

SIDE PIPE

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

September / October, 2020

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

Chairman's Comments

by Bud Jessee

Here we are going into October and the threat of Covid-19 is still here. About the time I think we can try to get back together, numbers start spiking. To let all of you know how any of us can be affected—it has hit close to home. Last week of August, my daughter, Whitney, tested positive for Covid-19. She is fine and really had mild symptoms and only felt bad about three days. But guess what? I had been with her the day before she tested positive. I had to wait seven days before I could be tested, which I tested negative, but I still had to quarantine 14 days. Fortunately, I had a place to be isolated and away from other family members. Good news: I never came down with Covid-19 nor did any other family members. Moral of the story is, we can't let our guards down yet. Covid-19 is still a threat.

Meanwhile, it doesn't mean that we have to shut ourselves in. We need to get our Corvettes out and drive. There are so many scenic roads in eastern Oklahoma that can be a day drive or half a day drive. I discovered one while in quarantine in northeast Oklahoma that I guarantee very few if any have driven. The area is around Lake Eucha and Spavinaw Lake east of Salina, OK, area. It is a very scenic drive around the clear lakes that help supply us Tulsans with our drinking water. Many pine trees that are not normally seen in northeast Oklahoma. When fall foliage hits us, this will also be a great area to tour. To find the areas, use Google Maps or Waze and enter "Lake Eucha" and you will be able to see all the back roads around the lakes. I prefer to use Waze because it is accurate on the main roads and side roads. The roads in this area were in great shape, better than our streets in Tulsa. I know everyone with a C1, C2 and C3 needs to get them out and get the lubricants flowing over the seals and pistons.

If any of you decide to go for a short cruise and have any questions, feel free to give me a call. Or if you would like a guided tour, I'm available and tested Covid-19 free.

Hope to see everyone soon!

Monthly Breakfast Meetings

Canceled until further notice when restaurants are allowed to reopen, and people are allowed to gather in groups without fear of the COVID-19 Virus.

Attitude Adjustment Nights

Canceled until further notice when restaurants are allowed to reopen, and people are allowed to gather in groups without fear of the COVID-19 Virus.

This applies to both Tulsa and Oklahoma City

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 available for \$15. I have a few extra t-shirts in sizes Lg and XL. They will be available at my house until further notice.

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

Membership Chairman's Comments

by Mike Aichele

Our current membership roster sits at 105 members with **97% of those having paid their 2020 dues**. If you haven't paid your dues, I encourage you to do that. If you are unsure if you have paid or not, call me at 918-804-3105 and I'll give you the scoop.

Dues of \$30.00 are due on January 1st of each year, and your Chapter is looking forward to your continued support. You can mail your dues to me at the address below. If you have any questions, please give me a call – 918-804-3105.

*Remember, you must be an active member of the **National Corvette Restorers Society** before you can be a member of the Oklahoma Chapter of NCRS, Inc.*

Make checks payable to **Oklahoma Chapter NCRS, Inc.**

Mail To: Michael Aichele,
Membership Chairman
Oklahoma Chapter NCRS, Inc.
16225 E 81st Ct N
Owasso, OK 74055

Sinor Prestige Auto

by Roy Sinor

Chapter members, this is a long story and it's all good. After 35 years I have decided to sell my building that served as a NAPA store and restoration facility for 16 years, then a show room and restoration facility for 19 years. The results have been intriguing. Eight NCRS GM Bowtie preservation awards, 3 Duntov awards, and 11 world record price sales have passed through that shop.

In the process I collected a lot of parts that were not Show ready but perfectly useable. There are also bought but not used parts and parts replaced by a slightly better original part.

I put the building on the market thinking in the next three years I should probably move to my man cave/shop at home. Twelve days later my shop was sold for more than the appraised value. I have 90 days to

vacate. I have made an arrangement to trade a large portion of the parts to a friend for one of his vehicles. That will happen first. Scott Pfuehler has expressed interest in some of the parts they go second. If anyone in the local chapter wants to look through them to see if there is something of interest to them, you may make your choice and tell me what you want. After the above happens, we will figure out what your part is worth if it is available. Most likely it will be. There are currently 650 line items on the spread sheet, and we are only half way through.

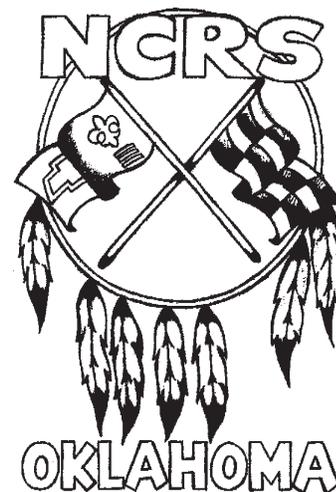
Then I plan to auction everything else in the building, including compressor and some tools sometime in November.

With this writing I am donating to the club:

1. A square tubing mid year caster wheel Body dolly if someone will volunteer to store it.
2. A square tube mid year rotating fixture if some one will volunteer to store it.
3. A set of fixture heads that will rotate a 63-82 frame if someone will volunteer to store it and the associated heads and pivots.
4. There is also a worthless wheel rotator which is perfect for painting wheels to match original spray patterns. Scott has agreed to store.

If someone will store it all, it is the chapters. If nobody steps up, it will be sold.

Finally, this is not a bad deal. I'm just not doing any more restorations and am ready to enjoy my new shop at the house.



Larry Mills *Sept. 5, 1947 - Oct. 27, 2020*

Larry Wayne Mills passed away on October 27th, 2020.

Larry was born on September 5th, 1947, in Tulsa, Oklahoma, to James Lyndon and Helen Virginia (Parnell). Due to an unexpected tragic fall. Larry joined his loved ones that preceded him in death, especially daughter Stacey Denise Mills, parents James & Helen and brother James L. Mills.

Larry graduated from Broken Arrow High School, then attended University of Oklahoma and remained an avid fan throughout the years. Larry returned from the Vietnam War in 1971 where he served in the United States Marine Corps. Larry and Gail Dressel married February 5th, 1972, at The University of Tulsa, Sharp Chapel.



Larry, in 1983 started, owned and operated a commercial painting company, Oil Capitol Decorating. After closing his company, he enjoyed working in his field for Vale Painting and then retired along with wife, Gail, in 2018.

Above all, Larry cherished his family, extended family and friends. He spent much time lending a helping hand for those in need. Larry admired classic cars- - especially Chevys. Larry and Gail enjoyed the open road, taking trips in their Corvette to car museums, national parks and visiting family and friends throughout the country.

Larry is survived by wife, Gail Mills, Park Hill, Oklahoma; son, Chris Mills, Broken Arrow, Oklahoma; daughter, Ashley Gripe, husband, Cory, Lemoore, California; grandchildren, Jade Mills, Emma Mills, Samantha Mills, Eden Gripe and Jack Gripe; brother, Stanley Mills and sister, Shirley Broadway, as well as numerous extended family and friends.

In lieu of flowers the family is asking donations be sent to Ronald McDonald House Charities Inc. Ronald McDonald Housing holds a special place in their hearts.

Mail-in donations:

Ronald McDonald House Charities Inc., 26345 Network Place, Chicago, IL 60673-1263

Online donations: <https://www.rmhc.org/dona>

To send flowers or a memorial gift to the family of Larry Mills please visit our [Sympathy Store](#).

The '66 Corvette Challenge (Part 2)

by: Pat Cavanagh

NCRS #57907

Visit to Fabulous Restorations

In late November last year, I received a call from a friend of mine who is a partner in a private equity firm. I am on the Board of Directors of a company his firm owns in South Florida. They had recently had a management meeting and decided new leadership at the company in South Florida was needed. They asked if I would accept the position of Chairman of

the Board and a temporary role as CEO to resolve several strategic issues with the company and find a new CEO.

After a short conversation with my wife, Diane, she decided spending several winter months in South Florida with me working (and her on a shopping holiday) was a great idea! Little did we know what was ahead of us with Covid 19.

In early December we flew to Fort Lauderdale for a week. Diane found a home that the Company leased for six months in Pembroke Pines, Florida. and I spent

some time getting to know the management team and trying to understand some of the problems and challenges that are ahead.

Before we returned to Florida in late December, several of our more performance-oriented members suggested I visit "Fabulous Restorations," a restorer of Corvettes and other special interest muscle cars in Fort Lauderdale, Florida.

Besides restorations, "Fabulous Restorations" is known for very authentic recreations of iconic performance and racing Corvettes from the 60's and 70's.

In early May we hired a new CEO that started in June. With the end of my interim CEO assignment in sight, I took the time to contact George Haddad, the president and owner of "Fabulous Restorations." I set up an appointment to visit his operation in May before Diane and I returned to Tulsa.

"Fabulous Restorations" is located in an upscale industrial subdivision in Northwest Fort Lauderdale. Their waiting room was loaded with automotive and Corvette paraphernalia, including hundreds of models, quality automotive antiques, paintings, pictures and 60's and 70's style test instruments, including many with Penske nameplates that were once marketed and sold by Sears.

George is very gregarious. He proceeded to introduce me to his office staff of long time employees and show me around his office all the while describing a myriad of automotive antiquities that decorated his office. He is a collector of all things automotive, particularly as they relate to Corvettes.

George grew up in Detroit and after college went to



work at Chrysler as a supervisor in a Michigan Assembly Plant. During the downturn in the early 70's, he moved to Florida and went to work at a friend's shop doing collision work on Corvettes for local Chevrolet Dealers. In 1974, George went out on his own and started Fabulous Restorations in Hollywood, Florida.

While Fabulous Restorations specializes in Corvettes, they also do restoration work on many other special interest muscle cars. During my tour, I saw a variety of vehicles in different states of restoration. Work was being performed on a number of Corvettes, including; two '63 SWC's, a '54, a '66 Convertible, a '67 Big Block Coupe, '67 Convertible and a '61 Drag Car. In addition, work was finishing on a rare '67 Toyota 2000 GT, a '53 Chevy Truck, and a '67 Big Block Mustang. Work at "Fabulous Restorations" ranges from simple sorting things out, to full body off nut and bolt restorations. "The Fabulous



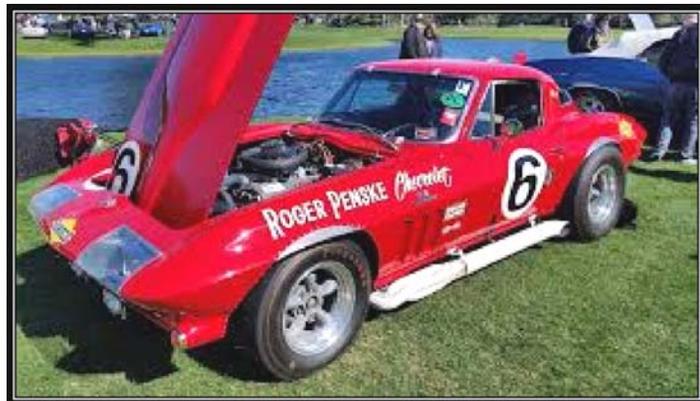
Restorations" facility consists of four major areas; car storage, a body and paint shop, a mechanical shop and a clean room engine assembly area. George told me they have built 1000's of stock and high-performance engines since they started in 1974.

George is particularly passionate about '67 to '69 Corvette L88's and ZL1's. His first racecar recreation was of the '67 L88 roadster that finished 2nd in the GT Class and 11th overall at the 24 Hours of Endurance at Daytona in 1970. This car was driven to nearly 300 podium finishes, including more than 150 outright wins during its racing career. It was owned and raced by



Cliff Gottlob with Jack Blatchford as the crew chief. This car is currently in the Dana Mecum/David Burroughs collection and was recently at the Mecum 2020 Indianapolis auction but did not sell. Georges' recreation is exact in every way except its Rally Red instead of White to make sure it is recognized as a recreation. I found this car particularly attractive and my '66 will have a similar feel.

George also built a replica of Roger Penske's, 24 Hours of Daytona, 1966 Rally Red Corvette Coupe. Because of Penske's close relationship with Chevrolet, the St. Louis assembly plant built a specially equipped Corvette that was fitted with a prototype 427 CID L88 engine, 36 Gallon fuel tank



and a number of other unique competition options. This #6 Corvette competed in the 1966 24 Hours of Daytona driven by Dick Guldstrand, George Wintersteen, and Ben Moore where they finished 1st in Class and 12th overall. This was the only race that the #6 Penske Corvette competed in with the Rally Red paint scheme. Sunoco became the sponsor shortly after the Daytona Race, and the Corvette competed in the famous Blue and Yellow paint scheme in future races.

George and his crew decided to recreate this historical racecar, and they began by painstakingly researching the exact parts and configuration of the car as it raced at Daytona in 1966. They wanted to ensure accuracy in every detail of the build.

This recreation of this special option '66 Corvette L88 was displayed this year in March at the Amelia Island, Florida, Concours d'Elegance with the original car in its blue and yellow livery. This recreation has many



special date code correct parts and it looks fantastic. Next George has built two '69 ZL1 recreations. The





This car is in the Rick Hendricks collection today. The second car was a factory fresh '69 L88 open chamber car, and it is in the Harry Yeaggy collection. These Corvettes won. to November, 1970. In addition, they had numerous FIA and GT Class wins and raced successfully at Sebring and Daytona.

blue car was created from a very original 427/390 BB Roadster. This roadster was also has a build date the same week as the known originals. They both contain all of the L88 Components along with date coded all aluminum big blocks and are exact recreations of the originals. George has recently added side pipe headers, billboard Goodyear tires and Torque Thrust wheels to the blue car. George started the car for me, and it is very authoritative with those side pipe headers!

George's recreation uses Heavy-Duty L88 parts, including the J56 Heavy-Duty brake option. The bodywork is just stunning on this car, and it has a special Owens Corning paint scheme designed by GM stylist Randy Wittine. This black/white/red paint scheme was used only for the 1970 Daytona 24 hour race, before it was painted in the well-known Owen Corning white/red paint scheme. This recreation is stunning!

George's love of Corvette race cars and the positive reactions he received on the Gottlob '67 L88 Roadster and '66 Penske Coupe lead him to recreate one of the two famous Owens Corning L88 Corvette Roadsters. The first '68 L88 Owens Corning race car was built from a big block roadster and GM L88 service parts.



These are just several of the famous cars George has recreated. He is a very serious enthusiast and has a wealth of Corvette knowledge. His attention to detail and the amount of research he does on these cars is monumental. He makes his reproductions very authentic down to some of the smallest details. I would encourage you to visit George at "Fabulous Restorations" the next time you are in South Florida, or better yet commission him to build you something special. The visit to Fabulous Restoration gave me some great ideas and inspiration for the build of my '66 Corvette.

Stay Tuned! For Part 3 of the "The '66 Corvette Challenge" where I will discuss the date codes and part numbers of my '66 Corvette and the future of my '66 Corvette project.

Year Two

1954 Chevrolet Corvette

by Cam VanDerHorst

A painstakingly restored example of the earliest iteration of America's Sports Car.

In 1954, the Chevrolet Corvette entered its second year of production. 1954 Corvettes were very similar to the 1953 model, with a couple of key differences.

For one, new colors were available. While all 300 1953 Corvettes were painted Polo White with red interior, 1954 gave buyers a choice of Polo White, Black, Sportsman Red, and Pennant Blue. All but the Pennant Blue cars retained the red interior.



The second major change was far less visible.

Corvette production had moved from Flint, Michigan to St. Louis, Missouri, where it would remain until 1982. 3,640 Corvettes were produced in that first year in St. Louis, over 12 times as many as the year prior. Eventually, nearly 700,000 Corvettes would be built in that plant.



The earliest Corvettes famously offered no V8 engine and no manual transmission. Instead, they were powered by the 235 cubic inch, 150 horsepower Blue Flame inline six backed up by a Powerglide two-speed automatic. It wasn't until the following year that a V8 would become available – as well as a manual transmission.



The Polo White 1954 Corvette seen here is one of the best examples of the breed we've seen yet. It's simply beautiful, and it's been subjected to a painstaking restoration. Back in 1997, it received a National Corvette Restorers Society (NCRS) Top Flight award, officially recognizing it as one of the nicest Corvettes in the world.



This Corvette would be the centerpiece of any car collection. As one would imagine, an important piece of Corvette history like this doesn't come cheap. Currently, it's offered for sale by Crown Concepts in Tucson, Arizona, for \$109,929.

(from *Yahoo News* on the internet)

Exotic Vintage Barn Finds Stashed Away In Old Buick Dealership

by Elizabeth Puckett

An inconspicuous former Buick dealership is hiding an astonishing collection of exotic Italian supercars, British sports cars and American muscle.

Built in 1941, this former Buick dealership in the US Mid-West has for decades been home to hidden classic car treasures, nested away from prying eyes. Tom Cotter, host of Barn Find Hunter, jumped in



to explore the stash after a tip-off. The curved-front building could not have been a more appropriate storage ground for the types of cars that would be discovered inside.

Constructed during a time when America was preparing to enter WWII, the building was an active Buick dealership from 1941 through to some time around 1990, when they moved to a location in another Iowa town. Upon entrance, the front end of



the building looks like a sea of papers and random office materials, thrown everywhere and piled high.

It doesn't take long to find a 1968 DeTomaso Mangusta camouflaged in the mess, under a set of car covers in what appears to be the former showroom of the dealership. The low-production Pantera predecessor is sadly missing its powertrain and drivetrain, but does appear to be in excellent shape.

Moving deeper into the building, a variety of other cars, including a Jaguar E-type, MGC GT, and Facel Vega that all look like they've been preserved in a time capsule for all these years.



A 1965 Imperial convertible gets special attention by the host, which is understandable considering how hard it would be to ignore this massive 413 cubic inch engine equipped car. There's also a Toyota R16-powered Austin-Healey Bugeye Sprite, and an MG TD, a car that owner Robert has loved since he was a teenager.

A beautiful representation from the French market is the 1957 Facel Vegas FVS with Mopar V8, and then it's onto the Italian MGC and Lamborghini Espada,

which sports a V12 engine and looks like it might still be road-worthy.

A 1963 Jaguar Type-E is the last of the cars in the main area given a look, before the bodyshop area reveals a Willys Jeepster and Crosleys, before making the final stop at the Imperial fire-up to show off that Mopar V8 growl.

What the future holds for this collection isn't discussed by the owner of the hoard, but it's one heck of a barn find, so hopefully there's something special in-store for this eclectic bunch.

(from *Yahoo News* on the internet)

Are The Early 1963 Corvettes The Most Controversial Corvettes Ever Made?

By Elizabeth Puckett

What are these cars, why is there so much controversy, and where are they today?

Now known internally at *Motorious* as the "Corvettes no one can agree on," the 1963 Corvettes with the earliest VIN numbers have captivated the entire team. It goes without saying that 1963 Corvettes can stand on their own four wheels, but the first 23 (or possibly up to 25) of these cars have presented a level of mystery we haven't unearthed before from a mass-produced year model.



At the mention of a pre-production, prototype, or Pilot Line Corvette, you can bet we're talking about some of the rarest real estate in the automotive collector market. So let's factor in a rare year/model, which you probably already have the 1963 model year in mind. A quick Google search of "rarest year Corvette" will agree with you that it's the 1963 Corvette. Now, factor in the precious few early-



production Corvettes from the 1963 year and you have a unicorn on your hands, that is, if you can find one.

The moniker "Sting Ray" was introduced in 1963 for the Corvette, as Chevy wanted to elevate the Corvette on its ten-year production anniversary. Representing a new era in Corvette history, these were almost entirely different from the generation prior.

This move positioned the Corvette as a hit with the public, with 10,000 convertibles and about as many hardtops sold. The split window only lasted one year, and that unique design characteristic only boosts the 1963's collectibility.



Corvette history is rich and well-documented, but parts of it become highly debatable, especially in the earlier years. The documentation kept in the era that the 1963 Corvettes were produced was not exactly as meticulous as it is today. Before the days of live streams, press sites, and every person in the world carrying around a recording device, official documentation relied on paper, clerks, production counted by hand, and (sometimes vague) marketing materials. Some cars and models are clearly documented, while others leave room for debate.

The 1963 Corvette Asterisk

With the lack of documentation, and experts having a hard time agreeing on much (we'll get to that later), we found ourselves piecing together little things to make the bigger picture more digestible.

According to an interview with Pete Vicari, the pre-production and mass-production cars share some pretty significant differences. The early 1963

Corvette's body panels were built on a mahogany wood buck from handmade fiberglass. Many of the engine parts were primitively cast in sand molds. Having handmade parts instead of parts manufactured with production tooling is a significant thing to note about these pre-production Corvettes.

"The consoles are different, and the handbrake is a 1962 Chevy Nova handbrake. The clock is different, the glove box doors are different, and the carpet is correct for the 1962 Corvettes." says Pete Vicari. "I could go on and on, but when you start looking at it, there's a lot of features which are not in the production cars."

Another tidbit about these cars, which proves there was something a little different about the early VINs, can be seen in a video featuring engineer Zora Arkus-Duntov himself. The video is during a day of testing with legends Dick Thompson and Dave MacDonald.



The outing served, "to evaluate a Sting Ray convertible and a Sting Ray fastback – two prototypes which reflect a full decade of sports car experience." When one of the cars pulls up after the test lap, a tech can be seen working with 'Knock-Off' wheels with two-prong spinners, or wheels made for quick take-off.

For several reasons, these wheels did not make it to the official production of the car, as you probably already know. This eludes to the fact that at least some of the pre-production/prototype/pilot Corvettes could be distinguished as having different wheels.

Outside of being striking and photographing well in promotional photos, there's a second good reason all the pre-production Corvettes were painted red. Unlike other colors, imperfections have the hardest time hiding on a car painted red. That allowed the team to correct even the smallest details so they didn't slip through unnoticed.

Another key piece of evidence of pre-production authenticity is the lack of the Corvette cross flags on

the aluminum engine parts, which were clearly cast in sand molds.



These rough-around-the-edges imperfections, or differences, in the exterior and interiors of these cars versus production models is an unconventional reason they are special. They also substantiate the cars' validity as pre-production Corvettes.

(from *Yahoo News* on the internet)

Comedian Joe Rogan's 1965 Restomod Stingray Proves He Has Serious Taste In Cars

by Elizabeth Puckett

Comedian and podcast host Joe Rogan started his career as a comedian in the Boston area until he signed a deal with Disney that landed him several sitcom gigs. However, he is better known for his starring role as the host of the early 2000s show *Fear Factor* and his work as a UFC commentator. He started his podcast in 2009 which quickly became one of the most popular podcasts with millions of views per episode.

On top of being an actor, comedian, and commentator, Rogan also has an affinity for cars, and much like fellow funnyman Jay Leno he has quite the collection consisting mostly of American classics and muscle cars. Among his collection is a 1965 Chevrolet Corvette Stingray which was recently featured on an episode of *Jay Leno's Garage*.

The 1965 Stingray convertible is a stunning restomod that handles and drives just as good as it looks. As



seen in the episode, Jay Leno did not take it easy on the car either. It is powered by an LS1 engine with a Magnusson supercharger and puts out a little over 425-horsepower. It sits on a tube chassis and features an independent front and rear suspension with a modern braking system from a modern Grand Sport.

A white Hurst long-throw shifter adds a bit of contrast to the black leather upholstery that seems fit for a supercar. However, the car was not always in such good condition. According to Rogan, the suspension disconnected from the frame shortly after he got the car, the interior was in rough shape, and the steering wheel was so hideous he was embarrassed to drive the car. That's when he decided to have Steve Stroppe with Pure Vision turn the poorly restored 1965 Corvette Stingray into something he could really be proud of.

(from *Yahoo News* on the internet)

The Love Story Behind Joe Biden's 1967 Corvette and Its Price Tag Today

by Jamie L. LaReau

If presumptive Democratic presidential nominee, Joe Biden wins in November, he will have to hand over the keys to the only car he's ever loved: a 1967 Chevy Corvette convertible Stingray.

The Secret Service forbids the commander in chief to drive. Even once his term ends, a former president

can never drive a car on an open road again, according to CNBC and various reports.

For Biden, who has said he loves to drive, that will be tough. The car Biden loves to drive the most is built for the open road: 327 cubic inch, L79 V8 engine rated at 350 horsepower with a 4-speed manual transmission, according to Hagerty, a Michigan company that specializes in collector car insurance and valuations.



It is capable of going 0 to 60 mph in 5.8 seconds.

"I shouldn't say this, but I like speed," Biden told Jay Leno in a 2016 episode of "Jay Leno's Garage" when Biden got behind the wheel of his beloved Vette and talked about the family history attached to it.

A wedding gift

"I love this car, nothing but incredible memories," Biden says in the spot. "Every time I get in it, I think of my dad and Beau. God, could my dad drive a car."

Biden's son, Beau, died of a brain tumor in 2015.

The car was a wedding gift from Biden's dad in August, 1967. Biden shared with Leno the story of how it happened.

"I was getting married in August of '67," Biden said. "My dad didn't have a lot of money, but he ran the largest Chevrolet dealership in the state for years."

Biden's father, Joe Sr., who died in 2002 at age 86, devised a



scheme to surprise the young couple with the new Corvette.

“He said to my then, soon-to-be wife, Neilia, why don’t you give me your car (which was a 1965 Tempest and mine was a 1963 Chevy), and I’ll fix them for you for the wedding,” Biden told Leno. “So four days later, we go to pick the cars up and there’s 75 people outside the dealership. We pull up, they spread and my dad said, “This is my wedding gift.””

Tragically, in 1972, just before Christmas, Neilia and their 13-month-old daughter, Naomi, were killed in a car crash that left sons Beau and Hunter severely injured, *The New York Times* reported in a 2008 profile.

Romance in a car

Biden’s dad paid \$5,600 for the car, according to “Leno’s Garage.” It was a hefty sum back then, especially for Joe Biden, Sr.. a man who had a tough life and struggled to make ends meet.

But Joe Sr. also had a sense of honor. In an autobiography, his son recounts his father quitting a job as sales manager for an auto dealership when the owner decided to amuse himself at a Christmas party by spilling a bucket of silver dollars on the dance floor to watch his workers scramble to collect them. Joe Sr. left that party and never returned to the job, the *Times* wrote.

Still, Biden told Leno, “It was great having a dad at a dealership because every prom, man, you had a brand-new car. I remember my senior prom, a 1961 Chrysler 300g.”

Leno then asks Biden whether he remembers the first car in which he had a romantic encounter while on a date. Biden doesn’t miss a beat: a 1951 Plymouth Convertible.

“The girls I dated were those Catholic school girls and their mothers wouldn’t let them go out,” Biden said.



Biden, who grew up in Scranton, Pennsylvania, and parts of Delaware, now keeps the Corvette at his home in Wilmington, Delaware. He drives it as often as he can, said Ben Halle, a spokesman for the Biden campaign.

The car is one of 14,436 convertibles produced that year, out of 22,940 Corvettes for the 1967 model, said Jonathan Klinger, a spokesman for Hagerty. The 1967 Corvette is consistently the top seller among Corvettes at auction, he said.

“In the car’s current condition, which looks to be mostly original,” Klinger said, “the market value is \$88,700.”

“If Biden’s actual Corvette were to be sold, it would likely sell for a premium seeing that it is an original owner example and owned by a former vice president,” Klinger said.

While most politicians aren’t known for their personal vehicles, some, like President Ronald Reagan’s Willys Jeep CJ-6, have been added to the National Historic Vehicle Register by the Historical Vehicle Association, Klinger said.

The vintage Corvettes of the 1960s are typically associated with NASA astronauts. In fact, in 2012, a beat-up 1967 Corvette, purportedly first owned by astronaut Neil Armstrong, sold on eBay for \$250,090.

Biden told Leno that his sons had the engine in the car rebuilt one year as a Christmas gift to him.

“It feels great, it feels great,” Biden told Leno in 2016 as he drove the car on the show. It was only the fourth time in seven years that he’d been behind the wheel of the car. Leno said the Secret Service would not allow the vice president to drive during his term and for six months after it ended.

Biden told Leno. “I buried this,” pointing to the speedometer.

“You’ve had it up to 160?” Leno asked. Biden smiled, and said “yes,” noting that Chevrolet had said the car would max out at 152 mph at the time.

(from *Yahoo News* on the internet)

Chevrolet Finally Issues a Recall for C8 Corvette Trunks Popping Up on the Move

by Brian Silvestro

After numerous complaints and videos from C8 Corvette owners experiencing their front hoods flipping up while driving, Chevrolet has finally issued a recall in hopes it will curb future incidents. The fix doesn't address any mechanical issue, but updates the car's software to limit the vehicle's speed to 26 mph when it senses the hood isn't properly secured.

In an official recall posting released today, Chevy says the issue applies to "certain" 2020 model-year Corvettes. In addition to the speed limiter, the software update will prompt the car to show an on-screen message indicating top speed is 26 mph. Also, the trunk-release buttons on the key fob and in the cabin will be updated to require a longer press to activate.

Chevrolet has said in the past it has "not been able to identify any mechanical issues related to this situation," and planned to increase the volume of warning chimes and change the messaging that appears on-screen to indicate the trunk is unlatched. We're expecting these changes to be included in this recall as well.

The software update can take place over-the-air if owners accept the applicable terms and conditions. Alternatively, C8 drivers can schedule an appointment at their local dealership to have the update installed.

This is the second recall GM has issued for the C8. The first, also relating to the front trunk, came just over a week ago, and fixes an issue where the emergency release button inside the storage area may not activate if the car has been turned off for longer than 10 minutes.

If you think your 2020 Corvette qualifies for either of these recalls, head on over to Chevrolet's dedicated recall site and run your VIN.

(from *Yahoo News* on the internet)



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Corvette Classified

For Sale: Four Knock-Off Western Wheels from my Corvette. These were on my 1966 Corvette when I bought it. They are early Western Wheel reproductions from the 1990's. Very nice shape with all the mounting hardware. No tires. \$1250
Contact Pat Cavanagh
(918) 884-8868



For Sale: 1966 194376S118546 Nassau Blue Coupe. L79 327/350hp, numbers match, 4-speed, M-21 transmission, 4:11 Posi, PB, telescopic steering wheel, AM/FM radio, power antennae, Bright Blue interior. Rare, functioning A.I.R., original (and still is!) California car. Original CA license plate (restored) on front of car. Reproduction build sheet. Delivered to Bellwood Chevrolet, Bell, CA in April, 1966. It came to OK in 1978. Beautifully documented history of car, including several early CA registrations, smog pump certificate. Frame off restoration (many photos) completed in 2000. 23,2XX miles since then after engine was rebuilt as part of restoration. Correct casting numbers carburetor and intake manifold replaced since restoration. NCRS Top Flight Award 2004 (96.0%) with judging sheets. Engine bay hoses and tires replaced 2015, carpet replaced 2017. Fresh major tune-up, oil and filter change. Many maintenance receipts since 2010. As its 5th owner, I purchased the car in 2001, kept in garage under cover daily since then, driven every two weeks. Featured in *Corvette Fever* Magazine in February, 2002 (Your Ride in the Spotlight). \$69,500.
Call Fred Benenati, phone (405)850-7213, e-mail: drfredfly@att.net NCRS Member #38363.

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

Upcoming Events

All meetings and other events are canceled until further notice, when restaurants are allowed to reopen, and people are allowed to gather in groups without fear of the COVID-19 Virus.

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



Thanks to Bud Jessee, Mike Aichele and Bonney Clark for their contributions to this *Sidepipe* issue.

Thanks also go to Verle Randolph, Jim Elder and Neal Kennedy for 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.

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