

October, 2014

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

Chairman's Comments

by Neal Kennedy

Thanks to the Mike and Nancy Aichele for putting on a great NCRS Cookout Picnic/Ice Cream Social. All previous picnic hosts know what an undertaking it is. You once again pulled it off in fine fashion. We can't ignore the weather, either. Just like the hospitality. Excellent. There is more about the picnic later in this *Sidepipe*.

A tough act to follow, but this month's chapter activity also promises to be an exceptionally pleasing event. John Neas is in the final phases of completing the move to his new shop. He feels the majority of the cars will be enjoying their new surroundings by the time the club visits. He's invited us over to see his impressive overhaul of what you could call a Tulsa landmark.

The old roller skating rink near 71st and S. Lewis now houses historic Corvettes and Top Fuel dragsters. Throw in a fine Ferrari and a couple sensational street rods and pretty soon you've got quite a collection. John has always been very generous in sharing his cars and big garages with the club. This is just the latest edition.

John expects he will be ready by Saturday, October 11th, 9 a.m. I was treated to a sneak peak recently and can report even if he feels it isn't "finished," it will be impressive. More than worth your time. Now, for the directions. Just north of 71st Street there is a big car wash on the corner, west side, at the stop light. Go west, young man, until you see the fitness center on the north side of the street. Just across to the south side is John's building. No big signs advertising what's inside. That's the way it's supposta be.

If you go past the post office, you've gone too far. Some of us still drive our Corvettes, so look for the

parking lot with several sparkling beauties already there. There is an IHOP nearby on Lewis if you want to grab breakfast before the garage tour. Not a formal club function, but a good place to get some bench racing in over coffee.

John has offered to give us the history of each car verbally. That will provide much more information about what you are seeing than the few sentences on the display cards written for the masses, not us Corvette nuts. It will also give us a chance to ask questions when John has completed his informal comments.

His cars aren't just for show. John's been known to fire 'em up every now and then. That sometimes includes those dragsters that do NOT have the Midas touch. No promises, but you might want to bring your earplugs. Or be quick with the fingers.

Also up for your pleasure in October, another judging class presented by Judging Chairman Brett Driscoll. It will follow the monthly club meeting at Ollie's. About the same length as the last one and certainly worth your time. These sessions will become valuable in 2015 as the club will again be co-hosting the Joplin Regional Meet in the spring.

They're at it again. *Car and Driver* magazine has already run a feature article on the C8 Corvette. We should say, their "forecast for ZORA, the secret mid-engined supercar that legendary Corvette boss Zora Arkus-Duntov dreamed about." An interesting read but I'll spare you details here. It does suggest the V-8 "will remain the engine of choice—at least for the near future. And, beginning with the Zora ZR1, they will nestle just in front of the rear axle."

I've mentioned the interesting horsepower wars among American supercars. It appears the latest shot fired comes from MoPar. We had their Viper's new model checking in at an impressive 640

horsepower. Then, what a surprise when the 2015 Corvette ZO6 advertises 650 hp. Now, the 2015 Dodge Challenger SRT Hellcat claims 707 ponies with 650 pound-feet. That trumps the 662-hp Ford Mustang GT500. Whew! Lots of numbers. I was figurin' we would top the 700 horsepower mark someday. Just not so soon.

Now to a more interesting topic. Elections. Nominations in November, voting in December. You get a chance to elect new leadership for the club. Step-up. Take on some responsibility. Think of all the wonderful ideas a new chairman would bring to the chapter. Just like Jerry Clower stated in his coon hunting story, "just shoot up here amongst us; one of us has gotta have some relief."

Another Oklahoma Chapter member gets a mention in a national car magazine. I missed it my first read-through. Ed Bedore's Pro Street Nova is pictured in an extensive article on the Du Quoin Street Machine Nationals. It compliments Ed for "a superb job maintaining the Nova exactly as Rick (Dobbertin) built it." The *Car Craft* story places a picture of the car squarely in the middle of the five bikini contestants when you close the magazine. What a coincidence.

I'll be turning the gavel over to Vice Chairman Phil Gray for the October breakfast meeting. Hallett Motor Racing Circuit puts me to work again for the Porsche Club's annual Octoberfest meet. Ol' Kansas Greg may even be in town for the event, maybe even show up for the breakfast. It's the bigger of their two yearly races. Saturday afternoon is probably the best time for spectating. Things usually thin out Sunday afternoon as the multi-state attendees head home.

Wrapping-up this month with a sad note. A major component in Corvette racing history passed away last month. "The Flying Dentist" rolled to that great racetrack in the sky September 14th. Dr. Dick Thompson was a legendary American road racer. With no mechanical background and no formal training, he started his racing career late in life. But after 19 years he'd won nine SCCA national championships. Five of those were in Corvettes.

He was C-Production Champion in 1956 and B-Prod Champ in 1957. Then came the GM agreement to the Automobile Manufacturers racing ban in '57. However, he returned to the seat in a Corvette with, among other rides, driving for Gulf Oil and winning the B-Production national championship in 1961 and the A-Prod in 1962. Thompson continued racing

Corvettes for Gulf, and later Roger Penske through 1966. That included the first victory for a Grand Sport in 1963 at Watkins Glen. Not bad. "The Flying Dentist" died of natural causes. He was 94.

October Breakfast Meeting

Our monthly breakfast will take place on Saturday, October 4. 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 21, 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 \$13.99. There are specials on beer, too.

Wichita NCRS Chapter Judging Meet

by Brett Driscoll
NCRS#26846

The Wichita Chapter of the NCRS had a chapter judging meet a few weeks past. I am happy to report that it was a great meet. They hold most of their activities at Davis Moore Chevrolet. This was one of those activities. They get to use the wash bay that is actually kind of an overflow area for the main show room. Lots of pretty cool new cars to look at.

Tracy Crisler started the event with a judging school. He focused on the judging reference manual. I think the basic theme was Twenty Questions. They were questions that every NCRS member should either know or better yet know where to find the answer. It was open book, and I think everyone learned something. Tracy was unable to make his allotted time frame due to some technical questions that required lengthy and thought out answers. There were also some back row and front row critics which which also slowed Tracy's message down. Those names will not be disclosed.

We started judging cars around 9:30 a.m. We had two cars to judge. Steve Williamson brought his 1969 C3 Coupe over from Russelville, Arkansas. Casey Coates brought his 1959 C-1 over from Darby, Kansas. The cars were truly awesome examples. I had the opportunity to judge exterior, and it was really a great way to spend a Saturday morning.

If you are interested in getting judging points or just want to hang out with some very awesome Corvette guys and girls, the Midway Chapter is a great place to visit.

Notes And Pictures From The Ice Cream Social / Cookout

by Neal Kennedy

More than three dozen Oklahoma Chapter NCRS members flew north on Highway 169 out of Tulsa to enjoy burgers and



dogs at Mike and Nancy's North last Saturday. The Aichele's again hosted our club's annual Ice Cream Social in their usual grand style. What was

new this year was Mike's new airplane. Well, not exacty new. How 'bout a 1946 single engine jewel he's recently acquired and



had to pull out of his hangar to make room for the food!

Yep, that much food. High in quality as well as quantity. The

essential side dishes, yes, but lotsa exotic offerings. And the ice cream. More home made cold, sweet stuff than in past picnics. All as pleasing to the tongue as the tummy. Throw on the cookies and cakes and you had enough to overflow an entire airplane.

Oklahoma Chapter Judging Notes

by Brett Driscoll
NCRS#26846
Oklahoma Chapter
Judging Chairman

I hope everyone is enjoying this Corvette friendly weather we have had this past week.

I have a judging school planned immediately following Saturday morning breakfast at Ollie's. The title of the session is "Operations judging do's and don'ts." You can sign up online or at breakfast. I plan to show the NCRS judging DVD on Operations, and following that I will have a short presentation with questions and hopefully answers as well.

See You There!

In fact, it did. Mike still has most of the airplane he's building in two huge wooden crates. They make perfect long, wide and solid tables for all those heavy calories. You counted correctly. Mike and Nancy have two airplanes. And a hangar big enough hold both of them. Add a 1975 Corvette and lotsa other neat stuff and there was plenty of material for conversation.



Garage Tour

at the New Neas Building

2136 E. 69th Street, Tulsa, OK

October 11, 2014

9:00 a.m. – 10:30 a.m.

Cars on display will be a 1932 Ford Hi-boy, a 1957 Chevrolet, a 1962 409 Bel Air, a 1980 Ferrari, two Top Fuel Front End Dragsters, and Corvettes from 1956, 1957, 1958, 1961, 1969, and 1990.

Some cars with historical interest are the 1956 Competition – Type (SR Model) Corvette #2834. This car represents General Motors' first offering of the Corvette with RPO factory installed racing options. The second owner of the car, Bruce Geisler, won at least 25 consecutive drag race meets in 1957 at Lions, San Gabriel, Pomona, Colton, and Kahuku, Hawaii drag strips with this car. The car also set a top speed record at El Mirage Dry Lakes in September of 1957 at 126.93 MPH in B sports car class.

Another noteworthy car is the 1956 Corvette Sebring Racer #1009. This car was promoted as a performance car which could be raced in production classes because in 1956, Ed Cole, then the General Manager of Chevrolet, decided this could save the Corvette from extinction due to lagging sales.

The 1957 Corvette #3963 was the earliest known RPO 684 produced at St. Louis and considered the most successful B-Production car in SCCA Racing during 1957. It won and set a record at the Lime Rock National and also won at the Montgomery National.

The 1967 Bennie Osborn 'Wizard' AA/TF Dragster was NHRA's first two-time Top Fuel World Champion in 1967 and 1968.



The Tony Nancy 'Sizzler' was the last FED to win Bakersfield and also holds the NHRA top speed record.

Scoop! Extra! Extra! Mid-Engine Chevrolet Corvette is a Go

The Next ZR1 Will Have a Motor in the Middle __

You like rumors? Hot, hard-to-resist rumors? Here's one to jack your blood pressure through the roof! The next Chevrolet Corvette ZR1 will be mid-engined. That's right, kids! Multiple sources have told us that the next version of the Corvette ZR1 will be mid-engined. One of these sources even stated that the next-generation Corvette — the C8 — will ship with its engine mounted in the middle. The rendering above, by Tom Matsumoto, shows what the mid-engined Corvette could look like. Yes, yes — we know — another story about a mid-engine Corvette. Will this madness never end? This particular fantasy tale, as some of you know, seems to have been continuously reported on since 1963 when the CERV II was built. Point is that a mid-engine Corvette has been in the collective Chevrolet consciousness for decades. The story of the (almost) mid-engine car has become part of the Corvette's lore, of its mystique. Grok this: Pre-bankruptcy, Chevrolet was working on a mid-engine C7, but it got shelved when Bob Lutz left GM and former Corvette chief engineer Tom Wallace retired. In other words, mid-engine work has already been done on this generation of Corvette.

Further supporting the mid-engine Corvette hypothesis is the fact that on June 2, Chevrolet trademarked the name Zora for the intended use of "motor land vehicles, namely, automobiles." That suggests a future Corvette may be named Zora. What better way to honor the man who made the Corvette the performance icon it is today than by finally building the car he always dreamed of? Remember that way back in 1959, Arkus-Duntov built the CERV I (CERV stands for Chevrolet Engineering Research Vehicle). It was of course mid-engined, as Zora firmly believed that a low polar-moment of inertia was the key to a world-class sports car. Emphasis on "world."



(This information from MotorTrend.com)

The Sulphur Springs Corvette Club Presents Our Feature For 2014

The Red River Chapter of the Solid Axle Corvette Club of America *SACC*

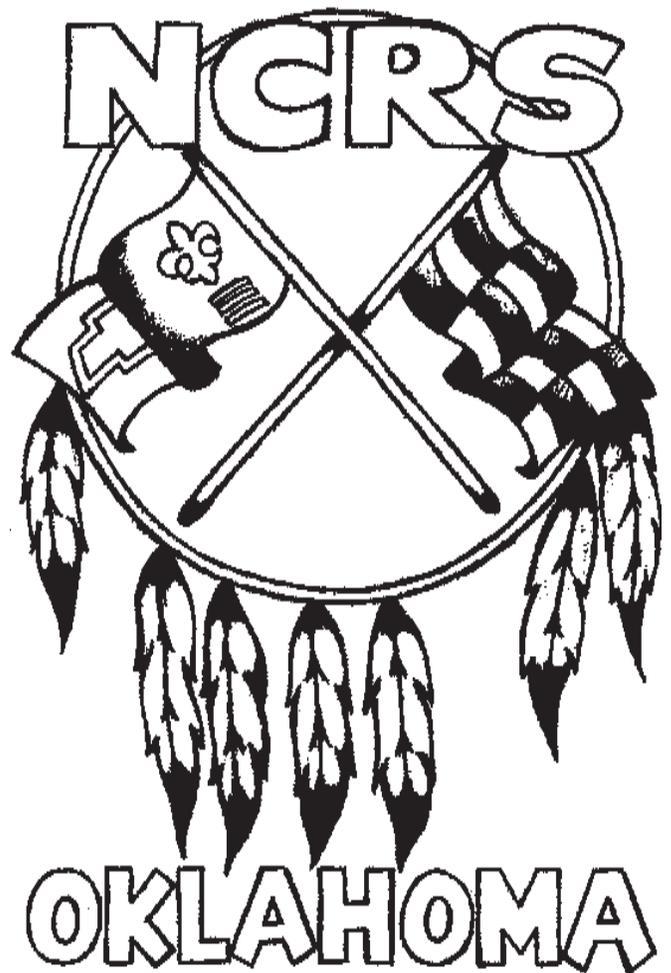


The Red River Solid Axle Corvette Club has been a long time supporter of the Sulphur Springs Corvette Show & other related events. Each year in October, the Red River Chapter holds its annual meeting at the Sulphur Springs Corvette Classic here in Sulphur Springs. Mr. Tom Lainson, president of the Chapter is a long time friend and supporter.

We have selected to "Feature" the Red River Chapter for 2014 for their dedication to the preservation of the early Corvettes from 1953-1962. These Corvettes all had Solid Axles, thus the name SACC. This National organization is comprised of hundreds of members from every state. Tom and his group are active in this area as they promote and maintain the history and integrity of the early models.

Join us as we welcome the **Red River Chapter of the Solid Axle Corvette Club of America**. Stop by their booth and meet these great people and learn about the great heritage of the Corvette. Join the Club and have some great times on the road with this group.

Registration forms will be available at our NCRS breakfast or by calling Verle Randolph at 918-272-1200.



Upcoming Events

- Oct 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Oct 21 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK
Oct 24 Sulphur Springs SACE meet at Hageman Reserve - Verle Ranolph for info 918-272-1200
Oct 23-25 NCRS Texas Regional - Frisco, Texas - See *DriveLine* for Information
Nov 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK

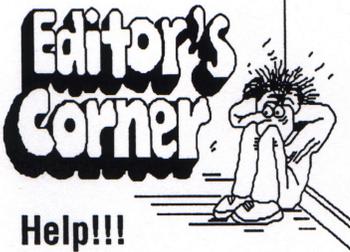


Thanks to Brad Williams and Mazzio's for continuing to support the Oklahoma Chapter NCRS. We appreciate your help.

NCRS Communication

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

If your address is not current, then you will not receive the latest news and information.



Thanks to Brett Driscoll, John Neas and Neal Kennedy 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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