



THE

SIDE PIPE

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

May, 2020

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Chairman's Comments

by Bud Jessee

Cruising Main Has Returned

Back in most of our days, 50's & 60's, cruising down a major city street was the thing to do and the place to be every weekend. Kids would be driving their muscle cars and sport cars, with their favorite girl or other friends back and forth the same streets. The 1973 oil embargo and higher gas prices took this teenage tradition away. Kids could no longer burn one-dollar gas just to drive back and forth.

With the pandemic and lower gas prices, cruising is back in style. Small towns across the country have taken back to cruising the main drags. Town governments have not organized these events. Just word of mouth on social media has brought people out of their homes to cruise the street only to be out of the confines of their imposed quarantine. Today's anti-pandemic protests are not just the cruises with sports and muscle car classics. They are also driving minivans and four door sedans. Residents really want to get out of the house and see someone, even if it is in a car waving at a car going the opposite way.

Small towns like Oakland, Nebraska, towns in Buffalo County, Nebraska, had huge turnouts. Even back in my home area – Columbus & Pittsburg, Kansas & Joplin, Missouri, had huge turnouts for their cruise nights. Pittsburg & Joplin's main drags were about a 4 mile stretch. Cars were bumper to bumper both ways with cars on side streets trying to blend in with the flow. In my hometown of Columbus, the main drag is only three quarters of a mile but reports were it was bumper to bumper both ways.

I wanted to attend the cruise in Columbus, but friends of mine were telling me that City Hall was not going to allow it to happen. With all my outstanding warrants from 1971, I decided it might not be the time to press the issue driving a car with an Oklahoma license plate. But despite all the City Hall threats, the cruise night went off without a hitch. I think they opened the donut shop to occupy local law enforcement while the whole community was cruising.

Finally Tulsa has had its cruise night down memory lane on Peoria Ave, "The Restless Ribbon." The hub of this world was Penningtons. They had designated rows called Soc (pronounced Sosh) Row and the prime spot was called the pole position. Right in front is where you saw everyone. Peoria was also known for other establishments. Mr. T's on 36th and Peoria, Ships Wheel on 41st and Peoria and, of course, Webbers Root Beer at 38th and Peoria.

Well, on this cruise night in Tulsa, I loaded up my son, Peter, in our '66. His generation has never experienced cruising Main Street USA. Peter and I were anticipating a huge turnout like other cities have seen. We were expecting bumper to bumper traffic. We arrived at 6 pm and were a little disappointed of the turnout. It was not bumper to bumper cruising. Yes, there were quite a few cars parked in parking lots of businesses along "The Restless Ribbon" congregating in large groups, which was not supposed to be happening. Nonetheless, at least people were getting out and returning some nostalgia of days by-gone. No news is good news. As of this writing, I assume everyone is safe, happy & sound. Hope to see you soon!

Monthly Breakfast Meetings

Canceled until further notice when 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 when 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 will have to wait for new membership directories until the June *Sidepipe*. There will be two copies sent out with the newsletter.

Membership Chairman's Comments

by Mike Aichele

Our current membership roster sits at 102 members with **79% 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, call me at 918-804-3105 and I'll give you the scoop.

Dues of \$30.00 are due on January 1st of each year and your Chapter is looking forward to your continued support. You can mail your dues to me at the address below. If you have any questions, please give me a call – 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.*

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

Mail To: Michael Aichele,
Membership Chairman
Oklahoma Chapter NCRS, Inc.
16225 E 81st Ct N
Owasso, OK 74055

Ritchie Brothers – Leake Auction

June 26-27, 2020 -

River Spirit Expo - Tulsa, OK

by Bud Jessee

We are good to go as drivers for the Leake Auction on June 26 & 27. There will be a driver's meeting on June 25th at 9 a.m. and 4 p.m. You must attend one of them. Hours on the 26th and 27th will be from 7 a.m. to 6 p.m.

We need twenty drivers both days to fill all time slots. If you can only work from 7 to noon or noon to 6, that's ok. We will need more than 20 to cover those situations.

Please let me know if and when you will be able to work as soon as possible. I have a follow up call on June 9th with Steve Seykora, director of drivers, to let him know how many we can provide.

You can email me at bud.jessee@american-national.com or call my cell phone. 918-625-8531.

Thanks for your help! This is an awesome way to help our treasury for our immediate needs and long term goals.

National Corvette Museum Raffling Three 2020 Chevrolet Corvettes

by Jonathon Ramsey
May 3, 2020

It's the year of the Corvette raffle. The National Corvette Museum (NCM) holds yearly raffles as a fundraising effort to pay for museum running costs. In February the NCM announced a raffle for the final 2019 C7 Chevrolet Corvette Grand Sport down the assembly line. A raffle for the 36 Corvettes in the Peter Max collection is ongoing but will soon end with 36 winners each taking home a Corvette.

Now the NCM has three more raffles on the go, this time for a trio of 2020 Corvettes. A fourth raffle for a Torch Red 3LT coupe ended yesterday. Next up in the prize pool is an Elkhart Lake Blue 2LT coupe with options including, the engine appearance and body-color dual-roof packages, front lift, Jet Black leather interior with GT2 bucket seats, and Carbon Flash exterior trim and badges. Only 2,000 tickets will be sold, 1,792 tickets left at the time of writing, each priced at \$100. The drawing happens May 29.

June's drawing is for a Blade Silver 2LT convertible with a Carbon Flash roof and exterior accents, the Z51 Performance Package, an Adrenaline Red leather interior with GT2 seats and Torch Red seat belts, and battery protection package. Ticket sales are capped at 1,500 tickets, with 1,492 available at \$200 a pop.

The drawings go quiet until September, when a Torch Red 2LT coupe goes up for grabs. This one's got Jet Black leather and GT2 buckets, the body-color roof package, engine appearance package, red calipers, front lift system, and Carbon Flash badges. Ticket sales are unlimited on this one, each entry costing \$20.

Every winner gets Museum Delivery included, plus hands-on training on the new Corvette by an NCM delivery team member, a VIP tour of the Museum, a one-year individual membership, and a VIP tour of the Bowling Green Assembly plant down the road depending on availability.

Now for the small print. Anyone at least 18 years old and with a valid driver's license can buy a ticket, but the process is a little more involved for anyone who isn't in Kentucky. Adherence to the rules of the Kentucky Department of Charitable Gaming means

only people in Kentucky can buy tickets online. For those not in Kentucky, you can create an interactive order form on the site, or download the form to fill out and send to the NCM for processing. Good luck.

(from *Yahoo News* on the internet)

Unrestored Barn Find 1962 Corvette Is An NCRS Survivor Candidate

by Elizabeth Puckett

***In the right hands, this first-generation Vette
could go on to do great things!***



The 1962 Chevrolet Corvette is the last year of the first-generation run of the Corvette. It's also evident how much of a precursor the 1962 was for the ultra-popular Sting Ray body style that would soon follow. Not only that, it was the last year of the solid-axle Corvettes, as they would turn over into a rear-independent suspension layout in 1963 - something the Corvette has become well-known for over the decades since. This is all a setup to explain why the 1962 Corvette was such a special car, and why finding one is always a treat for any collector, but it takes a special kind of collector to see the potential in this barn find.



Chevrolet May End 2020 Corvette Production After Making About 2,700 Units

by Ronan Glon
May 7, 2020



The eighth-generation Chevrolet Corvette deserves a do-over. Its market launch was marred by a United Auto Workers (UAW) strike that paralyzed General Motors for 40 days in the fall of 2019 and a pandemic that forced the global economy to grind to a halt. As a result, the 2020 model may be the rarest Corvette in recent memory.

2020 looked grim even before Chevrolet began building the new Corvette in Bowling Green, Kentucky, on February 3. In January, we reported the firm planned to cut 2020 production by about 20% to make up for the working days it lost during the strike, and to offset the time it spent tracking down internal issues with the car. Dealer allocations were slashed, though executives mostly wanted to prevent stores from building an inventory.

The mid-engined Corvette finally began rolling off the assembly line. We drove it (and loved it) and customers started taking delivery, but its launch derailed again when General Motors began shutting down its North American factories to fight the spread of the coronavirus. Bowling Green built its last Corvette on March 20, according to Consumer Guide, and there's no word yet on when it will re-open. It remains idle as of writing.

Kai Spandle, the Bowling Green plant manager, revealed in an earlier interview that approximately 2,700 examples of the 2020 Corvette were built between February 3 and March 20. A spokesperson for Chevrolet told Autoblog that GM "will continue to build 2020 Corvette Stingrays when the plant resumes production." So the total number of 2020



The lady that the car came from actually bought the car with her late husband in 1964. When the car was parked in 1984, the owner's husband would crank the car and drive it around the block once a year to just keep everything oiled up, until his death about 8 years ago.

The only things missing on the car are the original wheels, but it still has the original spare tire and



wheel, radio, and transmission shifter. This Vette is a factory 327 cubic-inch engine that was factory rated as producing 250-horsepower. Backing the V8 engine is a three-speed manual transmission, so this was made to be a driver's car. The car is also an original wonder bar radio car and factory two top car, meaning it has both a hard top and soft convertible top.

(from *Yahoo News* on the internet)



Corvettes is likely to increase, but it's not going to increase exponentially. And that means the 2020 will become one of the rarest regular-production models in the Corvette's history.

For context, Chevrolet sold 10,261 units of the Corvette during the 1960 model year, 17,316 for the 1970 model year, and a whopping 40,614 in the 1980 model year. Sales for the 1990, 2000, and 2010 model years totaled 23,464, 33,682, and 12,194, respectively. And, 34,822 seventh-generation cars were made during the 2019 model year, including 2,953 ZR1 models powered by a 755-horsepower V8 engine.

General Motors is gradually reopening its North American factories, but it hasn't revealed when the mid-engined Corvette will again see the light that awaits at the end of the production line. Leaked documents that surfaced online in March — two days before the factory closed — confirmed the company has stopped taking orders for the 2020 model, and it will begin selling the 2021 model in late May, or about a month earlier than planned.

"Further information will be forthcoming from Chevrolet regarding the handling of sold 2020 model year [cars] that we will be unable to accept, and the creation of a replacement 2021 model year sold order," the company told its dealers. This suggests customers waiting for a 2020 Corvette may end up with a 2021 model instead.

General Motors previously announced production of the 2021 Corvette will start on September 1, a date which — in theory — gives the Bowling Green factory time to build additional 2020 models before it switches to the next model year. We don't know if that date is still accurate, or if it has been moved. Similarly, what's on the list of changes the 2021 model year will bring is anyone's guess at this point; all we know is there are several new Corvette variants in the pipeline.



(from *Yahoo News* on the internet)

C8 Chevy Corvette Z06 Will Have 600-Plus HP and a Ferrari-Like Shriek

by Rich Ceppos
April 20, 2020



The upcoming Chevy Corvette Z06 will be the first of several upcoming ultra-high-performance variants of the C8 Corvette. We expect it to go on sale in early 2021 as a 2022 model, starting at about \$85,000. It's a return to the stripped-down-for-action, high-revving, track-worthy Vette embodied by the 505-hp 7.0-liter V-8-powered C6 Z06 of 2006 through 2013.

This time, the Z06 will use a naturally aspirated DOHC 32-valve 5.5-liter V-8. Plus, it has a flat-plane crank, just like a Ferrari V-8. It should rev to between 8500 and 9000 rpm, spit out 600-plus horsepower, and shriek like something from Ferrari. It feeds an eight-speed dual-clutch automatic transaxle driving the rear wheels. This is no mere speculation; a detuned version of this engine is already powering the C8.R race car.

The Z06's new V-8 packs a power curve shaped like a body builder's bicep. The switch to a mid-engine configuration maximizes traction, allowing Chevy to



better utilize its mega-horsepower engines for battling everything on the exotic-car spectrum. A muscled-up version of the base C8's architecture will be in play, with wider rubber, stronger brakes, a recalibrated suspension tune, and upgraded powertrain cooling. Flared fenders cover the mechanical bits, and new-for-the-Vette active aerodynamics pin it to the track.

There's a chance small-block loyalists won't want a Corvette that sounds like a Ferrari. But if you've ever heard the bellicose shout of a 488 Pista, you know that's a low risk. (from *Yahoo News* on the internet)

Split-Window Corvette Restomod Hides The Supercharged Heart Of A C7

by Jeffrey N. Ross
April 29, 2020

Enjoy vintage C2 style with C7 performance!

To some, it might be sacrilegious to customize and modify a 1963 Chevrolet Corvette split-window coupe, but it's hard to argue with the impressive build quality of this custom restomod. This build was commissioned by the owner of Verrillo Motor Car Company, and now this one-off creation is up for sale for \$299,999.

From the outside, this Corvette appears to be a lightly modified split-window, but the closer you look, the more you find small custom touches. Starting with the Black Sparkle Metallic paint job from



House of Kolors, this body features unique elements like the heat extractors on the hood, C6 ZR1-style carbon fiber fender vents and custom-made wheels (19-inch front, 20-inch rear) with a knock-off design. The rear quarter panels have also been subtly modified to house those taller and wider tires. The interior is also mostly stock looking with the exception of the late-model sport bucket seats.



What really makes this restomod so incredible are the parts of the car that you can't see. For starters, it rides on a custom tube chassis using the basic suspension setup from a C7 with coilover shocks, but the heart of this beast is a 6.2-liter supercharged LT4 V8 from a C7 Z06 that's rated at 650 horsepower. Power is fed to those fat rear tires through a five-



speed Tremec manual gearbox and a billet aluminum Dana 44 rear end with 3.50 gears.

If you want a custom classic that is fun to drive and great to show off, this 1963 Chevrolet Corvette is an ultra-cool restomod. Contact Verrillo Motor Car Company today for more information on this one-off, split-window or any of the other classic and collectible cars up for sale.

(from *Yahoo News* on the internet)



Own An Award-Winning 1967 Chevy Corvette Convertible L71

Amie Williams
May 7, 2020,

Product of a frame-off restoration with plenty of original components, this Sting Ray is a NCRS, Bloomington, and Triple Diamond recipient.

The 1967 Corvette Sting Ray was the last model of the second-generation, and it is undoubtedly the most refined. This stunning example is what we should imagine when somebody mentions a '67 Sting



Ray because it just screams perfection. Verrillo Motor Cars is excited to offer this pristine and meticulously restored 1967 Chevrolet Corvette Convertible L71 that is the recipient of many prestigious awards.

Joe Verrillo acquired this unrestored survivor in 2005 with all-original Rally Red paint, and now shows the end product of a frame-off restoration performed at Verrillo Motor Car (VMC). This 'Vette L71 was purchased new in December of 1966 from Marhefka Chevrolet in Windber, Pennsylvania.

This stunning Corvette is finished in brilliant Rally Red



Get Your Thrills In A Stunning 2020 Chevy Corvette Z51

by Amie Williams
April 17, 2020

Only 2,700 of these C8 Corvettes were produced.

The wait is finally over as enthusiasts all over the world are getting their first in-person glimpses at the all-new eighth-generation Corvette. The new C8 was given quite a few changes, but the biggest change has to be the fact that it is a mid-engine car. Even more, the new 'Vette is considered the most powerful entry-level model to date with the quickest acceleration time, but this is if opting for the high-performance Z51 package. You're in luck if you're in the market for a pristine 2020 Chevrolet Corvette Z51 Performance Package because Corvette Mike is offering the opportunity to call this one your own.

over an immaculate black factory original interior. The fiberglass body panels are all-original, and this Corvette features the original white convertible top. In addition, this Corvette also comes with the black vinyl auxiliary hardtop.

Under the hood is the highly coveted 427-cubic-inch L71 V8 engine topped with a Holley triple two-barrel carburetor called Tri-Power. Backed by a 4-speed manual transmission, this setup generated 435-horsepower from the factory. This Corvette is equipped with a 4:11 rear gear ratio, and spent gases flow through the side-exit dual exhaust. As mentioned above, the car received several prestigious awards, including the 2017 Bloomington Gold OEM Certified, 2017 NCRS Regional Top Flight, 2017 MCACN Gold Spinner, 2017 MCACN Triple Diamond, and the 2018 NCRS Dutoy Mark of Excellence. This classic beauty was published in the January 2018 Hemmings Muscle Machines for a feature article and in the same publication in the Restoration Profile.

Not only did this Corvette Sting Ray receive top honors at high-profile events, it also made many trips down the quarter-mile drag strip. Swapping out the wheels to American Racing Mags with M&H Racemaster rubber, it consistently ran the quarter-mile in the low 11-second range where it did bring home many trophies.

The sale of this '67 Corvette includes plenty of original documentation such as the Bill of Sale, tank sticker, warranty booklet with the Protect-O-Plate, Corvette owner card, owner's manual, original radio operating instructions, wheel trim instruction sheet, and optional accessories pamphlet. Also included with the car is the original gas tank with the original sticker. For 1967, a few modest revisions were made, including the replacement of the three larger front fender vents with five smaller vents, and a single backup light was mounted above the license plate frame. The rockers were given a flat finish, and the wheel cover design was updated. Inside, the upholstery received some alterations, and the handbrake was moved between the two front seats from beneath the dash.

If this stunning 1967 Chevrolet Corvette Convertible L71 would make your days much brighter, then go ahead and contact Verillo Motor Cars today. This award-winning classic Sting Ray is listed for \$395,000. (from Yahoo News on the internet)



Finished in Shadow Gray Metallic over a red interior, this new 'Vette looks just as good as it is powerful. Exterior-wise, the Z51 package includes a front splitter and rear spoiler to help with aerodynamics. Carbon Flash painted aluminum wheels with a machined lip (19-inch front, 20-inch rear) are wrapped with high-performance run-flat rubber.

A 6.2-liter V8 engine is mid-mounted and backed by an 8-speed dual clutch complete with a paddle-shift automatic transaxle. The optional Z51 package includes a performance rear axle ratio and an electronic limited slip differential. The car makes a healthy 495-horsepower, and the car can reach a top speed of 184 miles per hour in the high-performance trim. The Z51 includes unique package performance parts such as brakes with red-painted calipers, suspension, and exhaust.

Behind the doors of this Corvette is a contrasting Adrenaline red interior that perfectly complements the exterior's darker metallic gray. Equipped with the 2LT Preferred Equipment Package that includes an infotainment system with premium navigation, head-up display, Bose Performance Series 14-speaker audio system, cargo nets, HD front curb view camera, rear camera mirror, performance data and video recorder, heated steering wheel, wireless charging, universal home remote, advanced anti-theft system, power folding mirrors with turn signals, side blind zone alert, and rear cross traffic alert. Not only are the seats heated and ventilated, they are equipped with power lumbar control and power seat bolsters.

Here we have an attractive and attention-demanding car to provide thrills, then look no further than this 2020 Chevrolet Corvette Z51 offered by Corvette Mike. With plenty of horsepower on tap and stunning good looks, one can't go wrong with opting for this all-new C8. This beauty isn't going to last long.

(from *Yahoo News* on the internet)

Oklahoma Truisms or So I'm Told.

brought to us by Scott Pfuehler

Our editor asked for some filler for the *SidePipe*, so I thought a little previously printed funny stuff would be fun instead of Virus news.

You really live in Oklahoma, if you can pronounce Eufaula, Gotebo, Okemah, and Chickasha.

You think people who complain about the wind in their state are sissies.

A tornado warning siren is your signal to go out in the yard and look for a Funnel.

If in the capital city, it doesn't bother you to use an airport named for a man who died in an airplane crash.

You know that cowpies are not made of beef.

You measure distance in minutes. ("I'm about 5 minutes away.")

Someone you know has used a football schedule to plan their wedding date.

Finally, you are for certain from Oklahoma, if you have ever heard this conversation:

"You wanna Coke?"

"Yeah."

"What kind?"

"Dr. Pepper."



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Corvette Classified

For Sale: Four mid-year tail light lenses, never been on a car and one turn signal lens GM restoration parts \$100.00 and a '68 complete Corvette motor needs rebuilt \$500.00 Call Phil Bordwine 918 / 697-0435

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.

Upcoming Events

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

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

Thanks also go to Mike Smith, Jim Elder and Bonney Clark for help in folding and mailing.

*** **Please** think about writing an article or contributing an item of interest for the newsletter. This can be a tech tip you've found, an article to reprint from another publication that would be of interest, a personal experience that would interest other members, or an item of news about the chapter or its members. Remember, include pictures, if you can. Your Corvette classified ads are welcome, too. You can mail, e-mail, FAX, or loan me a flash drive or CD (Windows or Macintosh). **Remember!!** Your help is needed to make this newsletter a voice of our chapter!

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