



November, 2016

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

Chairman's Comments

by Kelly Bolton

With the C8 Next Generation Corvette on the horizon for 2018 and rumored to be a mid-engine, what better way to finish out the C7's than to make a statement in the Horse Power Wars. Dodge Challenger "Hellcats" are currently at 707 HP, the new Ford Mustang Shelby GT 500's will likely be over 700 HP and the Dodge Viper is currently at 645 HP. So will Chevrolet's response to the Horse Power Wars be the 2017 Corvette ZR1 with over 700 HP (and twin turbos)? Consider the success of the resurrection of the Z06 that instills performance images from days gone past. So why not resurrect the ZR1 (for the fourth time).

ZR1 Milestones:

- C3, 1969-1971 with an LT1 and 370 HP
- C4, 1990-1995 with an LT5 and 405 HP
- C6, 2009-2013 with an LS9 and 638 HP

How about a C7 2017 ZR1 with an LT4 and over 700 HP, (750 HP has a nice ring to it)? This would be the last of a generation, the highest in terms of HP and would drive high demand from performance enthusiast, and collectors alike.

You can check it out on-line with stories, spy photos and even videos where you can hear the disguised cars as they accelerate by. We shouldn't have to wait long for the next ZR1.

Looking forward to near term events:

- Chapter Breakfast Meeting November 5th, we will share the current news at the National Level and on our NCRS-OK web-site. "Show and Tell" is always entertaining and an opportunity to learn something new.

- Cruise Night at 91st & Memorial. Starting around 5:00 our club will participate one more time this year (weather permitting) on October 25th.
- Hot Rod Garage Open House, October 29th.
- Plans are in-work for a guest speaker who provided over-sight to the ZR 1's LT5 Powerplant built by Mercury Marine in Stillwater (let's call him Steve).
- Christmas Party – Mike and Nancy Phillips have graciously offered to host our Gala Event so mark your calendars for December 10th.

I encourage each of you to write an article for our *Side Pipe* to share your car related knowledge, journeys and stories. To continue moving forward there are numerous opportunities for you to participate in our Chapter which is vital to our continued success as The Oklahoma Chapter of NCRS. Fall has started and this year remains filled with opportunity and fun as we restore, preserve, document and enjoy our Corvettes.

I look forward to seeing everyone and their cars on Saturday.

November Breakfast Meeting

Our monthly breakfast will take place on Saturday, November 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

The gathering place for our November Attitude Adjustment Night on Tuesday evening, November 15, will be Bravo's Mexican Grill at 4532 East 51st St. We will continue to meet at Bravo's for the next few months.

The time people start to arrive is 5:30 p.m. Most are there before 6:00 p.m.

Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter denim shirts, long and short sleeve, for \$25 each. We also have Oklahoma Chapter sweat shirts for \$25.

Please call me at 918 / 625-2303 or 918 / 299-9001 to order an item. You could also send an email to vettefan66@sbcglobal.net. Be sure to include the type of shirt and size. I will not be at the next meeting.

An almost new '84

by Scott Pfuehler

Tony Salter brought his '84 for us to see, and while we were seeing it, a judging broke out. The groups of judges did good as did that ebay '84 with barely broke-in mileage showing on its digital dash. Of course, the Ops Check got the '84 on a couple of things, but those cars have so much stuff that has to work a couple of small things can get through. I know that set of horns is loud, damn loud. After being used to all the early Corvettes Ops checks and their having a fast idle when cold, fast being 1500 RPM, the '84 fast idle range of 700 to 1200 seemed a little low, but that computer stuff makes the world a different place.

When you judge a certain section, you don't get to see how the rest of the Corvette is doing, but on one like this you can tell the whole Corvette is going to judge fine. In the Mechanical that Gene & I judged, it got kind of boring because each section was perfectly as the JG wants it. Now there were two or three places that the book was maybe a little misinformed because the parts on the '84 were certainly original to the Corvette, and they differed from the JG.

After the '84 scored a Top Flight, Tony put it on Dominic's rack so we could see if its belly was as original as the top part. Yep, maybe more so since we didn't have any judging forms for the belly and just looking at stuff little things can get by you. There was

lots of dated stuff. Shocks that you are used to seeing with the part #, sticker and Julian date, but this one had dates imprinted into the fiberglass spring, both front and rear. The mufflers were dated and had no black out, and looked polished like Mike's.

The "Caution Fan" sticker that was supposed to be on the bottom of the shroud as it is on the top of the shroud, wasn't there, Gene. He said it would not be. We learned some new terminology, like "Computer" and "Metric dash display" and that you can't judge the stamp pad or see the engine casting number because of all the stuff in the way.

A Corvette judging still happened with the Kansas, Arkansas and Oklahoma folks all enjoying the morning. David Houlihan gave us a paint seminar based on guidelines just into place. I didn't see anyone throwing bottles at him, so it must have been informative and thought-provoking resulting in "let's go home and paint that '71."

As usual Dominic had bulk ice and drinks, a clean well-lit shop for us to use and a lift for the '84. There were some of those cookie things early in the day and a Pizza at the noon hour. One Corvette judged and looked over, a seminar, some fellowship and cleaning up the shop, and we were out of there kind of early. You guys need to start wanting to get your Corvettes judged so we can make a full day of this Oklahoma Chapter Judging stuff.

Deal of the week month / maybe year

by Scott Pfuehler

For you mid-year guys and '68-'69 and maybe into the '70's check this out. On ebay a vendor named ImpalaBob.com has some Corvette gas tanks and sending units. I have bought maybe 8 tanks from him for Corvettes from '60 to '72 and they have been all right.

Recently while looking for a tank for a '67 that had some really bad 9-year-old gas that killed the tank, I found Impala Bob's #GM33B gas tank. He lists it for the '68-'69 and its cost is \$87.70 (American) and ships to you for free. I thought, I'll bet that will fit a '67, so I ordered one and I can't tell the difference between it and a midyear tank. It fit as it should. It doesn't have the AOL logo that you might need for a restoration. A tank from CC with the logo is \$199 + freight. So my point is if you think you will need a replacement tank,

one of these days consider buying GM33B from Bob and save yourself \$150.

I don't know why this particular tank is so much cheaper than the others he sells but I'm buying a couple extra in case it's in error.

He has sending units too from that far away country called China but seem to work just fine at under \$40.

Bloomington Gold and A Duntov Too

by Lee Stigall
NCRS #8921

After the rigors achieving the DUNTOV Award for our '65 Milano Maroon L76 convertible at the 2016 NCRS Nationals which required trailering 1,070 miles one-way to the 2015 NCRS Regional at the Charlotte Motor Speedway, NC, for the prerequisite 97.0 percent judging score at a regional, then 720 miles one-way to Denver, CO, for the 2015 NCRS Nationals for the Performance Verification Award and finally 1,575 miles one-way to Providence/Warwick, RI, for the 2016 NCRS Nationals for DUNTOV Judging where our Corvette received the DUNTOV Award, I remember telling Scott Pfuehler, "I'm sure glad this is over. The car is officially retired from judging." At the time I meant NCRS judging because even with my previous DUNTOV car, a 1965 Silver Pearl L76 Coupe, I never considered going to Bloomington Gold to have my car judged because I felt the NCRS DUNTOV Award was the top Corvette award available because of the above mentioned prerequisites before you are even eligible for DUNTOV judging.

But like many other things in life, after I had time to rest and reflect, I asked myself what's next for the car? JD (my wife) and I discussed it and thought why not go to the 2017 Bloomington Gold meet at the Indianapolis Motor Speedway next June and try for Bloomington Gold Certification. When I went to the Bloomington Gold website to check on the dates, I saw that for the first time ever, Bloomington Gold was having an autumn meet sponsored by Rick Hendrick at the Hendrick Motorsport Heritage



Center in Charlotte, NC, on October 13-15, 2016. Since I did not get to see Rick Hendrick's private collection when we were there before, we decided to go to Charlotte in October instead of Indianapolis next summer.

Needless to say, I am glad we did because our Corvette did get Bloomington Gold Certification. More on that below.

But more impressive was getting to be part of a guided tour of the Hendrick Heritage Center.



The Heritage Center was built in 2009 and is dedicated to Rick Hendrick and his late father, "Papa Joe" Hendrick and their love of classic and high performance cars. The Heritage Center is a 60,000 square-foot facility which is home to Rick Hendrick's private collection of 175 or so muscle cars and Corvettes. Stepping inside transports you back in time due to the re-creation of various 50's and 60's automotive themes. It is also currently home to arguably, the world's largest Corvette collection, private or otherwise featuring over

100 Corvettes from all 7 Corvette generations.

Our tour guide told us that although Rick Hendrick loves all Corvettes and has every model year on display, he really favors the 1967 big-block Corvettes. He must because he has on display every '67 color available in both coupe and convertible configurations. Wow, what an assortment of "eye-candy." Mind-boggling to say the least. Sorry, but no pictures allowed.

Also on display were an astonishing number of serial number 001's. And many with the last serial number for a model year and serial number 001 for the following year.

If you watch Ray Everham's Americana on the Velocity channel, you may remember an episode where Rick Hendrick had a lucite conference table over the chassis of the very first Corvette he ever owned. We got to see that very table. According to our tour guide, Rick Hendrick sold that Corvette so he could put together enough money to get into his first dealership. It obviously paid off because we were told he has over 130 dealerships featuring many brands, foreign and domestic. But I regress. After he started making money with his dealerships, he hunted that first Corvette down and re-purchased it but regrettably the body was in such bad condition that he scrapped the body and saved only the chassis, which he restored and made into the aforementioned lucite conference table.

If you ever get the chance, don't miss a chance to go through the Heritage Center. You will be glad you did.

Now for the Bloomington Gold Certification judging. In many ways it is the same as NCRS judging and some NCRS judges are also Bloomington judges, but somewhat different in a couple of ways. Bloomington Gold uses the National Corvette Certification Board (NCCB) guidelines which means they judge the car as it left the factory and not after typical dealer preparation.

(1). Engine Pad, VIN & Trim tags. You must declare these items as either OEM or NON-OEM. If you declare OEM and the judges decide otherwise, then



the best the car can get is Silver regardless of how well the rest of the car scores. Conversely, if you declare NON-OEM, then the car can still get Gold if the rest of the car scores high enough. One of the Stamp and Tag judges was Al Grenning who with our own Roy Sinor co-authored Volume One—1963-1967 Corvette Trim Tags and Volume Two—1965-1967 Corvette Protect-o-Plates of the NCRS Authentication Library series.

(2). Body Paint. If the judges determine the body paint items are not typical of factory application for the period, then Silver is the best the car can get, regardless of how well the rest of the car scores.

Several of the cars at the 2016 NCRS Nationals were also at Charlotte. Bill & Sue Conrad with their '57 that received the 4-Star Bowtie Award at Warwick, had their car on display in the Gold Collection. This is the car featured on page 6 of the Fall 2016 NCRS Corvette Restorer. Bill & Sue's trailer was parked next to mine at Warwick, and we immediately recognized each other at Charlotte.

Interestingly, Steve Bahn whose trailer was parked on the other side of my trailer at Warwick was also at Charlotte. His beautiful green '67 Duntov was just in front of my '65 Duntov on the Bloomington judging field. We both got Bloomington Gold Certification and later that evening at the hotel we got together and had a toast to celebrate. "Here's to new friendships, beautiful Corvettes and wonderful understanding wives."

To quote the late Paul Harvey: "Now you know the rest of the story."

Pat and Kelly's Corvette Adventure (Part 8)

By Pat Cavanagh

Like many of us, I have owned a number of Corvettes over the years. I don't remember much about those cars, but I do remember how I became interested in Corvettes and my first one

In the spring of 1973, I was a flat broke mechanical engineering sophomore at Milwaukee School of Engineering living in the dorm. One Friday evening my classmate Mark and I decided to walk over to a mixer at the student union because Pabst Brewery was providing a couple of kegs of free beer, and we were sure the girls from Alverno College would show up.

As we walked down to the student union that evening, a sparkling white 1972 Corvette coupe with rally wheels and a 454 pulled up in front of the student union. A stunning blond in a mini-skirt jumped out. I looked in the car and I recognized her boyfriend. He was a Viet Nam veteran that was in a few of my classes. I could not get that car off my mind that evening, but I put a Corvette at the top of my wish list for graduation.

In June of 1975, I graduated from Milwaukee School of Engineering as a newly minted mechanical engineer. I was tired of studying every evening and was looking forward to getting a job and buying a Corvette. I found a job at Woodward Governor Company and I bought a used 1968 Corvette Roadster with a 427CI, 390HP engine. It had a 4-speed and a 3.70:1 positraction rear end. I recall the car had 55K miles on it and needed some attention, but it was cheap and it ran very good. I borrowed the money from Park State Bank in Loves Park, Illinois, with my father as co-signer.

The three things I remember vividly about that Corvette were the amount of gas it burned, the cost of the insurance and the torque of that big block 427.

After helping my father restore his Alfa Romeo a few years earlier, I was anxious to get started on the Corvette. I had to drive it to work every day, so my projects consisted of things I could do in an evening or over the weekend in the driveway.

Over three years, I rebuilt the brakes and transmission, replaced a leaking gas tank, tuned that big block to perfection and added steel belted radial tires. In those days I was not concerned about originality, so I installed leather seats and door panels from a wrecked 1973 Corvette. I also added a Holley 850

CFM spread bore carburetor, factory side pipes and new carpet. Building on my experience painting my father's sports car, I stripped



and repainted the Corvette while I was driving it every day.

Around the same time my high school and college classmate Mark Schroeder had bought a 1972 LT-1 convertible. I vividly



remember several late night races out on Elmwood Road with those Corvettes. He would take me off the line but when that 427 big block finally got traction and reached full song in second, I would squawk the tires going into third and go by him. My friend and longtime schoolmate Mark died in an unfortunate automobile accident in 1993. Godspeed, my friend!

In 1978 I got married and built a new house. I sold the Corvette to a technician where I worked, and I bought a new Chevy Monza with a 305 V8 and a 4-speed. I last saw that Corvette at a car show sometime around 1982 in Rockford, Illinois. I later heard he blew up the engine street racing.

Last month, I finished mocking up the components on the engine of my 1964 fuel injected Corvette. All of the back-ordered and re-plated parts arrived and had been fitted. These included the special fuel injection clip on the back of the ignition shield, all of the lower ignition shielding and brackets, the spark plug wire clips on the oil pan, the wire stays on the valve covers, the water pump bypass hose, fittings and clamps along with the special low profile distributor cap. I decided to use my spin on oil filter and adapter instead of the canister oil filter to make the first few oil changes clean and simple. Everything went together nicely and I spent at least a week just looking at that piece of jewelry in my workshop. One evening after it was together on the engine stand, my wife walked out into my workshop and asked if I was just going to keep staring at that damn thing and drinking Jack Daniels or was I going to put it back in the car!

At that point, I called Scott Pfuehler and we spent several hours in my workshop removing the exhaust manifolds, thermostat, fan, motor mounts, ignition shielding, alternator, distributor and fuel injection unit. We then permanently installed and torqued the fuel pump, water pump, harmonic balancer and intake adapter manifold. We also plugged all of the heater hose outlets. We removed the oil pressure line to the distributor (fuel injection engines have an external oil line from the block to the distributor) and the temperature sensor so Kent could easily connect the oil and temperature gauges from the dyno. I also connected a wire to the fuel enrichment reed switch on the fuel injection throttle linkage which will allow us to

run the engine when 12 volts are applied. This work was based on the recommendations I received from Kent Cannady at K&S Engines in preparation for the dyno run.

I was worried about running the engine without the intake air filter, but Scott came to the rescue with a custom fabricated air intake filter for a late model fuel injection unit.

We decided that the safest way to transport the engine was with the distributor and fuel injection unit removed. We plan to install these items after Kent has mounted the engine to the dyno.



To transport the engine to the K&S shop, we moved the engine from my engine stand to my engine dolly so I could load it in the back of my Silverado with my engine crane. Kent also asked me to bring at least 5 gallons of the 110 octane leaded race gas that I plan to run in the car.

We plan to adjust the fuel mixture on the dyno with a wide band air/fuel ratio gauge and sensor. When you look at the adjustment screws on the fuel injection unit, it becomes obvious that it is not easy to get a 3/32 inch Allen wrench behind the fuel metering assembly to make quarter turn adjustments to the power and economy stops, especially with the engine running. By using a piece of speedometer cable, a screwdriver handle, a shortened hex wrench, some JB weld, shrink tube and an electrical butt connector, I fabricated a special fuel injection adjustment tool for the task! I got the



idea from Jerry Bramlett's website, *Ramjets That Run*, but I made a couple of my own improvements. This tool will allow us to easily make the air/fuel ratio adjustments with the engine running.

You may recall I had the transmission checked, resealed and new seals installed by Lesters Gears in Tulsa. I wanted to ensure the shifter was



working properly, so I ordered a rebuild kit from Zip Corvettes, which included a new chrome ball, a reverse lockout assembly, shims, pins, springs and clips. After soaking the shifter in my degreaser and then Evapo-Rust for the better part of a week, the shifter went back together easily with a little lithium grease. I installed the shifter on the transmission and adjusted it so it shifted like new. New for me was that 1964 shifters use a 1/4 inch pin instead of the rectangular shim for adjustment.



Now that the shifter is adjusted, I plan to remove it from the transmission without changing the adjustments, so it will be very easy to install in the car, after the engine and transmission are back in. I adjusted my 1966 shifter with the transmission in the car, and it is not a job I want to repeat!



In *Part 9* I plan to report on the engine dyno testing and my progress cleaning up the engine compartment. Please remind me at the next breakfast meeting to tell you another story about my first Corvette that I did not feel would be appropriate in this article. *Stay tuned!*



1962 Chevy Corvette Sebring Survivor

A Look At What Was Once Cutting Edge.

By today's standards, solid-axle Corvettes are among the poorest riding, least comfortable, and most ill handling cars imaginable. All the same, a handful of individuals with the skill and the courage to tame the wild beasts actually went racing with them, and in so doing managed to blaze a trail through the record books at tracks around the country and around the world.



As Corvette history buffs know, 1962 marked the debut of the 327 engine. Because the larger powerplant packed more punch, the SCCA decided to move Corvettes up a notch into A-production. Older cars fitted with 283 engines continued to compete in B-production.

Delmo Johnson is one of those skillful and courageous souls who helped establish Corvette's reputation as a world-class production road racer. He owned Johnson Chevrolet, the largest Chevy dealership in Texas, and began competing in Corvettes in 1959. In a harbinger of things to come, he won the first race he ever entered, the "Frostbite"

at Ft. Worth, held January 1, 1959. He went on to win hundreds more races, as well as class honors at Sebring and SCCA divisional championships.

Always on the hunt for greater speed and greater thrills, Delmo decided to replace the '61 he had been racing with a brand-new 1962 Chevy Corvette. Owing to his demonstrated skill behind the wheel and prior successes with Corvettes, Delmo had a close relationship with legendary chief engineer Zora Arkus-Duntov and enlisted his assistance with the new car.

"It was easy," Delmo recalls. "I called Zora and said, 'Build me a race car.' The only other thing I said was to make it white."

Zora knew exactly what to do, and in mid-January a gleaming Ermine White Corvette rolled off the St. Louis assembly line fitted with all available competition options. Included among these were fuel injection, a four-speed transmission, Positraction axle, a 24-gallon fuel tank, and RPO 687, the heavy-duty brake and suspension package that turned a normal Corvette into a capable-for-the-time-road racer.

Delmo flew to St. Louis, took delivery of his new toy, and drove it back to his home base in Dallas. Once there he and Bill Goodfellow (the man Delmo describes as "probably the finest mechanic I've ever known") went to work on it. They performed all of the basic race car prep, including blueprinting the engine and drivetrain, installing a rollbar and competition lap belt, and removing the bumpers and other unnecessary, weight-adding parts.

Delmo and Goodfellow also installed the contents of a wooden crate that arrived at Johnson Chevrolet a few days after the car did. Shipped from General Motors' Research and Development Center, the innocuous-looking container housed what Chevy engineers dubbed the "Sebring Package."

The Sebring Package consisted of an assemblage of parts designed to make Corvettes go faster and last longer in endurance road races. A louvered hood insert helped cool the engine compartment. A thin, contoured strip for the leading edge of the hood was



intended to deflect debris away from the windshield.

To further stiffen the suspension, a second front anti-sway bar and its mounting hardware were included. For the longer races, such as the 12-hour event in Sebring, an immense, 37-gallon, internally-baffled fiberglass fuel tank was supplied. And finally, contoured headlamp covers were provided to improve aerodynamics and protect the lights when they weren't in use.

With essential preparations attended to and the much appreciated Sebring Package fitted in only a few shortweeks, Delmo and his A-production Corvette headed into battle.

Just as he did in 1961, Delmo again raced 50 weekends out of the year, including appearances at Daytona, Sebring, El Paso, Corpus Christi, Shreveport, Mansfield, and the Nassau Speed Weeks in the Bahamas. "If somebody had put an event together for Christmas and Easter, I would have raced those too," he says with a broad smile. By the end of '62 he'd added a couple of dozen more class or overall wins to his resume and chalked up another SCCA Southwest Division championship.

As with most of his production racers, Delmo normally drove his '62 Corvette to the track, competed, and then drove it home again. And on more than one occasion he even used the Corvette to trailer another race car to the event! Usually it was a formula junior that either he or his usual co-driver, David Morgan, would run the same weekend.

"Pulling a trailer with the race car was a lot of fun," explains Delmo, "because it really pissed everybody off! Since Dave and I usually won, and because I was a Chevy dealer, the locals thought we were getting factory help and they couldn't compete. That's when we started driving the race car to the races instead of trailering it. And using it as a tow vehicle just rubbed it in their faces!"

Aggravating the competition was always part of the fun for Delmo,

and he constantly found new methods for doing it. "We brought a screwdriver, a pair of pliers, two quarts of oil, and a case of beer," he remembers.

"That would also really piss them off! On those few occasions when we'd break down at the track, we would borrow or buy enough parts to get home. I was always a fair mechanic, so I could fix whatever happened."



As was his habit, Delmo sold the '62 at the beginning of 1963 to make way for a new Corvette racer. The old car went to Jeff Sandlin, who raced it off and on over the next 12 years. By the time Sandlin parted with the car in 1975, it looked like a typical tired old Corvette. It changed hands a couple of more times until coming into the possession of one Michael DuPre in 1976. By that time the car's important early history had faded away and nobody suspected there was anything special about it.

After doing some work on the car himself, DuPre brought the deteriorated '62 to brothers Ken and Gary Naber, noted Corvette restorers with a shop in Houston. The Nabers were contracted to paint the car Honduras Maroon, and in the course of doing so they noticed a number of competition-inspired modifications. Of course, there's nothing particularly unusual about that since many Corvettes of the era saw occasional track duty and were fitted with rollbars and the like. But still, the car and its modifications stuck in their memory.

Some time after completing their work on the '62 the Nabers were perusing Karl Ludvigsen's excellent book, *Corvette, America's Star Spangled Sports Car*, when a photo taken at Sebring in 1962 caught their attention. Most Corvettes competing in the '50s and into the '60s were painted in America's international racing colors, white overall with full-length blue stripes. One of the cars seen at Sebring in '62, which raced as #4 that year, had the typical paint scheme



but with an unusual variation. A relatively broad blue stripe side. Immediately adjacent to the two narrower stripes were two very narrow red stripes, for a total of five stripes.

The Nabers immediately recalled that the remnants of the very same arrangement was beneath the rear license plate bezel on the car they painted for Michael DuPre. Could DuPre's car be the Johnson/Morgan Sebring competitor? A call to DuPre and some diligent research into the car's past revealed that indeed it was.

Secure in the knowledge that he had a rare piece of Corvette history, DuPre continued to enjoy the car for several more years. Then in 1981 he mentioned to the Naber brothers that he would like to sell it.

Shortly thereafter, noted vintage racing enthusiast and Corvette collector Rich Mason happened to call the Nabers to ask if they knew of any cars with good race history that were for sale. Mason was something of a regular at the Monterey Vintage Races held in Laguna Seca and noticed the scarcity of Corvette entrants there in 1979 and '80. He intended to rectify that with the purchase of a high-quality vintage Corvette, if he could locate one.

The timing was perfect and the Naber brothers put Mason in touch with DuPre. In short order the two struck a deal, and Mason dispatched a friend to Houston to pick up the car and drive it to Nevada.

Though it had seen hard use on racetracks around the country, the old warrior was in remarkably sound, original condition, having traveled only 29,919 miles since day one. As Rich Mason tells it, his friend's long drive back to Nevada was uneventful and in one respect even rather comical.

"The return trip required only three fuel stops, as the 37-gallon gas tank was still with the car. The gas station attendants could not believe the car could hold so much fuel, and at each stop the attendant tried to figure out where it was all going!"

After taking possession of his new prize, Mason had the exterior stripped and restored to its initial race appearance. He also rebuilt the engine and fuel-injection system in preparation for the vintage racing he planned to do. Most of the rest of the car, including the interior and chassis, were left alone. These areas remain original and in excellent condition, with a beautiful, mellow patina.

In the ensuing years Mason actively campaigned the car in vintage events, making appearances at Riverside, Portland International Raceway, Willow Springs, and elsewhere.

Last year the old Sebring racer found a new home with another noted Corvette collector. Mason was reluctant to part with the car, especially after owning it for 18 years, but concluded that it deserved more attention than he was able to devote to it.

"This is a beautiful car with a great racing history," he explained shortly before selling it. "It should be shown and raced so Corvette enthusiasts can see it. Between family and business obligations I'm limited in how much I can do. When I have displayed or raced a car in the last few years, it has always been one of the other cars I own."

Today, nearly 40 years after it was built, Delmo Johnson's '62 Sebring racer is still going strong. It very well may be as poor riding, uncomfortable, and ill-handling as it was to begin with, but the car is also just as beautiful, exciting, fast, and captivating as it ever was.

(this article from the internet, author unknown)

Help Wanted

Web-Master for our NCRS-OK web-site. We welcome any tech-savvy help to take our

web-site to new levels. Duties include: Posting newsletters, articles, pictures and maintaining calendar and classifieds. Estimated time required to maintain is 2-3 hours per month, (probably less depending on skill level).

Please contact **Kelly Bolton @ 918-810-6919** or **kellybolton@cox.net**.

Corvette Classified

For Sale: 2011 Crystal Red 3LT Corvette Coupe, 30K miles. Asking \$30,000 Call 918-798-8656

For Sale: 2004 Honda VTX-C motorcycle, red, 1300cc with 3108 miles. Always kept covered in garage. It comes with a full cover, hiway bars, a Memphis Shades windshield, motorcycle jack and a shop and parts manual. \$3,500. 918-520-7862 verlegr@att.net

For Sale: 2006 3LT coupe, Machine silver/black interior, LY2 - 405 hp, 6 speed paddle shift automatic, only 8, 721 miles, garage kept, never in the rain, heated seats, side air bags. Asking \$30,000 Call Landy Sparks 918-695-6307

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

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

Upcoming Events

- Nov 5 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, Oklahoma
Nov 15 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
Dec 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Dec 10 Oklahoma Chapter Christmas Dinner & Party - At the home of Mike & Nancy Phillips -Tulsa, Oklahoma

2017

Jan 11-14 NCRS Florida Regional - Lakeland, 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 Lee Stigal, Pat Cavanagh, Scott Pfuehler and Bonney Clark for their contributions to this *Sidewipe* 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 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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