

THE

SIDE PIPE

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

November, 2019

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

Chairman's Comments

by Bud Jessee

Many of you missed last month's presentation by Gary Cline on the 1990 ZR1 World Endurance Record. Here is an article published after the race. Gary's presentation was very interesting. Awesome article to highlight Gary's comments.

"1990 Corvette ZR-1 World Speed Endurance Epic"

This article was written by Hib Halverson, a technical writer and Corvette Action Center Forum member who, at one time or another in the last 20-years, has worked for every Corvette magazine that is distributed nationally, including Corvette Quarterly, Vette and Corvette Fever. He is best-known in the Corvette community for the "Big-Block from Hell" and "Purple Project" series he's written for Vette Magazine. Hib was present that day back in 1990 when the Corvette ZR-1 set the 24-hour World Speed Record. This story is his account of the event.

On March 1-2, 1990, near Fort Stockton, Texas, a unique group of people using a Chevrolet Corvette ZR-1, reset The 24-hour World Speed Record. That achievement proved unequivocally that the car is indeed...King of the Hill.

"The 24" had stood for 50 years. Last set at Bonneville in 1940 by Ab Jenkins driving the "Mormon Meteor III," a purpose-built, single-seat, race car powered by an aircraft engine; it was the last, significant pre-World War II record to fall.

The "Corvette Endurance Epic" had simple objectives: set The 24 as well as 5000 kilometer and the 5000 mile marks with a ZR-1 while using an L98-powered Corvette to set the six-hour record and other shorter distance marks. Reaching those objectives was anything but simple.

The venue, a 7.712-mile oval owned by Firestone Tire, although having banked turns and ideal

length, lacked fences to keep wildlife out. At speeds needed to break records, hitting a 50 lb. coyote would at least be catastrophic and possibly fatal.

As the track also lacked retaining walls, loss of control in a turn would have frightening consequences. A Corvette would rocket over the edge of the banking, fly 375 feet and crash to the ground. Because of the track's size, a driver might wait 10 minutes for help to arrive.

Barring off-course excursions, setting The 24 still required great courage. Turn Three took nerves of steel. Coming off the back straight, the ZR-1 was downwind at 188-192 mph. For each driver's 80-minute stint. It was foot to the floor the entire 7+miles around the track. To set The 24, one can not lift.

...And, what about the ZR-1? Would its LT-5, 5.7-liter, four-cam V8 run 5500 rpm for a day? Could the transmission and the differential stand the heat? What about accessory drives, suspension, brakes, radiator hoses...?

This type of motorsport put more stress on a driver than does any race. Nevertheless eight believers in the Corvette mystique volunteered. They were: 1989 SCCA ESCORT Champion and Manager of Corvette Development, John Heinrich; Corvette Challenge driver, Scott Lagasse; Corvette Group Engineers, Jim Minneker and Scott Allman; Showroom Stock racers, Don Knowles and Kim Baker; race team owner/driver, Tommy Morrison and lastly, Stuart Hayner, known to *Road & Track* Corvette readers from last year's ZR-1 test, who summarized: "We came down here for one purpose...to set a new World Record. We knew going in it wasn't going to be easy. No one sets records without taking chances!

The attempt began in the summer of 1989 with a meeting PR representative, Peter Mills, had with Hayner. Mills mentioned an IMSA GTP Porsche

team who told him, amazingly, that a 962 lacked durability enough to break Jenkin's half-century-old mark of 161.180 mph. Still others tried. Ford (1969), Mercedes-Benz (1976) and Audi (1988) all failed...while the ghost of David Abner Jenkins laughed.

Stu Hayner contacted fellow racer Heinrich, who, with the blessing of Chevrolet General Manager, Jim Perkins, supplied technical support and a pair of chassis. Hayner's ESCORT team owner, Tommy Morrison, involved his resources and racing sponsor, Mobil Oil. Stu's Corvette Challenge backer, GM's EDS Division, along with Goodyear also joined up.

Two cars were built and tested during the fall and winter. The Mobil/EDS/Goodyear Corvette chassis were stock except for: no side mirrors, lowered front end, reinforced front air dams fitted with ultrasonic "anti-animal" whistles, no rear antiroll bars, transmission and differential oil coolers, 3.07:1 axle ratio on the ZR-1 and a 2.72:1 for the L98 car and 25.5x12.0-17 Special Radial tires that Goodyear built for this effort. Replacing the passenger seats were EDS telemetry systems operated by GM's Service Technology Group. The cars were heavy carrying a roll cage, other safety equipment and 48 gal. fuel cells. As FIA rules require "non-consumable" spare parts (brake rotor, radiator hose, alternator, etc.) to be carried in the car, 300 lbs. of spares were in two suitcases lashed to the cages' rear tubes. Replacements had to come from this stock, and if a failure was such that a car could not get back to the pits, the driver, working alone, had to fix the car. Ab's ghost to smiled even more.

The LT-5 was picked right off Mercury Marine's Stillwater, Oklahoma assembly line. Less catalytic convertors and mufflers, but with revised engine management software, its horsepower was about 405. Tests had shown speed necessary to reset The 24 would come at 5500 rpm in fifth gear so the engine had a stop at 70% throttle.

The L98, built by Kim Baker, used a production cylinder block, crankshaft and connecting rods but had pistons of 11:1 compression ratio. It used a production camshaft but with high-ratio rocker arms to increase valve lift. Production cylinder heads and a stock fuel injection system were modified to increase air and fuel flow. Less converters and mufflers, the L98 generated about 350 horsepower and was run at wide open throttle the entire time.

In the third week of February, Tommy Morrison, who marshaled the attempt, brought the group together at Ft. Stockton. Present were the drivers, the Morrison

Development Team under cool-headed Crew Chief, Tommy Roe, technicians from GM's EDS Division and STG Group, a contingent of Goodyear engineers, agents of associate sponsors, various GM PR functionaries and, lastly but certainly not least, representatives of the United States Auto Club who officiate FIA record attempts in this country.

The Endurance Epic began at 9:56 a.m. on March 1. Lead drivers were Heinrich in the ZR-1 and Morrison in the L98. Heinrich, after his first drive, "Getting through the first pit stop was an important point for me. I felt a whole lot better when I watched that car leave after my stint." Typical of Tommy Roe's crew, the first and all succeeding stops went like clock work.

By 3:56 p.m., the L98 had five FIA Category A, Group II, Class 10 records, including six hours at 170.887 mph. The car was withdrawn, certified by USAC, then trucked to Dallas where it was airfreighted to Switzerland for the Geneva Auto Show.

The ZR-1 continued. In the afternoon, Mother Nature worked for Ab Jenkins. Don Knowles, during his afternoon turn, drove through intermittent drizzle and snow flurries. Hayner had his most "exciting" stint near sunset. The radio crackled, "There's a coyote!" Later he told us, "He came over the outside into my lane...stopped, looked at me for a split second then went back over. That really got my attention."

After dark, in spite of the brightest Hellas available, the drivers were always over driving their lights. Plus, if the car did go off course, it was understood by all that the Ft. Stockton fire/rescue squad, who thankfully stood by the entire time, would have a tough time finding a the ZR-1 after a 1/8-mile, night time slide into the west Texas wildlands. "This record stuff," so said one of Roe's crew, "is a challenge in daylight but, at night...it's damn scary."

Dawn brought clear weather. The ZR-1 was running flawlessly. Just before ten, the coveted 24, the mark that withstood a half-century of assaults by other manufacturers, fell to a near-stock, overweight, Corvette ZR-1. The whole group was ecstatic, but the campaign would wait...on to the 5000 mile mark.

Incredibly, with eight laps to go, the only mechanical problem of the Endurance Epic occurred. A coolant leak, a result of a hose chaffed by the fan shroud, developed. John Heinrich: "Even though, I knew we already had the record (The 24), my first emotion

was a huge let down. We'd worked so hard to go down now."

The car came in with water temperature way high. Roe's Morrison Development crew, replaced the hose and added coolant. Stu Hayner, driving the final stint, was instructed to take the last laps at 140 mph. The ZR-1 crossed the 5000 mile mark at 28 hrs., 46 min., 12.426 sec. into the Endurance Epic. Apparently, overheating doesn't kill a King as, Hayner unscrewed the throttle stop for two victory laps at full throttle. That's 15 miles at 190+ mph...after 5000 miles of hard running.

The ZR-1's box score? Three outright World Speed Records: 5000 kilometers at 175.710 mph, The 24 at 175.885 and 5000 miles at 173.791; plus four other FIA International marks in class CA-G2-C10.

So why all the tough work, why all the hard driving, why all the chance taking? John Heinrich and Tommy Morrison answered that best. Heinrich: "Probably the main reason people buy the car is its image, particularly its racing heritage. I like to do things to promote its image...the Corvette mystique. World Records are just another reason to want a Corvette."

Tommy Morrison: "To me this was a very sacred thing we set out to do, break a record that's 50 years old. It was very difficult to achieve, but we're avid Corvette people. I've owned Corvettes since 1962 and there's nothing I wanted to do more than break this record."

Many things to discuss at Saturday's meeting concerning plans for this year and 2020.

- Christmas Party on Saturday, December 14, 2019, at the home of Mike And Nancy Phillips
- Nominations for 2020 Officers

See you Saturday!

November Breakfast Meeting

Our monthly breakfast will take place on Saturday, November 2, 2019. The location is Ollie's Station Restaurant in the Redfork area of West Tulsa. The address is 4070 Southwest Blvd. The phone number is (918)446-0524, in case you need it.

You can choose the buffet or you can order from the menu. The time to be there is 8:30 a.m., but people always start arriving by 8:00 - 8:15 a.m.

Attitude Adjustment Night

The gathering place for our November Attitude Adjustment Night on Tuesday evening, November 19, 2019, will again be at the Rib Crib at 8040 S. Yale. The meeting room is reserved for our use. The bar is open for early arrivals.

Attitude Adjustment Night In Oklahoma City

by Gene Holtz

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 is the 26th with arrival time between 5:30 pm and 6:00 pm.

There was another successful NCRS Regional Meet in Frisco, Texas, from October 24th - 26th. Oklahoma Chapter members from Wichita and Edmond were in attendance.

Larry Witt had his 1965 Corvette Concourse car (the red convertible that we judged this spring) judged along with 4 others in the Concourse class. I do not know the final score, but I am sure he got the top ribbon.

There is always a great variety of Corvettes in attendance, from a '63 Coupe Z06, with FI, big brakes, and large fuel tank, to '69 L88 and L89.

On the way home we stopped at the Chevy dealer in Grapevine, Texas and got to view the new 2020 Corvette they had on display from G.M. This Regional is so close you do not have an excuse not to attend. You will not be disappointed and should plan to be there next year.

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



Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter denim shirts, long and short sleeve, and Oklahoma Chapter sweat shirts for \$25 each. We also have chapter caps for \$15 each.

The T-Shirts are in and the price is \$15. I have a few extra t-shirts in sizes Lg and XL. They will be available at our breakfast meeting on Saturday, November 2.

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

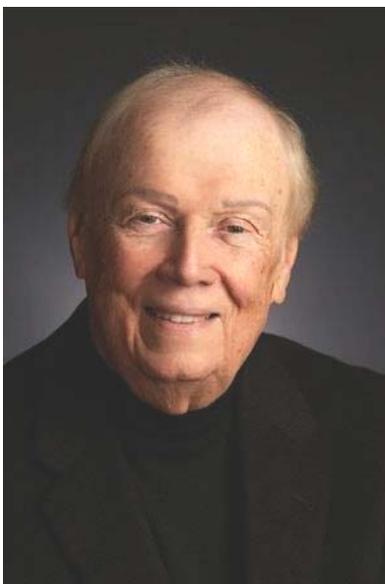
Membership Directory Update

Another information sheet is included in this issue of *The Sidepipe*. If you have not sent one to Bob Clark, please do so. This is the only way to correct any errors or omissions that might exist in the present membership book. Please help me be sure that all of your information is correct.

Dr. Phil's Obituary

Dr. Phil Archer was born April 13, 1942, in McAlester, OK and died October 4, 2019, in Tulsa, OK. He grew up in Bethany, OK, graduating from Bethany High School. Phil met and married his college sweetheart, Diane, at the University of Central Oklahoma. After graduation, Phil studied at Baylor College of Dentistry. For over 48 years, he served generations of Tulsans as a dentist. He developed innovative treatments that helped innumerable people find relief from sleep apnea, a topic on which he lectured internationally.

Phil began working with car engines as a teenager in the engine rebuilding shop run by his father in



Bethany, Archer Machine. He competed in drag and road races and volunteered countless hours to launch Hallett Motor Racing Circuit. A lifelong Sooner football fan with encyclopedic knowledge of the entire team, Phil never missed a game and supported the program in every way.

Devoted to his family, Phil is survived by his wife, Diane; two sons, Dr. John Archer of Oklahoma City, OK, and Kenneth Archer of San Francisco, CA; 6 grandchildren; and sister, Karen Rich. Phil also leaves behind a host of friends across the country.

A Memorial Service was held on Saturday, October 12, at 11:00am, Trinity Episcopal Church, 501 S. Cincinnati, Tulsa.

Memorials may be made to Assistance League Tulsa, which clothes Tulsa school children in need (5350 E 31st St, Tulsa, OK 74135, 918-832-8832).

Note -- The Oklahoma Chapter will be purchasing a brick in honor of Dr. Phil Archer at the National Corvette Museum in Bowling Green, Kentucky.

Barrett-Jackson Will Auction Off the First C8 Corvette for Charity

by Brian Silvestro,

Can't get an allocation for a 2020 Corvette at your local Chevy dealer? Well, there's at least one other way to get your hands on an early-production C8. Barrett-Jackson announced this week it will auction off the first production C8 Corvette during its Scottsdale event in January, with all proceeds going charity.

The Corvette in question will wear VIN 001 and come equipped with the Z51 performance package, which includes bigger brakes, Michelin Pilot Sport



4S tires, rear spoiler, an electronic limited-slip differential, a performance exhaust, and added cooling hardware. A 495-horsepower 6.2-liter naturally aspirated V-8 comes standard, sending power to the rear wheels via an eight-speed dual-clutch automatic transaxle. The car has yet to be built, and Barrett-Jackson hasn't revealed what color the car will be (our money's on red).

Barrett-Jackson says 100 percent of the hammer price will go towards the Detroit Children's Fund, an organization that offers supplies and training resources to underfunded schools in the Detroit area.

This isn't the only first-off-the-line vehicle Barrett-Jackson has sold recently. It sold both the first 2020 Toyota Supra and first 2020 Mustang Shelby GT500 in January, 2019 for a combined \$3.2 million. The auction house also sold the last C7 Corvette for \$2.7 million this past summer.

2020 Corvette VIN 001 will go under the hammer during Barrett-Jackson's Scottsdale auction, which is set for January, 11 - 19, 2020. Get your checkbook ready, because we have a feeling this car will go for a whole lot more than MSRP.

Memoirs Of A Confirmed Corvette Freak

by Joe Oldham

Joe Oldham was a self-described Corvette Freak. He was also my father, and a very successful automotive writer, who passed away in 2017. By the mid-1970s, my father had owned two Corvettes, and he wrote about his passion for America's sports car in this piece which first published in the 1974 Issue of Hi-Performance Cars Corvette Annual. The article was a belated 20th birthday tribute to his favorite car, and after it was published, he would go on to own two more Corvettes, both black C4s, a 1985 and a 1987 convertible.

I hope you enjoy reading it, it's one of my personal favorites from his body of work. —

Scott Oldham



I was into it from the beginning, you know. Right from the beginning. I saw the first Corvette, the first one, the show car. I was nine years old at the time and already four years into being a car nut. My Uncle Jimmy took me to a General Motors Motorama in the Grand Ballroom of the Waldorf-Astoria Hotel in 1953



and it was there. The first one, sitting there under a brace of floodlights with its white paint gleaming and reflecting and twinkling like crazy. There was some model standing next to it with a pageboy haircut and a low cut gown and I kept wishing she would get out of the way. She was saying that this is a show car only, not slated for immediate production. She said it was one-off styling exercise by the General Motors Styling Staff just to test public reaction. She repeated that it was not for production.

How wrong she was.

That first show car was the start of something big, as Steve Allen's song goes, both for Chevrolet and for me. The Chevrolet story is told elsewhere in this issue. My story, a melodrama of 20 years of experiences in and around Corvettes, probably has about as much interest to you as the morning line on hogs. Be that as it may, your intrepid reporter will attempt to carry on anyway with as little dozing as possible.

Because most of our antiquated state motor vehicle laws don't allow 10-, 11-, or 12-year-old boys to drive legally, my next several Corvette years were spent as an observer only. I watched the '53 production model grow out of that show car. I saw the '54 and the '55 at the Motoramas of those years. I read the magazines diligently. I knew that the Vette now packed a V-8 and stick shift. I did a lot of daydreaming.

The cars got bigger in the late '50s. They got four-speeds and bigger engines and multiple carburetors and they went racing. I followed all and patiently built plastic models of each model year.

This continued until I was 16. Then a miraculous thing happened. An older friend of mine bought a Corvette. His name was George Vincent and his Corvette was a black '60 roadster with four-speed transmission, dual four-barrel 283 engine rated 245 horsepower, and even Positraction.

I have to tell you about George Vincent. He was a couple of years older than me and something of a folk hero on the block. He lived in Tarrytown, New York, and was the first guy I ever knew who had actually competed in a drag race. He was also the first guy I knew who went a hundred miles an hour in a car and the first guy I knew who went street racing and the first guy I knew who took me street racing. Like I said, he was my hero.

George had done all this in a '59 Pontiac Star Chief sedan, his family car. It was George who turned me on to Pontiacs, too. My first real car, not counting

hard. We smoked the skinny 6.70 x 15 tires the length of Richmond Street. Then George threw the most beautiful powershift I've ever seen. Another 40 feet of rubber and we were fishtailing down Etna Street with all eight barrels wide open.

Another scorching powershift and we were smoking into third gear and then fourth, still wide open through the streets of Brooklyn, the exhausts bellowing and the air sucking into those Rochester WCFBs until I thought the whole hood would cave in.



That was my first ride in a Vette. And from that day on, I knew I had to have one. A few years later, I had about run the gamut on my '59 Poncho. By now it had Tri-Power induction and 4.55 gears (my secret "weapon") and bucket seats and a console, and it dominated its class at the track and did well on the street.

The ad was a three liner in the Sunday *New York Times*. Corvette '62, 327 / 360 engine. 4-speed Hurst. Posi. Honduras Maroon. \$2495

I called the number out of sheer curiosity, never thinking that I would really buy the car, but hoping maybe I could make believe I was interested and possibly drive it.

I really wasn't ready for the shock of the deep maroon paint job that greeted me at the prescribed address. The engine was indeed a "327/360 and it idled with that rump-rump-rump that said it had a



the '47 Buick Century' and the '50 Chevy Torpedo-back sedan, was a '59 Pontiac Bonneville convertible, because of George Vincent.

Anyway, George Vincent came around one day with this black '60 Corvette. My first ride in a Corvette was a memorable one. George revved the little 283 up to five grand and dumped the clutch'—



“30-across” cam. A Hurst Competition Plus four-speed shifter replaced the stock unit, as did the 4.88 gears with Positraction. The suspension had been beefed with much stiffer rear springs that precluded wheel hop. But the pièce de résistance was the three taillights on each side of the rear license plate. Stock Vettes had two lights, one each side. If you had three, man, you were unbelievably cool.

The test drive blew my mind. The owner took it first. It was sort of a replay of my first ride with Vincent. Only now I was fishtailing it down a street in Oceanside, Long Island.

Many days, loan applications, co-signers, and bank officers later, I was meeting the guy at the White Castle on Sunrise Highway in Oceanside. I had the cashier’s check in my wallet. I was actually going to own a Corvette.

The business concluded, it was mine. I drove home cautiously. Very cautiously. The Corvette was so much faster and quicker and did everything so much more suddenly than my ’59 Pontiac that I was afraid of the car at first.

Still, I was grooving on the very idea that I owned a Corvette. Then it happened. A Corvette trailing in the opposite direction. The driver waved at me. For a minute, I was dumbfounded and the other car was gone too fast for me to reciprocate. Then I realized that the driver had waved to me because I too was driving a Corvette. A wide grin spread across my face as I came to the realization that I was suddenly a member of a very elite club.



Corvettes have proliferated to the point today where not too many Vette owners wave to each other on the road. And this is too bad. Owning a

Corvette is still a pretty exclusive business. Let’s save the wave.

That Honduras Maroon Corvette was fast. Fast enough to win 95 percent of the street races it got into. Fast enough to win its class one year at the AHRA National Championships.

But there were more Corvette experiences to savor and save in the ensuing years. Another friend, Phil Chiarello, bought a ’63 convertible with a four-speed and a solid lifter engine. We compared notes many times, and I had my first driving experiences with an independent suspension Sting Ray.

By this time I was into the magazine writing business and test cars were overflowing my driveway all the time. Still, when it was Corvette testing time, it was something special. I had since sold my ’62 and regretted it the minute I signed over



the registration. So testing Corvettes was now an even more rewarding experience.

There was the ’67 427 3x2 car that absolutely destroyed my mind and also contributed to the suspension of my driver’s license for a time. There were the twin ’68 Phase III Corvettes that had been set up and customized by Motion Performance in Baldwin, New York.

At the Chevrolet new car press review in 1969, Zora Arkus-Duntov had something special waiting for the media at the GM Proving Grounds. It was a white Stingray coupe fitted with a reworked ZL1 427 engine, beefed Turbo 400 and gears. He also had a dragstrip set up at the proving grounds so that us would-be drag racing writers could thrash the guts

out of his pet. We did. I remember running a bunch of 10.90s at over 110 mph leaving the stick in Drive!

One day in 1970, Judy Stropus, of the Chevrolet New York public relations office, called and asked if I would like to drive a Corvette for awhile. Did I? Was the pope Catholic? I went to the garage and spotted the beast. Judy had described it as merely a Corvette. It was more, much more. It was an aluminum head L88 with side pipes, four-speed, and every other option in the books, topped by a flame red paint job that baited every cop from New York to Saskatoon. Despite the fact that it was July, and it was 100 degrees in New York and 120 inside the Vette's cockpit, I still enjoyed that car. Immensely.

That '72 350 automatic test car I had last year got me to thinking. It had air, power everything, and Turbo automatic. It was a beautiful riding and handling car and completely different from the more animal-like Corvettes I'd been used to. Though I thought if I ever again owned a Corvette, it would be like this one. I now own a '73 Corvette like that one. It's even the same color-Elkhart Green with dark saddle interior, "power everything," and air. (Air conditioning in a Corvette is a must for anyone of my bulk.)

I love that new Corvette just as I've ever loved every Corvette I've ever driven. Happy 20th Birthday to you, Corvette, and thanks for many memories.



(from the internet)

Gm's Redesigned Corvette Stingray To Be Delayed By UAW Strike

by Jamie L. LaReau

General Motors' much-anticipated redesigned Corvette Stingray will be delayed going on sale because of the ongoing United Auto Workers strike, the USA TODAY Network's Detroit Free Press has learned.

Two people familiar with GM's production plans said the automaker will have to delay the production and launch of 2020 Corvette as it works to catch up on production of the 2019 model and retool the plant to prepare to build the 2020 model. Neither of those two things can happen as scheduled because of the strike.

GM's Bowling Green Assembly in Kentucky was scheduled to start building the new car late this year, and while some production could still occur, the plant won't get up to speed quickly.

"As we've previously stated, Chevrolet Corvette Stingray production begins in late 2019 and convertible production follows in late first-quarter 2020," a GM spokesman said. "It's too early to speculate on production timing impacts on any of our vehicles due to the UAW work stoppage."

But a person familiar with operations at Bowling Green Assembly said, "I know for a fact that this strike is directly going to affect the start of regular production for the mid-engine Corvette."

That's because the plant still must fulfill orders for the current model Corvette, dubbed the C7.

Then, the factory must undergo a tooling change to build the mid-engine car, known as the C8. GM had planned to idle the plant this week and next to retool it.

"That can't happen because the plant hasn't finished production of the current generation Corvette," the person said.

The mid-engine model is the biggest change to the Corvette's design in the car's 66-year history. GM started taking [preorders for the Corvette](#) in

August and dedicated a “concierge” team to answer customer inquiries about the sports car, which starts at \$59,995.

About 46,000 UAW workers went on strike nationwide at GM facilities at 12:01 a.m. Sept. 16.

The strike is having an impact on GM production in other ways. On Monday, GM partially idled an engine plant in its Ramos Arizpe, Mexico, because of the U.S. strike.

That plant is still building engines for vehicles assembled at the site, which is still running. GM builds the Chevrolet Blazer and Equinox SUVs at the plant. The partial shutdown impacted 415 of the propulsion plant’s 2,100 employees, the spokesman said.



Last week, GM idled its factory in Salio, Mexico, that builds its profitable 2020 Chevrolet Silverado and GMC Sierra pickups. That impacted 6,000 workers in Mexico.

An estimated 10,000 workers in Mexico, Canada and at U.S. parts suppliers have been laid off because of the strike.

After a week of scheduled downtime, GM’s CAMI plant in Ontario, where it also builds the Chevrolet Equinox, was back up running Monday, GM said.

Some Chevrolet dealers remain optimistic that Corvette production will continue as planned.

“They were supposed to start production in the first part of December, and that’s still a ways away,” said Chevrolet dealer Tommy Brasher, owner of Brasher Motor Co. in Weimar, Texas.

Brasher said he has sold “a couple” of the cars in preorders.



(from *Yahoo News*)



Racetrack Throwdown: 2020 Chevy Corvette C8 vs. 2019 Corvette C7

by Rich Ceppos

- C/D took a 2020 mid-engine Chevrolet Corvette C8 and a 2019 front-engine Corvette C7 to Grattan Raceway in west Michigan for testing.
- The cars both had the track-capable Z51 Performance package, adaptive dampers, and eight-speed automatic transmissions, and both wore Michelin summer tires developed for the Corvette. Stability control was off.
- The difference between the two came down to just about one second. Who won? We won't spoil it for you. (The answer is in the third paragraph down.)

Engineering theory states that, all other things being equal, a mid-engine car's superior weight distribution should enable it to lap a racetrack quicker than a front-engine car. To find out if Chevrolet had turned theory into reality, we pitted the mid-engine C8 against the front-engine C7 at Michigan's Grattan Raceway.



It was an ideal test case: Both cars were equipped with track-capable Z51 packages, adaptive dampers, and eight-speed automatics—a dual-clutch unit in the C8. Both had additional wheel camber dialed in as recommended in their owner's manuals for track use. Both wore Corvette-developed Michelin summer tires, though the C8 had the latest Pilot Sport 4S rubber, whereas the

C7 wore the older Pilot Super Sports. We turned off stability control so that we could detect even the most minute chassis differences, and we turned on the RaceLogic VBox LapTimer.

After about a dozen rounds battling Grattan's 2.2 miles of heaving, mean-spirited pavement in each car, engineering theory won: The C8 turned a best lap of 1:26.1, the C7 a 1:27.0. A roughly one-second difference might not sound like much, but consider that after just a half-dozen laps, the C8 would cross the finish line as the C7 pulls onto Grattan's straight. The data revealed that the C8



braked later into several corners and accelerated harder out of others—though the C7 managed to narrow the gap in a couple spots. Through the 100-mph sweeper feeding the main straight, the C8 was about 3 mph faster. It hit 142 mph before braking into Turn 1 to the C7's 140, and then braked with 1.16 g's to the C7's 1.00. It registered a maximum of 1.32 g's in the banked Turn 8 hairpin versus the C7's 1.30 g's.

But such close lap times don't remotely convey how much easier it is to go fast in the C8. It cuts more cleanly into turns, and its rear tires are more planted exiting them; the C7's tail is nervous and twitchy by comparison. Indeed, the C8 feels as approachable on the track as it does on the road. That's a rare combination, one worthy of respect. The C8 has ours.



Help Me Find The History Of This 1966 Corvette

by Mike Browning

Update!

Thanks to you Corvette convertible VIN # 194676S107216. 2 tops. 427/390hp with factory AC.

The car was factory delivered to Queen City Chevrolet (closed) in Cincinnati, Ohio December, 1965. I now have information that the man that brought the car to Oklahoma was an army officer stationed at Fort Sill in Lawton, Oklahoma. I don't know what state the car was registered to pre-1974.

Car had an "OU" sticker on the rear window. University of Oklahoma in Norman or Ohio University in Athens? I don't know if there was more than one owner prior to Oklahoma.

Does anyone in the Oklahoma chapter remember an army officer who drove a Nassau Blue '66 convertible around Lawton or who attended OU in Norman back around 1970-1974?

Please call Mike Browning at 410-924-6584 or email vettespaz@yahoo.com with any leads. Member Oklahoma Chapter. NCRS #24893.



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Corvette Classified

For Sale: 2013 Mercedes Benz 550SL, 11,800 miles, shadow gray metallic, black leather and black wood interior trim, AMG sport wheels, drivers assistance package, premium appearance package, sports service by MB Tulsa. This car is beautiful and like new. \$42,500 call Pat Cavanagh 918 884 8868



For Sale: Five Car Garage with house and amenities. 1.5 story, 4 bedroom, 2.5 bath, .5 acre lot, pool, Guest Quarters, Pool, porte-cochère, with Security Gate, all in Jenks School District. 4512 E. 103rd MLS#1929176 Priced \$459,800 Call Rick Holland/Ask 4Us Realty 918-851-7425 for More Details and a Private Showing.

For Sale: 1969 Corvette Convertible. \$15K. 350 / 350HP close ratio 4 speed. 3:70 rear end. Factory AC. Tank sticker. New Al Knoch interior never installed (seat covers, door panels, carpet, conv top). Not running. Needs restoration. George Jonas NCRS member #23851. 918-691-1562 / jonas1960@msn.com.

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

- Nov 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Nov 19 Attitude Adjustment Night - Rib Crib - 8040 S. Yale Ave. - Tulsa, Oklahoma
Dec 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Dec 14 Oklahoma Chapter Christmas Party at the home of Mike and Nancy Phillips
Feb 19-22 NCRS Florida Regional - Lakeland, Florida - Details in current *Driveline*

NCRS Communication

To keep up to date with the latest news from your Oklahoma Chapter NCRS and your Region VII Director, be sure to advise Bob Clark and/or Don Partridge of any e-mail address changes. This also applies phone numbers and new mailing addresses.

The Corvette Restorer and the NCRS Driveline are NOT forwarded. Update ALL of your NCRS contact details at:

<http://www.ncrs.org/forums/register/change-address.php>



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

Thanks also go to Verle Randolph and Bonney Clark 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.

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