

# SIDE PIPE

May, 2012

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

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

## Past Chairman's Comments

by Mike Aichele

Anyone have any ideas about something for the June meeting? Any volunteers?

Neal Kennedy organized a trip to the Corinthian Vintage Automobile Racing at Hallett Motor Speedway on April 21st. I hope some of you had the opportunity to attend. On Friday night before the trip, I got really sick and couldn't make it. Mark Rooks called me on Saturday morning to see about meeting up, but I wasn't very coherent. I hope he found everyone and had a good time! Hopefully we will get a good report at the May meeting.

The May meeting should prove to be interesting. Don Partridge knows more about Chevrolet parts and part numbers than anyone I know. He will be presenting a Parts 101 class for us. If you have some parts that you would like to share with everyone, please pack'em up and bring them to the meeting.

Tom Parson sent me an email about the Edmond-Guthrie airport Open House on Saturday, May 12. The gates open at 8 am, so the earlier that everyone can get there, the better. I REALLY hope you can put together a BIG group of Corvettes. The airport code is GOK. Last year, it seems as though the Model A's arrived around 9 am, and left about 4 pm. But I'm sure those times are not carved in stone. You've been there, so you know the layout. The airport is a joint Edmond-Guthrie facility. Also, I should emphasize that the cars WILL NOT be in a secured area, so owners will need to provide their own monitoring of their cars. There will be kids coming and going and last year I never noticed anyone inappropriately "fondling" the A's, but it would be good for owners to keep an eye out.

It hard to believe it is already May - the year is disappearing fast, and I don't know where it is going. In just 48 days Nancy and I will be leaving for the National Convention in San Diego, CA.

Anyone want to join us?

In the mean time, think about your own Corvette knowledge. Bring your answers to the May meeting. This month's Corvette Trivia Questions are:

1. For the first time since 1954, in \_\_\_\_\_ you could not order a Corvette with a manual transmission.
2. In \_\_\_\_\_, Corvettes were produced with two different types of paint. Lacquer was applied at the St. Louis plant, and enamel was applied at the new Bowling Green plant.
3. More Corvettes were built in \_\_\_\_\_ than in any other year, before or since — a total of 53,807 units were produced.
4. Due to tougher emission standards, Corvettes bound for California were fitted with \_\_\_\_\_ cubic inch engines.
5. In \_\_\_\_\_, the ignition lock was moved from the dash to the steering column. It would remain there until \_\_\_\_\_ when it was returned to the dash.
6. By Federal mandate, the 1980 Corvette was the first Corvette to have a speedometer with an upper limit of only \_\_\_\_\_ MPH.
7. There were no optional Corvette engines in \_\_\_\_\_.
8. The 1981 Corvette had \_\_\_\_\_ cooling fans to increase engine power.
9. "Pewter Silver" was only offered as an exterior color in 1972.
10. In \_\_\_\_\_ fuel injection reappeared in the Corvette after a 17-year hiatus.

For the July meeting, Nancy & I will just be getting back from the National Convention, so someone might have to take charge of that meeting. Anyone want to plan something?

In the near future we are planning try to fit the following in to our schedule;

- Annual Chapter picnic on August 25<sup>th</sup>?
- Progressive Garage tour with snacks/dessert at the last garage.

- Caravan over to Brett Driscoll's to look at Bob Clark's 1966 Corvette going through a frame off restoration

I'm looking forward to serving you in some capacity and hope that you all will continue to be actively involved in making this Chapter successful. I hope to see you at the May 5<sup>th</sup> meeting.

P.S.: We are still looking for a 2012 Chairman, but in a few months we are going to start looking for a 2013 Chairman, so start thinking about it.

## *2012 Dues Notice*

**T**he 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, May 5, to renew your membership in the Oklahoma Chapter NCRS. Don Partridge will be glad to accept your money, or you can mail your 2012 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, 2011. Your payment then will cover your 2012 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.

## *May Breakfast Meeting*

**O**ur monthly breakfast will take place on Saturday, May 5. 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*

**T**he gathering place for our May Attitude Adjustment Night on Tuesday evening, May 15, 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 \$10.99. There are specials on beer, too.

## *Corvette Fact or Fantasy?*

**Dreaming of Cruzin65**

by Pete Pritchett

**M**y dream of owning a Corvette began the first time I first saw her. It was 1965, I had just graduated from Tulsa Central, and I was pumping gas in a customer's car at Ward's Freeway Gas Station on the corner of 15<sup>th</sup> & Yale when I heard this noise, a deep Rrrrrmm - it was an infectious cross between a roar and a purr. I looked up just in time to see this white '57 Vette (with the top down of course) flying north up Yale to beat the light at 15<sup>th</sup> that had just changed to yellow a bit too soon. It appeared as though it left the ground slightly for a moment - flying through the air, and then settled back down lightly just as it cleared the intersection before the light turned red. I said to myself "man would I love to have that Beauty." That memory was etched in my brain and burned in my heart - But alas, poor boys can only dream!

Little did I know then, that Barney Powell, a good friend of mine, and later me, would both someday own HER. She was gorgeous - with a silky all white exterior, white soft-top, white hardtop, and a bright red interior. She sported dual fours atop her 283 engine. Rounding out the package were shinny Crager mag wheels, not the all chrome ones, but the ones with the gray spokes. What a sweet looking White Beauty!

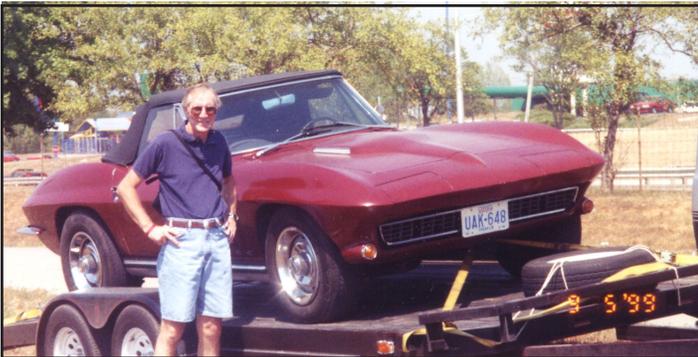
A couple of years later it turned out that a friend of Barney's owned the car and was in the process of buying a Maroon '67 Vette. Barney bought the '57 Vette from him - and the Beauty's demise began. She may have come between Barney and his wife, because about six months later he and the White Beauty were literally out on their own. Barney with

everything he owned in the Vette was living behind the gas station. Short on cash - he sold the dual fours and put on a two barrel. Then about a year later on his way to summer camp at Fort Smith, he blew the engine somewhere between Muskogee and Sallisaw.

I saw my opportunity and decided to make a move on White Beauty. Barney was trying to get back with his wife and needed a drivable car and quick money. Somehow I was able to talk Barney into selling the '57 Vette with the blown engine to me for \$750.00. My dream was real for the moment! Her broken piston still remains displayed in our bookcase... But that's another story.

For the first thirty years of our marriage, I dreamed and talked about getting another vette. I drug Becky and the boys to shows where I looked, touched and dreamed. But there was always a really good reason to keep us from getting a vette – never the money or the time!

In 1999, we were out of excuses - Becky decided it was time for me to quit talking and do it. We began to seriously look and search for OUR dream car. We were going to “Buy that Vette” that she had listened to me talk about for the 30 years we have been together. After 9 months of looking and several near misses we found ourselves pulling a trailer behind the van bound for Troy, Ohio. wondering if this was really the right one or the right thing to do.



Nathan, our eldest son and an almost too willing accomplice, had seen the ad on the Internet. Me buy a project car from pictures over the Internet? No, I was too smart for that, or was I.? After a couple weeks of negotiation through numerous e-mails and phone calls a price was agreed upon. And once again logic was no match for love. I had always wanted a '65 Vette and a Maroon car with Maroon interior had become the color it had to be.

So we set out on the highway looking for adventure. Becky had borrowed a car trailer from a friend at her work and we headed up I- 44 in our blue conversion

van. It was not just your average Labor Day Weekend outing. The excitement and anticipation made a long one and a half days drive go by quickly. Following the directions I had gotten from the current owner we arrived at his shop about 11 o'clock on Saturday morning. He led me to the back of the shop of his landscape business, behind a couple of pickup trucks and numerous pieces of lawn mowing equipment. She was sitting there in the dimly lit room looking forlorn and waiting for someone to pick her up, buy her a drink, and take her home or to some cheap motel. After a short 10-mile scenic trip up the road to the next town and back I knew I wasn't going home alone. Even though she was in worse shape than I had hoped for, she was pretty much all there and she did start and run. We were already in love!

Becky and I got her loaded and strapped down on the trailer and we became a threesome. We started discussing our route home when I remembered the Corvette Museum 5<sup>th</sup> Anniversary was being held that weekend in Bowling Green and we both knew that was where we were headed.

Bowling Green was full of Corvettes – new ones, fully restored ones, drivers, and even ones like ours that needed a savior to bring them back to their original beauty. When we looked at her – all we could see was the Beauty we knew she could one day be. Yes, we knew it would take some time. Becky's friend had restored his in a year, so we were planning on a two-year restoration... maybe three or four max!

Afraid to leave our new baby alone in some motel parking lot at night, we decided to stay at the Bowling Green KOA. I must say we made quite a hit with the local campers. Everyone came over to take a look and wished it was their dream coming true.

The Museum was great fun! But we headed home a blissfully happy threesome! On the way back we continued our KOA camping routine somewhere around Russellville Ark, on Sunday night. I did not want some stranger molesting her in the middle of the night.

When we got home, all the neighbors came outside to see her – she sounded loud and mean coming off that trailer because the mufflers and tailpipes were rusted out. We went for a ride, had some Braum's ice cream put her in the garage for the night. The next weekend I went to a local OKC shop to let them assess the project and of course when it came time for me to leave - she would not start. Turned out a wire had burned or shorted on the alternator. After a quick no cost repair, I was on my way home wondering if I would make it back. It had a racing clutch - so stiff

that you needed both feet to keep the clutch pushed down at stoplights. And it was also trying to idle down and die, so I knew we would have to make some serious decisions soon. What kind of restoration would be best for us and the car? What do we want the car to be when finished? When to start?

I knew Nathan who helped locate the car wanted to work on it with us and would want a chance to drive the car no matter what shape it was in, so we had to wait a while to get started. A couple of weeks later and after allowing the whole family a chance to see and drive the car, it was finally time to get started on the restoration project. We had decided to do a body off restoration and put it back together as original as possible.

Armed with our NCRS books and sage advice from the NCRS members I had talked to, we went about the business of our Corvette Restoration. So the next week-end, we started talking her apart. We could have never guessed that our planned two year project was unfortunately about to take 12 years to complete.



On a sunny January 2000 day, we had a "Body Lift" party, Thanks to George's

loan of his body dolly and 10 strong able bodied friends. We thought we were well on our way to beating our target completion date.

She consumed our time and space. Two of our three car garage stalls housed the body and the chassis and as many parts as I could find places for. Her parts crept into the house, under the pool table, then on the pool table, in the kid's bedrooms, every available nook and cranny had something. If Becky said it once, she must have said it a thousand times "Are you going to remember how to put this back together?"

By the summer of 2000, we had most of the paint stripped and sanded off the body in preparation for our turn at Bennett's body shop in Oklahoma City. We worked on the chassis while we waited, and waited, and waited ... and then were told the body



shop didn't know when they would get to us (too much insurance work)!

In the spring of 2001 we moved the body to a

Tulsa shop who said they could get right on it. At first we saw lots of progress, and then not so much. We weren't happy with the lack of progress, but we could see the car was heavily rusted and had more body damage than we first thought. After two or three years, I finally was able to get Scott Pfuehler more involved. Scott, Monte, and Don Partridge started

doing most of the body work and bird cage repairs. I was coming up and working a few days each week to help with the sanding.



Because of all the rust damage we decided to put a new or rather salvaged windshield frame on the car so it had to be cut apart again to get to the rusted areas. A second windshield frame had to be located because the first one proved to be slightly warped from a fire that destroyed the car it came from. Later

on Scott decided the car needed to go to his shop so he could work on it better and easier. Anyway the work slowly continued for a couple of more



years, until we finally needed to locate a new painter. After some communication issues that painter quit – so we had to find another painter. I wondered if I was that difficult to work with – or it SHE was just jinxed?



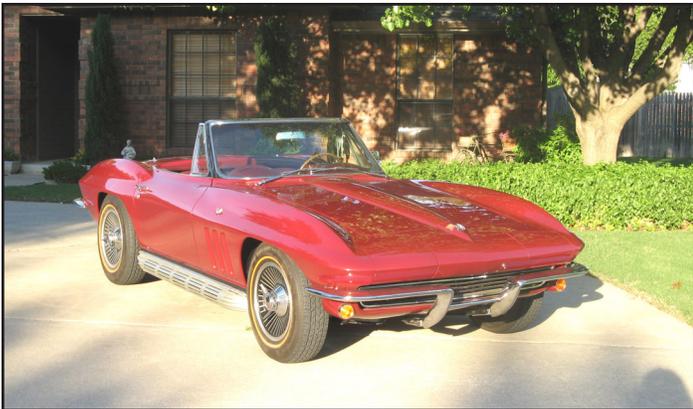
George Brock mentioned Don Walden's name and after meeting him and discussing the job we finally thought

we would get it painted and finished. However the tale took another twist when after painting the car and letting the paint cure, Don had a stroke and could not finish the car. So now we had to locate still someone else to finish the paint job.

Well, we all have our difficult stories, don't we? In April of 2011 (11 years and 8 months after we bought her), we (Scott)



finally finished putting the car back together. She starts good, runs great, and sounds marvelous – better than I ever imagined. She truly is my Cruzin65 Maroon Beauty and my dream come true!



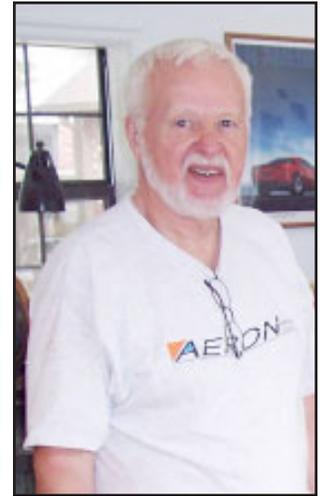
The car now has 245 miles on the restoration. And as soon as a few more problems get resolved, we may try to drive her to Tulsa - at least Scott thinks she might be able to make it. I mean, **she is a new 1965 car!**

## NCRS Member Spotlight

### Don Partridge

*Spouse-* Janice (Don and Janice are celebrating their 49<sup>th</sup> year of marriage)

*Children-* Don and Janice have 2 grown children and 2 grand children.



*Home-* Don and Janice have called Tulsa and Broken Arrow home for approximately 49 years.

*Employer-* Don has worked in the Chevrolet parts business for Wilkerson Chevy, Brad Noe, University Chevy, and Reliable Chevy for a total of 44 years.

*Club Membership-* NCRS

*Membership-* Don joined NCRS in 1976 and his membership number is 761.

*Judging level-* Don calls himself "just a rookie" and enjoys judging mostly at local events

*Hobbies-* Building and restoring old corvettes and also gardening.

*Community-* Don has been a member of his church for 49 years and is a Deacon and also serves on the finance committee.

*Cars owned-* Don is the original owner of his 1960 Impala and he still owns the only two corvettes he has ever had.

*Favorite Car-* "My 1960 Impala has a lot of memories." Don is currently restoring the Impala.

*Favorite Corvette-* Don's favorite Corvette is both of his 1967 Corvettes.

*Best Corvette times-* Don's best corvette times have been his three trips to the St Louis assembly line and three trips to the Bowling Green assembly line.

*Best Car times-* Trips with and for John Neas to many Corvette functions.

# Kernel Knowledge: One man on a mission to show how ethanol is wrecking your engine

August  
24, 2011  
*To leave  
one of  
Ed  
Syrocki's  
standing-  
room-  
only  
ethanol  
education*



*seminars is to go home amazed, enlightened, and probably a little upset. Syrocki doesn't just claim ethanol destroys fuel lines, wrecks fuel pumps and clogs accelerators—he lets you see the damage for yourself. Find out why Syrocki is on a one-man grassroots campaign to educate historic vehicle owners about the damage ethanol fuel is doing to their engines.*

Ed Syrocki just might be the only mechanic in America who's tired of getting paid for his work.

"It about my reputation—my ability to fix an engine," says the owner of EMS Classic Car Care of Warren, Michigan. "It's being called into question because of things I can't control."

What Syrocki can't control is what ethanol-blended fuel does to his customers' engines. Since 1998, Syrocki has specialized in repairing and maintaining all types of historic vehicles.

"From Corvairs to Lamborghinis," he says. "We don't specialize in restoration. We specialize in making these cars run, and run well."

Syrocki is plain-spoken and modest about the quality of his work, but the constant parade of customers who travel far and wide to his Warren, Michigan, garage are testament to his integrity and reputation. Since founding EMS Classic Car

Care in 1998, feature stories have appeared in a number of automotive magazines and national newspapers. Customers have gone on to present cars at the Meadow Brook Concours and other top shows and concours.

Despite the wheelchair and crutches he has used since contracting polio in 1957, Syrocki can be found working under the hood almost every day of the week. But these days, he says, most of his hours seem to be spent diagnosing engine problems caused by ethanol-blended fuel.

## More Time, More Repairs

Ethanol—a blend of ethyl alcohol and gasoline (usually 10 percent ethanol, known as E10)—acts as a solvent that is believed to cause problems for older cars with engines not designed for this type of fuel.



"In the past three years, work on fuel-related repairs has more than doubled," he says. "Gas tanks, floats going bad, fuel pumps, carburetors—where it used to be that most of our work was related to other mechanical problems, now three days every week is spent working on cars with fuel systems damaged by ethanol-blended fuel."

Since founding the company, Syrocki has always made follow-up calls to customers after their car left his shop to see how the vehicle was performing.

"But people started calling me and saying the same problem was back," he says. "And it wasn't just after a long winter 'sitting period' when the car was left in the garage. I found that E10 damage to a vehicle's fuel systems can begin if the car is left to sit only a few weeks. Based on what I seen, I believe that with E15 the damage would be almost instantaneous."

## In the Trenches

For the last three years, Syrocki has collected cracked and damaged fuel system parts. He's conducted his own fuel tests. When a customer would reappear complaining of the same engine trouble over and over again, Syrocki took the time to show them gas samples so they could

see ethanol fuel separation. He tore apart gas tanks and cut open damaged fuel lines to show the effects of ethanol. Then he also told customers what they could do to prevent the damage in the future:

“Use a soy-based fuel additive,” he says (Syrocki recommends Shaeffer Oil’s [Soy Ultra](#), which encapsulates the damaging water molecules ethanol fuel attracts). “Never let the vehicle sit without topping off the tank and keep your fingers crossed.”

Finally, one Saturday this past July, Syrocki decided to take his findings and his message to the masses. He opened his garage and on the night of his first free slide show and three-hour presentation, every one of the 200 chairs in the place was full.

### **Ethanol Show-And-Tell**

“I’m just a mechanic who fixes this stuff,” he says. “I’m not a scientist, but people were spellbound. The seminar is like a show-and-tell.”

Syrocki does for a room full of people what he used to do for customers, one at a time. He’s conducted three ethanol education seminars for historic vehicle enthusiasts this summer and is planning more.

“I’m volunteering all my time because ethanol is just wrong,” he says, adding that he has yet to find a sure-fire cure to help historic vehicle owners completely protect their investment. “I tell people to contact their senators and demand that we just get rid of it.”

With government subsidies and farmers making money on corn grown for fuel, Syrocki understands that ethanol might never go away. In the meantime, he’d be happy to see states be able to opt out of using ethanol fuel or simply to see a lonely pump in the corner of every filling station that serves up pure unleaded fuel.

“I understand the market of those in the business of ethanol. I have a market for repairs,” says Syrocki. “I just don’t believe in letting damage happen on the backs of others. And I don’t like having to do the same job twice.”

*The Historic Vehicle Association has already assisted Ed Syrocki in providing ethanol education materials, information on how to contact lawmakers, sample letters from individuals and clubs to congress and direction on how to sign our [Ethano Petition](#). To find out how you can attend the next ethanol education seminar hosted by Syrocki should contact him through his website <http://emscc.webs.com/>.*

*(This article brought to our attention by Phil Gray)*

# **NATIONAL CORVETTE RESTORERS SOCIETY**

## *Board of Directors Meeting*

Indianapolis, IN  
March 24, 2012

**N**CRS Board of directors Meeting was called to order at 6:55 AM

Present were: Vito Cimilluca, Bill Baker, John Ballard, Bill Braun, Joan Burnett, Dick Capello, Marilyn Heitzman, Mike Ingham, Carlton Colclough, Larry Colvin, Jeff Cook, Dana Forrester, Mark Lincoln, Gary Mortimer, Vinnie Peters, Roy Sinor, John Waggoner

No general members were present in the audience.

Vito welcomed the three new Directors (Joan Burnett, Carl Davidson, Mike Ingham) to the Board meeting. He thanked the outgoing Directors (Gary Chesnut, Arland Dower, Ed Vignone) for their service to the NCRS.

Vito asked for a moment of silence for NCRS members who had passed away during the previous year. He also requested that meeting attendees keep Ray Morrison and his family in their prayers.

*Bill Baker moved, and Bill Braun seconded, that the minutes from the July, 2011 Board Meeting be accepted. Passed unanimously.*

### **1. Election/Appointment of Officers, Managers and Editors**

- a. Vito Cimilluca was nominated as President of the Board. Vote passed unanimously
- b. Marilyn Heitzman was appointed as Vice President of the Board by Vito Cimilluca.
- c. The appointment of Larry Colvin as Secretary passed unanimously.
- d. The appointment of Mark Lincoln as Business Manager passed unanimously.
- e. The appointment of Roy Sinor as Judging Chairman passed unanimously.
- f. The appointment of Gary Mortimer as Membership Manager passed unanimously.
- g. The appointment of Eric Mortimer as Editor of the Driveline passed unanimously.
- h. The appointment of Vinnie Peters as Editor of the Restorer passed unanimously.
- i. The appointment of Joan Burnett as NCRS Foundation Chairman passed unanimously.
- j. The appointment of Jeff Cook as Finance Director passed unanimously.

### **2. Reports to the Board**

- a. Vice President’s Report
  - i. Chapters have inquired about how to handle Twitter accounts -
    1. Chapter should treat Twitter the same as a web site and have the Chapter web master monitor for correct use of logos and usage.
    - ii. National Convention Report
  1. 2012 - Mike
    - a. 192 registrations so far
    - b. Hotel commitments have been met.
    - c. 30 committed sponsors, 50% in hand

- d. Road tour
  - i. 9 tours
    - ii. 51 cars registered
    - iii. Last night out is Fallbrook, CA
    - iv. There was discussion about how to stagger arrival to host hotel.

- 2. 2013 - Marilyn (Hampton, VA)
  - a. Team is doing well and having on-going meetings
  - b. Meeting next week on which events to offer
- 3. 2014 – Dana Forrester (Overland, KS)
  - a. Organizational meetings are on-going.
  - b. Plan is to try to assemble Sebring, Daytona, and Le Mans race cars.
  - c. Hosting Chapter will work with local vehicle lift company to obtain the lifts for Bowtie judging.
    - i. The decision was made to sell the two NCRS lifts and the trailer will be looked at to possibly be used by the Judging Office.
- 4. 2015 – Marilyn
  - a. There are currently no 2015 Convention proposals, although Marilyn is working with two Chapters to develop proposals.

**b. Secretary's Report – Larry**

- i. Larry gave an overview of the 2011 election statistics and results for Regions VII, VIII, and IX.
  - 1. Large increase in on-line voting usage.

**c. Business Manager Report – Mark**

- i. Reviewed a Financial History Executive Summary for 2007 – 2011.
  - 1. New member dues were up substantially (now approximately 15,800 members).
  - 2. Membership renewals were down.
  - 3. Manual sales revenue was down.
  - 4. Historic Document services and the 2011 Convention were big revenue contributors.
  - 5. Expenses were very close to budget; revenue is the challenge.
    - ii. Exploring an automatic membership renewal capability.
    - iii. Trade Mark application process
      - 1. Top Flight trademark is still in process.
      - iv. Historic Document Services
        - 1. Many owners have gone on to find out additional information from previous owners and dealers identified in the process.
        - 2. There is a 7-8% no-response rate – no information available.
          - v. Barrett-Jackson relationship:
            - 1. NCRS award confirmation services provided in exchange for space
            - 2. Paperwork confirmation services provided.

- 3. Good revenue income from merchandise sales and new memberships and visibility realized.
- 4. Good NCRS exposure via SPEED TV coverage for NCRS

**d. Membership and Sales – Gary Mortimer**

- i. Reviewed 2011 activities.
  - 1. Cut Carlisle trip short by one day due to hurricane.
  - 2. Florida sales were as good as Carlisle.

**e. Finance Report – Jeff**

- i. Strong cash position but low interest return due to low market rates.
  - ii. Positive experience with the new financial system.
    - 1. Every month the system works more smoothly.

**f. Judging Report – Roy Sinor**

- i. Roy gave a status of Team Leaders, Technical Advisors, Manual Coordinators, and noted some changes.
  - ii. Reviewed Judging Office project status:
    - 1. Branded Counterfeit Practice
    - 2. Barrett-Jackson has been requesting NCRS inspection services.
    - 3. Roy is working on an expedited Document Verification and Shipping Document process.
      - iii. Future plans:
        - 1. Judging retreat status.
        - 2. Use of webinars.

**g. National Corvette Museum Report – Dana**

- i. Raffle cars are a large source of NCM income.
  - 1. Cars are purchased at dealer cost.
    - ii. Motor Sports Park
      - 1. Still looking for a naming sponsor.
        - a. Chevrolet is still an option.
      - 2. Discussed the “acre sponsorship” program.
      - 3. Dana requested that the NCRS sponsor an acre, at a cost of \$15,000. Communication will be sent to all the Chapters to see if they would be interested in sponsoring an acre.
      - 4. Dana recommended that the NCRS join the Specialty Equipment Market Association (SEMA).

**h. Driveline Report – Gary (For Eric)**

- i. Eric has been working to develop color ads with advertisers.
  - 1. Delivery issues have been investigated with local chapter assistance. Results of investigation will be provided at the July meeting.

**i. Restorer Report – Vinnie**

- i. Due to the recent delivery issues, Vinnie is working on having a complete PDF Restorer copy available in case members do not receive a printed issue.
  - ii. A 40th anniversary edition of the Restorer will be produced in the Summer of 2014 issue.

**j. NCRS Archives – Dick (For Bill Sangrey)**

- i. Document copy process is 85% complete.
- ii. Contributions continue to be received.
- iii. All donations remain the property of the NCRS Foundation.

**k. Public Relations Report – Carlton**

- i. Charity program is successful.
  - 1. 50% of Chapters gave more than \$1,000.
  - ii. Carlton is working with major national sponsors for donations for the National Conventions.
  - iii. A committee was formed to develop a proposal for the June, 2012, Board meeting regarding developing an email-blast capability for national sponsors.

The meeting adjourned for lunch at 12:05 PM

The Meeting reconvened at 12:55 PM

- 3. Old Business
  - a. None
- 4. New Business

**a. Add Yom Kippur to NCRS blackout Dates Calendar**

- i. Passed unanimously.

**b. Change the Time Duration Requirement for the Restorer Contributor Recognition Program**

- i. *Proposal to expand the time duration period for Restorer contributor recognition be increased from years to 5 years retroactive to 2004.* Passed unanimously.

**c. New Committee –**

- i. A committee to study various expense and revenue ideas for Regionals will be formed by Bill Baker.

**d. 2014 Regional Proposal - Marilyn**

- i. Defined the proposed 6 Regional sites and dates for 2014 – the vote was unanimous to accept the following:
  - 1. Florida – January 23 to 26;
  - 2. Rochester, MN – May 15 to 17;
  - 3. Loveland, CO – June 5 to 7;
  - 4. Tacoma, WA Aug 28 to 30;
  - 5. Frisco, TX Oct 23 to 25;
  - 6. Marlborough, MA Nov. 13 to 16

**e. Change Regional/National Convention Registration Guidelines**

- i. *The proposal to include members' grandchildren under 23 years of age and have the same event registration status as members' children under 23 years of age. The proposal was passed unanimously.*

**f. Establish a Memorial Wall**

- i. *The proposal to establish a memorial wall on the NCRS web site to enable Chapter Chairmen to add information concerning members who have passed away was passed unanimously.*

**g. Publications Committee Report – Dick**

- i. The Driveline printed in color is a big success.

**h. Web Site, Technical Board, Database, and Online Report – John Waggoner**

- i. John reviewed IT activity and accomplishments over the past year.
- ii. John was asked to add the capability for a Director to email all Chapter members or ALL members in their region.
- iii. *The proposal that starting in 2013 all Regional event registration must be done using the NCRS on-line registration system. Proposal passed unanimously.- VP to notify Chapters*
- iv. It is recommended that directions be inserted in the Chapter training manual for a Chapter to contact Gary Chesnut to have him ensure that the Chapter gets the non-profit PayPal discounted rates.

**i. NCRS Foundation – Joan**

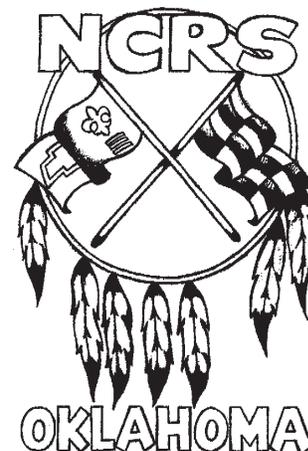
- i. *Requested and approved unanimously, that a header button be added on the web site for the NCRS Foundation with the following categories as well as a link to the NCRS Foundation Website.*

- 1. *Header buttons would direct individuals to Scholarships (include Guidelines), Donations (including non-cash items such as stock/securities, Corvette memorabilia, etc), Scholarship Recipients' Corner*
- 2. *Explore potential online Scholarship Application submission*
  - ii. *Requested that the Foundation Website main Logo be changed to highlight Foundation Logo rather than the NCRS Logo.*
  - iii. *Joan requested that an automatic contribution capability be added to the Foundation web site once automatic membership renewal capability is added.*

**j. Judging Office Issues – Roy**

- i. A proposal to implement a moratorium on the 15-year car judging admissibility horizon due to the difficulty in judging the newer models was passed unanimously.
  - 1. Reference manuals will continue to be developed.

The meeting adjourned at 4 PM



## *Upcoming Events*

- May 5 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
- May 3-5 Northwest-NCRS Regional - Seaside, Oregon - See current *Driveline* for info
- May 10-12 Chickasha Spring swap Meet - Chickasha, Oklahoma
- May 15 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
- May 18-20 2012 Lone Star Corvette Classic - Texas Motor Speedway-Fort Worth, Texas -www.lonedtarcorvetteclub.com for info
- Jun 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
- Jun 7-9 North central NCRS Regional - Rochester, Minnesota - See current *Driveline* for info
- Jun 9 All Corvette Benefit Show - Wichita, Kansas - Davis-Moore Chevrolet - 11 am - 3 pm
- Jun 30-Jul 4 NCRS National Convention - San Diego, California - See current *Driveline* for info
- Aug 24-26 Corvette Carlisle - Carlisle, Pennsylvania
- Sept 6-9 Pennsylvania NCRS Regional - Altoona, Pennsylvania
- Oct 11-13 Texas NCRS Regional - Frisco, Texas



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

### 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 Peter Pritchett, Phil Gray and John Bernardine 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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