

March/April, 2020

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Chairman's Comments

by Bud Jessee

The State of the Collector Car Market

A few of us recently attended Barrett Jackson Auction. Many of the discussion points in this article are spot on with what I observed.

The State of the Collector Car Market: What to Buy, Hold, and Sell -

by Rory Jurnecka

It's time for our annual deep dive into where the collector-car market has been, where it is now, and where it is headed. Below, our invited panel of experts discuss the shifting tides and trends of 2019 with an eye toward the cars you'll want to put in your garage for fun and maybe even a little profit.

Automobile Magazine: Is this year's market meeting your expectations? What emerging trends are you seeing?

Craig Jackson (President and CEO, Barrett-Jackson): Barrett-Jackson made history in Scottsdale this January by selling more cars at no reserve than ever before. The growing demand for professionally built restomods, along with Japanese imports like the Toyota Supra, are trends happening now, which have long been predicted by Barrett-Jackson.

David Brynan (Car Specialist, Gooding & Company): We're seeing an increasingly discerning market, with a widening divide between good, better, best. This trend spans all categories of collector cars, from antiques to the latest supercars. Average examples, or cars with significant issues, are not in demand, and it has

become more of a buyer's market for all but the very best and most unique examples.

Gord Duff (Global Head of Auctions, RM Sotheby's): Overall, the market is shaping up better than we expected so far in 2019. RM Sotheby's sales are stronger over the same quarter in 2018, though we're seeing some surprises in the million-dollar-plus range in terms of what's selling and what isn't. We're seeing positive trends, especially for the formerly underappreciated "youngtimer" cars of the 1980s and '90s, as well as sustained interest in late-model and modern supercars—particularly for truly special examples. The Ferrari F12tdf with the special-ordered Brunito paint and saddle leather interior that we offered in Paris comes to mind as a car that far exceeded expectations in the current market. It sold for \$1.34 million against an estimate of \$925,000 to \$1.07 million.

Wayne Carini (Owner, F40 Motorsports; host, "Chasing Classic Cars"): Heading into this season at Scottsdale, there was a little bit of hesitation as to where the market was going to be. Monterey last fall showed a sign of the market softening—a lot of the big cars at Monterey did not sell. That followed in Scottsdale, too. We could see this coming—how many more years could this surge over the past six or seven years last? Prices were crazy. Because of that, we needed a correction, and we're getting that correction. Restomods and Japanese cars are really coming on and limited production cars have always been strong.

We saw a lot of speculators buying cars for profit three years ago. Are more cars selling to end users in today's market?

CJ: We don't see much speculation among buyers. Our buyers are entering the point in their lives where they want to drive and have fun, which is a

huge factor that's accelerating the hobby right now. Roughly 40 percent of the consignors selling a vehicle at one of our auctions will use that sale credit to purchase another vehicle at that same auction. This is a sign of a very healthy market. The rest are people who are looking to purchase their dream car or looking to build on their personal collections for the love of the hobby. Not strictly as an investment.

DB: Yes, the majority of buyers are end users or known buyers in the trade. One reason for this is the end of the 1031 exchange tax benefit for cars. This has slowed the velocity of trading, and sellers with a large gain are less likely to sell, knowing that they will have to pay capital gains taxes and cannot simply replace their cars.

GD: I would argue that most buyers in today's market are end users. Typically, more than two thirds of our buyers at our sales are individual collectors versus dealers; dealer participation was stronger in the 2013 to 2016 period. This has always been the underlying driver of the overall hobby and collector-car market.

WC: There was speculating for sure in the market, there were conglomerates put together and there were investment clubs that went in and started buying these cars because they looked at the numbers, the pie charts, and said, "Wow, this is going nowhere but up. These cars have been making 300 percent over the last five years and this is the market to jump into." Most of those people really don't understand cars, they're just another asset to invest in. As soon as there's a correction in the market, those guys bail. I think that's why we saw the correction that we did, because some segments started to get a little soft and they all bailed out. End users are really buying more whether it be at auction or private sales. That's good; we want the buyer to enjoy the car and use it as intended.

The next few months I will be discussing these issues in my comments. So how do I feel about all of this? If you are buying to sell, know what you are doing. If you are buying to enjoy, who cares?

Monthly Breakfast Meetings

Canceled until further notice and 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 and 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 Directory Update

We should have new membership directories by the May *Sidepipe* time. There will two copies sent out with the newsletter.

Membership Chairman's Comments

by Mike Aichele

Our current membership roster sits at 102 members with **74% 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, then call me.

What's More Valuable to our Organization's Existence - Membership Recruitment? or Membership Retention? This is an interesting question just like the question about which came first the Chicken or the Egg, but there seems to be a definite answer to the question.

While **Recruitment of Membership** is extremely important, it is not always the best answer.

Retention of Membership is normally the best answer, but..... Get retention right and you should have built the basis for recruitment. High retention rates are the signal that you have happy and satisfied members.

An organization can have happy and satisfied members, but if they are not helping in recruiting new members the membership becomes old and stale. (*Not saying you are.*) The question becomes - Who's gonna run the Organization? After years of enjoyment those still happy and satisfied (*retained*) members become complacent and holding an officer's position is not in their wheelhouse anymore - no management and the organization dies with a bucketful of happy and satisfied members.

So does an Organization die, from lack of Retention of Membership or from lack of Recruitment? It's the same old question, "which came first the Chicken or the Egg?"

It takes both **Retention of Membership** and **Recruitment of Membership** for an organization to survive in the long run. How can you help with retention and recruitment?

Some Reasons to Join a Chapter:

- Meet like-minded people and make new friends
- Find a source of good advice (there are a lot of good sources in our Chapter)
- Find someone to assist you in your project (just ask someone for help)
- Have some fun
- Learn new skill
- Refocus. Be Active. Feel Better.

Dues of \$30.00 are due on January 1st of each year and your Chapter is looking forward to your continued support. You can bring your dues to the monthly meeting or mail them to me at the address below. If you have any questions, please give me a call at 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. If you need to join the national NCRS. go to NCRS.org/ and click on join.*

Make checks payable to **Oklahoma Chapter NCRS, Inc.**

Mail To:

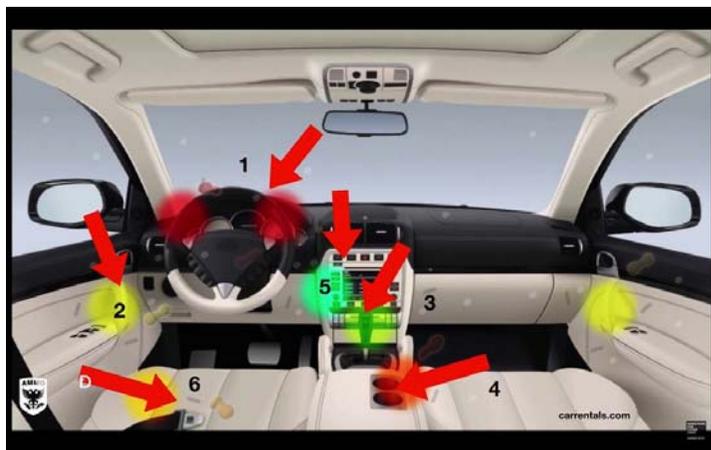
Michael Aichele
Membership Chairman
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How to disinfect your car without destroying its interior

by Grace Houghton

March 24, 2020

It may be a while before we're detailing our favorite rides in anticipation of a packed cars and coffee gathering, but even folks hunkering down at home under government ordinances need to make grocery runs. Whether you're headed to Costco in your Chevy C10 or to the pharmacy in your minivan, you'll want to keep your ride clean. That's good practice in general, but before you attack leather seats with Lysol wipes or start bleaching your dash to annihilate any trace of coronavirus, check out the video link at the end of this article.



Professional detailer and experienced chemist Larry Kosilla of Ammo NYC removes much of the scare of sanitation with his calm, thorough explanation of how and why to disinfect your car. Even if you're not looking to invest in fancy foaming cleaners, Kosilla's advice is still highly relevant.

Did you know that "clean, sanitize, and disinfect" are distinctly different processes, each designed to satisfy a different standard? Cleaning a surface physically removes dirt and germs but doesn't chemically kill any of those germs. Sanitizing and disinfecting a surface may or may not remove dirt and grime, and each denotes a different intensity. When you sanitize your hands (for instance), you aren't killing *all* of the germs, you're simply knocking down their numbers to a safe, lower level as determined by public health standards.

There's a reason we *disinfect* things with bleach and don't wash our hands with it; disinfecting is a take-no-germs-as-prisoners method. A realistic approach for your car's interior, then, is to clean and *then* sanitize.

Whether you want to go all Mr. Clean on every interior panel and button or not, focus on the “hotspots” for germs: your steering wheel, interior door handles, cupholders, gear shifter, seat buckles, and radio/climate control buttons. (Only after you’ve attacked these bastions of germiness, the CDC recommends, proceed to less-often contaminated surfaces.)

Before touching any of those hotspots, though, consider the wipe or spray you’re wielding. If it has an EPA registration number on the back label, it’s packing legitimate germ-killing power. Then, read the instructions, paying particular attention to how long the given product is supposed to stay on the surface. This is known, in pro speak, as the product’s “dwell time.” Wipe down your car in a rush, and you’ll do only minimal damage to potential germs. Allowing the product the time it needs to do its job—whether sanitizing or disinfecting—is the key here.

Then, test a small, inconspicuous panel in your car: the back of the steering wheel, for instance, or the side bolster of the seat. After the specified amount of dwell time, check for any fading or discoloration in the surface. None? Then you’re good to go.

To preserve your hard sanitizing work and avoid introducing germs back into the environment, wash your hands before entering your vehicle. Keep some hand sanitizer in a compartment if you can, and if all else fails (or is unavailable) wear a clean pair of rubber gloves and dispose them after each drive—just wait to remove them until after you grab that interior handle to exit the vehicle. Oh, and your keys? Bet you didn’t consider those. Worth a wipe-down, as well.

Kosilla also recommends avoiding direct contact with a gas pump handle or button whenever possible. They’re *staggeringly* dirty on a good day, not to mention the threat they could pose during a pandemic. Use gloves or a paper towel to grab the pump handle, and use the nozzle to nudge the fuel grade button.

Here’s to keeping ourselves and others safe. Tucking away some sanitizing wisdom for future days is never a bad call.

For a video from Hagerty on this subject, go to

https://www.hagerty.com/articles-videos/articles/2020/03/24/how-to-disinfect-car-without-destroying-interior?utm_source=SFMC&utm_medium=email&utm_content=20_March_27_Newsletter_NewDD

This C4 Chevy Corvette Go-Kart Should Not Exist

by Mack Hogan
January 30, 2020

I’ve never considered the C4 Corvette to be a particularly extravagant car. Maybe it’s because I wasn’t around in its heyday, but I’ve never looked at one and considered it so frivolously opulent that it needed to be stripped bare. Yet, someone must have, because I don’t know how else you end up with a car like *this* Corvette kart, which is currently for sale on Facebook Marketplace for \$4900.



Of course, there’s a performance benefit to doing this. This thing probably weighs damned near nothing and is noticeable more sprightly than the car on which it’s based. But if you’re trying to maximize speed and driver involvement, I wouldn’t expect you to start with a 1984 Corvette with an automatic transmission. The ad, though, makes some very ambitious claims (emphasis mine):





“Stripping a Corvette completely down to the bones to create the world’s” meanest go kart was certainly the best idea of the decade. Is it safe? Probably not. Is it awesome? Yes. Will it make you a legend? Also yes. Yes. this is street legal!

It’s not entirely clear which decade the seller is referencing, but even a weird car person, like me, would call that a *reach*. And, if you build something like this, there’d be at least an argument that you’re a legend, but buying it at a dealership isn’t exactly heroic.

Also, whether or not this is street legal *highly* depends on where you’re trying to register it. Where I’m from, in Ohio? Go nuts. Where I live, in New York? Not likely. Safety inspections vary wildly from state to state.

But if you live in a state that’ll plate anything with a VIN and want a sense of danger in your life, the stripped ‘Vette is up for sale. You’ll need almost \$5000 and a flight to Georgia, where Turn & Burn Motors has the car for sale. Well, “car” may be a strong word.

(from *Yahoo News* on the internet)

The Story of Thrifty

by Rhys Martin
President
Route 66 Association

The eastern portions of 11th Street in Tulsa (also known as Route 66) resemble more of a rural highway than a city road. Homes and empty fields make up most of the landscape with an

occasional church or small business hanging on to life. Near 133rd East Avenue, a sign on the south side of the road caught my attention recently. “Crow Motors” it says above a phone number that is surely disconnected. But there’s also a small blue section that says, “Birthplace of Thrifty”. The lot behind the sign is empty; the only residents skitter away when I get out of the car. Is this forgotten concrete pad really the place where one of the largest rental car companies in the United States began?



Well, yes, as it turns out.

Leslie, “L.G” Crow founded Thrifty Rent-a-Car with his wife, Freeda in 1958. A 1957 Volkswagen Karmann Ghia was the first car rented out and most of the rest of the fleet was made up of Volkswagen Beetles, which Crow called thrifty and dependable. In those early days, cars

rented for \$6 a day and \$.06 a mile. Eventually, the cars on offer included Ford Falcons, AMC Ramblers, and Mercury Comets.

By 1962, business was becoming overwhelming. People called constantly and would come by when the office was closed, stepping over the driveway chain, insisting to rent a car.



Crow’s friend Bill Stemmons wanted him to expand the business into a nationwide system, but Leslie wanted out. He sold Stemmons his fleet at value with an additional \$1,000 for the Thrifty name. At the end of the year, Stemmons had opened offices in six other cities and operated a fleet of 140 cars.

The business continued to grow. The first European office was opened in 1972; by the time Stemmons sold his stake in the company in 1981, the Thrifty

Rent-A-Car System operated in approximately 500 branches around the world. The new owners, William E. "Bill" Lobeck and his partners, worked out a deal with Chrysler to offer rental services on their car lots. Business grew exponentially; the company went public in 1987. Two years later, Chrysler bought the company outright for over \$200 million. Eventually, Thrifty would be folded into Hertz, the second-largest rental car company in the United States. The headquarters for Thrifty remained in Tulsa until 2013, 55 years after that first Volkswagen drove off the rental lot on Route 66.

The '66 Corvette Challenge (Part 1)

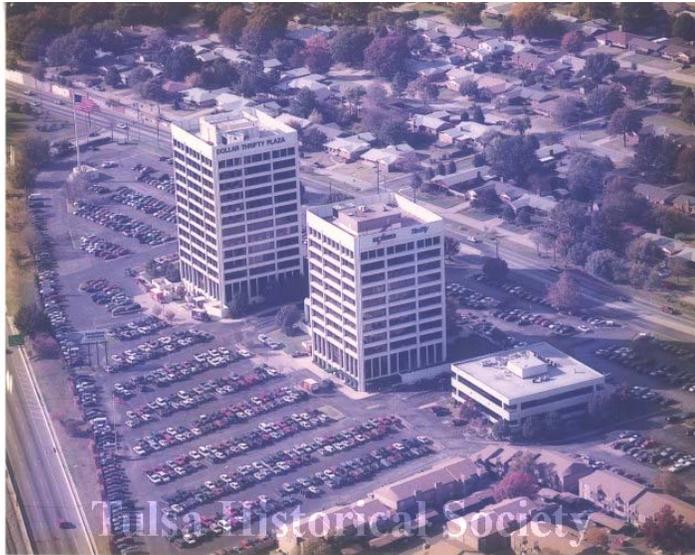
by: Pat Cavanagh
NCRS #57907

Before I purchased my '64 Fuelie Convertible in 2016, I was working on the mechanical refurbishment of my '66 L-79 Convertible. After the chapter judging of my '64 last April, I decided to drive it, show it and just enjoy it for now. I may decide to have it judged at a regional event in the future, but I do not have a specific plan at this point.

My '66 took a back seat to all the work it took to get the '64 ready for judging. The '66 has been sitting forlornly on the car lift in my workshop since I purchased the '64 fuelie. I decided, with some prompting by my wife, that my new challenge was to get the '66 back on the road in 2020.

I plan to take a different approach with the '66 build. I will discuss my vision for the '66 in future articles but it will not be an NCRS restoration. I'm thinking along the lines of a street driven vintage race theme? I thought I would start a new series of articles "The 66 Corvette Challenge" by discussing what I know about my '66's history and originality.

In December, 2012, I sold Williams Controls Corporation (NYSE: WMCO) where I had worked for the previous 9 years. We were living in Portland, Oregon, and I had decided to retire after the sale. A day after the sale, Diane and I drove to Arizona, to enjoy the warmer weather and play a little golf. While visiting my brother-in-law in Lake Havasu, Arizona I found a rally red '66 Corvette in the nearby town of Fort Mohave, Arizona. It was a dry, no rust, western car with an L-79 (non-original), 4 speed, knock-offs and a factory hardtop. The downside was the car was



Crow operated used car dealerships for many years including at his lot on 11th Street (his nephew, Jimmy D. Crow, worked for him before co-founding Crow Brothers Toyota in 1965.) Leslie Crow passed away in 2007.

Bill Lobeck, along with his wife (former Tulsa mayor Kathy Taylor) enjoyed continued success in the rental car industry for many years and founded the Lobeck-Taylor Family Foundation. LTFF now operates Mother Road Market, a food hall on Route 66 a few miles away from the solitary sign serving as a faded footnote of local history.



(Brought to us from Bud Jessee. Ryrs Martin was scheduled to speak at our April meeting which canceled by the COVID-19 pandemic. He will be rescheduled when our meetings can resume.)



originally ermine white with red interior, and it was now rally red. After a thorough inspection of the usual items and a triple digit test drive under controlled conditions in the desert, I purchased the car and had it shipped to our home in West Linn, Oregon. I picked up the Corvette in Vancouver, Washington, a week later. I drove it home late one evening in a driving rain with marginal windshield wipers and very dim T-3 headlights.

The car had belonged to Bob and Peggy Diegan who spent the winters in Fort Mohave, Arizona, and the summers in Vale, Oregon. Bob was in his 80's, and was having some health problems. He had not been driving the car much and was trying to sell his classic cars. He also owned a '57 Thunderbird.

Bob Diegan had purchased the car from a small classic car dealership in Oregon in February, 1996. I decided to call the Southern Oregon Corvette Club and see if they remembered the car or the dealer. The club president remembered the car, and he put me in touch with John Milne who once owned the dealership that sold the car to Bob Diegan. John said that he owned the car in early 1996 and had purchased the car from Walt Everett. John also told me that Walt and his partner had owned an auto parts store in Medford, Oregon. He remembered that Walt had done a body-on restoration of the car in the early 1990's.

John Milne sent me a couple of pictures of the car in 1996 just after he purchased the car from Walt Everett.

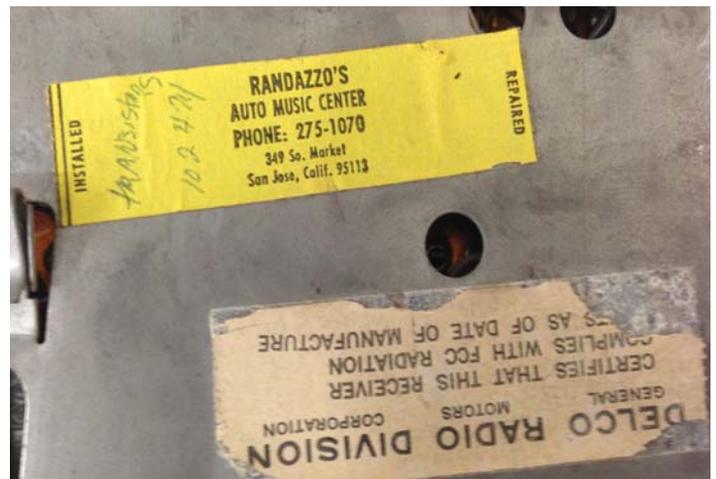


I found Walter Everett's obituary on the internet. He had died in 1997. With further research, I was able to locate his wife's phone number, and I reached out to her by phone in early 2014. I learned from her that her husband purchased the car from someone attending the "Hot August Nights" car show in Reno, Nevada, in 1988 or 1989. She did not recall much

more about the car but suggested I should call her husband's former partner, Dick Weide.

Dick now owns Rogue Valley Carburetion in White City, Oregon. When I spoke with Dick, he indicated he had been partners with Walt Everett for a number of years in their auto parts business, Cannon Automotive, back in the late 1980's and early 1990's. He recalls that Walt saw the car sitting on the street with a for sale sign on it at Hot August Nights. Dick believed the owner was from California.

I ordered the delivery information from NCRS. My car was built on October 26, 1965, and originally delivered to Luby Chevrolet (Dealer code 328, Zone 26) in Miami, Florida, in late 1965. When I removed the radio, I found a repair sticker dated October 10, 1974, from Randazzo Radio Repair in San Jose, California. From the lack of corrosion on the frame and the pristine birdcage, I suspect that the car spent most of its life on the West Coast.



I have continued to look for further information on the ownership history between when it was delivered new in Miami, Florida, at Luby, Chevrolet in 1965 and its purchase at Hot August Nights by Walt Everett in 1989. I contacted the DMV's in Florida, California and Oregon with no help or cooperation.

Any help filling in the ownership gap between when the car was delivered new and 1989 would be greatly appreciated. The VIN number is 194676S104070. When I purchased the Corvette, there were a number of receipts for the engine work, mechanical repairs and paint. A brief summary of these are below: The engine was rebuilt on May 5, 1990, by Medford Cylinder Head & Machine, in Medford, Oregon. The engine was balanced, bored .020 over, had stainless steel valves installed and pinned the rocker studs. A Melling oil pump, 350HP Blueprint cam and forged TRW .020 over flat top pistons were installed.

Yenko-Raced 1968 Chevrolet Corvette L-88 Is Oozing With Provenance

by Jeffrey N. Ross

This 'Vette was built and raced by Chevrolet performance tuner, Don Yenko.

There are several ways for a car collector to get invited to a concours d'elegance, but the easiest way is to own a significant racecar with documented provenance. This 1968 Chevrolet Corvette being sold through GT Motor Cars is exactly that. Not only was it built and raced by Don Yenko, it is powered by the Corvette's legendary L-88 engine, and in its day it competed in some of the top endurance races in the U.S.

This racecar has an interesting story that begins with Yenko waiting for a Corvette L-88 to race at the 1968 24 Hours of Daytona. When that factory-built car failed to arrive in time, Yenko grabbed a hardtop convertible Corvette off his dealership's showroom, and he swapped out that car's factory L-71 427 V8 for a L-88 427 – this engine was factory underrated at 430 horsepower and actual real-world power figures put



Paint and the bodywork were completed on June 21, 1994, by Mickey Cox in Grants Pass, Oregon.

I spoke with both the owner of the machine shop and Mickey Cox. They both remembered the car and Walt Everett. They filled in some of the questions I had, especially regarding the bodywork and the engine.

In Part 2 of the "The '66 Corvette Challenge", I will discuss the originality of the car along with the matching and non-matching numbers. I will also cover my plans for the future of my '66 Corvette.



Unfortunately, life has recently gotten in the way of progress on my '66. In December, I took an assignment in Miami Lakes, Florida, as the temporary CEO and Chairman of a large international automotive and medical plastic injection molder. Diane and I have been living in Pembroke Pines, Florida, since January. It's certainly been an interesting time but I hope this assignment will end in June, and I will be back working on the '66. Stay Tuned!



this engine at 560 horsepower.

This engine is topped with a Holley 850 CFM four-barrel carb and backed by a Muncie M-22 four-speed manual.

Three Yenko/Sunray-DX

Corvettes were built for Daytona, and these cars swept the podium with the car you see here coming in second place. The car then headed to Sebring wearing the No. 2, and it set a GT Class lap record before retiring due to mechanical failures. Yenko also won the 1968 SCCA Midwest Division road-racing title in this Corvette. Although it was invited to race at the 1968 24 Hours of Le Mans, it was never able to participate due to a postponed race and the eventual Sunoco buyout of Sunray-DX, which ended this livery's strong 1968 racing season.

In 2008, this Corvette was restored back to its 1968 Sebring livery, and it has been recognized with prestigious awards such as the NCRS American Heritage Award and Bloomington Gold Special Collection. The listing even includes some original pictures from this car's racing days. Bottom line, you're going to be hard-pressed to find a Corvette with more racing provenance than this one!

If you want a turn-key, concours-quality racecar, this is it. For more information on this Yenko-raced L-88-powered 1968 Chevrolet Corvette or any of the other classic and collector cars they have listed for sale, contact GT Motor Cars today.

(from *Yahoo News* on the internet)

After Delays, Corvette C8 Roars To Life

by Paul A. Eisenstein

After delays, Corvette C8 roars to life.

With a touch of the start button, the big V-8 fires up with a deep and menacing rumble. The new Chevrolet C8 has finally come to life.



Originally unveiled last July at a splashy event in Southern California, the actual launch of the 2020 Chevrolet Corvette was delayed by months due to the lengthy strike that shut down most of General Motors' North American operations. Production is just ramping up at the factory in Bowling Green, Kentucky, none too soon not only for GM but also for long list of anxious buyers. Even before the strike, Chevy had already sold out the first year's production and some buyers will likely now have to wait until 2021 to take delivery.

The automaker pulled a handful of early models off the line this past week to give a select group of journalists a chance to see what the eighth-generation Corvette – the C8, as it's widely known – can do, and why it is betting the two-seat sports car will finally deliver a real challenge to far more expensive "exotics" from the likes of Porsche, Aston Martin and even the vaunted Ferrari.

As has always been the case, the 2020 Chevrolet Corvette boasts plenty of power – as much as 495 horsepower and 470 pound-feet of tire-spinning torque. The new 'Vette can hit 60 in as little as 2.9 seconds. That's barely an eye blink slower than what the ZR1, the special track-ready version of the outgoing seventh-generation sports car could



manage, even though it boasted fully 260 more horsepower.

There have been all manner of improvements made to the C8's 6.2-liter V-8, as well as its suspension system. But the most dramatic— and controversial — change sees the Corvette's engine moved from up front, ahead of the driver to midship, immediately behind the cabin. That dramatically changes the weight balance and other factors that translate not only into a much faster launch but significantly improved handling'— as the journalists were soon to learn during two days of driving on both public roads and at the Spring Mountain track in Pahrump, Nevada.

Even before the drive, the 2020 Corvette was winning raves — and honors as both the Motor Trend Car of the Year and North American Car of the Year, among other kudos.

That said, it has also generated a fair amount of controversy. Online enthusiast boards lit up with protest over the new design which, by the nature of the new engine layout, is radically different from the Corvettes of yore.

Equally provocative was Chevy's decision to forego offering a manual gearbox on the C8, opting instead for the sort of double-clutch automatic transmission, or DCT, found on more and more performance products worldwide.

"I don't think these controversies will last long because the car is so good," said Stephanie Brinley, principal auto analyst with IHS Markit, after driving the new Corvette this week. And the reality, she added, is that almost no one was buying the last-generation sports car with a stick shift, anyway.

The C8 transmission actually can be shifted manually, using steering wheel-mounted paddle shifters, but the new system is so intuitive a human driver can't come close to matching its performance in automatic mode.

The improvements built into the C8 not only make the car faster but also transform it into much more of a daily driver. While the optional Z51 performance package can be as tough on one's kidneys on rough roads, buyers can upgrade to what is technically known as a "magnetorheological suspension" or "MR," where a fluid controlled by a magnet creates a shock absorption effect. The computer-controlled system can switch each of the four individual shock

absorbers from soft to firm, or anywhere in-between, in the time it takes the Corvette to travel just 1 inch at 60 miles per hour. On track, it improves cornering. On the street it makes potholes all but vanish.

The new Corvette is available with all-season tires, and, for those in the Snowbelt who plan to use it all year, there are even snow tires on the option list. The new sports car also has a feature that lifts the nose up by more than an inch, making it easier to manage steep driveways as well as speed bumps.

All told, critics have hailed the 2020 model as not only the most capable Corvette ever produced but, perhaps more significantly, the first to pose a serious challenge to the likes of the best exotic sports cars

from Europe. And, at a base price of \$59,995 — including the \$1,095 delivery fee — it rings in at a fraction of what competitors like Porsche, never mind Ferrari, command, pointed out analyst Brinley.



"It's important for

[Corvette] to be seen as a car you wouldn't have expected from Chevrolet," said Steve Majoros, the bowtie brand's director of marketing.

Chevy is hoping the C8 will be able to gain traction in U.S. markets, such as Southern California and South Florida, where affluent buyers have traditionally opted for high-line imports. It also is looking to gain some real traction overseas. In fact, even though GM has largely abandoned markets like Europe, India and South Africa, the Corvette will be sold through new specialty marketing operations. The C8, in fact, marks the first time Chevy will build a right-hand-drive version of the sports car for countries, such as Britain and Australia.

"We're intent on sending the message that we've arrived," said Majoros during an interview after the Corvette media drive.

As good as the new C8 might be, Chevy insiders privately hint they're just beginning. As with Corvettes past, the plan is to roll out the initial version, dubbed Stingray. Even more powerful models will follow over the next three to four years. Whether they will follow the same model strategy as before, with names like Z06 and ZR1, isn't clear. But, much like Porsche does

with its classic 911, each new Corvette variant will become faster and even more adept on track, never mind the street.

And, despite those early controversies, Chevy is so confident about the success of the C8 it already is planning to add a second shift at the Bowling Green factory to meet the anticipated demand.

(from *Yahoo News* on the internet)

Is The New Corvette As Good As Its European Rivals?

by Morgan Korn
March 21, 2020

You'll be forgiven if you confuse the all-new Corvette Stingray with one of its sports car competitors.



From certain angles, it looks like a McLaren GT or a Ferrari F8 Tributo. Even a splash of the Acura NSX supercar, too.

Last July, Chevrolet finally unmasked what car enthusiasts had been chattering about for years: a Vette with its signature, naturally aspirated V8 engine positioned behind the driver. Company engineers had secretly been working on a mid-engine car since 2004, well aware that the sports car world was evolving. Chevrolet had to dial up the performance, handling and sophistication of the eighth-generation Corvette if the 67-year-old American icon wanted to see another day.

"It's been a long time coming," Chris Barber, a vehicle performance manager for the 2020 Corvette Stingray, told ABC News. "This is something GM has been looking at for a while. We pretty much had to

throw away any kind of historical 'this is how you do it because that's what a Corvette is.' This car is just head and shoulders above what we have done in the past."



Corvette engineers benchmarked the new model against what they viewed as its most direct competitor: the Porsche 911, hailed by many enthusiasts as the epitome of sports cars. The latest Corvette needed to match — if not exceed — what the 911 reliably delivered to its followers: high performance, innovative technology and supreme handling. That meant moving the Corvette's engine to the rear axle to extend capability and acceleration.

"We're really proud of this car," Barber said. "It's unbeatable when it comes to value for performance. What we're going after here is the greatest sports car in the U.S. — and the world."

The most shocking detail about the 2020 Stingray may not be its revamped engine configuration but its base price of \$60,000. The 2020 Stingray boasts 495 horsepower and 470 lb.-ft of torque and clocks 0-60 mph in under 3 seconds without costing into the high six figures — a badge of honor that Corvette engineers wear proudly. The top speed is 194 mph.

Mid-engine sports cars are here to stay, according to Karl Brauer, executive publisher of Kelley Blue Book and Autotrader. They've also become the preferred choice of younger buyers, a demographic Chevrolet clearly targeted with the redesign of the Corvette.

According to Kelley Blue Book data, Corvette sales in 2019 totaled 17,988 units, down from 18,791 units in 2018 and 25,079 units in 2017. In 2014, when the seventh generation was unveiled, Corvette sales jumped to 34,839 from 17,291 in 2013. Moreover, 28.1% of Corvette buyers fall in the 55-64 year old bracket. The second largest group of owners is between the ages of 65 to 74 years old.

“It will be interesting to see if the mid-engine design car can pull younger, non-traditional Corvette buyers into this fold,” Brauer said.

Going mid-engine also puts the 2020 Corvette on par with more expensive exotic models, he pointed out.

“The [older] Corvette was supposed to compete with more high end, luxury model sports cars but it didn’t get a lot of cross-shopping,” Brauer said. “Now I think it can justifiably claim to compete with these cars ... the high-performance versions that are coming out can further that argument.”

He continued, “There’s a wider appreciation now of the mid-engine. They’ve gone from being almost a mystical, European exotic car design that not a lot of people could afford to becoming more mainstream in the last 10 years.”

Ed Kim, an automotive analyst at AutoPacific, said the mid-engine design could grab the attention of non-Corvette owners.

“People won’t be trading in their Ferraris for the new Corvette, but the car will get a new level of respect from this audience,” he told ABC News. “Other sports car makers will pay attention and closely monitor how the new Corvette does in the marketplace and if it steals volume.”

“Two-seater sports cars are not what millennials want,” Kim said. “[The Corvette] won’t be a high volume car — but no two-seater sports car is. Generation X may be the last generation that gets really excited about sports cars.”

But choosing to go mid-engine was still the right move for the Corvette, Kim argued.

Chevrolet said customer deliveries of the new Stingray would start this month and demand has been “unprecedented.” There have been 2.5 million visits to Corvette’s visualizer page since the reveal and the \$71,945 3LT coupe (the top trim) is the most popular model selected online. Production of the Stingray retractable hardtop convertible — a first for the Corvette — begins in April.

Gabe Shenhar, an auto engineer and test driver at *Consumer Reports*, said Chevrolet engineers finally achieved the performance objectives that eluded past Corvettes.

“The new Stingray doesn’t feel like a Corvette anymore,” he told ABC News. “It gives drivers more confidence and precision. It handles more naturally

and responds quicker. There’s no longer a ‘nose heavy’ feeling. It’s a huge difference from the previous Corvettes.”

He added, “It can run with the Porsches and Ferraris of the world.”

(from *Yahoo News* on the internet)

General Motors Stops Taking Orders For The Mid-engine 2020 Chevrolet Corvette

by Alanis King

March 18, 2020

Orders for the 2020 Corvette Stingray, Chevrolet’s mid-engine sports car decades in the making, have been cut short and are closed as of Wednesday.

General Motors confirmed the order closure to Business Insider, saying it was due to “overwhelming demand” and the United Auto Workers strike of late 2019.

Orders for the 2021 Corvette will open in May, GM said.

GM told Business Insider that the abrupt order closure wasn’t due to the company suspending US production amid the coronavirus pandemic, which was announced on the same day.

The eighth-generation “C8” Chevrolet Corvette was meant to be an iconic rebirth of a car that’s been around since the 1950s, courtesy of a fundamental change in the

works for almost as long: the relocation of the engine, from in front of the driver to behind them.



But that rebirth has been cut short, at least for this model year. General Motors confirmed to Business Insider that, effective Wednesday, orders for the 2020 Corvette are closed.

“Due to an overwhelming demand for the 2020 Chevrolet Corvette Stingray, Chevrolet has decided to

stop taking sold orders after March 18, 2020,” a GM spokesperson said. “Chevrolet dealers will begin taking orders for the 2021 Corvette in late May.”

The statement comes after Autoblog discovered a Corvette Forum post from Wednesday morning with a screenshot of an apparent email sent to Corvette dealerships, instructing them to suspend orders beginning that day. The email cited the weeks-long United Auto Workers strike that occurred late last year, and said 2021 Corvette orders would be available earlier than planned to enable dealers and customers “to create a replacement” order.

“Regretfully, launch timing was delayed by the 6-week work stoppage that reduced the 2020 Model Year production schedule,” the apparent email read. “Therefore, it is possible some of your 2020 orders, sold or stock may not be produced as planned.

“Further information will be forthcoming from Chevrolet regarding the handling of sold 2020 Model Year that we will be unable to accept, and the creation of a replacement 2021 Model Year sold order.”

When asked about the veracity of the email screenshot, the GM spokesperson said the company “did send an email to [its] dealers this morning.” The email came on the same day that the company suspended US production through at least March 30 in response to the coronavirus pandemic, but the GM spokesperson said that wasn’t to blame for order closures — even with the odd timing.

“This is due to customer demand and the previous work stoppage,” the spokesperson said, despite the strike ending in October. “Latest developments did not play a role.”

Over the years, the mid-engine Corvette has become an urban legend of sorts, with magazines talking about its impending debut for decades despite the car never coming until now.

But the arrival of the C8 Corvette in its base Stingray form has been less of a triumphant, historic rebirth more than 60 years in the making and more of a barrage of bad timing, with the UAW strike blamed for production delays that ran several months. As CNET reported at the time, the first deliveries of the car were slated for the end of 2019, but production didn’t begin until February 3.

Then, earlier in March, news and lifestyle site Corvette Blogger called attention to a recent forum

conversation in which a user mentioned that their upcoming Corvette dealer training had been canceled in response to the spread of the novel coronavirus.

Those cancellations are a big deal, because not all Chevrolet dealerships can sell the Corvette — the company requires any dealer that wants to retail the car to go through a certification process, including purchasing special tools and participating in a dealer training at its Spring Mountain driving school. Those that opt in, thus, get a “Corvette Certified Dealer” banner under their names and Corvettes on their lots.

Business Insider asked GM about Corvette trainings being on hold during the pandemic, including how many dealerships are in the waiting queue and how soon the company expects to be able to get them trained and certified after things pick back up. GM did not answer those questions.

But they’re certainly on hold, just like much of the rest of the world — and just like the 2020 Corvette, whose historic entry onto the car market hasn’t gone quite as planned.

(from *Yahoo News* on the internet)



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All meetings and other events are canceled until further notice, and restaurants are allowed to reopen, and people are allowed to gather in groups without fear of the COVID-19 Virus.

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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>

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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 and Bonney Clark for their contributions to this *Sidepipe* issue.

Thanks also go to Bonney Clark for help in folding and mailing.

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