



THE

SIDE PIPE

OKLAHOMA CHAPTER



May, 2019

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Chairman's Comments

by Bud Jessee

The Golden Age of Drag Racing

In the 60 drag racing tracks were springing up all over the country. The Golden Age of Drag Racing is considered to be from 1959-1974. 1974 being the end of that era is probably contributed to emission regulations and an oil embargo. The number one cause was probably inflation. Spendable cash for the hobby racer was being exhausted by the inflation on parts. Feed the kids or feed the car – we all know who was going to win.

Between 1956-1999 Oklahoma was blessed with 27 different drag strips. It must be due to the flat terrain. In 1958 racing began at Tulsa North Airport. The Tulsa North Airport was built in 1945. So from what I understand, every second and fourth Sunday of the month, air traffic was halted and the cars ran down the 3,000 ft. landing strip. Races had to be halted there due to dragsters tearing up the asphalt at the end of the runway. In 1965, Tulsa Raceway Park (later known as Tulsa International Raceway) opened and operated until 2011 when it was announced it would close due to low attendance and high fuel cost. Many of the big-name racers graced the strip such as Don "Big Daddy" Garlits and Don "The Snake" Prudhomme. But thanks to Todd Martin and Keith Haney, and some sponsorships of the Osage Casino, the race track was revived and racing continues today.

All of this said, I can't go without mentioning, since I grew up in Southeast Kansas and a stone's throw from this well-known strip, Moka Raceway. In talking to many of you, I have found out that many of you have graced that iconic strip that started in 1962 with your presence. In fact, the land that it sits on is owned by my good friend, Duane Schneider, the son of Clarence Schneider, who originally leased the land to the original owners.

Again, it was a perfect spot for a drag strip – flat, prairie hay meadows. I remember the day Big Daddy was featured at MoKane.

Little did I know when I joined our club, that we had a collector of a few of these iconic dragsters in our midst, John Neas. Not only is John a



collector of the Jimmy Nix replica, but he has seen many of these drag strips from the driver's perspective. John holds the track record in his 1962 409 and his 1957 Chevrolet at the Tulsa North Airport. His claim to fame is that those records will never be broken. Recently John, along with Don Patridge and many others, attended the Amelia Island Concours d'Elegance event at the Amelia Island Ritz Carlton. We will be hearing a presentation by John along with Don on their trip to this premiere event.

Another meeting not to miss! See you Saturday!

May Breakfast Meeting

Our monthly breakfast will take place on Saturday, May 4, 2019. 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 April Attitude Adjustment Night on Tuesday evening, May 21, 2019, will be at the Rib Crib at 8040 S. Yale. We are going to try this restaurant again. The meeting room is reserved for our use. The bar is open for early arrivals.

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

Attitude Adjustment Night In Oklahoma City

by Gene Holtz

We are hosting an Attitude Adjustment Night in Oklahoma City to get Members together.

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. The gathering is on May 21, 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.)

For The Oklahoma City / Edmond judging event on August 17th we have a 1967 for flight judging and looking for another car at this time, let me know if you are interested.

Contact me if you want further information at (cell) 405-317-3919 or email blue65184@aol.com (that's an L84, not 184. Thanks!)

Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter denim shirts, long and short sleeve, and Oklahoma Chapter sweat shirts on order for \$25 each. We also have chapter caps coming for \$15 each. All should be available in about two weeks.

The T-Shirts are in and the price is \$15. Several members picked up their shirts at our Judging Meet, so you might see someone wearing one at our breakfast meeting on Saturday, May 4.

Please call me at 918 / 625-2303 if you want to pick up a shirt that you have on order. You could also send an email to bobclark77@cox.net.

Attention - Membership Alert

by Don Partridge

Membership Dues The new year is here and it's time to pay your dues of \$30. If you have already paid your 2019 dues, thank you. If you still need to pay your dues, I, personally, would like to ask that you submit your dues by the May 4 meeting.

If you can't attend the meeting, please don't delay in mailing your check for \$30 to:

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

A notice is included in this *Sidepipe* if your dues have not been paid. Please mail it back with your check so that any changes in your contact information can be corrected.

A special note to any new member who may have joined since October, 2018. Your payment then will cover your 2019 dues also. If you have any questions, call Don Partridge at 918 / 455-6574(H).

We no longer want to keep sending reminders for several months about past due memberships.

Rats -

Let's Be Careful Out There.

by Mike Partridge

A cautionary tale for those of you driving a vehicle that you park outside.

On a recent trip to Texas, my wife and I visited friends near Burnet, Texas. Their beautiful home is located on land that has lots of critters. Chickens, dogs, cats, deer, possums, raccoons, a desert tortoise and even a jaguarundi has been sited on their property.

After our visit we drove straight back to Broken Arrow, a trip of about eight hours and parked our Traverse in the driveway. First thing the next morning when I fired up the vehicle to go to the car wash, the engine would start but barely run and all kinds of engine "codes" and warning lights showed up on the dash. I killed the engine and raised the hood to check fluid levels and looked for the cause of the problem. Seeing nothing, I quickly decided to head to the Chevrolet Dealer to see what had happened and feared the worst, even though I had only about 9,000 miles on the 2018 Traverse.

Driving to the dealer at about 15 to 18 miles an hour with the “flashers” going and waving people around me was pretty embarrassing.

Once at the dealer the service writer had me pop the hood, and he quickly pointed out what may have been footprints on the engine cover that were most likely a rodent. To make a long story short, the wiring harness coming up to the throttle body had been chewed in two. The bottom line was a bill for \$566.10 including parts and labor to replace the harness section.

So it turns out that all the dealers know the following fact and so do the insurance companies who see it often. The reason this happens is that the manufacturers, including General Motors and others, have replaced the wiring harness covering that used to be plastic - with a coating made from **Soybeans**.

Yes, that’s right, the wiring harness is made from Soy Beans. Upon doing research on the



subject, I learned that there have been several class action lawsuits where car owners who have experienced what I went through have attempted to sue the manufacturers for the problems and expense caused by this attempt to “save the environment” by getting rid of plastic or rubber coatings.

Since this incident, I have purchased some “Nightlight” type wall plug-ins that emit a varying high frequency sound to try and keep the rodents away. Also some Rat traps and a Bait trap that works like a feeding station except the bait is a poison that causes the demise of all the furry soybean lovers in my personal space.

Vengeance is Mine!

Oklahoma Chapter Judging Event

News Flash —

by Russ Grimm

Wow, what a great event happened last Saturday, We had over thirty-five members and guests to come enjoy the day.

Beside the fellowship and making new contacts with our guests from Nebraska, Missouri, Arkansas and Kansas, we



had two fantastic cars to look at and judge. Pat Cavanagh’s 1964 Convertible, Silver blue ,fuelie for flight judging and Larry Witt’s 1965 red convertible 350hp for concours judging.



First let me update you on Pat’s 1964 flight judged car and this part of his saga as he is now on the next step and a track to campaign it for a Duntov award. He has been on this journey /saga as we all have read from his update articles in the *Sidepipe*. All of his work and efforts paid off with one beautiful car that earned a score of 97.9





and a top flight award. Well done Pat!

Larry Witt from Stillwater came to his first NCRS judging with a Corvette for Concours judging. So with our 15 ft. view, it was determined that what looked a lot like a

flight judged car, actually would be in the stock division rather than modified. So his goal was the blue ribbon and award. He would need a score of 94 or more or he would earn the red ribbon for cars that fall into scoring 85-93 point range. Fortunately, he came out with a score of 95.3 and the Blue ribbon.



Larry has a great example of a concours car that looks very original but was updated to drive and enjoy with several modern updates like the transmission and fuel system as well power steering.



Before we could judge for concours, we had to review the program and guidelines from the NCRS national judging office. We had two experienced judges who had helped in the roll out, as well as your judging chairman to lead the school for how to do this correctly. So we had a power point presentation showing some of the examples of stock and modified Corvettes for judging in the new concours



program and some clarifications and somewhat lively conversations with questions. During the actual judging it is pretty obvious that will be hard to leave the originality mind set we have had and focus in on the condition of car as presented. One of the keys for us in the future is to remember all of these cars have been personalized from slight verifications to a major modification. Yes, there is a place for the restorod as long as it started out with a Corvette vin number.



We will have another opportunity on August 17 to judge some Corvettes from the

Oklahoma City area. It will be in Edmond again and this year we will add concours judging. Gene

Holtz thinks we will have upwards of three cars that day. So put that day on your things to do calendar. We will need a lot of help to pull this off.



Amelia Island

Top Fuel Cacklefest

First Time at a Major Concours

by John Neas

Bill Warner, Founder of the Amelia Island Concours, has visited with me for more than five years about inviting Top Fuel cars to Amelia Island. This year, in conjunction with the 50th Anniversary of the NHRA Gatornationals in Gainesville, Florida, Bill put together an NHRA class. He invited me to bring the Tony Nancy Sizzler and the Dunn & Reath Rainbow car.

This became an Odyssey or Circus, which included a number of last minute items brought together, such as trailer manufacture and purchase, refitting correct valve covers which were modified and re-chromed to fit Cirello/Schiefer Mag, and transporting cars and people to Amelia Island.

Thanks to the crew that made it possible in alphabetical order:

1) Curtis Cook – Part of the Bennie Osborn crew that won the 1967 & 1968 NHRA World Championship. Curtis is generally in charge of starting the Fuel cars and keeping us out of trouble.

2 & 3) Harry 'Hand Grenade' Hibler and his wife Marie Hibler – Harry is in the seat of the–Tony Nancy car. Harry was best friends with Tony, helped restore the car along with Ed Pink, ran the San Fernando Drag Strip, drove many Top Fuel cars, and was Publisher for *Hot Rod Magazine*. Harry lost to Tony in the final round at Bakersfield in 1970 where 130+ Top Fuel cars entered.

4) Ross Howard who helped purchase a new trailer at the last minute and drove the Tony Nancy car to and back from Amelia Island.

5) Joel Miller who furnished a second one-ton and drove the Dunn & Reath car to and back from Amelia Island.

6) Don Partridge who drove/rode with Joel. Many experiences he may recount at the May meeting.

7) Sally Neas who gave much help and encouragement, plus wore one of the original Tony Nancy jackets.

8) Bobby Witter who is Joel's friend from Jacksonville High School and found us a place to stash a truck and trailer for several weeks.

Also, I'd like to acknowledge Larry Brown who ran Top Fuel cars for a number of years including the Okie Smoker Funny Car. Although he was more with Ross Howard's car, he provided advice and moral (and sometimes immoral) support and a lot of good stories for the group.

On Friday the group attended a seminar led by Ray Everham on nearly legal and illegal cheating in racing.

Saturday was "Cars and Coffee"—A 250+ car "Shine and Show" event. Afterwards, we took our cars and supplies to the show field.

When we take a Corvette to a concours, we take a few chairs and miscellaneous supplies. When you take a Top Fuel car, you have chairs, covers for the cars, heavy 48 volt starter, electric starter motors, alcohol bottles, gasoline primer bottles...you get the idea! We were positioned between a class of classic cars in front of us and a McLaren factory display with two new cars behind us. There were 7 cars in our NHRA class.

Sunday we returned early in the morning to remove the car covers, and dry the heavy dew off.

The seven cars in the NHRA display were:

1. Don Garlits Swamp Rat 13 – Don's last front engine car as it ran in the first Gatornationals. The next week he lost part of his foot when a transmission explosion blew the car in half at Lion's Drag Strip in Long Beach, CA. After that, he developed and ran rear engine cars which changed Top Fuel racing. The car was a



display only, and Don was not present due to blood pressure problems.

The next two are our cars and were on either side of the Swamp Rat.

2. Dunn & Reath Rainbow car – 1968 winner of the Irwindale Grand Prix and the 1969 winner of the Bakersfield March Meet.

3. Tony Nancy “Sizzler”—The last front engine dragster to win Bakersfield and the last one to hold NHRA Top Speed Record.

Outside of my two cars were two funny cars.

4. Custom Body Car – Owned by Ross Howard.

A Dodge powered funny car originally out of Albany, New York which was driven by Tom Prock (Jimmy’s dad and Austin’s granddad).

5. Ingenue Car – Owned by John Lipori. A Buick powered funny car that John’s dad drove. Originally out of New York City.

Outside of the funny cars were two Fuel Altered cars:

6. Bradford’s car– Owned by Randy Bradford. A Fiat Fuel Altered car from Washington State which he ran for decades and still races today.

7. Rat Trap car – Owned by Ron Hope. –A Chrysler Fuel Altered car still being run today in match races and competitions.

The weather for the day was great! The concours program began with class judging, which finished by noon. The NHRA class was not judged. At noon there was a flyover, prayer, salute to the flag with the National Anthem, and then the Cacklefest. (In the official video of the event, it was called the Cackle de Fest).

The six cars fired up for about three minutes on 85-100% nitromethane and the crowd was very enthusiastic.

The Tony Nancy car was started first on alcohol (loud) and after about thirty seconds, switched to 97% Nitromethane (much louder). Don Partridge and Joel Miller quickly carried the battery, cable and starter over to the Dunn & Reath car and Curtis Cook started it. Sally Neas carried the gasoline primer bottle. After the cackle, the afternoon of the Concours program involve presenting the awards to the winners of the many classes. We spent the rest of the day visiting with many old and new friends. After the Concours, the cars were towed off site, and loaded into the trailers.

McLaren is a famous and successful name in racing; however the McLaren display behind us became a source of humor. They paid \$20,000 for the display of their two cars. On Saturday they complained about the amount of supplies and equipment we had in our area and had the Concours move us around several times so their display would be more visible.

On Sunday morning, they started the cars several times and revved the motors. That sound would appeal to 30-year-old would-be millionaires, and pimps. After we cackled the NHRA cars, they wiped the McLarens off and never started them again. I called Bill Warner and thanked him for having the cars at Amelia Island. He said everything went really well and the cars were well received. The only complaint was from the McLaren group. They wanted their money back and claimed we blew alcohol on their cars. A young



salesman was trying to make a name for himself. Bill said his boss was a friend and everything is okay.

We plan to fire up one of the Nitromethane cars at 10:00 am on May 4th, weather permitting.

Note - See Sally's video on Youtube, *Amelia Island Concours 2019 Cacklefest*.

The Last Front-Engined Chevrolet Corvette, a 2019 C7 Z06, Will Be Auctioned Off in June



by Daniel Golson

Now that it has been finally, officially, confirmed by Chevrolet that the upcoming C8 generation of Corvette will be mid-engined, it's time for the C7 to end its production run. The final front-engined Vette will be a 2019 Z06 model finished in black, and General Motors is selling it off at the Barrett-Jackson Northeast auction on June 28. (Since the final car hasn't actually been built yet, a regular Z06 with similar options to it is pictured; the car won't have any distinguishing visual cues.)

The auction will benefit the Stephen Siller Tunnel to Towers Foundation, which helps pay off mortgages for the families of first responders that were killed in the line of duty and builds "mortgage-free, accessible smart homes" for injured service members. The foundation was named after Stephen Siller, a New York City firefighter who died on September 11, 2001. Every dollar from the sale will go to the Foundation. GM has been a supporter of the Foundation for the past few years; the first production 2019 ZR1 was auctioned off to benefit it and sold for \$925,000.

The C7 Corvette has been a perennial favorite of ours, with different iterations of it landing on our yearly 10 Best list five times since it went on sale as a 2014 model, including our 2019 list. But as good as the C7 is and has been, it has been slightly overshadowed by the imminent and much-rumored mid-engined C8, which we first saw spy photos of and thus got confirmation of-in 2015. Since then, the C8 has been one of the worst-kept secrets in the

industry, with numerous spy shots, leaks, and almost-official information coming across our desks. And Chevy isn't wasting any time: the next-gen Corvette will be unveiled on July 18, just a few weeks after the sale of the final C7.

(from Yahoo News on the internet)

One Of A Kind Corvette Hatchback Needs Saving

This custom 1973 Chevrolet Corvette was designed by Harry Bradley and is totally unique

Corvettes are arguably the definitive American sports car, and their popularity over the decades has spurred the model from one generation to the next. However, their popularity makes ownership far from exclusive, so fans of the avant-garde need look elsewhere. Or do they? This unique Corvette hatchback is one of just one.

Found on Ebay, this rather distressed looking Chevrolet



Corvette might be written off by many, but it is, in fact, something rather special. Harry Bradley was a designer for General Motors before being snapped up by Mattel to design 11 of 16 first edition Hot Wheels.

His flair for design led him to explore the possibility of a more practical Corvette, but this wasn't to be some sort of kit car project. "This Corvette Hatchback Coupe was designed and constructed to give the owner a vehicle that was as close to a factory prototype as possible. The intent was to develop a quality specialty vehicle, not another Corvette custom car," said Bradley.

Not simply a case of creating a fastback rear for the car, the entire profile of the model has been changed to create a seamless design. A steel roll cage forms

the rigid structure on which the sporting bodywork was applied.

However, rubber mounting cushions were also fitted to allow for the natural flexing of the bodywork in motion. This hatchback was conceived with all of the care and attention it would have in-house at GM.

The front end of the car received some bespoke treatment too with a new light bar arrangement. Possibly inspired by the Citroën SM, this cluster of lights provides a totally new look for the C3 Corvette. The car really does appear like a cohesive design, one that might have even made it to production in a parallel universe. Additional reengineering of the boot space, gas tank, rear lighting, and exhaust pipes were necessary but totally worth the effort.



This 350 Ci V8 car is numbers matching, however, an accident in 1997 has left the Corvette off the road ever since. It has been in storage for the past 20 years and isn't drivable in its current state. However, this custom classic is well worth saving. The advert states: 'Harry Bradley cars have won many awards and are displayed in museums and at car shows throughout the country.'

The asking price is \$18,999 with the car's owner being open to offers. It's going to need some restoration work, but this one of a kind Corvette will be a showstopper once again when finished.

(from Yahoo News on the internet)



More of the Way Back Machine for you.

by Scott Pfueller

Take a moment and find Waldo. Or your self or a buddy that's in this Group Shot of the Oklahoma Chapter NCRS from a while ago. Are all these Corvettes in the Chapter now.

I believe that a real copy of this picture will show up at the regularly scheduled breakfast meeting next Saturday. It will be bigger, not life size but big enough to see if your guesses about who is in the picture are right.



After Years Of Litigation, Judge Orders Sale Of Briggs Cunningham Le Mans Corvette

by Daniel Strohl

The years-long ownership dispute over the last unrestored Briggs Cunningham Le Mans Corvette — a car that could be worth millions — may soon come to an end now that a judge in Indiana has ordered the Corvette into the care of a receiver tasked with selling it.

The move comes on the heels of the closure of the Indianapolis dealership where Gino Burelli, one of the Corvette's owners, had kept it for the last three years, putting the car's current whereabouts in doubt, according to court filings in the case.

"The vehicle may well be outside of the state of Indiana," Ryan Schoffemeer, the lawyer for the Corvette's other owner, Kevin Mackay, noted in a recently filed motion. "Mackay does not know where the vehicle is located, if it is being kept in a safe location, or if it is still insured. We're trying to protect the car."

Burelli could not be reached for comment on the Corvette or its current location.

While Mackay still owns the 30-percent interest in the Corvette that was granted him in a 2015 Pennsylvania court-ordered agreement, Burelli now owns 70 percent after buying out a third owner of the car, Domenico Idoni, in September, 2017. Porter County Superior Court Judge Jeffrey Clymer — the judge who ordered the Corvette into receivership —

also approved a lien against the Corvette to satisfy a \$250,000 debt of Idoni's now worth more than \$430,000 with interest in May. At that time, Clymer suggested that, should Burelli not find a buyer for the Corvette by August, "there will be an auction of some type as determined by the Court."

Exactly what the car may sell for is anybody's guess, given its unique history. One of three Alfred Momo-prepared fuel-injected 1960 Corvettes that Briggs Cunningham raced in that year's 24 Hours of Le Mans, the No. 1 car, which Cunningham and Bill



Kimberly drove, crashed in the rain on the 32nd lap, just a couple of hours into the race. The No. 2 car also DNF, but the No. 3 went on to an eighth-place overall win and first in its class.

Once back in the United States, Cunningham returned all three Corvettes to street trim and sold them off. Both the No. 2 and the No. 3 cars

popped up again over the years, but the No. 1 car remained hidden from Corvette collectors until Cunningham historian Larry Berman located it in a St. Petersburg, Florida, warehouse. Berman tipped

Lance Miller, who identified the car based on its VIN (00867S103535) and subsequently sold it to Mackay for \$75,000.



How the Corvette made it to the St. Petersburg warehouse and how it acquired its many body modifications remains largely unknown, though at one point in the Seventies it belonged to Tampa resident, Dan Mathis, who bought it to drag race and later reported

it stolen from his driveway.

Mathis' son, Dan Mathis Jr., who had reportedly hired Idoni to find the Corvette prior to its discovery, had

the car seized prior to its public debut at the 2012 Corvettes at Carlisle and subsequently filed a lawsuit seeking ownership of the car. Mathis ended up filing for bankruptcy after filing the lawsuit, but Idoni and Burelli bought Mathis' interest in the car from the



bankruptcy sale for \$25,000 and continued Mathis' lawsuit, which concluded in the 2015 agreement.

As part of that agreement, Burelli shipped the car to his dealership in Portage, Indiana, and was expected to sell the Corvette. According to the May court decision, Burelli had signed a brokerage contract for the Corvette, and he did have it insured for \$2.5 million. However, that insurance policy was through Burelli's dealership in Portage, Harbor Buick GMC, which closed in November amid the dealership's foreclosure proceedings.

In addition, Mackay said that he last saw the Corvette this past June at the Bloomington Gold show in Indianapolis. However, he said he saw no indication that the car was for sale.

Details of the Corvette's sale have not yet been released.

(from Yahoo News on the internet)

GM Is Adding 400 Jobs to Meet Demand for the Mid-Engined C8 Corvette

by Sean Evans

Ahead of the July 18, 2019, reveal of the brand

new mid-engined C8 Corvette, General Motors CEO Mary Barra dropped down to the Corvette assembly plant in Bowling Green, Kentucky, to announce that a

second shift and more than 400 hourly jobs would be added to help build the sports cars. That'll kick the total tally of the plant's workforce to more than 1,300 people.

While the first Corvette debuted in 1953, the Bowling Green facility has been open since 1981, and more than one million Corvettes have rolled off that line. GM has steadily been pouring money into the facility since 2011, about \$900 million, which has helped create a new body shop, increased engine build capacity, a new paint shop, a new Performance Build Center and other upgrades.

With the increase in staffers, that would indicate that GM is anticipating high demand for the mid-engined C8 Corvette, a vehicle that has



been kicking around in development for what feels like ages at this point. Bowling Green will be where the C8s destined for various parts of the world will be assembled, so the crew will be making right- and left-hand drives there. Rumors still swirl about a twin-turbo, high performance V-8 being added to Bowling Green's duties, too. The last front-engined 'Vette will be built in June.

When GM sent out the press release announcing the good news, the [eagle-eyes over at Car and Driver](#) spotted something interesting in the file name of the new photo that accompanied:

Chevy's new image of the C8 also gives us another little detail about the car: the URL of the photo includes the phrase ZERV, which was the car's code name during its development. ZERV is a play on [Zora Arkus-Duntov's mid-engined CERV concepts of the 1960s](#), [Zora is effectively the father of the Corvette] and Chevy admitting to the code name makes us again think the C8 (or a version of it) could receive the long-rumored Zora moniker, like how the current car is called the Corvette Stingray.

Chevy Confirms That a Mid-Engined C8 2020 Corvette Is Launching in July

by Sean Evans

Late last week, General Motors finally confirmed the existence of the 2020 C8 mid-engined

Corvette. The long-awaited sports car, swaddled in a camouflage livery, turned up in New York City, driven (slowly) through Times Square by Corvette chief engineer Tadge Juechter with General Motors CEO Mary Barra riding shotgun. Emblazoned on the side of the C8 was July 18th, 2019, which represents the new Corvette's official launch date.

While it's unclear if this C8 mule has the final engine setup or is just running something from the existing Corvette lineup, a witness to Juechter and Barra's NYC ride tells *Robb Report* that it sounded "low and rumbly, like a Corvette should, with a hint of supercharger whine."

Chevrolet is being tight-lipped about the powertrain specifications, but the folks over at *Car and Driver* have some solid intel about what the C8 will be packing behind the driver's head. The launch vehicle sounds like it'll be the base Stingray and feature an upgraded iteration of the C7's 6.2-liter V-8, tweaked to around 500 ponies and dubbed the LT2 to represent the placement of the engine. Tremac's seven-speed dual-clutch automatic transmission will get the power down, and it doesn't seem like there'll be a manual option, which isn't much of a surprise. More than half the current ZR1s were ordered in automatic spec.

Don't expect Chevy to wait long before ratcheting up the performance and offering us the C8 Z06, a ZR1 and perhaps an apex hybrid that'll bear Zora's name (Zora Arkus-Duntov was the father of the Corvette and the man who originally conceived the Corvette's mid-engine placement back in the '60s). *C&D* believes the Z06 will have a 5.5-liter V-8 with a flat-plane crank, the ZR1 will tack on twin puffers to that set-up, and the Zora will have all that plus a front-axle electric motor to supplement everything and get a comma into the horsepower output. Pricing is still up in the air, but early reports claim Chevy will keep things around \$63,000 for the base units. Chevy has already launched a landing page for the C8 on its website. so it probably won't be too far after the C8's debut in mid-summer that GM will start taking orders.



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For Sale: 4 Firestone 7:75x15 WSW Tires Mounted once & still got the tits, These are DOT tires, \$180 each retail, but that's not your price. Lets deal

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Want to Buy: 1962 Corvette Hubcaps, 2 or 4

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Free to a NCRS member with a C5.

First come, first serve. Rubber and carpeted beige floor mats from my 1998 and 2004 C5's. Just found them in a box in the workshop. Nice shape. I will bring them to the next meeting. Pat Cavanagh
Text me at 918-884-8868.



For Sale: My Collection of die cast cars in original boxes - mostly Corvettes. I have original boxes. Also have Corvette model kits.
Larry Mills 918 645-6203 Contact me for a complete list.

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

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

Upcoming Events

- May 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
May 7 Cruise Night - McAlister's - 91st & Memorial - Tulsa, Oklahoma
May 16 Rock The Route - North Water St. & Hobson - Sapulpa, Oklahoma - Weston Horn and the Hush are the Band
May 18 Route 66 Museum Open House - Sapulpa, Oklahoma 10 am -2 pm
May 21 Attitude Adjustment Night - Rib Crib - 8040 S. Yale Ave. - Tulsa, Oklahoma
May 25 5th Annual Patriot Fest Car & Motorcycle Show - www.rt66patriotfest.com for details
May 31-June 1 Route 66 Corvette Roundup - Hafer Park - Edmund, Oklahoma - Info at CocccarShow19@gmail.com
June 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
June 1 Route 66 Blowout Car Show - Sapulpa, Oklahoma

NCRS Communication

To keep up to date with the latest news from your Oklahoma Chapter NCRS and your Region VII Director, be sure to advise Bob Clark and/or Don Partridge 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>

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



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*** **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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