

SIDE PIPE

October, 2012

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

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

Past Chairman's Comments

by Mike Aichele

Nancy and I missed those who couldn't make it to the September picnic. Attendance was down somewhat this year, with only about 20 people showing up. The next party that we need to start to think about is the Christmas Party. Is there anyone out there who is willing to volunteer to host it this year? If so, please give me a call.

It is time to start thinking about next year's officers. If you are interested in running for a position, get someone to nominate you or just volunteer. At the November meeting we will have nominations, and at the December meeting we will have elections. The new officers will begin their term at the January 2013 meeting.

As of late life seems to get in the way of working on the cars and airplanes, so it's been a while since I've actually worked on my 1975 Corvette. It seems like I spend all my time working on the house and/or the hanger. Today I spent a little time actually fabricating (*cutting, welding, painting, etc.*) something, and it felt really good. I know it's a bit early to make a New Year's resolution, but mine is to start working on the Corvette again. My first project is to get the motor on an engine run stand and get it running again. My second project is to get the body off the frame.

What are you working on? Is it something that we can come and see? I would like to get one more shop tour in before the end of the year. Anyone want to volunteer?

One more string of Trivia Questions! Test your knowledge and bring your answers to the meeting. I'll bring the correct answers to the October meeting.

1. _____ was the designer of the underpinnings for Project Opel, which later became the first Corvette.
2. _____ was the person responsible for the name "Corvette."

3. "Turbojet" with a horsepower rating of greater than _____ hp was first used on Corvette engine air cleaners.
4. The original Corvette logo was designed by _____, an interior designer at Chevrolet in 1953.
5. In _____, the first factory hardtops were produced.
6. In 1956 the optional engines had _____ fins on the valve covers.
7. In 1957 there were three first time option offerings: _____; _____; _____.
8. Before 1958, the only acrylic lacquer paint used was on the _____" Corvettes.
9. In _____ the one and only "Retractable Hardtop" Corvette concept car was developed by GM stylists.
10. The _____ soft tops were offered in 1959, the only year that they were offered.

I hope to see you at the October 6th meeting.

P.S.: Election time is coming really soon. Who is going to step up to the plate and become the 2013 Chapter Chairman?

October Breakfast Meeting

Our monthly breakfast will take place on Saturday, October 6. 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 October Attitude Adjustment Night on Tuesday evening, October 16, will be The Rib Crib Restaurant, 8040 South Yale. We have the use of a meeting room for our group.

The time people start to arrive is 5:30 p.m. Most are there before 6:00 p.m. The food is quite good and Tuesday night is "Rib Night" - all the ribs and side orders that you can eat for \$10.99. There are specials on beer, too.

Judging News

by Brett Driscoll
Oklahoma Chapter
Judging Chairman

I hope that you have been enjoying your Corvette's in this wonderful fall weather. We have had some greatly needed precipitation, but hopefully you have been able to take your Corvette out for a spin. Maybe you can drive it to Saturday's breakfast at Ollie's restaurant.

I have had some requests, for a chapter judging meet, from some of our members. I have a mid year Corvette and a solid axle Corvette that the owner's would like our help with in preparation for NCRS judging. I have slated a date of November 17th for a Fall Chapter judging meet. We will meet at Danny Beck Chevrolet at 9 am and have a great day judging two of Chevrolet's finest examples of the Corvette. One is a newly restored '58 with big brakes and fuel injection, and the other is a '67 big block red on red convertible.

The success of this endeavor is, as always, dependant upon member participation. If you would like to be a part of a certain section, ie. Operations, Interior, Exterior, Mechanical or the Chassis judging teams, please let me know. I will try to place you in the area that most appeals to your interest. So mark your calendar and join your Oklahoma chapter in a day of Corvette enjoyment.

National Convention 2013 Update

The countdown has already started to next year's 2013 National Convention at Hampton, VA; it is just months away. To kick this off, our host hotel, the Embassy Suites, is now accepting room reservations at our group rate of \$155 + tax. **This rate is available only from 21 July thru 29 July.**

The **simplest** way to make your reservation is to go to the NCRS website at www.ncrs.org and click on the picture of the Embassy Suites that takes you directly to the Embassy Suites reservation site for our room block. It's as easy as 1 - 2 - 3; provide them the dates you are staying along with the room type you want, enter your personal and credit card information, and print your confirmation.

Or, call **directly** to the:Embassy Suites, host hotel, at **757-827-8200 and ask for "In-House Reservations,"** 8 am to 5 pm (Eastern Time), Monday thru Friday, using the room block name of **CRS or Corvette Restorers Society;**

Should you encounter any problems making a reservation, please send an email to dravenberg@triad.rr.com.

We look forward to welcoming you in Hampton!

The Hampton 2013 Convention Committee

Rusty's First Restoration

by Rusty Brock

This is my Corvette story. It's always interesting to know how the Corvette "bug" gets a hold of a person. If it wasn't for my father and his love of photography, I just might not be who I am today—a Corvette "nut"—thanks Dad.

It all started one day while I was at my grandparents' house looking through some old slides on the wall—kinda boring stuff for an eight-year-old kid. Then a red convertible popped up. It got my attention!

"Whose is that?" I asked.

Dad replied, "It was my old red Corvette that I owned back then."

Then the questions started. “Why’d ya sell it? Where is it now?” etc. You know the questions that a kid that age would ask. I had no idea what a Corvette really was until that day.

Dad’s answers were “I sold it because I wanted to buy a house.” “I don’t know who has it now.”

Dad sold the car for \$1950.00, top dollar back in 1971. If any of you know my father, he doesn’t throw anything away. So one day Dad found all the old paperwork on the red convertible that he had bought back in 1965—“red, red, conv.”

In 1985 when I was about twelve years old, we started researching the old car. We got some valuable help from a good friend of Dad’s who worked with him at St. John’s and was later working at the police department. He ran the Vin # through the database. I kept pestering Dad to see if his buddy at the police station ever found out anything about the car. Sure enough the car popped up as still being registered.

I still have the picture of the kid who had bought the Corvette driving it away. Was it the same owner. With just the name of the current owner and the phone book, a call was made.

“Hello, Mr. ____, I used to own your 1965 Corvette back when it was new.”

It turned out that the current owner was the buyer back in 1971, and he had saved all of his old pictures of he car. Of course, we asked if we could come and look at it.

Remember, Dad had not seen the car since the day that he sold it and not much had changed. It was the first Corvette that I had ever sat in. I still have a picture of me sitting in Dad’s old car.

Now fast forward. My dad joined the NCRS and the Oklahoma Chapter which back then met at the Elephant Run near I-44 and Harvard. That’s where I got my first ride in a Corvette, which ruined me for life. Thanks to Ron Wood I’ve never forgotten that day—400 HP Tri-Power Coupe sidepipe 4-speed car. He took me down the service road and up onto I-44. The

ride made the hair on the back of my neck tingle. What a ride! He had the biggest smile on his face. It definitely changed my life forever.

A funny thing happened about a year ago. My dad and I were having lunch at Tally’s diner when I overheard a conversation from the booth behind us. Two gentlemen were talking about Corvettes, and, sure enough, it was Ron Wood. I leaned over and said, “Ron, it’s Rusty. Do you remember me from the Corvette Club?” He did remember me and all of the guys in the club. He was into Porsches then but still had a soft spot for Vettes.

Another Corvette influence in my life came from Bill Boone. His ’65 396-425 was another ride that I’ll never forget. Hearing a four ‘n a quarter horse screaming to 6500 RPM was awesome. That really did it for me. I knew that someday I was gonna own a midyear.

I subscribed to several Corvette magazines, read all of the books on Corvettes that I could find, but the thing I’ll never forget was spending time at Roy Sinor’s place. It was a cool place to hang out, just talking about old cars and Corvettes. I learned more about old Vettes with Roy and his dad and heard some really neat stories about how they acquired the cars that they have owned.

I now had good knowledge on what to look for in a Corvette

and was still pestering the gentleman who owned dad’s old car. I almost had it bought one day, was even counting out the money, when his wife came out of the house and said, “You’re not selling that car!” That settled that really quickly!

Since then I’ve been on some wild goose chases all over Oklahoma. Some led to some really interesting Corvettes, but none of them really set well with Dad. Then one day in 1988 the Sinors told us about a Corvette in Tulsa that was owned by my dad’s 2nd grade teacher’s son. By that Sunday evening, I owned it, a ’65 gold wood yellow air coupe.

I was about to start driving and I remembered that my dad had always said to buy something that will appreciate in value. Wonder what that could be?



Here we go again, looking for another Corvette for me to own. Wow! First car—an old Vette, every boy's dream—which brings us to the blue car.

I was invited to the midnight cruise at Chandler Park by the Tulsa roadsters.

I figured that a coupe would fit in OK there since that's all we had at the time. I met a couple there that had a Datsun convertible but were admiring the Corvette. The man said that he had looked at a Corvette last weekend that was for sale. It had to

have been a midyear Corvette, so with curiosity we decided to go take a look.

Dad had misplaced her number but remembered that the lady with the green Datsun convertible worked for an insurance agency in Tulsa. With a little checking and a quick phone call, we were talking to her. She told us that her husband had gone to Harrah to look at an old Corvette that was for sale. She didn't know much about it except that it was Robin's Egg Blue and a convertible. So we were off to Harrah. We had nothing to go by. Where could the car be hiding? How big could Harrah be anyway?

We asked a lot of people about the car with no luck. Then we stopped at a roadside diner where we

showed a picture of the car. Sure enough, the waitress said that she saw the car go by every day and even knew the driver's name. Soon we contacted the owner and were driving down a red dirt road outside of Harrah. It wasn't a wild goose

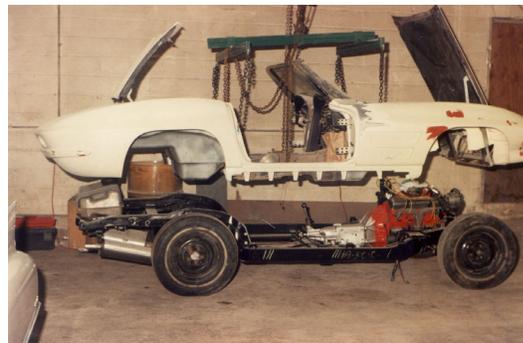
chase—there it was in the garage—a 1964 Corvette Robin's Egg Shell Blue convertible.

The car had been driven every day to Tinker Air Force Base down that washboard road for the last ten years. It had really taken a beating! A few hours later I was the proud owner of my very first car, but wait. Remember that I'm only 15 years old with no learner's permit yet. We had taken

mom's 1967 VW Beetle and I know that she had no idea that we were coming home with another worn Corvette. But we had no choice—two cars with only one licensed driver.

Dad asked, "Do you think that you can drive Mom's car all the way back to Tulsa?"

"Sure I can." I replied. So I drove Mom's VW via Highway 66 while Dad followed me the whole way back. The Corvette had no first gear, no headlight motors that worked, and lots of red wasps that kept coming out of nowhere. Finally, we made it! I had never driven that far and Mom wasn't too happy about Dad's letting me drive without a license. In addition we had rescued another Corvette. She was really



mad at my dad for letting me buy a Corvette with no license, but what can I say.

I enjoyed the Corvette through my sophomore year. I had to

tape up the headlights at night because the motors were not hooked up. It still



had no first gear, but I had learned how to take off in 2nd gear just fine. I never wrecked it or got a ticket the whole time that I drove it.

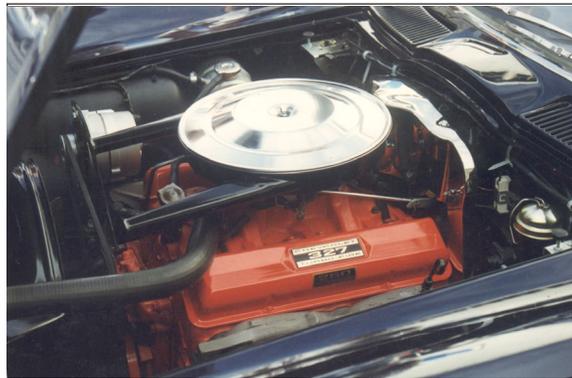
Then after about eight months I told dad that I wanted to do a frame-off restoration. Roy Sinor and his father had inspired me with the awesome job that they had done on the River Rat '65 Nassau blue roadster.

So one day it all started with just a cherry picker and an engine stand. I took the engine and transmission out. Man, if only I knew how bad shape some of the components were in, I probably wouldn't have done some of the things that I remember doing in the Corvette. I'm sure we all can relate to some of the stupid things we've done, not knowing the condition of the drivetrain. Being that this was the first body off restoration that we've ever done and this was really before Internet help was widely available. All I had to go by was the assembly manual, lots of reference pictures from other restorations, mainly for the colors on the chassis. I spent many days behind the sandblaster that my dad had purchased just for this restoration. One of the things that I thought interesting was how the chassis was assembled and its components were painted., and how different bolt markings were used on the various sides of the chassis. It sometimes made assembly confusing with the entire frame upside down while being assembled. I also noticed how different

components were painted while sandblasting the parts. Some were hung up and either dipped in paint while others were painted as an assembly.

We took the frame to be sandblasted to a place down by the river in west Tulsa. Good old Arkansas river sand took care of the dirt and rust. With the frame primed and painted, the fun began, putting all this stuff back together. Thank goodness we took lots of pictures. There was lots of running around to buy parts all over the United States. We had to buy a correct dated block for the car and ended up getting one from California. It was shipped in by Yellow Freight to my dad's work at St John's Hospital.

You couldn't get away with that nowadays--the transmission rebuilt in Tulsa. The rear end was okay, so we resealed and painted it. Don Waldon sprayed the Daytona blue paint job. The interior was purchased from Al Knock. The trim tag was for a tri-color of dark blue with white seats.



Everything was rebuilt or replaced on the Corvette, even all the bolts, washers and nuts were all cadmium plated. There were three large five gallon buckets full of nuts and bolts. I

must have spent days separating all the different lengths and sizes, thanks to the help from Paragon which had a cool little chart on different lengths, thread pitch, and head markings.



By now this restoration had taken almost five years, and in April of 1996 it was finally finished. I still remember that first true ride. It wasn't really around the block for a shakedown test, but all the way to Tulsa to one of the chapter meets that the

Oklahoma NCRS held at Wilkerson Chevrolet. It's a miracle that I made it there with no problems.

So now it's twenty-two years later, and I still have my first car that I ever owned. I can't believe it's been that long ago since I started the restoration on the blue car, and no, I'm never going to sell it. It's a keeper.

Name That Car!

An automaker's bold exercise in **spare-no-expense grandeur** produced one of history's greatest—and rarest—cars. Can you name the year, make and model?



CLUES YOU CAN USE

Inspired by a celebrated show car, this model was created as the new plus ultra of American luxury automobiles. This auto employed air springs at all four wheels in place of traditional steel coils, a first for a production car. A 325-horsepower V-8 engine with twin four-barrel carburetors provided the motivation. The car boasted dozens of comfort and convenience features, including power adjustable seats with memory, a power up-and-down trunk lid, and headlamps that could “see” oncoming cars and automatically switch between high- and low-beam settings. The glove box came equipped with a custom-made cigarette case, tissue dispenser, vanity compact and lipstick, cologne stick and six metal drinking cups with magnetized bottoms. Inside the rear seat arm rest were a pencil and notepad, a portable vanity mirror and an atomizer filled with an ounce of pricey French perfume, *Arpège Extrait de Lanvin*. The car's \$13,074 sticker price—equivalent to about \$108,000 today topped even that of the Rolls-Royce Silver Cloid. This swanky sedan found a mere 400 buyers in its first year and just 304 the next.



Name That Car Answer at
Breakfast Meeting

Did you know????

The Goldberg Brothers - The Inventors of the Automobile Air Conditioner.

Here's a little factoid for automotive buffs or just to dazzle your friends..

The four Goldberg brothers, Lowell, Norman, Hiram, and Maxwell, invented and developed the first automobile air-conditioner.

On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately. The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show

— Lo, Norm, Hi, and Max — on the controls.

I can hear your groans from here.

(From the internet)



Corvette Classified

For Sale: 1964 Corvette Convertible. \$34,000. Black w/ black interior. Original drivetrain of 300hp 327 and a Power Glide. Options include Air Conditioning, Power Steering, Power Brakes, Power Windows, Hardtop. Has small flares & mag wheels, Trim tag indicates Corvette was red/red from factory.

Arnold Sporing 580-541-8741

For Sale: 1959 Corvette, \$120,000. Restored w/original 283 245hp 2x4 engine and drivetrain of 4 speed and 4:11 gears. White w/silver coves and red interior. Awarded NCRS Top Flight award of 97.9. Awarded Bloomington Gold. Chosen to represent the year 1959 in the "50 Years of Corvette Evolution Display in Nashville TN, June 2003.

Arnold Sporing 580-541-8741

For Sale: 1965 Corvette Convertible, maroon paint w/ black vinyl interior, Original 365HP engine, Original KH knock off wheels, Body on restoration by Joe Provenzano, \$68,000. Please call Scott 918-437-5292 for more details and for a visit to see this beautiful Corvette.

For Sale: 1965 – 1969 NOS Grill Brackets \$15.00 per bracket. I have more 1969 brackets than mid-year. Phone me with part number, year, and brief description.

Call John Neas
(w) 918-749-7741 (c) 918-231-4454

Wanted: 1961 or 62 Corvette hardtop. Prefer Maroon but will consider any color.

Contact Jim Orchard
1617 Aspen Creek Drive
Andover, Kansas 67002 call 316-733-4825 or
orchards@cox.net

Upcoming Events

- Oct 6 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Oct 16 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
Oct 4-7 Eureka Springs Corvette Weekend - Eureka Springs, Arkansas
Oct 11-13 Texas NCRS Regional - Frisco, Texas
Nov 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Nov 17 Oklahoma Chapter Judging Meet - Danny Beck Chevrolet - 8300 New Sapulpa Rd.

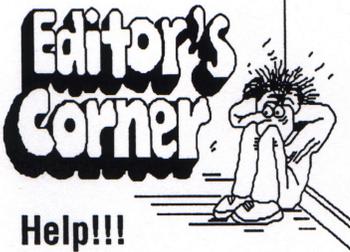


Thanks to Brad Williams and Mazzi's for continuing to support the Oklahoma Chapter NCRS. We appreciate your help.

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 Rusty Brock, Brett Driscoll and Wilma Clark for their contributions to this issue.

Thanks also go to Jim Elder, Neal Kennedy, and Verle Randolph for their continuing help in folding and mailing.

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

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