

Chairman's Comments

by Kelly Bolton

Speculation about the Mid-Engine Corvette continues as the latest rumblings include:

- Will be released at the Detroit Auto Show in Mid-January as a new 2020 Model
- GM has already "Trade Marked" the names: Corvette E-Ray, Manta Ray and Corvette Zora
- Prototypes for the mid-engine reinvention of America's Sports Car have been tooling around the Nürburgring
- Initial Engine: 6.2 Liter V8 with several additional options:
 - 6.2 Liter Twin-turbo V8, with dual overhead cams, the new LT7?
 - 4.2 and/or 5.4 Liter Twin-turbo V8 and a hybrid option
 - Twin Cam 5.5 Liter V8 with flat plane crankshaft-high revving at about 8000 RPM with 600 HP
- Transmission: Tremec 8 speed automatic
- Another day, another mid-engine Corvette sighting, and now the new Corvette C8.R race car with the massive wing and diffuser on the back. Does this mean Pratt and Miller are already engaged on the new C8.R?

The answers will soon be revealed as we anticipate the release of the new model Corvette.

After our October Breakfast Meeting we ventured over for the Auburn, Cord & Duesenberg Factory Tour. These cars are known for their luxury and high performance and this proved to be an extremely educational tour. Special thanks to Doug Pray who opened up his family owned shop-business for a casual and thorough tour. The tour included cars under restoration, fabrication and assembly of new 1935 Auburn Speedsters, walk through the warehouse and collectables room, walk through the "Secret

Room" and finished in the Gift Shop. Thanks to Doug and those who attended as it expanded our automobile knowledge, gave us the chance to view some remarkable cars as well as getting some insight on "American Pickers."

Reminder that if you have something you would like to share at our next breakfast meeting, please send to Mike (lostnaustin@sbcglobal.net) and me (kellybolton@cox.net) prior to the meeting or you can bring your presentation on a flash drive.

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. Let's look at 2018 as a year 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 3, 2018. 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 20, 2018, will be Bravo's Mexican Grill at 4532 East 51st St., Tulsa, Oklahoma.

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 bobclark77@cox.net. Be sure to include the type of shirt and size.

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.

November's gathering will be on the 27th 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.)

Note: This will be the LAST ATTITUDE ADJUSTMENT NIGHT OF THIS YEAR as the December date falls on Christmas Day. We will resume in January.

Contact me if you want further information at (cell) 405-317-3919 or email blue65l84@aol.com (that's an L84, not 184. Thanks!)

John Zink Ranch Fall Foliage Tour & Spouse Appreciation Day

by Budd Jessee

We will be thanking our spouses for enduring our love of Corvettes with breakfast and a tour of John Zink Ranch. The Fall Foliage should be magnificent on this picturesque ranch.

John Zink Ranch is a rugged and enchanted place, where Ming dynasty beasts guard Indianapolis race cars, where children and adults alike cavort on one of the largest playgrounds around here, just a few miles from Tulsa, yet light years from the din of city life. There is nothing quite like the Zink Ranch, a 30,000 acre wonderland located about 10 miles north of Sand

Springs and less than 20 miles from Tulsa. The sprawling ranch, which started out as an 1,800 acre cattle ranch in the mid 1940s, now is a primordial getaway for both Boy Scouts and Girl Scouts, for sportsmen and gun enthusiasts, for off roaders and horseback riders, for sporting organizations of all types, and for just about any group that wants to stage a rustic outing.

"It's unbelievable. There's something going on all the time," said John S. "Jack" Zink, who has continued developing the enterprise begun by his father nearly five decades ago. "There are hundreds of people up here every weekend. Every weekend!"

We will be leaving after our meeting on November 3rd and scheduled to be at the Ranch at 10:30 AM. The weather is forecast to be great so spend all the time you like at this area treasure.

Corvette Museum Brick for Lawrence Bollenbach

Thank you for your purchase of a National Corvette Museum Commemorative brick. The success of the Museum depends on the generous support of persons like you.

Your brick is located in **Section 20C** of the walkway at the National Corvette Museum. These bricks represent the widespread support from individuals, clubs, and businesses across America and the world.



Your contribution is very important and helps further the mission of the Museum to celebrate the Corvette's invention and to preserve the legendary automobile's past, present, and future.

We appreciate your interest in becoming a part of Corvette history. Again, many thanks for your support. Hope you can visit us soon!

Best wishes,
Becky Madison Membership Services
Coordinator - Bench & Brick Programs
270-467-8836

Touring The Auburn Cord Duesenberg Company

by William (Bill) Fritts

After our meeting in October a number of us traveled across Tulsa on a soggy Saturday to visit the home of the Auburn Cord Duesenberg Company in Broken Arrow. The ACD Factory, as it's called, is located at 122 S. Elm Place in BA since its relocation from Auburn, Indiana, in 1960. It is currently operated by Dr. Doug Pray who conducted the tour of the now 60+ year old facility. Doug retraced the history of the facility and shared a number of "stories" about his Dad, the late Glenn Pray, the Factory and how it came to be the historical location it is today.

We saw a number of projects that were underway, as well as the original 8/10 scale Cord prototype on display in the "secret room" as it was called. By the way, no one could see the prototype back in 1964 until Glenn said it was ready. Glenn even sent Walter Cronkite and his crew packing when they came to see the new car being built in Oklahoma.

In addition to the projects we toured the parts area that was bulging with NOS parts dating back to the 30's. Parts are located on both the first and second

floors. Mixed in with the parts and cars are other collections of Glenn's ranging from aircraft components, radios, pin ball machines and many more.

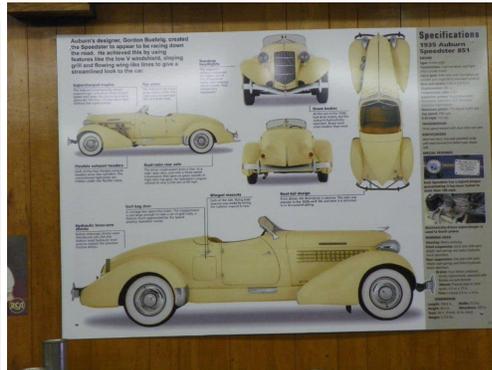
Continuing in Glenn's tradition, Doug and his team are developing the new Gen-3, metal-bodied, Auburn Speedster based on a modern chassis. Basically a new car with the look of a classic. In case you are wondering the Gen 3, the 8/10 Cord and the Dual Cowl Auburn Phaeton are originals, not replicas. Glenn bought the Auburn Cord Duesenberg Company with the trademark, name and patents in 1960.

Visiting the "Factory" is time well spent if you are interested in older cars, the classics and products of the industrial revolution. Doug is there most days and can be found in the shop or most likely behind the same desk where Glenn often "Held Court" sharing stories of the "old days." Call or just show up.

We have all met people that we knew were more than just smart and could do anything. Glenn Pray was one of those people. One of my first experiences with Glenn was watching him build the last Duesenberg from the ground up. I remember an in depth discussion one day about "sub-heads" on an

American LeFrance engine and how you could quickly change a fire truck engine into a Duesenberg engine.

Glenn was a self-made man who educated and inspired many of us. I was the lucky one that married his daughter!



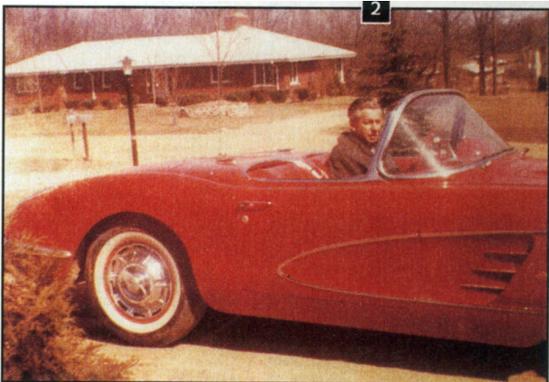
More pictures from the Auburn Cord Duesenberg Company tour.



My First Corvette

by Bob Stevens

At the tender, impressionable age of 14, I got my first ride in a Corvette. Best of all, it was my Dad's new 1960 Roman Red Corvette and it would be the first of many rides. Eventually, I'd be behind the wheel of the Steven's family's first sports car, including prom night when it dazzled all my fellow graduates, except for my date who resented being sandwiched into a low slung bucket seat and having to stuff her formal dress into the few cubic inches of space remaining.



The newest member of the family was driven daily throughout the year, which meant snow, freezing rain,

hail, high winds and all the other ailments of winter in Detroit, Michigan. Since we lived in Farmington, Michigan, a somewhat rural area at the time, we also had mostly gravel roads, which Dad typically traversed at the rate of about 10 mph to avoid as many stone chips as he could. And, of course, on paved roads in winter, there was also the always present threat of road salt used to dethaw the ice. Over a period of years, it would play havoc with the Corvette's metal frame, even though the body was constructed of corrosion proof fiberglass.

I remember that first ride vividly. It was the day he picked the car up at the Chevy dealership in northwestern Detroit. The dealer had ordered the car for himself, but his wife didn't like it (too small and no power steering), so he put it up for sale. Dad, who had suffered through several double hernia operations, was uncomfortable shifting, so he wanted an automatic in his new Corvette. This example not only had the Powerglide two speed automatic paired with the entry level 230 hp 283 V-8, had also a power top, auxiliary hardtop heater, signal seeking AM radio, courtesy light, windshield washers, sun visors, whitewalls, and the Positraction limited slip rear axle. It was squirted at the factory in the second most popular color that season, Roman Red, and had a

matching red interior. It was one of 1,529 Corvettes painted red in 1960, and one of 4,920 to carry a red interior which was the most popular interior color.

Since the dealer had ordered the car as a demo, he had a few hundred miles on it, some with him behind the wheel and the rest with his wife driving. It was like new condition and came with the full warranty, etc. Dad was the first title owner of the car. It carried serial number 8200 (of little interest or consequence back then), which meant that it was assembled on the first working day of May, actually May 2, 1960. Yes, it was one of those dreaded Monday cars, and to top things off, it was car number 13 on the line that day. Still, it would prove to be one of the sweetest, most durable, most reliable cars ever parked in the Steven's garage.

Mother thought the Corvette was cute and sporty, and appreciated those characteristics, but offered that it was a bit impractical since it could only carry two, and we had a family of four. In fact, we did frequently take both cars when on family outings, with Dad and me in the Corvette and Mom and sister Carol in our second car, which was a copper colored '59 Impala two door hardtop at the time but soon to be traded for a Fawn Beige '61 Impala convertible. The '59 Impala had suffered from a severe case of tail lift-off at high speed, which engineers at the GM Proving Ground in Milford, Michigan, were able to cure somewhat but not completely, so the '61 ragtop was a welcome addition to the garage. (The reason we got the special treatment on the problem '59 was that one of Dad's students was Mrs. Gerstenberg, that's Mrs. Richard Gerstenberg, who was comptroller at Chevrolet at the time and would later become chairman of GM). The problem, incidentally, only occurred at high speed (75 mph plus) and was much more prominent when someone was in the back seat (and that someone was usually me).

When I got my license in 1961, I was allowed to drive the Corvette on Saturday afternoons and evenings only, but what a cool treat for a teenager growing up in Detroit in the '50's and '60's. Friends were envious,



girls were wowed, and the police were alerted. Cops -- pretty decent

guys in Farmington for the most part, would nonetheless follow me like a mother cat after her kittens when I cruised through town on main street, which was Grand River Avenue. The car carried me up and down Telegraph Road, Grand River Avenue, and area freeways with a special sort of presence. We even visited Woodward Avenue at least once a month, if not two or three times, to test the street action. Even though it had just the base 230 horse engine and a two speed automatic, the Corvette was a machine that handled most corners.

On some Sunday mornings, Dad and Mom would return from church and I'd come home from my morning's work at an all night drugstore, and Dad would inquire: "Did you have any trouble with the Corvette last night? It's not shifting right; in fact, it didn't shift at all in route to and from church this morning." Church was only a mile from home, so I'd quickly reply, "No, it ran great for me last night. You probably didn't get it revved high enough to trigger a shift." I'd then take it out for a spin and hand shift from low to drive slowly and easily for a few starts, and it would be fine after that. That was the only complaint I ever had with the car. It would shift funny after a few hard runs down Woodward or Grand River, especially if I had to shift down to help brake the car to a stop from a high speed.

Dad and I even ran the car on a few tours, raffles and poker runs staged by various Detroit area Corvette clubs. In our first such adventure, we finished third among more than 40 Corvettes, and were very pleased with our rookie effort.

However, we never finished higher than eighth after that. In one run we were getting ready to leave a checkpoint and Dad, who was serving as navigator, blurted out, "Hey, we're in the fourth spot right now and this is the last leg, hit it son!" Not being one to shy away from a command to put the pedal to the metal (technically fiberglass), I slammed the accelerator to the floor and the Corvette pitched sharply forward with just a slight squeal of the tires, but some real forward thrust. I hadn't noticed that Dad was pouring a cup of hot coffee from his thermos into his mug, all three of which landed in his lap. His good winter coat was covered with coffee. We finished 12th on that one.

We would occasionally take the Corvette on vacation up into northern Michigan (yes, driving two cars north), and it was a real fun time driving the sports car on the wide open roadways of the far north area. No cops, no traffic, no stoplights, no stop signs, and plenty of 'sharp turn ahead' signs, you know the kind

with the squiggly line and the 25 mph posted limit! That's like issuing a challenge.

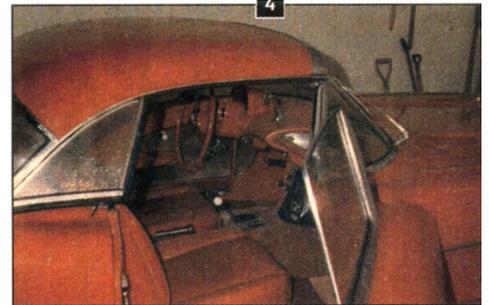


It was paradise for a youngster with a need for speed and the ability to attain the same.

I never did get a ticket in that car, though my luck almost ran out one Saturday afternoon when I was "racing" with a friend from my house to his, a distance of about five miles. I had a passenger, and so did he in his 1960 Falcon sedan. Naturally, we gave him a one minute head start, then took another route to his place. We pulled up at a stoplight, just in time to see my friend wheel his Falcon through the intersection while honking his horn and waving sarcastically at us. When the light turned green our way, we blasted through the intersection and caught up with a long line of about 10 cars. With a full mile ahead of straightaway and no oncoming traffic, I pulled out and nailed it, passing the Falcon in a blur, and then tearing past a Michigan State trooper about three cars ahead of my buddy. As I zipped past the law, I checked the speedo. I was doing 90! Within seconds after I blew by him, he pulled out and flipped on his red light. I kept the pedal buried as the speedo needle shot past the century mark. This was becoming serious. My passenger was frantic. He had a death grip on the passenger grab rail, and was uttering incoherently. All I could distinguish were a few keywords like "death," "jail" and "oh my god!"

I couldn't watch the speedometer or tachometer anymore. I had to concentrate on what was ahead. The cop was a good quarter mile behind and he appeared to be falling back. We crested a fairly large hill and I slammed on the brakes (both feet on that little pedal), and when we dropped down to about 60, I shoved the transmission lever into low. I thought the sturdy little Vette would disintegrate, leaving the transmission all over the road. But it didn't, and the brakes didn't fade much, so I was able to make a sharp right turn onto a subdivision road. I then turned right into a private driveway and drove right up the drive and into the open garage. Just moments later the cop shot down the hill, slowed a bit, then rocketed up the next hill.

My friend still recounts this episode with great enthusiasm, and a touch of fear at traveling that fast on a public road and then out running a cop. I, too, remember it with great clarity. I was a healthy and wild 16 at the time. It would be my first and only attempt at out dueling the law, though one officer told my Dad that he tried to catch me once and lost sight of me around some twisty roads that his cruiser couldn't handle at speed. But I didn't know I was being chased then, so that doesn't really count. And there were the times that police in the suburbs north of Detroit, through which the world famous Woodward Avenue snaked, attempted to snag all of us, but they were restricted at the time to city limits so if you reached the city line and caught that last light green you were home free. (At a later date, sometime in the early '60s, the six communities lining Woodward got together and adopted a mutual pursuit agreement whereby cops from one city could chase speeders over the line into the next city.



All these memories, and many more, are wrapped up in that 1960 Corvette. When my Dad started to have problems with dizziness and even black outs, he voluntarily surrendered his license, even though driving was one of his favorite passions. He then sold the car to me in 1969, having driven the Corvette some 43,000 miles in his 10 years of ownership (he lived less than a mile from work). I owned it some four years, putting some 15,000 miles on it, then sold it in 1973 for \$1,050, which was about top dollar for an old Vette back then. I had instant buyer's remorse, but was unable financially to keep the car as our first child was arriving and the wife had already quit her job. The double whammy of increased living expenses and sharply reduced income spelled out one thing: Sell the Corvette or make it my daily driver. I didn't want to subject this family treasure to the nastiness of winter driving in Detroit, or the rigors of daily operation with an 80 mile roundtrip commute in heavy traffic. I had already gotten numerous knicks and scratches on it, and it was hit hard once in the front end when parked in the lot at work, and then fully repaired. So I sold it to a guy in Livonia, Michigan, never to see the car again. It was like parting with a child, and one that has been sorely missed from the day the adoption was final.



American National Classic Car Insurance. A better way to protect what you value the most.

Bud Jessee; CLU; ChFC; RICP; MLGA
American National Insurance
7131 S. Braden Ave
Tulsa, OK 74136
918-492-5396

**For Sale: 1965 CORVETTE ROADSTER RESTO-ROD --
S/N 194675118487**

DOOR REGULATORS R & L
WW TRANSMISSIONS R & L
BRAKE AND CLUTCH ASSEMBLY
DASH CENTER R & L PADS
WINDSHIELD STAINLESS COMPLETE SET
GRILLE INCLUDING MOLDINGS POLISHED
HEADLIGHT ASSEMBLIES R & L
DOOR VENT CHROME R & L
ROCKER PANELS R & L POLISHED
DOOR SILL PLATES (2)
POLISHED
BUMPER LEFT FRONT SHOW
CHROME
BUMPER LEFT REAR SHOW
CHROME
WINDSHIELD LOF ORIGINAL
CLEAR
DOOR GLASS R & L
VENT GLASS R & L
DOOR OUTSIDE HANDLES R
& L
DOOR LATCHES R & L
PLATED
TAIL LIGHT ASSEMBLIES W/
BACK UPS
FUEL TANK PUMP AND FILTER
FUEL TANK MOUNTING
STRAPS
RADIO WITH BLUETOOTH
RADIO SPEAKERS PR
INSTRUMENT CLUSTER/ ELECTRONIC
CLOCK/QUARTZ

FRAME AND SUSPENSION

SRIII FRAME POWDER COATED
C-5 FRONT
C-4 DANA 44 3.45 REAR
FRAME ACCEPTS LS ENGINE
FRAME ACCEPTS TREMEC TRANSMISSION
QA1 COIL-OVER SPRINGS AND SHOCKS
BRAKES ARE ZO-6 CALIPERS
BRAKE LINES ARE INSTALLED
FRONT SWAY BAR INSTALLED

Price indicates pick up Corvette and trailer from Tennessee storage facility.

Price \$45,000.00 including trailer.

Contact Joe Ray 501-680-4740

vettenut0071946@att.net



Got a Solid Axle Corvette that needs brakes?

Then this is for you. All brand new in the parts boxes. All bought from Zip and are in Tulsa to look at. Zip part numbers available. Take Zip prices & deduct 30%. It's all generic, no GM parts. Says to fix '53-'62.

2 axle set shoes, 4 brake drums, master cylinder, return springs, hold on springs, 4 wheel cylinders, 4 adjustment springs, 4 adjusters, front brake cable, 2 rear brake cables, 3 brake hoses and some of the windshield weatherstrips. Also a new set of black sunvisors w/pins & a black sissy bar. Scott 437-5292 daytime.

Corvette Classified

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.

For Sale: Randy's 1962 Corvette.

Randy came up with a price & it is \$47000.

In previous newsletters we have detailed most of the workdone on the '62 the last couple of years. You know what a '62 looks like but actual pictures are available so call Scott at 918-437-5292 & he will send you some shots that Randy recently took. The '62 is with Randy in Fayetteville, a nice easy drive to see a For Sale Corvette. Call Randy 918-630-3119 to deal or Scott for info on the Corvette.

Scott for now. 918-437-5292

For Sale: I have a complete 327 motor out of a 1968 Corvette convertible. Needs a complete overhaul, will give numbers if interested, will take \$500.00

Also Complete 396 motor out of a passenger car, standard bore needs a complete overhaul, will give numbers if interested, will take \$550.00

call Phil Bordwine 918-697-0435 or email

phild435@gmail.com

For Sale: 1963 Borg Warner T-10 Transmission, VIN stamping 3105895, Assembly code WL122, Case T10D-1 Side Cover 10-18-62, Tail T10-7D 3813490 8-21-62, Front piece 3790278 -- Value—Open to discussion

Scott 437-5292

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 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Nov 3 John Zink Ranch Fall Foliage Tour & Spouse Appreciation Day - Details in this *Sidepipe*
Nov 20 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
Dec 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Dec 8 Oklahoma Chapter Christmas Party - at the home of Mike & Nancy Phillips - details in next *Sidepipe*

2019

Feb 20-23 NCRS Sun N Fun Regional - Lakeland, Florida - See *Driveline* for info

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



Thanks to Gene Holtz, Bill Fritts, Bud Jessee and Bonney Clark for their contributions to this *Sidepipe* issue.

Thanks also go to Jim Elder, Neal Kennedy, and Verle Randolph for their 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!

NCRS registered marks used in the NCRS Driveline: NCRS Flight Awards, NCRS Master Judge Award, NCRS Performance Verification Award, NCRS Founders Award, NCRS Sportsman Award, NCRS American Heritage Award, NCRS Duntov McLellan, and Hill Mark of Excellence Awards, and the NCRS Folz Memorial Award. All are registered with the United States Patent and Trademark Office.

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 • bobclark77@cox.net • Cell 918-625-2303

Jim Glover
AUTO FAMILY
www.JimGlover.com

Oklahoma's
Largest Selection
of Corvettes!



I-44 & ARKANSAS RIVER
918.446.2200

Proud supporters of the Oklahoma NCRS