body, Rally wheels w/Goodyear Eagle II tires, Original AM-FM radio, 64,000 miles, Current owner for 12 years, Very



original beautiful Corvette, Please call Jon, 918-636-4736.

For Sale: Home with large garage! 4 BR, 2-1/2 Bath, 2700 sq. ft., split level home, centrally located near St. Francis Hospital, 6 car garage with car lift, in ground swimming pool, enclosed patio room with hot tub, large open concept kitchen with center island, granite counter tops, pantry, convection microwave, convection oven, hardwood floors in main level, fresh paint inside. Exterior is brick & siding. Rent to own for 18-24 months. Purchase Price \$206,000 Call Howard Huff 918-557-4013

Upcoming Events

- Mar 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Mar 18 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
Apr 5 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Apr 18-19 Tulsa Swap Meet 2014 - Creek County Fairgrounds - Tulsa V8.org - Linda Strode for info call 918-371-2437
Apr 26 Oklahoma Chapter NCRS Judging Meet - Details to follow - Register at www.ncrs.org
May 15-17 NCRS North Central Regional - Rochester, Minnesota - See *Driveline* for info
June 5-7 NCRS Rocky Mountain Regional - Loveland, Colorado - See *Driveline* for info
July 13-17 NCRS National Convention - Kansas City (Overland Park), Kansas - See *Driveline* for info



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



Thanks to Brett Driscoll, Neal Kennedy and Ed Brett 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!

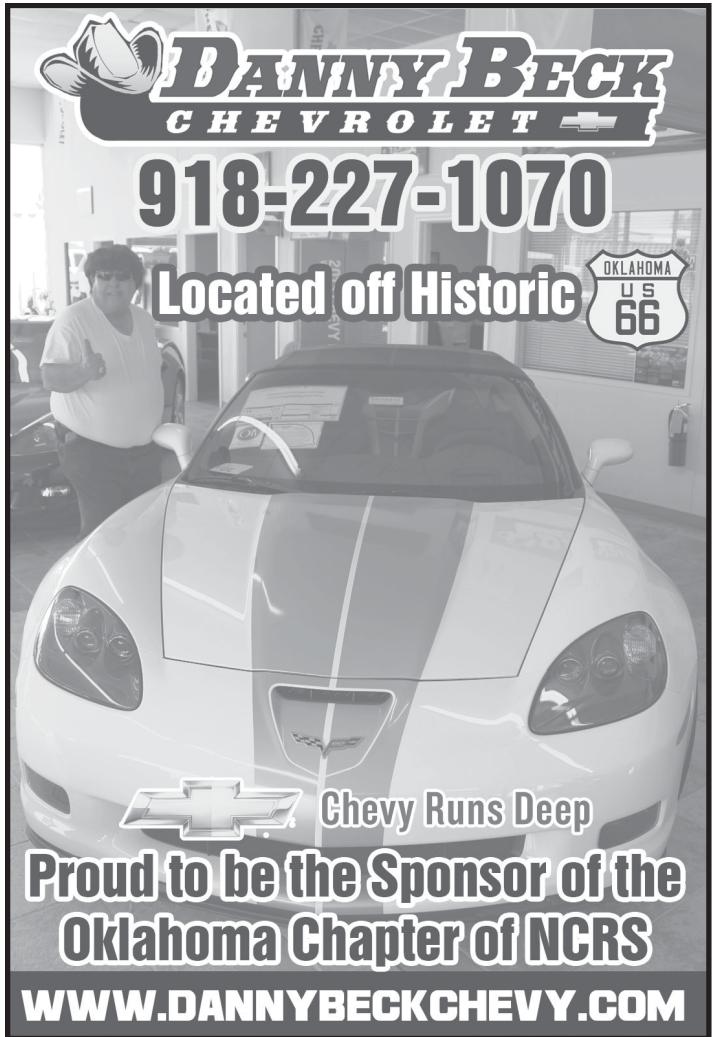
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If your address is not current, then you will not receive the latest news and information.



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The advertisement features a black and white photograph of a woman standing next to a white Corvette. The car has a prominent front grille and headlights. In the background, there is a building with a sign that includes the Chevrolet bowtie logo. A route 66 shield is visible on the right side of the image.