

October, 2016

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

Chairman's Comments

by Kelly Bolton

2016 Le Mans - LMGTE Pro Class was extremely competitive this year as a new strategy emerged for Ford. Ford GT's finished 1st, 3rd and 4th as Corvette finished 7th. This was a strong resurgence for Ford as they claimed, "We are in motorsport to win races and championships, but just as importantly we are using it to develop our engineering expertise and help develop advancements for production vehicles like Eco Boost engines, advanced aerodynamics and lightweight materials that consumers can use in Ford production vehicles going forward." Quite a contrast since Ford last dominated in 1966 through 1969 with their GT 40's powered by 7.0L (427 cu in) naturally aspirated engines with 440 HP and 5 speed manual transmissions as opposed to this year's Ford GT's powered by 3.5L (213 cu in) Eco Boost V6, twin turbos with 600+ HP engines and 7 speed semi-automatic transmissions. Think about the Corvette Strategy for 2017 as the 2016 C7.R's are powered by 5.5 "Litre" (336 "Cubic inch") V8 engine, 16-valve, sequential "Gasoline direct injection" DFI, naturally aspirated engines with 491 HP and 6 speed semi-automatic transmissions. The turbo powered cars dominating the LMGTE Pro Class – A couple turbos - Whoda think it?

Last month's events included:

- Cruise Night, September 13th.
- Oklahoma NCRS Chapter Indoor Judging Meet, September 17th.
- South Tulsa Baptist Car Show, September 18th.
- Ice Cream Social, September 24th.

Looking forward to near term events:

- Chapter Breakfast Meeting October 1st, we will share the current news at the National Level and on our NCRS-OK website. "Show and Tell" is always entertaining and at this meeting several people are bringing examples of "Garage Art."
- Cruise Night at 91st & Memorial, Starting around 5:00 our club will participate one more time this year, (weather permitting) on October 25th.
- Hot Rod Garage Open House, October 29th.
- Plans are in-work for a guest speaker who provided over-sight to the ZR 1's LT5 Powerplant built by Mercury Marine in Stillwater, (let's call him Steve).
- Christmas Party – Mike and Nancy Phillips have graciously offered to host our Gala Event, so mark your calendars for December 10th.

I encourage each of you to write an article for our *Side Pipe* to share your car-related knowledge, journeys and stories. To continue moving forward there are numerous opportunities for you to participate in our Chapter which is vital to our continued success as The Oklahoma Chapter of NCRS. Fall has started and this year remains filled with opportunity and fun as we restore, preserve, document and enjoy our Corvettes.

I look forward to seeing everyone and their cars on Saturday.

October Breakfast Meeting

Our monthly breakfast will take place on Saturday, October 1. 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 18, 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.

Oklahoma Chapter Merchandise

by Bob Clark

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

Please call me at 918 / 625-2303 or 918 / 299-9001 to order an item. You could also send an email to vettefan66@sbcglobal.net. Be sure to include the type of shirt and size. I will be at the next meeting. I'll have samples at the meeting and actual merchandise in my car.

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 that might exist in the present membership book. This will be your last chance to update information before a new directory will be printed.

Last Cruise Night This Year

by Jim Elder

The Oklahoma Chapter has scheduled to attend the Tuesday night cruise.

Date: 10-25-16

Time: Starts at 5:00 pm

(Whenever you can get there).

Please E-Mail if you think you might attend, so we can save spaces. jretulsa@cox.net

Hope to see you there.

November Sidepipe Deadline

Please note that copy for the November Oklahoma Chapter *Sidepipe* must be in Bob Clark's hands by Sunday, October 23. The *Sidepipe* must be finished early because Bob will be out of town from November 1 until November 10.

Eureka Springs Corvette Weekend #26,

October 6-9, 2016

by Scott Pfuehler

For the old hands, most events are same time, same place. For the new hands, go to the website- EurekaSpringsCorvette.org for all the event times and places that start Thursday and go through Saturday. Eleven area Corvette clubs put on the weekend for your enjoyment.

Going over for the Friday Fuel Economy Run will result in a nice 80 mile drive through the local Arkansas hills and dells. There are Classes for everybody's Corvette. Try it, you might win a trophy. A tour of Eureka Springs tourist stuff is Friday afternoon too.

One of the clubs puts on an event for the Eureka Springs 4th grade class. Ask about it. It's neat and the kids love it.

The Saturday Corvette show will be placing maybe 200 Corvettes in one parking lot. Lots of good viewing and visiting to be had. Solid axles to the brand new

ones, classes for all years and customs too. A good representative number of all models will be in attendance as usual.

The Saturday afternoon Poker Run always draws a large number of entrants. In fact, I think that all the show entrants just run over and get in line at the Poker Run.

Weekend Trophy Winners get a parade Saturday evening with a Police escort. Get a trophy, get in a parade, Corvette style.

Sunday is go-home, stopping at AQ Chicken House for lunch.

See you there.

Tough to Top the Hot Rod Garage Open House

by Neal Kennedy

One of my favorite things about the Hot Rod Garage Open House is seeing the progress of several car projects since



the last year's event. Many of the cars are definitely works-in-progress. Frankly, sometimes it's more fun to inspect one that isn't finished. It can show the skill and taste of the owner as he or she continues to make improvements. And it's quite possibly accomplished on a home driveway instead of in a plush shop.

Another aspect of the annual Sand Springs event I'm especially fond of is the fact almost all of the cars are DRIVEN to the show. Not to knock the ultra-high-dollar rides you will see. You'll be treated to plenty of immaculate machines. But you will see many



more with a good collection of bug splatters and some with other road rash, and who cares? I usually check the license plates on those with insect graveyards.

Expect to find many out-of-state attendees who DROVE their street rod or street machine many miles.



And if that's not enough to whet your appetite to attend, there are those cars than CAN'T be driven to the event. How 'bout purpose-built drag cars. Even historic fuelers from the 60's and 70's. Front-engine diggers you may have seen in car magazines back in the day. The Oklahoma Chapter NCRS has a member who has actually fired-up one-or-two from his collection, much to the delight of the crowd. That usually happens around noon. Ain't nuthin' better than fingers in your ears and eyes watering from the nitro fumes. Life is good. Wherezit? Believe me, ya' can't miss it. South-side service road off Hwy 412, the Sand Springs/Keystone Expressway, just east of 129th W. Avenue. Whenzit? Saturday, Oct. 29. Last Saturday of the month. Lotsa time to plan on it. Don't wana hear, "Oh, I forgot."



No flashing disco lights, no elaborate displays. Just some of the best bench racing you will ever popaclutch on, without question. Most of the owners are there with their cars, and always

glad to visit with you sharing their "howdijadothat" answers. The day-long affair is come-and-go asyaplease. Spectator parking is non-existent. Plan on a nice walk unless you get there very early. Hey, the exercise will do ya' good.

Notalotta Corvettes, but ALL kindsa cars in all stages of construction. Tri-fives, T-buckets, coupes, roadsters, rat rods, pickups, restorations, customs, chrome, rust, you name it. There's usually acoupla food trucks and plenty of bushes to hide in if you hafta, uh.....no, wait, there are flush toilets with locks on the doors. So bring your lady if you like. Just be sure she will be willing to stay as long as you do.

Tulsa Cruise Night

by Phil Gray

Members of the OK chapter of NCRS joined the Cruise Night at 91st and Memorial on a late summer's night, Tuesday September 13, 2016. McAlister's Deli provides a point of origin for the Tulsa Cruise Night.

Eight NCRS members drove their Corvettes that evening and were joined by members of TVS and other Corvette owners.

The included photos by Tim Zane show the cars and our group that included Pat McMichael, Neal Kennedy, Benny Baldwin, Tommy Johnson, Phil



Gray, Jim Elder, Kelly Bolton, and Tim Zane. Greg Hart was passing through Tulsa and having read our newsletter, stopped by to say "hi." It was good to see him and get an update. Mike Partridge also came by to lend his support and help with the tire kicking.

The weather was warm but a touch of fall was in the air.

Come out and join the next Cruise Night that we are planning to attend on Tuesday October 25, 2016.

It may be one of the best nights of the year. We'll look for you and your Corvette!

One of You Knows

by Scott Pfuehler

I need a 427 for a customer's 67 Corvette because I showed you one of its pushrods.

Also I'll bet one of you knows where this green 1967 coupe was exported to sometime in its life. This tag is affixed to the left



inner fender . Tell me you know or how to find out where it's been to get this tag.



Oklahoma Chapter NCRS Fall Judging Meet

by Brett Driscoll

Oklahoma Chapter members did a great job at the Fall Chapter flight judging meet. Membership turn out was good and everyone had an opportunity to critique an awesome 1984 Corvette. Tony Salter was the proud owner who brought the car from Arkansas. The car is a very low mileage example of a 1984 Corvette. It was very well preserved and presented itself beautifully under Dominic's tremendous lighting. The only items that I noted as being replaced were the battery and the air filter. Even the original tires were present and in very good condition.

After the car was judged and tabulated, David Houlihan provided us with a presentation on the new paint



judging criteria. The information was easy to understand with the handouts and materials that were provided.

After the presentation, the car was placed on a lift and we proceeded to view the underside of the car. Lots of neat areas of interest. A very clean chassis gave us a lot to talk about while we enjoyed our laid back lunch of pizza pie.

I want to thank everyone who came out and participated. We should probably start thinking of a date to plan a spring event. Advertising and build up seem to help these little events. So if you have a Corvette on the cusp of being a candidate to judge, get that project wrapped up and plan on judging it at the Oklahoma Chapter Spring Flight Judging meet. You can help pick the date.

Pretty Place For a Picnic

About a dozen chapter members and their ladies enjoyed a great evening at the beautiful Broken Arrow home of Lee and JD Stigall. Lee slaved over the hot grill cooking burgers while Mike Partridge burned the chicken and dogs. JD arranged for a monarch butterfly to fly through the diners while a curious deer briefly slipped out of the tree line to check out the visitors.

The side dishes and desserts were super, as always.





Homemade ice cream capped off the event. The night's conversations wrapped-up on stories of Bloomington trips of the 70's and 80's.



Thanks to Lee and JD with noted help from Don and Janice Partridge. Lee and JD were kind enough to offer their place for the 2017 Ice Cream Social. Since we didn't scare them away, you might want to plan on making it next year.



Annual Car Show is, I believe, the largest in the Tulsa area as hundreds of cars were on display.

Over 400 people were preregistered. Cars from all classifications were represented, domestic and foreign, As built to Custom Rods, Street Cruisers to Full Race Dragsters. Motorcycles joined in and airplanes flew overhead.

Those who made up our group included Verle Randolph in his '57, Phil Gray in his '60, Bill Miller and his son in his '72, Kelly Bolton in his '73, Benny Baldwin in his '78, and Jim Elder in his 2012. John Neas brought out his '61 for some exercise, but did not join us at STBC.



It was a great outing: sunshine, breezes, and free food...can't beat that.

Oklahoma NCRS and South Tulsa Baptist Church Car Show

by Phil Gray

Six Corvettes from the Oklahoma Chapter-NCRS assembled at Bethany Christian Church in order to caravan to South Tulsa Baptist Church on Sunday, September 18, 2016, for their 13th annual Car Show. This



Pat and Kelly's Corvette Adventure (Part 7)

By: Pat Cavanagh

I was asked by a friend last month where I learned to restore Corvettes? Did I take some courses at Tulsa Tech or OSU? Well, not exactly..... In the mid 1960's, my father bought a 1959 Alfa Romeo 2000 roadster with an aluminum, double overhead cam, multi-carbureted engine and a five speed transmission. This was a leading edge Italian sports car with styling by Carrozzerio Touring Superleggera in Milan, Italy. Carrozzerio was the

design house of choice for several of the high end Italian automobile manufacturers.

My father's Alfa Romeo was a limited production, roadster that looked similar to the early 1960's Maserati 3500's and 250 Ferrari GT's. It was a very lovely car that I thought had beautiful proportions. The car was purchased new in Italy by an executive of the Sundstrand Aviation Corporation in Rockford, Illinois, and shipped back to the USA. It was being used by his daughter before my father purchased it. The car was a bit tired and worn when he acquired it, but it ran great. The car was originally black on black with a white leather interior. One thing that impressed me about the car was the beautiful fitted tool kit in the trunk with polished metric wrenches and an elegant dial tire pressure gauge. This was something I had not seen before in an American car.

Together, my father and I spent many hours over several years restoring this car. I learned the basics of automobile restoration and painting working on this car.

You may recall in [Part 6](#) my mother gave me a ride in my father's 1934 Ford 3 window coupe *that I didn't remember*, but I know she remembers the ride I gave her in that Alfa Romeo 16 years later when I got my



driver's license in the picture below.

My father sold the Alfa to a local doctor in Rockford in the early 1970's. I last saw it parked in the infield of a sports car race at



Blackhawk Farms in Rockton Township, Illinois in 1976.

The work I did on this car gave me a deep appreciation for mechanical design and engineering. I'm sure it was partly responsible for my choosing engineering as my college major. The same sense of pride and satisfaction I had from the restoration of that car motivates me today with my Corvette.

In [Part 6](#), I finished the painting of my fuel injected engine and I began the assembly. I wanted to make sure all the components fit properly before I have Scott Pfuehler help me permanently assemble the engine for the break-in run on the K&S engine dyno.

I received a call from Scott in late August, and he had finished the testing of my rebuilt fuel injection unit on his 1963 roadster. It ran great after a few adjustments.



Pre-running my fuel injection unit on Scott's car will allow me to start the engine easily on the dyno and precisely adjust the points, timing, fuel air ratio, idle and break-in the camshaft.

When I spoke with Kent Cannady at K&S Engines, he was very specific about how my engine should be prepared for his dyno. He wants the exhaust manifolds and ignition shielding removed. The water pump should be left on the engine with the bypass hose connected but no fan or fan clutch. The thermostat and radiator hoses, are not needed but the outlets at the water pump and intake manifold have to be plugged.

The starter and flywheel are not required because K&S will start the engine with the dyno and use the rotating mass of the dyno as a substitute for the

flywheel. Motor mounts should also be left on the engine so it can be mounted to the dyno.

To optimize the performance of the engine on the dyno, I am purchasing a wide band Air-Fuel Ratio gauge to insure my fuel injection unit is optimally calibrated. I will be targeting approximately 12.5:1 air fuel ratio when the fuel injection unit is at the power stop and 14.7:1 to 15.1:1 at the economy stop.

Enovation Controls, the Company I retired from in July, designs and manufactures sophisticated engine management systems



and software for spark ignited engines that meet the most stringent emission regulations. These systems are used on industrial and commercial natural gas vehicle engines. I have worked most of my career with engine control systems so I have a basic familiarity with these types of calibrations.

The short course is that most gasoline engines make the best power with excess fuel at around 12.5:1 air fuel ratio and have best economy at approximately 15.1:1 air fuel ratio but you need to calibrate the engine with drivability in mind and make sure you avoid lean misfire above 15.1:1. Establishing these baselines

on the dyno will allow me to minimize the amount of tuning in the chassis. I plan to install the AEM



wide range sensor in one of my exhaust pipes in an inconspicuous location. This will be used for additional tuning of the fuel injection unit in the car if needed.

Kelly Bolton's comments continue to haunt me, "It's all about that Fuelie, Pat!" With the investment I am going to have in the engine and fuel injection unit, I really want everything to be right.

Over the last several months I have been acquiring the correct engine components and restoring many of the original components.

I purchased a correct rebuilt water pump from Scott, along with new hoses, clamps, bolts, fittings and fan belts along with having the pulleys and fan powder coated.

I called Electric Limited and ordered a new fuel injection specific engine wiring harness as there were several splices in the original harness. At the same time I ordered new battery cables, the special short fuel injection distributor cap and date coded spark plug wires to go with the recently rebuilt distributor. The date coded plug wires may have been a mistake based on their reputation for reliability, but more on this later when we do the dyno run.

I also ordered new Autolite #295 non-resistor spark plugs which are equivalent the old AC plugs and a set of Standard DR2270XP "Blue Streak" points for the distributor. While I had the original coil, I ordered a new replacement AC Delco coil with 2.2 ohms. When this coil is in series with my new ballast resistor, it results in about 3 ohms total. This coil and ballast resistor will give a hot spark without burning the points.



As you recall, I had the air cleaner assembly restored and I brought it to the September breakfast meetings for show and tell.

I am still waiting for a few of the smaller components, including the lower ignition shields for the engine which are on backorder from Paragon before I can do

the final assembly and prep for the dyno break-in run. I am also searching for a date correct starter.

I recently sent off the last batch of engine hardware to be zinc plated and black phosphated. I expect them back in late September to start the final reassemble.

In [Part 8](#), I am going to discuss my first Corvette and update you on the progress of restoring the engine compartment. I am dreading jumping into that empty engine compartment to start the detailing but that's on the agenda.

At our October meeting, Kelly and I are going to bring some never before seen C2 and C3 Corvette artwork for show and tell. Don't miss it!

Sunday October 2, 2016

Registration 2 p.m. - Event 3 p.m. to 5 p.m.

The Auto Show on campus

WIN PRIZES - FREE FOOD & DRINKS -
MAKE FRIENDS - TAKE PICTURES



All Types of Vehicles - Classic and Late Models

Enter Your Car, Truck, or Bike for FREE at www.tulsabcm.com/autoshow

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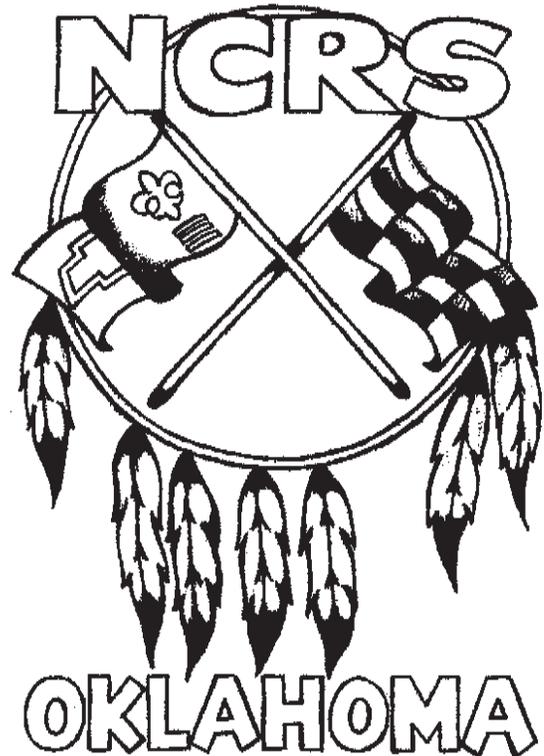
*Cars may differ from those pictured.

Go to www.tulsabcm.com/autoshow
for more information and to register

Help Wanted

Web-Master for our NCRS-OK web-site. We welcome any tech-savvy help to take our web-site to new levels. Duties include: Posting newsletters, articles, pictures and maintaining calendar and classifieds. Estimated time required to maintain 2-3 hours per month, (probably less depending on skill level).

Please contact **Kelly Bolton @ 918-810-6919**
or kellybolton@cox.net.



Corvette Classified

For Sale: 2006 3LT coupe, Machine silver/black interior, LY2 - 405 hp, 6 speed paddle shift automatic, only 8, 721 miles, garage kept, never in the rain, heated seats, side air bags. Asking \$30,000
Call Landy Sparks 918-695-6307

A DeWitt Radiator: Need one, want to upgrade the one in your Corvette or put one in the LS motor restorod you are building.

Call Scott, 918-437-5292. He will share his discount with you.

Upcoming Events

- Oct 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, Oklahoma
Oct 2 Auto Show On Campus - See ad in Sidepipe - Call 580-916-0908 for info
Oct 18 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
Oct 20-22 Texas LoneStar NCRS Regional - Frisco, Texas
Oct 25 Cruise Night gathering - 91st & S. Memorial Drive - Tulsa, Oklahoma
Nov 5 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, Oklahoma

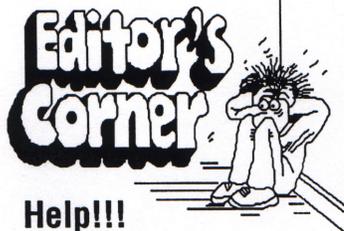


Thanks to Brad Williams and Mazzio's for continuing to support the Oklahoma Chapter NCRS. We appreciate your help.

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, Pat Cavanagh, Phil Gray, Jim Elder, Tim Zane, Scott Pfoehler, Neal Kennedy and Bonney Clark for their contributions to this *Sidepipe* 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 flash drive or CD (Windows or Macintosh). **Remember!!** Your help is needed to make this newsletter a voice of our chapter!

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