

THE

# SIDE PIPE

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

October, 2019

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## Chairman's Comments

by Bud Jessee

### Fall Foliage, It's Drive Time

I personally love to drive, and I believe in getting our cars out and going on a drive. As I stated in an earlier article, there are many sites within a two to three-hour drive that we should not ignore. Same is true of the sites of our Oklahoma fall foliage. We don't need to go to Maine to experience fantastic fall colors. They are here in our backyard.

Start your fall foliage road trip headed towards Tahlequah. We all know the foothills of the Ozark Mountains can display numerous colors around Tenkiller Lake. From there, continue south toward Wilburton and take in Robbers State Park, home to the San Bois Mountain Range, a range full of scenic bluffs, rich fall colors and an abundance of outdoor sites. All these spectacular views can be seen along Highway 63.

On this trip, of course you will be traveling the all familiar Talimena National Scenic Byway. Most of us are familiar with this stretch of scenic highway but no matter how many times you've been there, the views and colors are always spectacular.

Another spectacular destination on this road trip is Clayton Lake State Park. Here you'll view the rich colors of the Kiamichi Mountains. The park is over 500 acres and my experience of traveling this part of the state is you feel like you are stepping back in time to a simpler life.

From Clayton Park head south to Beavers Bend State Park, one of the most beautiful places in the state, and then you head toward the Chickasaw National Recreation Area known as the "Oasis in the Prairie" and then finish up at Turner Falls in

the Arbuckle Mountains. Both areas are full of waterfalls, streams, lakes and with the added colors of fall, they are breathtaking.

Best to make this trip a two-day event to fully enjoy the colors of our Oklahoma Fall. But you can take a one-day trip and enjoy part of the breathtaking views. The best part for you will be putting your Corvette on some winding roads and experience the thrill of handling your sports car on a natural and beautiful road course. Don't waste time in front of the TV. Strap yourself in and your significant other and enjoy the natural beauty of Oklahoma!

Don't miss the October meeting. We are going to be honored to have Gary Cline, GM engineer, give a presentation on the ZR1 24-hour record run that happened March of 1990. Another presentation you don't want to miss!

See you Saturday!

### October Breakfast Meeting

Our monthly breakfast will take place on Saturday, October 5, 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 October Attitude Adjustment Night on Tuesday evening, October 15, 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.

## *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, October 5.

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

## *Attitude Adjustment Night In Oklahoma City*

by Gene Holtz

We are hosting an Attitude Adjustment Night in Oklahoma City to get Members together.

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. October's gathering is the 22nd with arrival time between 5:30 pm and 6:00 pm.

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

## *Telling the Story of Corvettes' Early Competitor*

August 1, 2019

*"What's that FORD doing in a Corvette Museum?"*

Don Hering of Cincinnati, OH, remembers the first time he saw a Thunderbird. He was 11 years old, and the 1955 model had just debuted. From then it became a life-long dream to own one.

"Growing up I always thought they were cool, and I was interested in them from a young age. But then you go to college, get married, have a family, and it just doesn't make sense to own one," said Don.

Before you boo-hiss Don for his choice in make of vehicle, you have to understand that he's actually a Corvette guy. With five currently in his stable, a '63 Split Window, '68 Coupe (that he's owned for 42 years), '78 Silver Anniversary Pace Car, 2003 50<sup>th</sup> Anniversary Pace Car and 2015 Z06, you might start to wonder just where this story is going.

About five years ago, Don happened to drive by a 1955 Thunderbird that had a for sale sign on it. Having been his dream to own one for so long, he wanted to make sure that this was the right car for him. "I'd had a 1966 Convertible T-bird, and a '64 Sedan in the past. They were larger cars that you can actually put people in, but that '55 is what I'd dreamed of," said Don. "I waited and waited. It wasn't until I visited the repair shop with my Corvette that the mechanic mentioned a T-bird being for sale – and it was the same car I'd seen. I thought maybe this was my calling, maybe this is the car for me."

Don Hering, pictured with wife Joanne, stands in the Nostalgia Area of the National Corvette Museum with his donated 1955 Ford Thunderbird. The car is on display to tell the story of how the Ford helped push Chevrolet to further develop the Corvette, saving the American Sports Car from extinction.

Don purchased the car but started to realize perhaps it wasn't the car for him. "I couldn't drive it that well. I'm 6'4" and didn't fit into it, and the 3-speed manual transmission was hard to shift due to my size. It's red and looked to be in good shape when I purchased it, but after I'd had it a while I



noticed some bondo rust repairs and that it wasn't in pristine shape like my Corvettes. Plus, the Corvettes are much more fun to drive than the T-bird was. The Corvette is a tighter car and holds the road better. The T-bird seems real loose when you're driving it. Corvettes have the power."

Don decided that since he didn't enjoy driving the T-bird like he did the Corvettes, and how it would be nice to park his daily driver in the garage again, that he should look into getting rid of it. That's when he saw the wish list of cars the National Corvette Museum was seeking to help better tell the story of the iconic American sports car.

"I'd been a member for awhile and visited several times. I thought it was a good time instead of selling the car to donate it to the Museum."

Don says since donating the car to the Museum he's gotten a lot of 'whats?!?' about it. "You should have seen the double take from the auto carrier when I said it's shipping to the Corvette Museum."

We asked Don, how did he come to own Corvettes first if he's wanted a T-bird since he was 11-years-old? Interesting story... we had three children and my wife wanted a fourth. I made an agreement that if we have a fourth child, I get a Corvette. My son was born in December, and I got a Corvette the next April. That Corvette is his 1968. "We used to squeeze three kids in the back behind the seats, and the wife held the baby in her lap, back when it wasn't illegal."



So, which of the four kids gets the '68? "My oldest son was born in 1968, and youngest was the reason I got the car, so they'll have to fight over it," Don laughs. "Although now that they have seen the 15, they have their eyes on it!"

A lot of eyes will now be on Don's 1955 Ford Thunderbird as it tells the story of Corvette's first 'competition' in the Nostalgia area of the Museum. Learn how the Thunderbird's hard top inspired General Motors to offer the same for their iconic car, and how the car spurred a much-needed V-8 for the sporty Chevrolet!

Thank you to Don for his generosity and help in telling another story in the history of Corvette. For a current wishlist of cars, visit [CorvetteMuseum.org](http://CorvetteMuseum.org) and click on Donate Your Automobile under the Support menu.

(from the Internet and the Corvette Museum)

# A Corvette Story

by Mike Schwenker  
May 4, 2016

**M**y father Ed Schwenker had a few Standard Oil stations back in the 1960's. Around the 1972-1973 time frame when there was an oil embargo, he decided to get out of that business. He went to work at our local GM Dealer, Hawkeye Motor Co., in Burlington, Iowa as a salesman and later as a sales manager. At that time, I was attending Apollo School as a freshman. The school was a mere two blocks from the dealership. I recall the "buzz" surrounding the release of the 1978 Corvette Indy Pace Car. Each dealership was to get one. I couldn't wait for it to show up and after it did, there were many days when I made my way after school the two blocks to the showroom where the pace car sat. It was a spectacular vehicle. I immediately set my sights towards convincing my Dad that we needed to own that car. As fate would have it, my Dad beat down my advances, and some other lucky soul ended up with that two-tone beauty, but my love of Corvettes was born back in the Spring of 1978.

I immediately started grabbing every new model year Corvette promotional brochure at the dealership when they came out, and I would read them cover to cover and dream about the day when I would own my own. I even unfolded them to the poster side and pinned them up on my bedroom wall. Yes....I had cars on the wall of my bedroom, but I also had room for Farrah Fawcett. OK...I just dated myself! Anyway, it was at this time that I began to ask my folks each birthday for, you guessed it, a Corvette! Each birthday would come, and, of course not wanting to disappoint, I always got a Corvette. A Corvette model to put together or a Corvette hot wheels car. I think my Dad took particular joy in pulling-my-chain with these Corvettes on my birthday.

Fast-forward to 1985. As I neared my 20th birthday, I got wind of a 1976 Corvette that was going to be sold by a guy who worked at the bank my brother worked at. I knew and liked the car, so I inquired about it. As I was going to college and working a job, I had some cash, but would still need a loan, so I inquired at the same bank. My Dad was aware of this, and he concocted a plan to stall me on the loan/purchase and he and my Mom worked behind the scenes with the bank to co-sign my loan in order to drive down my interest rate, etc. When I woke up on my birthday, July 7, 1985, I came down and sat down at the

kitchen table with my Mom and Dad and they gave me a birthday card. When I opened it, the keys to the '76 fell out. They had written a great note that mentioned the fact that they could not "purchase it for me" but they had helped and wanted to keep it all a surprise. Then they opened the curtains and there in the driveway sat a gleaming red Corvette!

Unfortunately, the following year my Dad passed away and in 1988 my Mom followed. That same year I spotted a nearly new 1987 Z51 Corvette at Weaver-Yemm Chevrolet in Galesburg, Illinois. I had had the 1976 a few years, I had changed jobs, and was making a lot more money, so I purchased it and put my 1976 up for sale. Years later I would sell my 1987 in an attempt to pay off some college loans after going back to finish another degree. I thought "I will buy another Vette in a few years." Well, life has a way of getting complicated at times. There was a marriage to Melissa, and the birth of not one, but four kids.

Suddenly 14-15 years goes by in the blink of a taillight! About two years ago, I started looking passingly for "my two Vettes" from years-gone-by and not having any luck, I purchased an awesome 1999 Red Corvette Convertible with low miles. It has been a great car.

You might think this is the end of the story. However, I kept thinking about my first two cars, so this past winter I stepped up my game and started looking more aggressively for any trace of either. I contacted insurance companies that I had and my folks had from back in the 1985-1988 time frame to see if they could provide me with VIN #'s or anything. I also contacted our local Dept. of Motor Vehicle (DMV). The only clue I got was on my 1987. I got a VIN # and was able to purchase a Carfax on it. It showed that the car had had an engine replacement at one point (not good for originality freaks like myself) and the Carfax also abruptly ended in 2001. So, there has been no information for the last 15 years on it. I can only assume it is in a shed somewhere or has been destroyed. So, a dead end there.

I had nothing at all to go on with my 1976, which was really the one I wanted back and the one that had the most sentimentality due to my parents being involved with it. Obviously, looking back on it as a 50 year-old man, I should have never sold it to begin with. I could not remember who I sold it to, only that they were from Ft. Madison, Iowa. Nothing more to go on. Insurance company searches yielded nothing, DMV searches yielded nothing. I had no VIN# or serial

numbers to go on. I wrote it off to as something I would have to be satisfied to hold as a memory. Well, a memory and a framed picture on the wall of my garage with the car and the birthday card from my folks.

That was until a few Sunday's back on Sunday, April 24, 2016, when I went to Cedar Rapids, Iowa, for a baseball tournament for my 10-year- old. As we passed New London, IA, on the interstate, I spotted an old C3 Corvette sitting in a farmers front yard with a "for sale" sign driven in the ground in front of it. I commented to my son "Hey, there is a car that looks almost like one your Dad had over 30 years ago!"

"When we come home tonight, if it is still there, I want to stop and take a look at it." I really didn't give it much thought beyond that frankly, only that I was curious enough to take a closer look. That night, we pulled off the interstate when we saw the car again, and as we slowly pulled closer to it, I noticed that it had a luggage rack.

Wow....that's kind of odd because many did not have a factory luggage rack, but my '76 did. Well, most red Vette's back then also had black or tan interiors, not a lot had the dark red "firethorn" interior, but mine did. So, the next thing I am staring at as I get closer is the color of the interior, and then my heart jumped when I saw it was firethorn red!!!

I couldn't get out of the Suburban fast enough, but the next thing I wanted to check was the year. The '76 Corvette had a unique nose emblem and sure enough, this red Vette in the farmers yard with the luggage rack and firethorn interior had the sunray emblem. It was a 1976. Then I spotted a sticker in the rear window that looked familiar. Then I spotted a few cracks and scrapes that seemed eerily familiar.

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My mind was racing. I went up to the door and rang the bell and a lady came and said, "I suppose you want to see the car?" and of, course my response was "Yes, but ma'am I have a funny feeling that this may be my first Corvette that I sold 28 years ago and one that I have been looking for." She said "Well, I have a list right here with the owner's manual of everyone that has owned this car, so what is your name?" I said," "My name is Mike Schwenker" and she said "Yep, I have your name right here. You were the 3rd owner of this car!"

Well, as you might imagine, I was dumbfounded. I later learned from her the name of the person I sold it to in Ft. Madison that I could not recall. I sold it with 38,000 miles on it to them in 1988. From there it went to Donnellson, Iowa, for a number of years. From Donnellson it was sold at a classic car auction to the farmer from New London, three years ago. He

managed to put 500 miles on it, bringing the current mileage up to 57,000 original, verified miles! If someone had told me that I could sell a car and 28 years later find it with only an additional 19,000 miles on it, I would not believe it. Nor, would I believe that the original rally wheels and hubcaps would still be on it.

That the original factory radio would still be in it. Heck, it even has the National Corvette Association sticker in the back window that I put on it 31 years ago! It is as if this car has been in a time capsule for all these years.

Honestly, I can't believe my good fortune. I don't think you need to ask if I bought it. For the last two weeks I have been getting re-acquainted with my past. Each time I step into the garage and see it, I shake my head. I can't help but think there could have been some divine intervention in all of this. I believe we

were supposed to play baseball in another town, in another direction. You see, the original tournament was cancelled, and we ended up in one in Cedar Rapids which took us right by the Vette. The farmer's wife said "Some days he doesn't put it out for sale. I guess for your sake it is a good thing he did today!"

I have two boys. My oldest Christian was born in 1999. I have told him, the 99' Vette will be his someday. My son Caden, was with me two weeks ago when we found my old 76'. I have now told him, that car will be his car someday. Unfortunately, neither of my boys met their grandparents, but in a way, they have. Certainly through the stories I have told them and pictures I have shown them of their grandparents, but now we have another link to them, through the "real" Corvette my parents helped me to get on my 20th birthday, on July 7, 1985. A good friend of mine, Thom Shepherd wrote a song about a soldier who died in Vietnam and left a note in his '66 Corvette, for whoever got it, that they would always be "Riding with Private Malone" whenever they drove his Vette. I think about that song now and how I kind of think my folks will always be riding with me or their grandson whenever he takes out his 76 Corvette.

Thanks, Mom and Dad!

(from the Internet )

## *Everything We're Allowed to Tell You About the Mid-Engine C8 Corvette*

By Chris Perkins  
Sept. 30, 2019

*We just spent a week with the C8 Corvette. Here's everything we can tell you about it.*

The mid-engine C8 Corvette is finally out in the wild. It was one of the 11 cars we included in our annual Performance Car of the Year testing, which concluded last week. We can't tell you which car won PCOTY (look for that issue of the magazine in November), and we're not allowed to tell you how the new Corvette drives (we've got a full article coming soon). But we're happy to tell you everything *else* we learned in our week with the C8.

### **It'll Vaporize its Rear Tires With Ease**

The C8 packs 495 hp and offers a burnout mode. When Senior Editor Zach Bowman found himself in a big empty parking lot, he did what anyone would do. Corvette donuts: an American tradition.



### **You Can Fit an Adult Male In the Rear Trunk**

When Chevrolet revealed the C8 this summer, it proudly touted the fact that you can fit two golf bags in the rear trunk (there's a smaller trunk up front, too).

But we didn't have any golf clubs on our test. So how to test the cargo capacity of the new 'Vette?

The C8's rear trunk isn't perfectly rectangular, so human ingress requires some finesse. Deputy Editor Bob Sorokanich, who stands at six feet tall and



weighs in at 185 pounds, was able to cram himself into the C8's cargo area, barely.

"It was about as roomy as a Miata trunk—which I can also fit in—and very dark with the lid shut," he said. "You have to go in head first, face down into one of the recesses on either end, to make it work,"

### **It Smells Like a Corvette**

Corvettes have always had a distinct interior aroma, especially in hot weather (it was over 100 degrees out when we were testing at Thunderhill). The C8 is no different.

### **It'll Lift a Wheel (If You Park It Just Right)**

Some modified cars will pull a front wheel off the ground on hard acceleration. The C8? It'll do that

standing still—while parked on a rutted gravel turnout. Sure, just about any car will do this, but you came here for Corvette facts, and this is a Corvette fact.

For right now, that's about all we can tell you about the new mid-engine Corvette. Don't worry, there will be a full review of this hotly-anticipated car coming soon. In the meantime, feel free to share these Corvette facts with every gearhead you know.

(from Motor Trend on *Yahoo News*)

## *My Corvette Story: Dave Roberts' 1956 Racer*

By Andy Bolig  
August 13, 2018

My 1956 Corvette has spent nearly its entire life as a race car. It raced in Sports Car Club of America B Production the first 35 years of its career and the last 27 years have been spent vintage racing, mainly with the Sportscar Vintage Racing Association and Historic Sportscar Racing events, but also with Sports Car Racing Association of the Monterey Peninsula and Historic Motor Sports Association.

The car was built by Jerry Bakker and Jim Swan. Jim and Jerry wanted to get into the speed shop business. At the time, Jim Swan was working at his family's Pontiac dealership in suburban Chicago and was an officer in the US Army Reserves. Jerry Bakker was working as an engineer at Sun Electronics, the manufacturer of Sun Tachometers, which were very popular during the 60's with drag and road racers. Sun also manufactured diagnostic, electronic testing and monitoring equipment used in the automotive repair business. Jerry was also Sun's representative at the Indianapolis Motor Speedway. He would set up the magnetos used on Indy cars in the late 50's and early 60's. Together they founded Motor Sports Research located in Des Plaines, Illinois a Northwestern suburb of Chicago.

When Jim Swan and Jerry Bakker were competing in a SCCA National event at IRP (Indianapolis Raceway Park) and were kicking 327 powered C2's butts with the car. I think Jim said it had the 302 in the car when this was taken.



They needed a way to test their ideas, theories and services, and they felt there was no better way of doing that than building a winning race car. They bought a 1956 Corvette from the service manager of a Pontiac dealership. As Jim describes it, "I bought the car as an average condition turquoise, low performance 1956 Corvette street car. The title and the VIN plate support that. We didn't care since all we needed was the frame, rear end and body. We planned to call the car a '57, using the number 57, since it was essentially a 1957-spec car when done." Motor Sports Research removed the 265 cubic inch engine and installed "a brand new highly enhanced 283" cubic inch engine which was introduced in 1957. The induction system was a Corvette fuel injection unit that they cut in half, added a section to the center and re-welded it to increase volume, fuel mixture and improve air flow. The car was known as "the fastest 283 in the country."



### **Wins Begat Winning**

Because of their success, Mr. Bakker and Mr. Swan developed a working relationship with the General Motors Technical Center in Rochester Hills, MI. That success moved them to a very high priority for the latest "go fast" parts out of the Tech Center. In addition to the latest engine components, the car also ran with the large fiberglass enduro fuel tank and the factory big brake package, all sourced from the GM Tech Center.

This photo was taken at the 1965 Chicago Auto Show at the original McCormick Place...it burned to the ground in 1967. The people gathered around the car are GM dignitaries along with the original owners.



Before replacing the 283 engine, the team won the 1966 Badger 200 at Road America. To quote Mr. Swan, "We did win the Badger 200 with the 283, but we were aided by some rain and good driving." The car was also occasionally driven by Doctor David Ott of Chicago.

Their first engine change from the 283 F.I. motor was not a 327 which was the direction most teams took, but an early, pre-production 302 with larger 4-bolt main bearing caps. They were testing the durability of the 302 that would be raced in the factory supported Trans-Am Camaros. Mr. Swan also said, "The 302 had a swivel oil pan pick-up which we didn't use. We also ran the 302 with a pre-production Chevrolet aluminum Z-28 intake manifold and a modified Holley 4-barrel carb that they received direct from Holley. The car was so quick with the 302, that Mr. Swan out-qualified Tony Delorenzo's 427 Sting Ray at Indianapolis Raceway Park.

I purchased a stock 283 cubic inch engine, installed a Duntov-like solid lifter "30-30" cam and an original dual quad intake manifold and carburetors.

The Motor Sports Research Team raced against 327 Stingrays and some fast Shelby Mustangs in B-Production and quoting Jim once again, "I didn't feel guilty about competing with the 302 since the other cars had a substantial edge." The competition was running with disk brakes while the Motor Sports Research Vette was still running drum brakes. Little did they know that "an average condition turquoise, low performance 1956 Corvette street car" would turn their goal of owning a speed shop into multiple store locations throughout Chicago and southern Wisconsin.



Jim Swan ordered a 1967 Z28 in late 1966 to replace the Vette. Because of production delays, the soon to be introduced Z-28 the team ordered wasn't delivered in time to make the 1967 race season. Jim had ordered the Z28 to replace the Vette because the car was getting long in the tooth, and it was becoming more difficult to be competitive with the car. Motor Sports Research advertised the car for sale in "Competition Press & Autoweek" on March 11, 1967. The Vette was advertised with the moniker it had earned, "The Fastest 283 In The Country".

The Vette was sold to another Chicago-based racer. I met the second owner at Road America in 2015. He told me he viewed the car as a "training car" for his planned step up to professional Trans-Am racing. It was his first race car and he learned to be a racer driving it. He raced the car four years and sold it to buy a 1969 Trans Am Camaro. While he owned the car, it won 12 SCCA races in 1968 and 11 races in '69, becoming the Midwest Region Champion in those years. Another Chicagoan bought the car in 1971 and successfully ran it at tracks in the Midwest, mainly focusing on Blackhawk Farms Raceway and Road America.

The car was then sold to a gentleman from Memphis, TN, in early 1974. He raced the car in nine events, finishing second three times and Third twice. His races took place around the mid-south, including Stuttgart, AK and Mid-America near Omaha. He renamed the car the Sebring Corvette and painted it in an American flag livery. After the nine races, he put the car in his museum, named the Corvette Castle, which was located at his home near Memphis.

The Vette leading the race at the Milwaukee Mile in 1970.



### Going Underground

This is where the history becomes cloudy. The car was sold to an

individual in Maine where it remained until the mid-80's. I have no history of the car during this time other than it sat without being used during most of his ownership. It was eventually sold to ProTeam in Napoleon, Ohio, in the mid-80's and sat for nearly three years because no one was buying old race cars in those days.

On August 24, 1988, Bill Morrison bought the car from ProTeam and began a two-year restoration. From the late 50's until the late 80's, the car had remained polo white. Mr. Morrison decided during the restoration process that he would change the color to Mustang Grabber Blue with White stripes. He also installed a race-prepared 327 cubic inch engine similar to those used in Sprint Cars of that era. Bill ran the car first in SCCA BP successfully throughout the Midwest. The car was still equipped with the T-10 four-speed transmission, a solid rear axle and drum brakes. While successful, it wasn't as competitive as it needed to be against the cars from that era.

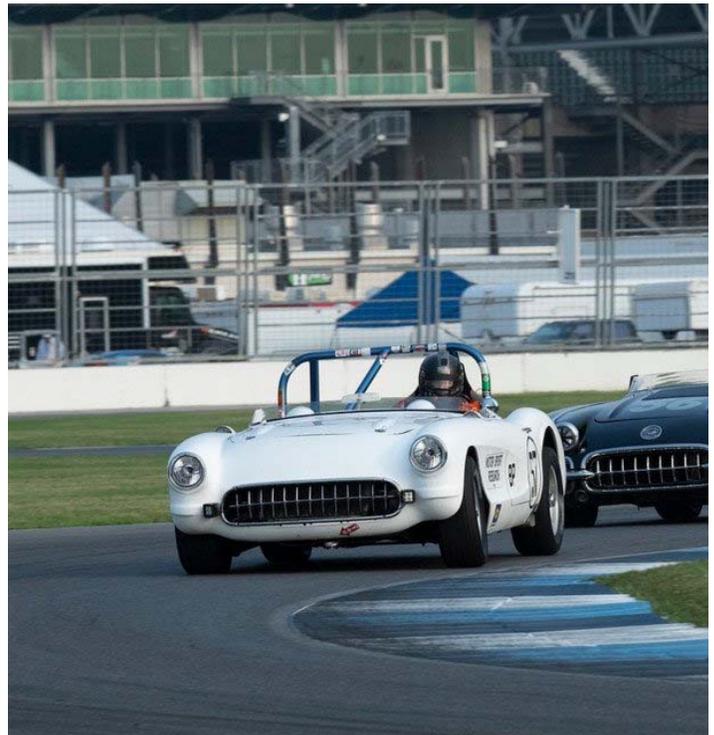
Not wanting to destroy the integrity of the car, Bill began racing the car in SVRA events at tracks like Mid-Ohio, Putnum Park, Blackhawk Farms and Road America. His first SVRA event was in Group 6 at Road America in May, 1995, where Bill finished first overall and first in class. He had many race successes over the next 24 years, but he and the car retired from racing after the June SVRA 2009 event at Road America. He parked the car in his Evanston, Illinois, garage. In 2015, he decided to sell the car and advertised it in the Mar/Apr 2015 edition of Vintage Motorsports. I bought the car from Bill on April 4, 2015.

### Back On Track

After buying the car, I sent it to Nick Short of CRP Racing in Harrisburg, NC. Nick went through the car, replacing the safety equipment, all critical steering components and the engine. It is powered by a bored

283 (301 cubic inches) with Carter dual quads pumping out approximately 500hp. The engine was built by Tesar Engineering in Minnesota. It has a T-10 four speed and 3:73 posi rear end, plus other period correct components like drum brakes. It weighs approximately 2,750 pounds and its first outing was the Brickyard Invitational at Indy in 2015.

The highlight of the Brickyard Invitational is the Pro-Am race where veterans of the Indianapolis 500 share a late 60's to early 70's Trans Am era car which is owned by the amateur driver. I was registered to race my 1969 Trans-Am Camaro in the Pro-Am race, partnering with Alex Lloyd. Born and raised in England, Alex began racing go-karts at age 9. In 2004, Alex's success was rewarded with a test in a legendary McLaren-Mercedes F1 car. In 2006, Alex and his family moved to the U.S. and in 2007, he was the Indy Lights Champion, never finishing lower than



5th the entire season. He still owns the Indy Lights record of the most wins in a season.

In 2010, Alex competed full time in the Izod Indy Car Season, finishing 4th in the Indianapolis 500 and being named Rookie of the Year. His experience at Indy, qualified him to race in the Brickyard Invitational in my '69 Camaro.

In the final Brickyard Invitational practice, the Camaro spun a rod bearing. With the Camaro out of commission, we were allowed to enter the under-powered and more importantly under-braked, drum



brake Corvette into the Pro-Am event even though it was older than allowed and was running a smaller engine than allowed. Much to our surprise after starting in the rear of the field because we missed qualifying, we finished 15th overall out of 33 cars. Next up was The Hawk at Road America, where I finished first in class in Group 3. We then headed to Savannah for the HSR Savannah Speed Classic where I finished first overall in Group 2.



During the 2017 Classic 12 Hours of Sebring.



*Jerry Bakker and Jim Swan at Road America in 1965 after their car won the Badger 200 and me and Jim at Carmel in 2017.*

Upon returning from the Pre-Reunion and the Rolex Monterey Motorsports Reunion races, I raced the Corvette at the Gold Cup at VIR in September, the HSR Savannah Festival of Speed in October and the 12 Hour Classic at Sebring in December. Of late, it has also been driven by Ron Fellows of Corvette Fame. Ron is a good friend and we occasionally share one of my Corvettes or my '69 Camaro at vintage races throughout the US. This November, Ray Evernham and I will be racing the car at Daytona in Group A at the Classic 24 Hours of Daytona. This is a period correct race car that can run with modern cars. It is fast and has been a successful race car all of its racing career.

(from the internet)

In March 2016, I raced at the inaugural Amelia Island Vintage Grand Prix, The Mitty at Road Atlanta in April, the Brickyard Invitational at Indy in June and The Weather Tech International Challenge at Road America in July with the 301 cubic inch engine. About mid-way through the 2016 race season, I was invited to attend the Monterey Motorsports Reunion at Laguna Seca. Because of the historical significance of the Reunion, I purchased a stock 283 cubic inch engine, installed a Duntov-like solid lifter "30-30" cam and an original dual quad intake manifold and carburetors. The car's color was changed to the original Polo White and the Motorsports Research livery.



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## *A Note From Our Treasurer*

by Scott C Pfuehler

**G**entlemen, we are currently back in business with a bank account. Currently I should have all needed deposits done and most if not all of the bills paid.

I will not be at the October breakfast meeting. Our account balance is what it was last time I told you less what were outstanding invoices. I'll have an actual accounting for you in November.

## *Help Me Find The History Of This 1966 Corvette*

### **Update!**

**T**hanks to you good folks in Oklahoma, I now know all prior owners of my car back to the first 1974 Oklahoma title of my Nassau Blue 1966 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](mailto:vettespaz@yahoo.com) with any leads. Member Oklahoma Chapter. NCRS #24893.

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## *Corvette Classified*

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**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](mailto:jonas1960@msn.com).

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**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.

**Want to buy, Needed, Wish I had,** all for a '61 under construction. New is fine, good used may be fine. What you got for this '61. It's going to be red/white coves and red interior.

'61 Radio, OEM or aftermarket. It would be good if it worked, Red steering wheel, All of the wiring harnesses, All the exhaust system, Dash pad, Carpet, Windshield glass, All weather striping, Two of the 4 tail lights, Trunk mat.

Call Scott Pfuehler 918 / 437-5292

**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:** 4 Firestone 7:75x15 WSW Tires Mounted once & still got the treads, These are DOT tires, \$180 each retail, but that's not your price. Let's deal. Call Scott 918 / 437-5292

**Want to Buy:** 1962 Corvette Hubcaps, 2 or 4

Call Scott 918 / 437-5292

### **Free to a NCRS member with a C5.**

First come, first serve. Rubber and carpeted beige floor mats from my 1998 and 2004 C5's. Just found them in a box in the workshop. Nice shape. I will bring them to the next meeting. Pat Cavanagh  
Text me at 918-884-8868.



**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.

**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 5 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Oct 15 Attitude Adjustment Night - Rib Crib - 8040 S. Yale Ave. - Tulsa, Oklahoma  
Oct 24-25 NCRS Texas Regional - Frisco, Texas - Details in current *Driveline*  
Nov 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK

### 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, Scott Pfoehler and Bonney Clark for their contributions to this *Sidepipe* issue.

Thanks also go to David Clark, Verle Randolph and Mike Smith 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.

Bob Clark • Editor

10809 So. Louisville Ave. • Tulsa, OK 74137-6720

home • (918) 299-9001 • work • (918) 298-2777

Fax - work 918-298-2778 • home 918-298-9094

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