

November, 2013

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

Chairman's Comments

by Neal Kennedy

WOW! What a "hobby shop." Dominic White blew us away with his super-fine facility on Skelly Drive. His hospitality and Judging Chairman Brett Driscoll's organizational efforts made for a great Saturday morning of fun and friends. Look for Brett's article in this newsletter. Special thanks to the guys who drove up from the other end of the Turner Turnpike to make the meet. Dominic's doughnuts went down mighty easy with Corvette coffee. He has enough neat cars and bikes to make a museum. We all got a peek at Club Treasurer Scott Pfuehler's recently rebuilt C2 race car. Looks like a '67 now, but was it that way before he put it on its top? Scott plans to have it back on the track by the time you read this. Nice work, Scott. Good meet, Brett. Thanks, again, Dominic.

The world's favorite car color for over the last ten years is has been silver. An excellent choice, not gray, but silver, has fallen into a tie for number two. Silver and black both came at 18 percent but white was the number one color choice at 25 percent worldwide. The figures come from PPG Industries. The Associated Press says, "White dominates in Europe, North America and Asia. Only in South America is silver still king." Some experts theorize Apple may have had some influence with its all white stores and gadgets and hi-tech image.

I've written before about self-driving cars. It seems General Motors and Nissan are out in front, but Ford and another half-dozen carmakers are testing driverless systems. I lamented the loss of the fun of driving in previous articles, but things like parking assist systems are showing up more and more. Something as simple as a rearview camera can be considered an insurance cost-saving feature. Cost is a major factor. Computing requirements bring the

tab to about \$100,000 per vehicle. But the Eno Center for Transportation figures if only 10 percent of vehicles were self-driving, a thousand lives could be saved each year. They estimate at 90 percent, it could save more than 21 thousand lives. The same study puts potential cost savings in the billions. Something to think about.

Nominations for club officers make their annual visit this month. Elections come at the December meeting. If you are interested in seeking office in the nationally famous Oklahoma NCRS Chapter, bring your best campaign speech to the Saturday breakfast meeting and get in on the action. We can't let Dewey and Kathy have all the fun.

We all know car dealerships will do just about anything to get you in the front door. Giant inflatable green Godzilla monsters on the roof. Promises of eliminating your debt problems by buying a new car. A hysterical salesman about to blow a gasket on a TV or radio ad. Now, I must confess to you, I bit the bait last weekend.

The Chevrolet store in Norman sent me a very slick, very personalized invitation to come test drive the new 2014 Corvette. I was going to be in Norman anyway, so I decided to stop in and not miss the chance to get behind the wheel of of a C7.

I showed up in the designated time frame to find a whole bunch of C6 Vettes parked out front. But no C7. I parked near the front door and was barely out of my '08 before the friendly, helpful sales guy swooped down. After exchanging pleasantries I showed him my invitation. He said, "Awwww, we only have one left and it's on the showroom floor. We sold one just yesterday and the last one is inside."

"How many have you sold?" I asked. I was quite surprised when he replied, "Oh, five or six."

“So no test drives, huh?”

”No, but you can look at the one we have on the floor.”

Kinda what I expected. So, we go inside and there is a white C7. Actually the first one I had seen in person. Several club members have spotted 2014’s in Tulsa traffic. Others have seen one at local dealerships. The Carlisle Crew reported seeing about a dozen up there. There were no less than eight “do not touch” signs on the one in the Norman dealership. The hood was up as we walked around it a couple times. The windows were also up, so my squinting through the driver’s window in the rather dark showroom revealed little. Time to engage this “helpful” salesman again.

“I know I’m not supposed to touch it,” I said. “But could YOU open the door so I could at least look inside?” I made a comment about the complimentary tone of the interior fit and finish evaluations in the various car magazines. I thought I would seek permission to sit in it when he got the door open and I had ooh’d and ah’d sufficiently. Ya’ see, I didn’t get the feeling this “helpful” salesman was going to offer me a friendly, “hop in and see how it feels.” I was right.

“I’ll go try to find the guy who has the keys,” Mr. Helpful stated as he trotted off to the back of the showroom. I continued to circle the C7 wishing for a perspective with the hood down. But I wouldn’t dare “touch it” and lower the bonnet. When he returned a few moments later I got the bad news. “The guy that has the keys isn’t here right now.” Why was I not surprised? Well, I was. A little.

I did tell him I had driven Corvettes for everyday transportation for over 40 years but otherwise did not give him much of my history with these cars. We visited about the new look of the ’14 and the similarities to the previous years. “Yep, it’s all new. All new and all aluminum,” he said. That’s a direct quote. So I asked for clarification.

“You mean the frame is all aluminum. Right?”

“Nope, the body is all aluminum.” He repeated, “All new, all aluminum.”

I mentioned something about carbon fiber and fiberglass, but he continued to shake his head and emphasize there was NOTHING carried over from the previous year. I should have let it drop, but I

suggested, in as friendly a way as I could muster, “You better review the literature again before you try to sell this car again.” He stood his ground and told me he HAD read the literature and “...it came straight from GM.”

Next disappointment about the business style of this dealership sounds petty to me now. But at the time it contributed significantly to my deteriorating mood and puts a capper on this story. Part of that jazzy invitation I got in the mail at my Tulsa address was a card for a free Corvette cap. White or pink. I gave him the card and he left me in the showroom again, saying, “Sure, I’ll be right back.” I spent another few minutes walking around the C7 until he returned. “You’re gonna hate me, but those caps are given out through the parts department and they’re all closed up back there.” He did give my card back, though.

By comparison, Danny Beck’s boys pulled a car off the showroom floor for me to test drive on my first visit there back in ’08. I bought a car from that dealership a few days later and am still driving it today. But in Norman... No test drive. No driver’s seat test sit. Not even a look inside at the interior. An unbelievable lack of knowledge of his product from the “helpful” salesman. And the capper. No Corvette cap.

But... they got me in the front door.

There were the usual questions about how serious I was about them putting me in THAT car THAT day. You know the lingo. But I had to just shake my head and walk away.

I WILL be buying a C7 someday. But it won’t be from the Chevy dealership in Norman.

November Breakfast Meeting

Our monthly breakfast will take place on Saturday, November 2. 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 November Attitude Adjustment Night on Tuesday evening, November 19, 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.

The 2014 Yahoo Autos Car Of The Year:

Chevrolet Corvette Stingray

By Marco R. della Cava, Alex Lloyd and the editors of Yahoo Autos

For the 2014 Yahoo Autos Car of the Year, the editors corralled 16 models from an unprecedented surge of new cars, trucks and SUVs hitting our roads this model year. While this distinguished group from the United States, Europe and Asia all had their merits, and a few really grabbed our reviewers by the collar, one stood out: the 2014 Chevrolet Corvette Stingray, a laudable and unignorable revival of a classic American sports car.

Before we begin to wax lyrical about this year’s victor — which inherits the Yahoo Autos crown from 2013’s winner, the Tesla Model S — we must note that unlike last year’s runaway verdict, several models nipped at the Vette’s preposterously wide heels.

Had it not been for the Corvette’s rebirth, Mazda’s elegant Mazda3 would have taken top spot,

impressing our team with its Miata-inspired “Zoom Zoom” zest — and with an as-tested price of \$24,335, offering a value-for-money proposition impossible to ignore. Close behind was Jaguar’s nimble, elegant and heart-revving F-Type rag top, which had its considerable podium chances weakened by a \$104,620 window sticker. All of which telegraphs why the Corvette shot between those two standouts to grab our checkered flag: at a price of \$71,720 with the 3LT Preferred Equipment Package — off a base of \$53,800 — it possesses the wonderfully crazy flair of a supercar for, comparatively speaking, sane money.

A few words about our methodology: You’ll have to look elsewhere for physics-class style analytics and G-force inducing skid pad tests. In contrast, our testers used the computers between their ears (not to mention the one that connects to the seat) to rate each car’s interior design, exterior styling, power delivery, ride and handling. Using window stickers we assigned a value to value, and with information about fuel efficiency and carbon emissions gave points for each car’s friendliness to the atmosphere. (Our plans for some higher-speed runs were cut short due to the U.S. government shutdown, which arrived during our scheduled visit to NASA’s Moffett Field airstrip.)

Throughout, we kept one thought in mind: How would our readers approach these cars with their hard-earned money at stake?

By no means perfect, the new Corvette won on a number of fronts and was never far from the top in any given category. The plaudits were

loudest over its looks; no other car had so many people stopping and gawking on the street. Our testers were not immune, often jostling for the iconic Chevy’s keys.

The large but vaguely defined exterior of recent Vettes has been replaced by sharp, creased lines that disguise the machine’s considerable bulk and bring to



Judging School Report

by Brett Driscoll
NCRS#26846

mind cars like the new Ferrari F12 Berlinetta, which costs as much as four of our test Stingrays. Of particular note are the rakish slats just ahead of each door, and a commanding if somewhat polarizing two-tone rear end punctuated by four centrally located exhaust tips. "Looks like a supercar, sounds like a muscle car," raved one reviewer, while another said "it has the 'it' factor, soaking up attention from all around you."

The performance of the new Vette was also a subject of some chatter, as well as a simple outburst: "3.8 seconds to 60 mph for around \$50,000 base? Sold!" The 6.2-liter V8 under that sculpted, slotted hood pulls like a freight train though some lamented not having a stick (of all the cars requested, only the Mazda3 arrived so equipped.) "Easily the most fun I've had in a long time, (but) if it had a manual transmission it would have been even more fun," said one reviewer. Others disagreed, calling the six-speed automatic "neat and smooth."

For a company just four years removed from near-collapse, Chevy has upped its game with the Stingray, a halo car if there ever was one. No where is that effort more on display than inside the two-person cockpit. While it may not yet be in Mercedes-Benz S-Class territory in terms of materials and fit and finish, the Stingray leaps beyond previous-generation Corvettes. "Interior is much improved over the C6 Vette and they have fixed the terrible freeway drone of that car," said one tester. The heads-up display "may look like something you would find in a video game, but it works on this car."

The perfect coda for this Detroit symphony of machismo was one simple statistic: 20. That's the car's estimated combined mpg, which splits to 16 city and 28 highway. For a vehicle with damn-the-torpedoes looks, those are some impressive numbers that allow you to motor in style while not constantly hunting for the next gas stop.

In the end, there were both less and more expensive cars in our sweet 16 fleet than the Corvette Stingray. But if you do have around \$50,000 to realize a childhood fantasy that involves speed, looks and other less definable daydreams, our 2014 Yahoo Autos Car of the Year strikes an amazing balance, providing supercar performance and looks for less than its European rivals while offering a welcome reminder that a bona fide legend of the American roads has no intention of pulling over.

It has cooled off this week and the weather has been quite favorable. I hope you take advantage of the great fall weather and get your Corvette out for a drive.



On the 12th of October some of us did just that. We made a trip over to Dominic White's garage. Dominic has a fantastic facility and is a most gracious host. We had a great time getting up close and personal with two of Chevrolet's most famous sport's cars.



However the weather that day was a just a little sketchy. With morning showers predicted the 1963

roadster from Edmond asked for a rain check on his participation. I agreed with him and hopefully we can reschedule a second judging school in the spring.

Ed Brett stepped up and we filled the open spot with his 1972 one owner low mileage coupe. Bud Jesse brought his beautiful



red red 1966 roadster. We put the cars through operations checks, We performed an unofficial judging of the exterior of both cars. We put both cars up on a lift and took mechanical and chassis section notes for the owners.

Dominic provided hot coffee and, as always, good conversation was everywhere. As I so often say Corvette guys are the best! That was very true on this particular Saturday.

Scott Pfuehler brought his refurbished race car, an awesome display of the true heritage of these cars. You don't have to go very deep to see the racing blood inherent in each and every one of these cars. Scott's car hits pretty hard and you can count the cylinders off as it fires the ignition. Lots and lots of fun.

If you were unfortunate enough to have missed it, I hope you get your priorities organized, so I can see you at the next club function. Until the next time, Save the Wave



Frisco Regional 2013

by Don Partridge

For those of you who enjoy nice Corvettes and want to see the NCRS in action, Frisco, TX., might be what you are looking for. It is close to us and draws many unique and quality cars. It compares to a national event since it is so well run and the judging is second to none.

This last weekend, October 17-19, Janice and I and Mike Smith traveled there with Joel Miller and John Neas to

enter their cars for recognition as candidates for the American Heritage Award. If you are not familiar with this

award, I suggest the purchase of the most recent publication, Judges Reference Manual, sold by NCRS. I believe this is a must-have publication that answers most questions about what NCRS is all about. You can read through it and find out that you might own a corvette that would fit in a category for judging.

John and Joel passed this test and will be trying to move forward in their endeavor for further recognition at the Kansas City National Convention. Only four cars are accepted in this class each year so we will have to wait and see what transpires. John's 1956 Sebring car raced at Sebring in 1956, so it was well known; but Joel's 1958 was a drag race car out of Brighton, Co. and may be the first Drag car to be recognized in the American Heritage category. The requirements to be recognized must include plenty of documentation, and significant race history. The process was very intense. Per Joel's quote, "PV on



steroids".

Also attending this meet were Wichita, KS members (also members of our chapter) Kurt Geis who passed his PV, and Dallas Keller who passed flight judging with a 98+ score.

We would especially like to thank Mike Partridge, Gene Holtz, and Tony Salter, plus many friends made in past events, for their

encouragement and support. I counted ten OK chapter members enjoying the display of approximately 75 cars. I would encourage anyone with the desire to present a car to consider this meet.

The OK chapter is well represented with Duntov cars, Bow Tie cars, Survivor cars and now American Heritage.

Let's get busy and spread the word about Oklahoma Chapter NCRS. **Build a car!**

John Zink Ranch Museum Tour

Jack Zink is a legend in the world of car racing. As a driver for more than twenty years, he won stockcar races on dirt tracks, accumulated trophies in off-road dune buggies, and even set a flying mile speed record in a 1957 Pontiac he designed and built for the early NASCAR circuit. As a team leader, mechanic, and engineer, he pushed the limits of technology with his innovative designs for cars that were lighter, lower, and more powerful..

Perhaps he is best remembered for his victories at the greatest track in the world, the Indianapolis Motor Speedway, and the greatest race in the world, the

Indianapolis 500. From 1950 to 1967, Jack walked shoulder to shoulder with the greatest team owners, mechanics, and drivers in racing history. Twice, his team won the coveted Borg Warner Trophy, in back-to-back Indy victories (1955 and 1956). But Jack was much more than a pioneer in car racing.

He raced sailboats. He raced motorcycles. He also was a skilled engineer and businessman, ultimately building not one but two companies into international giants that still dominate the combustion industry with burners, flares, and incinerators that greatly reduce pollution.

Even with all these accomplishments, Jack was most proud of his service to his community, especially the Zink Ranch, a 33,000-acre nature preserve in the Osage Hills of Oklahoma that will perpetually provide open space in an



increasingly crowded and urban world. This biography weaves all of these stories into a portrait of Jack Zink. Along the way are the friends and family members who were part of the adventure, as well as the challenges and opportunities that drove him forward. Here is the story of one amazing man who lived by a simple code: "The man who wins is the man who tries."

Note: Jim Elder and Mike Smith arranged for our tour through this unique gem of a museum just north of Sand Springs, OK.



Hot Rod Garage

by Kelly Bolton

After the trip to the John Zink Ranch, several members went to the Hot Rod Garage for their fifth annual open house in Sand Springs. All the shops were open and available to walk thru with well over 100 cars/trucks/hot rods and drag vehicles to view. NCRS Chapter member cars were Ed Bedore's 1965 Chevy II and John Neas's Tony Nancy "Sizzler" Top Fuel Dragster. Other Nostalgic Top Fuel Dragsters included Benny Osborn's and Tom McEwen's.

Gene Carter was one of three special guest inducted as a Tulsa Timing Association 2013 Honoree. As Neal Kennedy and I were discussing the machine work we've had done by Gene, it turned out to be a familiar story. Gene is still an active drag racer with his big block 1962 Corvette that he has raced for 26 years.

Hot Rod Garage Owner Jim Smith MC'd the "Cackle Fest", (including John's Top Fuel Dragster. You can also check it out on YouTube) which was the highlight of the event.

The John Zink Ranch followed by The Hot Rod Garage open house was a day filled with racing history and enjoyment. As Gene Carter's friend said in his talk about Gene, "If we won every race and car show we entered, we would still not break even financially. We do it for the passion of the cars and the sport. That pretty much sums it up.



The Real Wheel

Reader's question: I'm removing the aftermarket mag wheels that came on my '67 coupe, and am taking it back to stock appearance. I've located a set of correct "dc" rally wheels and will have them sandblasted and painted. I've seen some that were painted gray on the back side, some that were the same argent silver on the back that's used on the front, and some that were black on the back. How should I tell my painter to do them, and how did the factory paint the wheels?

RESPONSE: '67 rally wheels left the plant with argent silver wheel enamel on the outer face, and semi-gloss black primer on the back side, with some faint fogging overspray of the argent silver that came through the slots in the wheel from the front side. The overspray on the back side isn't essential, but it's a nice touch that judges will appreciate. Rally wheels that are painted gray on the back side are service replacements; they were painted gray all over at Kelsey-Hayes so they wouldn't rust in warehouse storage.

Raw oiled steel wheels arrived from Kelsey-Hayes by the thousands in rail cars. They were unloaded and hung on a conveyor that took them through a hot cleaning and degreasing system, then through an iron



The back side of a factory rally wheel, showing the semi-gloss black primer and faint shadows of argent silver overspray through the slots from the front side.

phosphate system that provided "tooth" for later primer adhesion, and then they were baked. After baking, they went through either a dip system or a flow-coat system that applied black primer, and they were baked again. The dip system submerged the wheels in black primer, and the flow-coat system used an enclosed booth with multiple showmead-type nozzles that flooded the wheels with black primer from all directions and recirculated the runoff.



A typical '57 wheel, painted with gloss body color enamel (Cascade Green); this wheel will also be semi-gloss black primer on the back side.

After the primer bake cycle, the wheels were transferred to another conveyor for color painting. This overhead conveyor had racks that held a full car set of five wheels; the rack had five rotating spindles mounted so the wheels were tilted back at about a 20-degree angle from vertical, and each spindle had a center pilot that went through the pilot hole in the wheel; the base of each spindle was roughly the same diameter as the wheel's bolt circle.

When the rack moved into the sprayer's station, he spun each wheel manually and sprayed the face with the required color of wheel enamel (argent silver in the case of the '67 rally wheels) while the wheel was spinning on its spindle. The conveyor then carried the wheels through a bake oven and continued to the wheel and tire mount/ balance area, where the wheels were removed from the rack and loaded on the tire mounting conveyor.

After many cycles, the wheel prime racks and the wheel color spray racks accumulated a lot of paint. The racks were removed from the conveyors and cleaned in caustic tanks about once a month on a weekend.

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1990 Model Corvette Fuel Injector Problems

by Glenn Winn

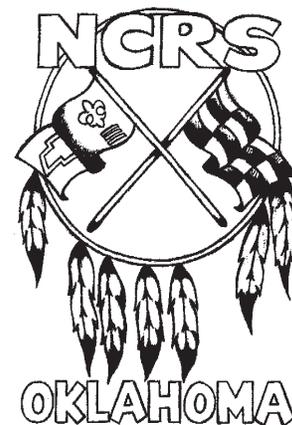
A few months back I told the story of a 1991 Corvette that came into my shop with a very unusual problem. That Corvette was in excellent condition with very low mileage and the engine would run normally for about fifteen or twenty minutes and then begin to miss on several cylinders in a random pattern. Eventually, the problem was traced to the fuel injectors and replacing them cured all of the problems.

Recently, another zcorvette, this time a 1990 model, came into my shop with a different problem. This time, the engine would start and run normally for thirty seconds or maybe as long as thirty minutes and just suddenly die. Those of you who have experience with late eighties and early nineties Corvettes are smiling and thinking VATS (Vehicle Anti Theft System) bypass time. The service engine light was not on and there were no codes stored in the computer's memory, so a problem with the VATS did seem to be a virtual certainty. However, it does not pay to overlook the obvious, so I checked the fuel pump pressure and ignition system output and when all of that checked out as fully operational, I installed a VATS bypass module. There was no change in the engine's problems. At this point, I was not considering the injectors as a potential problem

because the symptoms were quite different from the previous experience with the 1991 Corvette. After doing some research and making some phone calls, I decided to check the resistance on the injectors. Cylinders 2, 4, 6, 8 and 7 all checked normal at 16 ohms; however, cylinder 1 was 10 ohms cylinder 5 was 8 ohms and cylinder 3 was the lowest at 3 ohms. I then plugged all of the injector wires back on their respective injectors except for number 3. The engine started and ran normally except for a miss on number 3 cylinder.

What was the problem? According to my sources, it is possible for the injectors to short or ground (no one is quite sure exactly what is happening inside the computer) the system and cause all of the injectors to stop firing. I had considered the computer itself as the problem early on and posed this possibility to one of my sources. The reason I questioned the injector as the source of the problem is because these models are batch fire injection systems, that is the computer fires injectors 2, 4, 6, 8 at one time and then fires 1, 3, 5, 7 at one time; therefore a bad injector could only disable half of the injectors on the engine. As it turns out, that is true on 1985, 1986, 1987, 1988 models. However, for reasons that no one seems to fully understand, 1989 and 1990 models will have all eight injectors stop working because of only one bad injector. So, unlike the previous situation where the injectors themselves would begin to fire unpredictably, in this, case the computer itself would just turn all of the injectors off.

As these computer era cars get older, they are coming up with some weird problems that simply did not happen when these cars were newer. I hope this information helps somebody out of a tight spot someday.



Upcoming Events

- Nov 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Nov 19 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
Dec 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Dec 7 Annual Christmas Party and Dinner - At thh home of Patricia and Ed Brett - Info in next *Sidepipe*

2014

Jan 23-26 NCRS Winter Regional - Kissimmee, Florida



Thanks to Brad Williams and Mazzio'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 Brett Driscoll, Kelly Bolton, Don Partridge, and Glenn Winn 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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Bob Clark • Editor

10809 So. Louisville Ave. • Tulsa, OK 74137-6720

home • (918) 299-9001 • work • (918) 298-2777

Fax - work 918-298-2778 • home 918-298-9094

E-Mail • vettefan66@sbcglobal.net

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