

SIDE PIPE

October, 2015

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

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

Chairman's Comments

by Neal Kennedy

Nancy Aichele did a super job of arranging for the great weather we had at our annual Picnic and Ice Cream Social. Mike Aichele, the other half of Mike and Nancy North, did a great job of clearing out his hangar for the food table. The crowd started trickling in about 4:00 p.m. and the chow started disappearing around 5:00 p.m.

The club provided the burgers and dogs, Mike cooked 'em, and then he threw in some great barbeque on his own. 'Course I hadta taste-test all three to give an accurate report. FANTASTIC! That was the biggest and best burger patty I'd had in a loooong time. Verle Randolph came over earlier in the day and helped set up some extra tables. That made the dining experience much safer for me, avoiding the usual ketchup/mustard skid marks I usually experience.

Thanks, Mike and Nancy! Look for the full story in Mike's article in the following pages. Get ready for another Oklahoma Chapter party at the home of Mike and Nancy South. December 12th...put it on your calendar. Details coming before the Christmas party season gets rolling. We are lucky to have these two couples continue their warm hospitality.

You are in for a treat at Saturday's breakfast. You won't have to suffer with my ugly mug. I'll be working another event at Hallett Motor Racing Circuit that day. So, your very capable Vice Chairman, Phil Gray, will handle the gavel for our regular monthly meeting. The parking lot last month was full of Corvettes. Mother Nature

provided the proper conditions to get those C1, C2, C3 and C4 specimens out in the daylight. We don't get to see some if them very often.

Add the C5, C6 and yes, C7 examples of the breed and you have a pretty dang good car show. Great for another good ol' Oklahoma Chapter NCRS tire kickin' session. Whydonchall do it again this month?

The end of the calendar year brings us to another election season. Not only will you have to listen to Hillary and Donald, but get ready for campaign speeches from all the candidates who knock each other down to get on the ballot for our election of club officers. Be thinking about who you would like to see leading our chapter in 2016. Nominations in November. Election in December.

The October issue of *Car and Driver* had a feature article with another one of those comparison tests. The tease for the cover story included the line, "This year's hottest performance machines hit the racetrack." They picked a good one, Virginia International Raceway's 4.1 mile road course. Too many cars to list here. Wouldjabelieve 18? And four drivers to author the article?

A \$274,000 Lamborghini, \$295,000 McLaren \$162,000 Porsche and \$171,000 Mercedes are worth mentioning since the Corvette entry was a \$100,000 Z06 with a Z07 package. Results? Yep, the "low dollar" chebbie came out on top, reinforcing what we already knew. Dollar-for-dollar you can't beat the performance of a Corvette.

Down at the bottom of the magazine's cover, in small print, along with a cute little arrow pointing to the Vette... "Irrefutable proof that GM was worth saving."

October Breakfast Meeting

Our monthly breakfast will take place on Saturday, October 3. 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 20, will be Bravo's Mexican Grill at 4532 East 51st St. We will continue to meet at Bravo's for the next few months.

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

The Noland Adams GM Research Files...

Are now located at ProTeam Corvette Sales in Napoleon, Ohio, and are available for inspection and for sale to the highest offer. Noland is asking \$250,000 for his collection. Boxes on top of boxes, files on top of files... of transparencies, slides, photos, drawings, and letters of which date back to the late 1970's/early 1980's when Noland spent months at the Chevrolet GM Tech Center.

ProTeam is assisting Noland to help organize his files by decades and prepare his research materials for sale. ProTeam has purchased a light table and overhead projector for viewing of slides and transparencies.

Tentative open house for interested parties of Noland Adams research materials: Friday and Saturday, November 13th and 14th, 2015, at 12:00 noon. Questions and/or comments, email: terry@proteamcorvette.com.

NCRS Judging Retreat

by Brett Driscoll
Your Oklahoma Chapter Judging Chair

We have an excellent opportunity that everyone should consider coming up in March. The NCRS has planned another Judging retreat. This is

an awesome opportunity to learn about the judging process and the cars we hold dear.

The judging retreat is March 10th through the 13th 2016 in Dallas, Texas. It is an opportunity to earn 20 judging points. It is always fun and if you have never participated you should attend at least once. Full details can be found in the NCRS *Driveline* magazine that you should have received last week.

I hope to see everyone driving a Corvette at breakfast this Saturday. Looks like awesome fall weather is upon us. Let's make sure we take advantage of it!

Remember Vapor Lock?

by Lee Stigall

Probably not if you are younger than 40.

During my trip to Denver for the NCRS Nationals in July, I experienced something I have not experienced for almost 50 years. Got your attention? Remember vapor lock?

My tow vehicle is a 2007 Chevy Silverado with the 6.0 liter Vortec Max engine with just over 80,000 miles on the odometer. On the trip up on Saturday, about 50 miles from Denver, the "Check Engine" light came on. Everything looked normal, oil pressure, engine coolant temperature, transmission fluid temperature, etc. The truck seemed to be running fine and had no problem maintaining 70 MPH pulling my car hauler over the rolling terrain heading towards Denver, so I continued on thinking it was probably the mass air flow sensor (MAF) or maybe the oxygen (O2) sensor.

Monday was taken up by the PV I talked about in an earlier article, but on Tuesday morning I drove the truck to a nearby Chevrolet dealership to have them check the engine codes. The MAF and O2 sensors both checked out fine and the technician asked what octane fuel I used. I told him where I live in Oklahoma I can still get "real gasoline" and always use premium 91 octane. But during my trip up I used premium also but typically was not "real gasoline". He said it looked like I had gotten some bad fuel so they had put in some fuel additive, reset the codes and everything checked out OK. He went on to say to make sure I used premium fuel because the fuel in the area was not always the best quality.

The truck ran fine the rest of the week during our day-

trips in and around the Denver area with no “check engine” light issues. Problem solved or so I thought.

On Friday morning we hooked up about 8:00 am and started home. The truck was running fine with no issues. During the day the ambient air temperature

1/4 tank on the fuel gauge (6 gallons, plus or minus), plus 2 gallons from my gas can plus 18 gallons I just put in is pretty close to 26 gallons. Could it really be vapor lock?



was steadily climbing and shortly after noon got to 106 degrees on the truck thermometer. I kept an eye on the coolant and transmission fluid temperature and all is looking good. As we approached Quinter, KS, we were just below 1/4 on the fuel gauge so we took the Quinter exit off of I-70 to fuel up. Just as we started down the exit ramp, I sensed the A/C had quit cooling and the power steering wasn't working. The engine had died! Fortunately, I still had the truck's brakes and the car hauler's electric brakes and was able to safely move over to the right shoulder of the exit ramp out of the way of other exiting traffic. As I was stopping, I noticed the “check engine” light was now on.

I called AAA roadside service and they dispatched a tow truck but said it would be about an hour before they could get there. While we sat there in 106 degree heat, human nature being what it is. I tried starting the engine a couple of times. It tried to start but would not run more than a second or two. I remember telling JD, this is acting like vapor lock we used to get with carbureted engines back in the day, but I don't think it could be vapor lock because Fuel Injection has a pressurized system.

We were near the end of the exit ramp, and I thought maybe the fuel gauge was not working so I got an empty 2 gallon fuel can out of the car hauler and walked 50 yards or so to a nearby Conoco-Phillips, filled it with premium, put in the truck, turned the key and voila it started right up. Darn fuel gauge must be wrong! I immediately pulled into the Conoco-Phillips and filled up. At this point, knowing my truck has a 26 gallon tank and I had just put in 2 gallons, I fully expected to put in 24 gallons of fuel, but no, it only took 18 gallons. Confused? So was I. Some quick arithmetic; maybe the fuel gauge is right after all.

The tow truck had called me 30 minutes or so previously to let me know he was on the way, so I still had his number on my cell phone. I called him back and explained what had just happened and that I still wanted him to come because I was not sure what was going on with my truck and was not keen on getting back on I-70 pulling a car hauler and have the same thing happen again. I was thinking he could follow me to the nearest Chevrolet dealer and be handy on the way just in case my truck died again. He told me he carried an OBD scanner and would check the engine codes and see what was going on.

When he read the codes, he showed me where the engine experienced a lean condition at 56 MPH and that appeared to be when the engine quit which fit into what I experienced on the exit ramp. He went on to say it probably WAS vapor lock and while not common, they do see it on hot days like this when fuel tank levels get low because of the poor quality, volatile fuel they get and the tremendous heat coming up from the asphalt. He even said some of the locals add a little diesel fuel to their gasoline to reduce the gasoline volatility. His other suggestion was to always use premium and not let the fuel level get below 1/2 tank to help keep the fuel cooler. Aha, that's why it started when I added the 2 gallons of cooler fuel from my can. I didn't like the idea of mixing ANY amount of diesel fuel with gasoline in my truck so I opted for not letting the fuel level get below 1/2 tank.

We left Quinter, KS, around 2:30 pm and the ambient air temperature still showed 106 degrees on my truck thermometer. I stopped for fuel every 100 miles or so and made it home without further incident.

Vapor Lock! Who woulda thunk it?

That's my story and I'm sticking with it!

Annual Oklahoma NCRS Chapter Ice Cream Social

by Mike Aichele

If you weren't at the Aichele's on September 19th for the Oklahoma Chapter Ice Cream Social, then you missed another great event. Nancy and I always enjoy hosting this event for the chapter and look forward to the members coming by to visit. The weather was perfect again this year for sitting around eating good food, chatting about everything and looking at cars. I would try to name everyone that was there, but I know I will miss someone, so if you want to know who attended come the October breakfast meeting and we'll try to figure it out together.

I guess at some point we are going to have to change the Ice Cream Social to just a picnic,

because there wasn't any ice cream to be had. The menu included homemade hamburgers, hotdogs, barbeque brisket, barbeque pulled pork and a host of side dishes and desserts. Most of the main dishes and side dishes were consumed. There were way more desserts than what people consumed, so we donated the leftovers to another organization.

The star of the night was the 1973 Corvette formerly owned by Bob Clark and brought back to life by Kelly Bolton. Everyone had a good time discussing the condition of this magnificent example of a C3 Corvette.

If you missed this year, we hope to see you next year. Yep, you can put us down for hosting the event again next year on one condition – some of the ladies will need to come over and help Nancy prepare the food.



CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
GENERAL MOTORS BLDG.
DETROIT, MICHIGAN 48202



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: 1965 PASSENGER CAR AND TRUCK IDENTIFICATION INFORMATION

BULLETIN NO. Reissue
DR #690

SECTION XV

TO: ALL CHEVROLET DEALERS

DATE April 2, 1965

This bulletin is being reissued to include identification information on the engines, transmissions and vehicle models introduced since the start of the model year.

This bulletin has been prepared to assist Chevrolet and Chevrolet Dealer Personnel in identifying 1965 vehicles and vehicle component units by identification or production code number.

Information is included on the following items:

- Chevrolet Protect-O-Plate
- Model Identification
- Vehicle Identification Numbers
- Fisher Body Numbers
- Engine Production Code Numbers
- Transmission Production Code Numbers
- Rear Axle Production Code Numbers

The system of vehicle model numbering and component code numbering has been extensively changed from previous model years. These changes and the introduction of the new Chevrolet "Protect-O-Plate" have caused a major appearance change in this Identification Information Bulletin. However, aside from the explanation of how to interpret the codes on the new "Protect-O-Plate", the general content and use of this bulletin will be the same as in the past.

Refer to the following pages for complete details of Vehicle Identification Information.

A handwritten signature in cursive script, appearing to read "J. Russell".

Director, Technical Service Department

KHS:PJB/dd

INITIAL _____

Reading The Chevrolet Protect-O-Plate

The Chevrolet Protect-O-Plate furnished with all 1965 vehicles is imprinted at the plant with identifying information covering the majority of standard and RPO equipment. The exact type of engine, transmission and rear axle with which a vehicle is equipped may be obtained from the plate, as well as exterior color, month of vehicle production and basic vehicle identification. All passenger cars have interior trim information and all passenger models except Corvette include information on major extra cost RPO equipment.

Information is stamped on the plate in three forms:

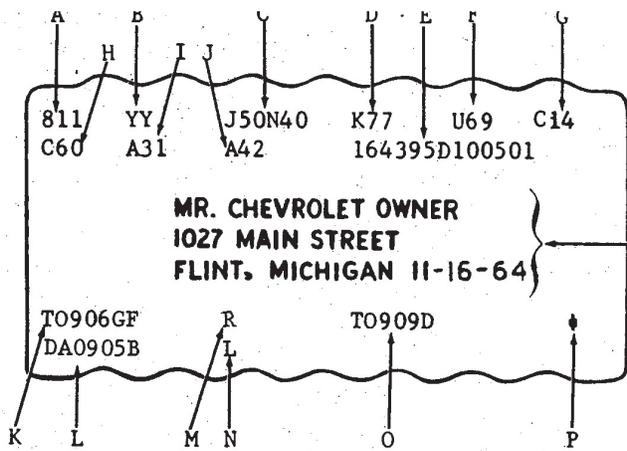
1. Production, identification numbers, such as rear axle production code number, vehicle serial number, etc., which are explained elsewhere in this bulletin.
2. Actual RPO numbers (BOP built vehicles & all trucks exc. Chevy Van & Greenbrier).
3. RPO numbers which are coded with single digit or letter codes (Chevrolet built passenger vehicles.)

The type of information available on the plate furnished with a given vehicle is shown in the following chart.

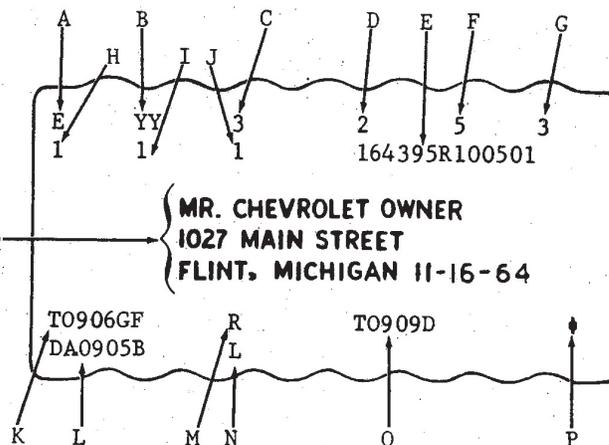
The accompanying sketches illustrate the location of the information on the plate and the difference in appearance between the BOP and Chevrolet plates.

INFORMATION AVAILABILITY CHART

LOCATION	DESCRIPTION	PASSENGER	CORVETTE	TRUCK
A	Interior Trim	X	X	
B	Body Exterior Paint	X	X	X
C	Power Steering and/or Power Brakes	X		
D	Generator	X		
E	Vehicle Identification Number	X	X	X
F	Radio	X		
G	Windshield Wiper	X		
H	Air Conditioning	X		
I	Power Window	X		
J	Seat Equipment	X		
K	Engine Number	X	X	X
L	Rear Axle Number	X	X	X
M	Carburetor Source Code	X	X	X
N	Vehicle Build Month Code	X	X	X
O	Transmission Number	X	X	X
P	Chevrolet Trade Mark	X	X	X
Q	Dealer Supplied Owner Information as Shown in Dealer Policy and Procedures Manual	X	X	X



Typical of BOP protect-O-Plate



Chevrolet built Passenger Car Type Protect-O-Plate

Save The Wave

Ever since Corvette No. 00001 first met Corvette No. 00002 on the road, their drivers saluted each other with waves. Today, unfortunately, this grand and glorious tradition is wavering. WAVE WHEN YOU PASS ANOTHER CORVETTE!

There's one item of standard equipment that comes as a pleasant surprise to every new Corvette owner. It's an instant wave of recognition he or she receives when he meets one of their ilk on the road. The first time it happens, they will be taken by surprise. He immediately thinks: 1. He has been mistaken for Sterling Moss. 2. His lights are on. 3. He has just been given the bird.

Soon, however, the new Vette owner anticipates, indeed even relishes, encountering other Vettes as he drives. During this period, he experiments with his waves, running the gamut from the gaping "yoo hoo" to the ultra cool "two finger flip." He perfects his timing, making sure he affects neither a too-early wave, nor the jaded "oh brother" too-late variety. Determined not to be one upped, he even develops a defense mechanism for non wavers, usually settling on the "Wave"? My hand was just on the way to scratch my head" approach. (This is especially useful when you're not driving your Vette, but you forget, and like a dummy, you wave anyway.)

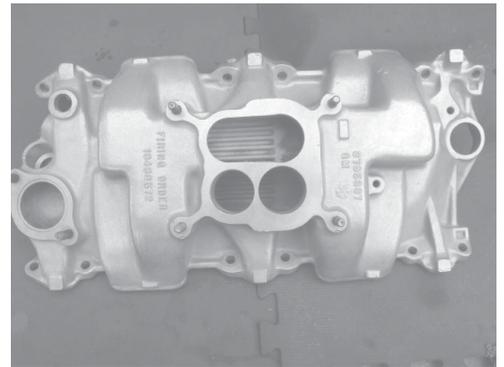
Indeed, one of the most perplexing problems facing a would-be waver is what to do when driving next to a fellow Vette owner. Passing him going in opposite directions is one thing. Greetings are exchanged, and that's that. But what happens when you pull up next to a guy at a light, wave, nod, smile and then pull up to him at the next light, a block later? Wave again? Nod bashfully? Grin self-consciously? Ignore him? Or take the chicken's way out and turn down the next side street? If you're expecting an answer, you won't find it here. Sad to say, some questions don't have any. SAVE THE WAVE!

Girl-type Corvette drivers also have a unique problem: to wave or not to wave. This miss or misses who borrows her man's Corvette for the first time is immediately faced with this quandary. Should she wave first and look overly friendly, or ignore the wave and look like a snob? Most ladies who drive their own Vettes prefer to suffer the latter rather than take a chance of being misread. For this reason, all girls are excused for occasionally failing to return a well-meaning wave. So are new owners who are still learning the ropes.

There is no excuse, however, for a guy who refuses to return the wave, not out of ignorance, but of arrogance or apathy. While this type of behavior is the exception to the rule, it seems a few owners of newer models refuse to recognize anything older than theirs, while some others simply won't wave, period. Boo on them. These ding-a-lings don't seem to realize that they are helping to squash a tradition that had its beginnings back when most of us were still driving tootsietoys.

(This article first appeared in *Corvette News* in the August/September, 1969 issue and is available on the internet now)

To the High Bidder



Intake manifold
3795397
Dated
4-23-62.

Fresh skinning job.
Donated for auction by
Rex Bowers after owning it for 30 years or so.

The proceeds from this auction benefit the Little Light House.

Thanks for the bids and to the high bidder.

Scott

Make your check out to the Little Light House.
Scott 918-437-4292

Corvette Classified

For Sale: 2004 Honda VTX-C motorcycle, red, 1300cc with 3108 miles. Always kept covered in garage. It comes with a full cover, hiway bars, a Memphis Shades windshield, motorcycle jack and a shop and parts manual. \$6,000. 918-520-7862

mailto:verlegr@att.net"verlegr@att.net

For Sale: 04 Corvette convertible, spiral gray-black/black, 23K miles, 6-speed, all options, pretty clean car, \$26,500 or interesting C3 trades.

Mike Martin 918-606-0568, mikmart@cox.net

Upcoming Events

- Oct 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Oct 20 Attitude Adjustment Night - Bravos Mexican Grill - 4532 East 51st St. - Tulsa, OK
Oct 22-23 Texas Lone Star NCRS Regional - Frisco (Dallas), Texas (info in the current issue of *Driveline*)
Nov 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Dec 12 Oklahoma Chapter Christmas Dinner & Party - At the home of Mike & Nancy Phillips -Tulsa, OK

2016

- Jan 20-23 Florida SUNnFUN NCRS Winter Regional - Lakeland, Florida - (info in the current issue of *Driveline*)
Apr 21-23 Indiana NCRS Regional - Auburn, Indiana - (Auctions America)
May 19-21 North Central NCRS Regional - Rochester, Minnesota
June 2-4 Northwest NCRS Regional - Bend, Oregon
July 17-22 NCRS National Convention - Warwick, Rhode Island

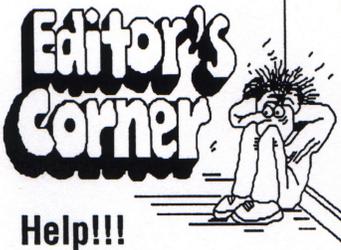


Thanks to Brad Williams and Mazzi's for continuing to support the Oklahoma Chapter NCRS. We appreciate your help.

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 Lee Stigall, Mike Aichele, Brett Driscoll, Phil Gray and Bonney 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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