

THE

SIDE PIPE

March, 2017

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

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

Chairman's Comments

by Kelly Bolton

In discussions involving NCRS, we are often referred to as the "Corvette Nuts and Bolts Guys" alluding to the detail of our hobby. I am guilty and as I walk up to a mid-year Corvette my first thoughts are of what's not original to the car.

While reading the latest Corvette Restorer Judging Chairman's message, it includes "Concours Judging" for the judging of non-original Corvettes. My first impression was that this sounds a bit off target for NCRS, but it fits within the NCRS Mission Statement, "To promote the preservation of classic Corvettes." The new judging sheets have been created by eliminating the score for Originality, replacing the Condition score with Appearance and just getting started with testing the new judging sheets on mid-years.

Plans are for two divisions within Concours Judging, Stock appearing and Modified. While I have been calibrated to the current Flight Judging Guidelines, I am curious about this new Concours Judging and hopeful that it will help me think outside my current "Corvette Nuts and Bolts Guys" box.

Our current Chapter By-Laws have been in place since 1/27/95. Your Club Officers have been in revision discussions for the last several months and are ready to share the proposed amendments. We will review the new proposed amendments at the March Breakfast meeting and have copies of the proposed amendments available. Process is to vote on the proposal at the April meeting and a two-thirds vote of the members present is required for acceptance.

Reminder that if you have something you would like to share at our next breakfast meeting, please

send to Mike (lostnaustin@sbcglobal.net) and me (kellybolton@cox.net) prior to the meeting, or you can bring your presentation on a flash drive.

John Neas reported that he has been asked if the Oklahoma Chapter NCRS would like to consider making a bid to hold the NCRS National Convention in 2020 here in Tulsa. NCRS has an interest in having the convention in the middle part of the country again. We need to see if there is enough interest and support to consider making a bid.

To continue moving forward into the New Year there are numerous opportunities for you to participate in our Chapter. Our combined efforts are vital to our continued success as The Oklahoma Chapter of NCRS. Let's look at 2017 as a year filled with opportunity and fun as we restore, preserve, document and enjoy our Corvettes.

March Breakfast Meeting

Our monthly breakfast will take place on Saturday, March 4, 2017. 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 March Attitude Adjustment Night on Tuesday evening, March 21, 2017, will be Bravo's Mexican Grill at 4532 East 51st St. We will continue to meet at Bravo's for the next few months.

The time people start to arrive is 5:00 p.m.

Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter denim shirts, long and short sleeve, for \$25 each. We also have Oklahoma Chapter sweat shirts for \$25.

Please call me at 918 / 625-2303 or 918 / 299-9001 to order an item. You could also send an email to bobclark77@cox.net. Be sure to include the type of shirt and size.

I will have proof copy prints of our new directory for you to check your information before printing.

Attitude Adjustment Night In Oklahoma City

by Gene Holtz

We are hosting an Attitude Adjustment Night in Oklahoma City to generate interest for an upcoming Chapter event in OKC and to get OKC Members together. Thanks to Steve Mitchell, we now have a location for the Chapter event.

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. March's gathering is March 28 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.) We will be discussing a Chapter Meet in OKC, how to get the info out to members in the area, tech session and judging schools in OKC.

Please get the word out to anyone you know that might be interested in attending the gathering.

Contact me if you want further information at (cell) 405-317-3919 or email blue65l84@aol.com (that's an L84, not 184. Thanks!)

Zora Arkus Duntov——— Thoughts 1953

by Russ Grimm

I recently came across a copy of Zora Duntov's internal GM letter from 1953 to Maurice Olley. It has been some time since I last read it and with a new fresh outlook it really struck home why Zora

Duntov has been called a "legend" or "the father of the Corvette" for several years. This letter, as well as his actions and with General Motor's commitment, changed the direction for my generation as well as many more. Yes, General Motors had the V-8 for the Cadillac, but it was Chevy small block that would change everything in 1955. It was an inexpensive upgrade for production, and as it was rolled out and it matched up to Chevrolet's beautiful line for 1955, was a match up that made history.

Ed Cole who was put in charge of Chevy engineering in 1952 started the process, but as you review Zora's letter you can see how he really made his point and influence for the future. I'm not saying that Ed Cole scrapped his project, but he surely modified it since this was a major change from the Cadillac V-8. The small block Chevy made history and was part of the cars from GM and Chevrolet that I have owned and loved being around for all of my life—Corvette, Camaro G.T.O. and Chevelles.

So the story is told that Zora saw the Motorama Corvette in New York and was inspired to seek out employment with Chevrolet in 1952. He then made what I would think was a bold move in December, 1953 with this letter which set the course for the future. It is well documented what happened from that point on with books like *Zora Arkus Duntov* by Jerry Burton which way is great biography.

So here is my point. After reading the letter, see if you agree with me on where we are today. Yes, there is loyal group of Ford or Chrysler followers, hot-rodder, gear heads or whatever you care to call them. With great products and that were formal challenges for General Motors and Chevrolet for 60 years plus now in the performance world of the cars we all love.

Zora's reputation again is well documented for taking on and finding ways to follow up on his original statements outlined in 1953. He had a cause and stayed with it until 1974 with his retirement. So are we, the Chevrolet car enthusiastic, better off than in 1953? Did we benefit from one man's crusade? Is Ford the primary source for "hop up" cars and parts as they were in 1953, according to the letter?

The resulting definitive answer for me is "yes" with the add on of "thank you, Zora," you set the tone and followed through and the Chevy small block made history and the Corvette and Chevrolet following is strong. We all benefitted from your efforts.

INTER-ORGANIZATION LETTERS ONLY



*TO VIC
Mr. Z. Arkus-Duntov
8-30-74
S. J. ...
not but ...*

TO	Mr. Maurice Olley	ADDRESS	Research & Development Section
FROM	Mr. Z. Arkus-Duntov	ADDRESS	Research & Development Section
SUBJECT	<u>Thoughts Pertaining to Youth, Hot Rodders and Chevrolet</u>	DATE	<u>December 16, 1953</u>

The hot rod movement and interest in things connected with hop-up and speed is still growing. As an indication: the publications devoted to hot-rodding and hop-upping of which some half-dozen have a very large circulation and are distributed nationally, did not exist some 6 years ago.

From cover to cover, they are all full of Fords. This is not surprising then that the majority of hot-rodders are eating, sleeping and dreaming modified Fords. They know Ford parts from stem to stern better than the Ford people themselves.

A young man buying a magazine for the first time immediately becomes introduced to Ford. It is reasonable to assume that when hot-rodders or hot-rod influenced persons buy transportation, they buy Fords. As they progress in age and income, they graduate from jalopies, to second hand Fords, then to new Fords.

Should we consider that it would be desirable to make these youths Chevrolet-minded? I think that we are in a position to carry out successful attempt. However, there are many factors against us -

1. Loyalty and experience with Ford.
2. Hop-up industry is geared to Ford.
3. The law of numbers - thousands are and will be working on Fords for active competition.
4. Appearance of Ford overhead V-8, now one year ahead of us.

When a superior line of G.M. V-8's appeared, there were remarkably few attempts to develop these and none too successful. Also, the appearance of the V-8 Chrysler was met with reluctance even though the successes of Ardun-Fords conditioned them to acceptance of Firepower.

This year is the first one in which isolated Chrysler developments met with success. The Bonneville records are divided between Ardun-Fords and Chryslers.

In the non acceptance of G.M. V-8's, and very slow beginning of acceptance of Chryslers, cost must have played a part.

Like all people, hot-rodders are attracted by novelty. However, bitter experience taught them that new development is costly and long and therefore are extremely conservative. From my observation, it takes an advanced hot-rodder some three years to stumble toward the successful development of a new design. Overhead Fords will be in this state in 1956-1957.

The slide rule potential of our RPO V-8 engine is extremely high but to let things run their natural course will put us one year behind and then not too many will pick up Chevrolet for development.

It seems that unless by some action the odds and the time factor are not overcome, Ford will continue to dominate the thinking of this group. One factor which can largely overcome the handicap would be the availability of ready engineered parts for high output.

If the use of the Chevrolet engine will be made easy and the very first attempts will be crowned with success, the appeal of the new will take hold and not having the stigma of expensiveness like the Cadillac or Chrysler, a swing to Chevrolet may be anticipated. This means the development of a range of special parts - camshafts, valves, springs, manifolds, pistons and such which will be made available to the public.

The association of Chevrolet with hot rods, speeds and such is probably inadmissible. But possibly the existence of the Corvette provides the loop hole. If the special parts are carried as RPO items for the Corvette, they undoubtedly will be recognized by the hot rodders as the very parts they were looking for to hop up the Chevy.

If it is desirable or not to associate the Corvette with speed, I am not qualified to say, but I do know that in 1954, sports car enthusiasts will get hold of Corvettes and whether we like it or not, will race it. Most frequent statement from this group is "we will put a Cadillac in it". They are going to, and I think this is not good! Most likely they will meet with illard trouble - that is, breaking sooner or later, mostly sooner, everything between the flywheel and road wheels.

In 1955, with V-8 engine, if unaided, they will be still outclassed. The market-wise negligible number of cars purchased for competition attracts public attention and publicity out of proportion to their number. Since we cannot prevent the people from racing Corvettes, maybe it is better to help them to do a good job at it.

To make good in this field, the RPO parts must pertain not only to the engine but to the chassis components as well. Engineering-wise, development

of these RPO items, as far as the chassis concerned, does not fall out of line with some of the planned activity of our group. Use of light alloys, brake development - composite drums, disc and such - are on the agenda of the Research and Development group already.

As I stated above, V-8 RPO engine has a high power potential - it is hard to beat inches, but having only 80% of cubic inches, it has 96% of square inches of piston area of the Cadillac. In my estimation, the power output comparable to the Cadillac can be obtained not exceeding 270 ft.lb. of torque at any point. (323 ft.lb. of Cadillac)* The task of making power train reliable is therefore easier.

The thoughts are offered for what they are worth - one man's thinking aloud on the subject.

Z. Arkus-Duntov
Z. Arkus-Duntov

ZAD:hs

* The comparison pertains to a special type of Cadillac

Trains., Great Cars, Arkansas and NCRS Friends

What do you get when you cross a great model train show with three classic Corvettes, a classic '65 Buick Riviera Grand Sport, a '57 Lincoln Continental and an Aston Martin? How about 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 two "old" NCRS friends, Mike Smith and Jim Elder, to tag along in his GMC Yukon XL.

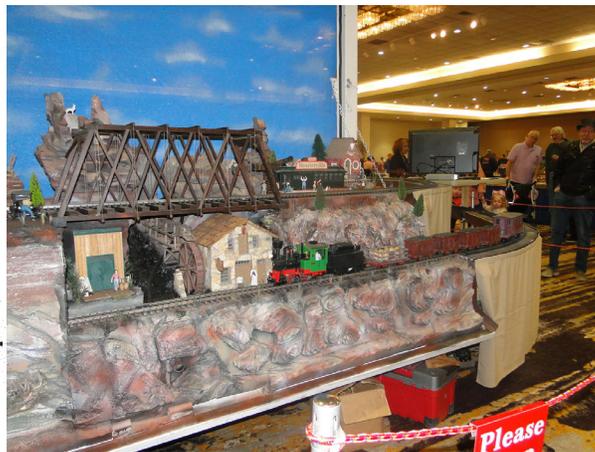
When we arrived in Springdale, we found the

parking lot packed. This show is an annual event and always has a lots of interesting things to see, even if you're not the serious modeler that Bob is.

At the show, you can spend almost as much time watching the little guys and their fascination with the layouts as you can in checking out the trains. Bob found a few treasures to bring back home for his model train interests.

Bob had found a great old-time hamburger restaurant for lunch called Cactus Jack's. It is worth visiting again.

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.

Don's collection has changed over the last few years. Where it was all Corvette at one time, it has now has a few other performance automobiles. His 5-car showroom is something to see. A 4-car house garage lets him expand to another area.

We got to know Don on several Carlisle trips and at judging events here and at Joplin. We were aware of his collection. Thanks for the hospitality, Don. It was a great day!



More Pictures from Arkansas



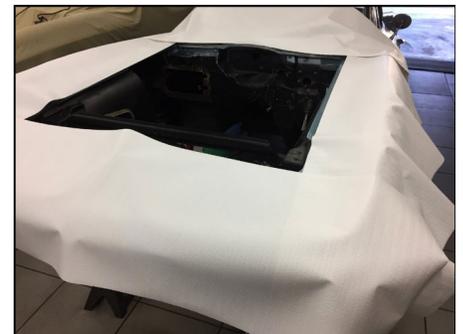
Fender Cover Tech Tip

By: Pat Cavanagh

Like most of us, I have several sets of fender covers. Including the ever popular NCRS logo covers. Fender covers are fine for checking the oil or changing the air cleaner. For more extensive work, they are difficult to use because they are always slipping off the side of the car or falling into the engine compartment.

While restoring the engine compartment of my 1964 Corvette, I quickly tired of the fender covers slipping off and leaving the paint unprotected. I resorted to using a combination of moving blankets, beach towels and fender covers. I attached them all to the car with painter's tape.

I continued to look for a better way to protect the paint without all the work and I found it at Walmart. They sell a kitchen drawer liner called Easy Liner. Easy Liner comes in rolls that are 20 inches wide by 18 feet long. The material has a smooth top with a static cling bottom. I find that I can place Easy Liner on the fenders of the car and it stays in place. Easy Liner can be cut to length with scissors and the 20 inch width extends over the crown on the fenders. The material is thick enough to provide some padding while the static cling underside adheres to the fenders without leaving any type of residue on the paint. It takes just a few minutes to install Easy Liner on the car. My NCRS fender covers now stay in place over the Easy Liner. When I need additional padding I just throw a Harbor Freight moving blanket over the Easy Liner.



An 18 foot roll of Easy Liner is about \$12. This is enough for a C2. I first bought a 9 foot roll to see if it would work, and I liked it enough to buy the 18 foot roll to completely cover the front of the car. I also like Harbor Freight moving blankets in conjunction with Easy Liner. These blankets can be had for less than \$6 on sale and sometimes as a give-a-way with another purchase.

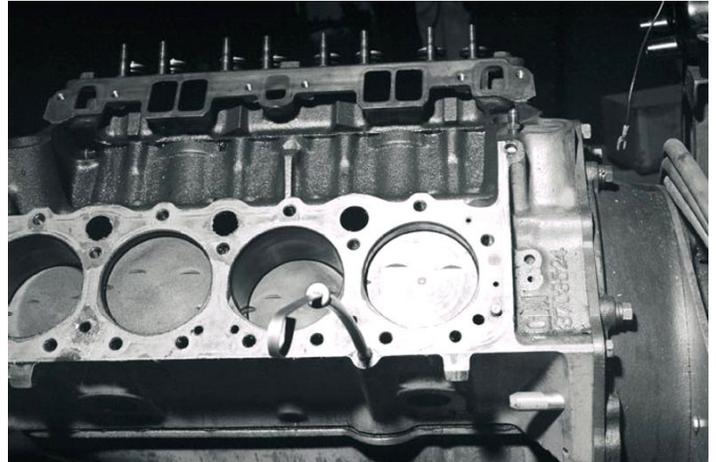
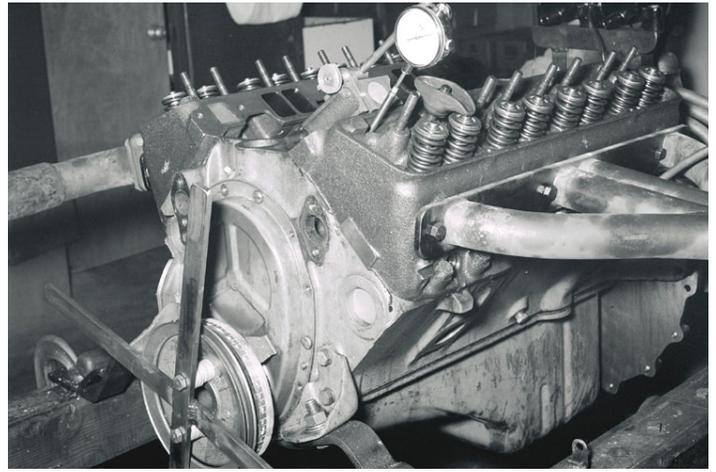
So if you are going to do more than change your air filter or check the oil, consider buying some Easy Liner. It's cheap and reusable.

Early Chevrolet V8 Testing at Edlebrock

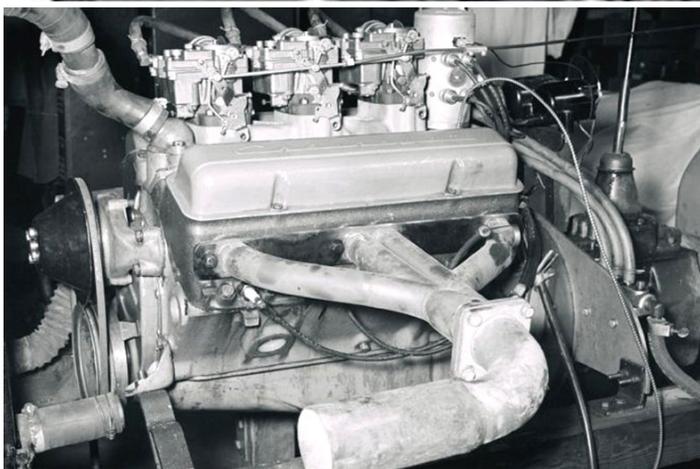
from Verle Randolph

This is a picture of a 1955 Chevy V8 on an engine dyno in the Edlebrock plant. It has 3x2bbl intake and Edlebrock valve covers. Note the dyno machine with scales. What are the parts lying on the floor past the side of the radiator?

The engine stand is made of wood. The back mount is bolted on. The front mount on this side is metal, and it looks like it is clamped to the wood, not bolted. Note the distributor. Some kind of magneto with a vacuum advance at the top.



I think the picture with two men is Edlebrock Sr. & Jr. Headman headers



The picture on the right shows a 1963 ZO6 at Sebring 12 hour race in March of 1963. Drivers are Dave Morgan and Delmo Johnson.

Note the wheels. They are knock offs, and I think the spinners are two bars that some people said never were on Corvettes.



© Bill Stowe

The Corvette Adventure (Part 12)

by Pat Cavanagh

I have been fond of saying “When you’re young, you don’t have much money but plenty of time. When you’re older, you have money but no time.” Since I retired last July, I’m adding another line. “When you retire, you hopefully have a little of both.”

With a little time and money many people pursue their passions. Mine are vintage automobiles, golf and fishing. I am passionate about vintage automobiles and I have been fascinated by automobile collections my entire life.

I think some people collect cars to impress their friends. Others collect cars that remind them of their youth and many do it as an investment. Some pursue certain automotive designs while others are interested in automobiles of a certain era or make. Some people collect automobiles of sequential years and others do it for all of these reasons.

I recently toured a private collection of over 300 automobiles in Dallas, Texas, from the ‘50’s, ‘60’s and ‘70’s and met the owner. Last week, I spoke with a well-known Corvette collector in New York that has nine ‘53 Corvettes along with a number of other straight axle Corvettes and mid-years. I also spoke with a couple of well-known collectors in our own club. When I ask them why they collect specific cars, their answers are always different and fascinating. As we know, every car has a story (including mine)!

This got me to thinking about how many vehicles actually constitute an automobile collection. At what point can you say to people that you have an automobile collection without them laughing? Do you know what that number is?

My wife refers to my two Corvettes as a collection, but I don’t think two mid-year Corvettes qualify as a collection, especially since they are both undergoing restoration. But, after much thought I believe I have an answer to this perplexing question! After consulting with Kelly over a few beers one Saturday, we decided you have to have at least 5 *special interest* vehicles to have a real automobile collection...as such, adding my Silverado, Polaris Ranger and my wife’s SUV to my two Corvettes still does not qualify me to say I have a car collection.

In my opinion, a car collection should have vehicles

that are drivable or at least assembled. If not, your collection of cars could also qualify as a junk yard! And that reminds me of an old line from my youth that we took as fact back in the day, “*You could always tell a wealthy hillbilly because he had two cars jacked up in his yard!*” Since I have two Corvettes jacked up in my workshop, I guess I may now qualify!

All this got me dreaming about the five cars I would put in my collection and what it would cost. (Honey, when you read this remember I am just dreaming again, don’t blame Kelly) After a lot of thought and several re-prioritizations these are my five this month.

1. 1934 Ford three window coupe hotrod, yellow - \$70k
2. Cobra 427 replica, ERA, 427SO street version, red - \$60k
3. 1932 Ford 5 window highboy coupe, American Graffiti - \$60k
4. Brunton Stalker with LS3 6 speed - \$55k
5. ‘56 or ‘57 Corvette, black or white with silver coves - \$70k

The total cost for my collection would be over \$300k. Would it make me happy? Yes, my wife, not so much. Don’t forget to add in another \$400k for a building to

store your collection! You just can’t park them in front of your house or you might fit the definition above!

Have you ever thought about what 5 cars you would put in your collection?

Back to the Past 2

Last month I interviewed the original owner of my ‘64 fuel injected Corvette. This month, I interviewed the second owner of my Corvette.

Peter lives in Florida and I have known him for over 10 years. He purchased the Corvette from the original owner Nick when he was 18 years old. Peter had owned the Corvette for almost 44 years when I purchased it from him in February, 2016. I have edited several of Peter’s responses below for brevity.

You mentioned that you purchased the Corvette in June of 1972. Were you just out of high school?

“Yes. I was, I had attended boarding school and one of my roommates was very interested in automobiles. When I asked him what car I should consider buying, he suggested a ‘64 or ‘65 fuel injected Corvette. He said it was the high water mark in automotive development. I remember horsepower and economy were high on his list of selling points. I took his advice and began looking for a ‘64 or ‘65 fuel injected Corvette.”



How did you find the car? "

I believe I found it in either Hemmings or AutoWeek. I drove over to Summit NJ and bought the car that day for cash. I recall I paid \$2,500 for the car."

Do you remember the mileage when you purchased it?

"I recall the car had somewhere around 25k miles when I purchased it." (The car now shows 61k miles which Peter confirmed as correct)

You mentioned earlier that the car had mag wheels on it when you purchased it?

"Yes, I remember it had Cragar mags and black wall tires on it when I purchased it, but as part of the deal I received the original wheels and hubcaps which I put back on the car. I saw the picture you had of the car without front bumpers on it, but the bumpers were back on when I purchased the car."

Did you drive the car to college?

"Yes, my freshman and sophomore years, I went to Harvard University in Cambridge, MA. I remember driving that Corvette back and forth to my home in Connecticut from Cambridge. I even remember a few races on that trip with the Corvette. It had great acceleration between about 90 and 120 mph and I mostly ignored the speed limit on that trip. This was a pretty formidable car in the '70s when you consider what was going on with the emissions. Later, I bought a Citroen SM that I drove my last two years at Harvard when I needed the extra seats."

As you look back at the period you owned the car were there any memorable moments that stand out?

"Yes, in the fall of 1987 I was playing in a member/guest golf tournament at Shinnecock Hills Golf Club on Long Island. After the first round I found a note on the windshield when I was leaving from someone that was interested in buying the car but the name was hard to read. I did not pay much attention, but a more insistent note was on the car the second day stating he had the cash to buy the car with a telephone number. We ended up meeting after the last round. It turned out to be Henry Kravis, the legendary investor and co-CEO of private equity giant KKR & Co. He offered me over \$100k for the Corvette.

Thinking back, I was probably foolish not to take it. There was a little pride, however in not taking it. After all, it was my first car and I still enjoyed it."



What prompted you to have Village Vettes refresh the car in the 80's? "

The paint was a little tired and faded. It also had a number of scratches and chips, but the car had never been in an accident. I was traveling a lot and had not been driving the car. I wanted it refreshed, reliable and looking like new. Peter Sklat at Village Vettes was really knowledgeable about Corvettes, and he had the car for over a year. It cost me around \$20k. I remember being pleased with the result and that paint is still very nice. The engine and transmission were left alone."

Did you ever have any issues with the fuel injection unit?

"I did not have any issues with the fuel injection engine. It always started easily and ran very well with great gas mileage and performance."

I know you have had some very iconic cars over the years besides the Corvette. Tell me about the most memorable ones?

"I have always liked cars. I think the two most

memorable for me would be a '61 Ferrari California Roadster and a '65 289 AC Cobra, but I have also owned some other interesting cars including a Mercedes Benz 300SEL 6.3 and a Citroen Maserati. I also had a Dodge Charger 500 and a '63 Buick Riviera I mentioned earlier. Through all those cars I always kept that Corvette as it had a special place in my heart. It was my first car."

There are two quarter inch holes in the front valance under the bumper on the drivers side, and a hole in the heater box in front of the passasenger. Do you remember those holes?

"Yes I do. When I bought the car, it had an 8 track player installed below the dash on the passenger's side, which I removed when I got it home. There should be power wire for it behind the glove box. In the 80's I had one of the first radar detectors installed. It was mounted under the driver's side bumper using those two holes."

Peter, I am surprised that you actually sold the car. Was that hard for you?

"Yes, it was but I was not using the car, and it had just been taking up space in the garage, which my wife coveted. I was planning to sell it at the Amelia Island Concours event, but after you expressed interest in it, I found it easier to sell it to you because I knew you and I would get a chance to drive it again!"

Thank you Peter!

Back in Oklahoma

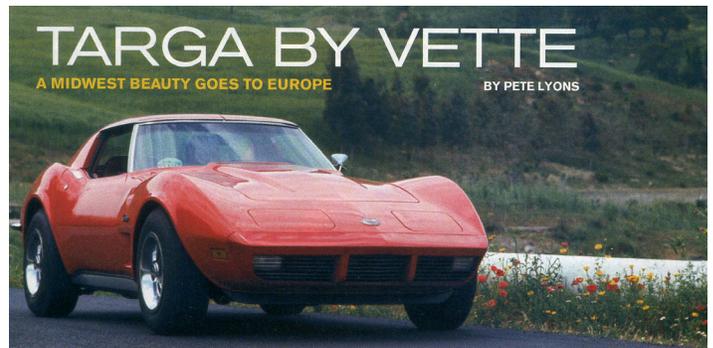
I received the home movies of my Corvette that the original owner Nick promised me last month. They show Nick and his girlfriend or wife with the Corvette back in the 60's. I had the movie copied to DVD and I will play a few clips at our breakfast meeting on March 4 th

In my workshop, I cleaned and wiped down the engine compartment and frame with Duplicolor Grease and Wax Remover. Kelly and I installed the frame and control arm dust covers. I then painted the frame with Duplicolor flat-black acrylic enamel. I used John Deere Blitz on the firewall and inner fenders. I finished the radiator support with Duplicolor semi-gloss acrylic enamel. Earlier, the control arms and suspension components were refinished using Duplicolor gloss-black acrylic enamel. I really like the sheen, ease of application and fast drying properties of the Duplicolor line of acrylic enamels. Thanks, Scott, for the recommendation!

After the painting was finished, I installed the upper and lower front control arms, springs, sway bar, spindles and front brakes. I also installed the master cylinder, the windshield wiper motor, steering box,

coupler, washer tank, overflow tank, battery tray, brake lines, hood hinges and hardware. I purchased and installed a date correct voltage regulator and horn relay at Classic-Restorations in Minot, ND. Tim was great to work with and his prices were realistic.

In March, I plan to install the heater, radiator and new wiring harnesses along with the engine and transmission. I can't wait to drive it to our breakfast meeting. Stay tuned!



WE SEALED OUR love one wild night in Sicily. My brand-new '73 Corvette and I had galloped the length of Italy, our target the Targa Florio open-road race. By the time we drove off the ferry at Messina, the mountainous, mysterious island loomed in darkness. "I might be a little tired," I suggested. "I'm not," she said. So we dashed on.

This relationship was still in its first week, and neither of us was sure we'd picked wisely. To her, bred and born in the U.S. Midwest, the then-unlimited roads of Olde Europe must have been... otherworldly. For me... well, she sure was hot. But how would I feel in the morning?

I've confessed this wicked tryst before in this place (A N, Oct. 3, 1988). Excited by landing the Fantasy Assignment, to cover FI, ordered and shipped what I fancied to be an appropriate set of wheels: a new Corvette Sting Ray coupe, with high-performance small-block, close-ratio manual and Targa Red paint.

It was nothing but a coldblooded investment, I assured my scandalized other self. I wouldn't keep this utterly impractical contraption.

Once the rich European playboys around the Grand Prix circuit saw the flamboyant Yank Tank," surely they'd besiege me to buy it. Maybe then I could afford something more deft, like a Lotus or Porsche.

Meantime, I would show her the namesake of her body color.

The Targa Florio was endangered, I knew. Flat-out racing over 44 miles of narrow mountain roads, naked rock faces and gaping drop-offs, spectators literally on the edges of the pavement-it was a wonder this relic of ancient times had survived this long. It seemed important to be present at what might be the last-ever running (as it turned out to be).

Did the car sense the drama of the quest? Was there some primeval motorsports spirit rising out of this battered asphalt, which had been part of the Giro di Sicilia race route as recently as 1958? Or maybe I was simply over-tired. Whatever the reason, Mademoiselle Vette seemed to come alive that night. Our drive along the incredibly sinuous north coast road of Sicily was... hallucinogenic.

Hairpins and switchbacks and blind curves, potholes and patches, and fallen rocks, tree trunks and power poles and stone walls. At intervals we'd find ourselves coursing dimly lighted village streets, then we'd hurtle back into blackness. On the left, the headlights indicated towering cliffs. Or the right.., nothing. A wheel put wrong would plunge us straight into Homer's "wine-dark sea."

In the interest of better feel of the road I'd chosen against power steering, such choices could be made in those days-and had the suspension stiffened, and I was still glad of it. But, my gosh, this road was work. The corners came relentlessly. My hands and arms were getting tired. In defense I was using more and more brake and throttle to get the car turned. The car seemed to like it

She had steel, that girl. Those were real muscles under those plastic curves. All the smog stuff had been removed and a bigger carb installed, and she'd spring out of corners like a cutting horse. There was so much torque I probably didn't need to be shifting as much as I was, but I liked the meaty, silky texture of the gearbox. Like filet mignon. And shifting made good engine sounds. Like a happy lioness.

I liked looking at her, too, the rhythmic triple swell of her hood and fenders against the road.

This was the most exhausting piece of road I'd ever seen! Would it never end? And what was I thinking, taking an American automobile into the alien remoteness of Europe? This car was too big for here, too heavy, too thirsty. What if it broke down? Tonight? Here on this lonely road?

"I love this road," she said. "Hope it never ends."

And so it didn't. We were together for years. She'd only be 30 now. Bet she's still hot.

(Brought to our attention by Alex Thurocy. From *AutoWeek*, July 21, 2002. Authored by Pete Lyons)

45th Annual Tulsa Swap Meet

April 21-22, 2017

Creek County Fairgrounds Hours: 7am - 6 pm

for info: www.tulsaearlyfordv8.com

For Swap Spaces call Kat Conrad 918-625-5464

Corvette Classified

For Sale: 1974 T-Top, Red exterior, Black Interior, 350 HP automatic, **19,500 ACTUAL MILES**, original tires available for show purposes, \$19,995

Contact Grover Woods 918-398-4199 or 918-810-9575
email gnnwwoods@gmail.com

A DeWitt Radiator: Need one, want to upgrade the one in your Corvette or put one in the LS motor restorod you are building.

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

For Sale: 2000 Corvette, Red/Light Oak, 6 speed, Heads Up display, Z51, optional wheels. All original, unmodified, 18,000 miles, car cover, sport seats, plus other options. Always garaged, never driven in the rain, like new. \$19,500 OBO. Verle Randolph, 918-520-7862, verlegr@att.net for more information.

For Sale:

Alternators:

1100693 37 Amp Rebuilt
Original for 1965 to 1968 Chevrolet Products
1965 – Pass base unit, Corvette 327, Chev II, Chevelle
1966 – Pass base unit, Corvette 327, Chev II, Chevelle
1967 – Pass base unit, Corvette 327, Chev II, Chevelle, Camaro
1968 – Corvette Base 300-400 HP

Date Code

5 F 23 5 J 13 5 K 7 6 J 8 6 J 26 \$150ea
1100750 61 Amp Rebuilt

1967 – Pass A/C, Corv 350/390/400 AC WO/With TI, Chev II AC
Optional K76, Chevelle, Camaro

Date Code

5 J 15 (used) \$100 6 L 11, 7 A 16. 7 E 18, 7 E 23, \$200

Grill:

1958–1960 Grill Bar & Teet–USED-GOOD CONDITION - \$150

1958 – 1960 Other Grill Moldings

1961 NOS Grill GM \$500 1961 NOS Paragon \$400

Air Cleaners:

1962 – 1964 Chevrolet Two Barrel Small Block – Top might be correct for four barrel

Motors, etc:

1970 NOS LS7, \$10,000, Many Blocks and some complete

Exhaust Manifolds:

1958-1960 Corvette, Pass (will fit other years) 3749965

Left-Hand Exhaust Manifold 4 @ \$45 each

1957 Corvette, Pass 3733975 Left-Hand Exhaust Manifold \$75

1968 – 1972 NOS Accelerator Pedal (1) 3923611

Side Exhaust Cover:

1969 NOS Right Side 3972592

Pistons:

1961 NOS FI Pistons and rings .030 - \$600.00
Will work on other 283 motors

NOS 283 C.I. Sealed Power Forged, .030 11 to 1 C.R.
- \$600

Heads:

14101127 - 1986 and possibly 1987 NOS Aluminum Heads with valves, etc 2 sets @ \$500 each, Possibly good for street rods, etc.

Numerous '50's and '60's FI Heads

Camshafts:

1967 - 1969 NOS Buick 400 & 430
1969 - 1970 NOS 350 CI 350 HP Cam (2) 3896962
Also 1973 - 1980, 1970 - 1972 NOS 350 CI 370 HP Cam (2) 3972178, 1956 - 1963 NOS Camshafts (3) 3736097
Also 1956 - 1958 Pass
NOS 1st Design Offroad GM 12364053 Cam kit factory 3927140 Lift intake 493 exh 512 Duration, Intake 257 exhaust 264

1956-1963 097 Camshafts -Four used-Good Condition \$100 ea Lifters:GM Solid Lifters 5231585 Edge Orifice - These are the correct lifters for the Sold Lifter GM Camshaft, Set of 16 - \$500 (sounds high but this was about what GM was selling them for when they went out of stock - approx \$700-\$900 on Ebay)

Brakes:

1956 - 1958 NOS Front Brake Shoes Cerametallic \$10,000

Interior:

1984 - 1996, Engine Compartment Light Lens ,#16506291
NOS 4 @ \$20 each, 1969-1976 NOS 333427 Map Pocket \$60

Bell Housing:

1964-1968 Pass, Corvette-67-69 L88 #3858403 USED \$160
1964 409 Pass Only USED \$700
1950's V8 Pickup 2 @ \$7.50 each
1956 - 1962 NOS Clutch Underpans (4)

Exterior:

1984 E87 NOS 14086769 Left-Hand Heated Mirror
Might fit later years \$200
(1956-1962)Convertible top frame-GREAT CONDITION \$3,000
1956 - 1957 NOS Front Right Side Bumperette Supports (2) 37244761
1958 - 1960 NOS Front Right Side Bumperette Supports (1) 3739332
1958 - 1960 NOS Front Left Side Bumperette Supports (1) 3739331
1968 - 1969 NOS Grill Right Outer (2) 3966554
1968 - 1969 NOS Grill Left Outer (2) 3966553
1968 - 1969 NOS Grill Center (1) 3966555
1969 NOS Center Rear License Bezel (1) 39197151
1969 - 1974 NOS STINGRAY Side Emblem 3956216
1956 - 1957 Gas Filler - Plated

Windshield Glass: 1956 -

1962 NOS LOF Clear TBD

USED 56 - E57 Needs Cleaning \$25

Flywheels:

Numerous USED - Mostly 168 tooth at least one 153 tooth TBD

Wiper Motor Area:

1958 - 1962 NOS Wiper Motor Mount on firewall center pulley (5)

Third Members:

1955 - 1964 Pass / 1956 - 1962 Corvette Various Ratios - Open Axle \$150

#1 - Casting #3725899 Casting Date: B118 ID Code: BA (3:55)
Assembly Date: 02 25

#2 - Casting #3725899 Casting Date: K17 ID Code: AB (3:36)
powerglide Detroit) Assembly Date: 11 06

#3 - Casting #3707306 56 Pas ID Code: AA (3:70 3-speed)
Assembly Date: 12 18 #4 - Casting

#3725899- Casting Date: K47 ID Code: BA (3:55)

Assembly Date: 11 08

#5 - Casting #3707306 56 Pass ID Code: AA (3:70 3-speed)

Assembly Date: 02 24

Electrical:

1969 Corvette Big Block USED (possibly other years) Spark Plug Wires with braiding \$200

1979 Small Block Spark Plug Wires 1st Qtr 1979

Many more C-1, C-3, 409, Pass car parts

Tires:

4 Firestone 500 GR70-15 Steel Radials Black Walls 1,000 miles
Look Great \$1,000 negotiable (have not blown out yet)

Wheels:

4 American Vectors with Corvette centers 15" x 8 1-2"
\$400 (like Kelly Bolton has) 2 '69-82's NOS Steel

Wheel 15" x 8" One is painted One still with Wilkerson label

1 Never used Febr 1969 Corvette Spare Tire and Wheel
15" x 8" w/ NOS Blackwall-same date 2 15" x

5" Welded Large stem hole 3 14" x 5"

Welded Bead retainer '63 and later

4 15" x 5" Riveted '53 type wheel-one still has pinstriping

6 14" x 5" Welded '62 and earlier

1 14" x 5" Welded Bead retainer Chevelle

4 14" x 6" '62 Station Wagon Wheels

1 14" x 5" With tire - Some Chevy product 1 14" x 5" With

tire - U S Uniroyal Safety 8 - WW - Non DOT

1 15" x 5" 4 " bolt pattern Unknown

3 15" x 5 1/2" 3838080 NOS '63-64 Corvette Wheels

1 15" x 5" 4 " wheel pattern Ford

4 14" x 6" 3960347 NOS Station Wagon

1 14" x 6" Station Wagon wheel '63 and later

1 14" x 5" Some bend damage CHEAP

2 14" x 5" '57 Chev

Stainless:

1953 - 1955 Right Door

1956 - 1961 NOS and USED various cove trim

Some radiators for 1962 - 1964 pass w/ small block and six cylinders

Hubcaps: 1953 - 1955 Corvette NOS Hubcaps

1963 Passenger Small 409 Type Hubcaps

1956 - 1962 Corvette Hubcaps - Several 1969 and later
Hubcaps, rings, etc

Fan Shroud:

1958 - 1959 (approximately) Used Original Fan Shroud -
Narrow with Keystone \$100
1960 - 1962 Used original with one NOS lower part - Good Condition \$200

Springs:

1953 - 1962 NOS Front Springs 3756540

1961 (1957 - 1962) Used Rear Springs

Door Glass - USED:

1969 Right Side DOT 15 M 74

1969 Left Side DOT 15 M 74
1969 Right Side M 74 AX
Left Side M 74 AX

Oil Pans:

1957 Chevrolet Pass Oil Pan

1964 Chevrolet Small Block Oil Pan (possibly fits 1962, 1963)

Contact John Neas 918-749-7741 office 918-231-4454 cell

Upcoming Events

- Mar 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Mar 21 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
Apr 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Apr 6-8 Southern California Regional - Laughlin, Nevada
Apr 21-22 45th Annual Tulsa Swap Meet - Creek County Fairgrounds- 7am - 6pm - call Kat Conrad for info 919-625-5464
Apr 27-29 Heartland Regional - Des Moines, Iowa
Jul 9-13 NCRS National Convention - San Antonio, Texas

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



Thanks to Pat Cavanagh, Gene Holtz, Russ Grimm, Verle Randolph, Alex Thurocy and Bonney Clark for their contributions to this *Sidpipe* 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 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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