

April, 2014

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

## Chairman's Comments

by Neal Kennedy

**O**K, gang. As Kenny Loggins sang, "This is it!" It's The National Corvette RESTORERS Society. This is what we do. The restoration and preservation of America's sports car. Now there will be those whiners asking, "What about the Vipers... and Cobras?" What about them? How many have been produced since 1953? How many do you see on the road every day?

Back to the topic at hand. Our big event. The Oklahoma Chapter NCRS Judging meet. April 26 is just three weeks away. Chapter Judging Chairman Brett Driscoll has lined up the cars to be judged and is putting the final details together on the judging chores. He's kept us updated with the progress of the process, and now it's time for us to do our part. Show up. Better yet, pre-register. That helps a lot with things like ordering T-shirts. Longtime club member Dominic White is providing the place. Now, let's provide the people.

Brett will have final details at our April breakfast. If you can't make the meeting, look for his article in this *Sidepipe* issue. It might be a little tricky finding the place if you haven't been there before. There might be a Corvette or two parked outside when you roll by just south of I-44.

Big congratulations go to John Neas for his 1956 SR1 Corvette's showing at the prestigious Amelia Island event March 9<sup>th</sup>. John hauled his beautiful Aztec Copper "Special Racer" to the show in northeast Florida back in 2003. He says the monsoon rains kept all the cars in their trailers all that weekend. Now, more than 10 years later, he ties for second place just behind Irvin Kroiz's 1962 Sebring Corvette. Way to go, John. His Vette, which he has owned for more than 20 years, has been on display at the Corvette Museum three or four times. It's also been on the cover of at least three magazines and featured in many more.

Don't overlook John's article elsewhere in this issue of *The Sidepipe*.

Mike Smith also deserves an "attaboy." His article "A Strange Place to Meet Someone I Should Have Already Known" was reprinted in the latest issue of *The Corvette Restorer* magazine. Check it out on page 19 of the Spring 2014 NCRS publication. A good read that brings the human-interest element into our hobby. Nice job, Mike.

Plan A for May is a return visit to Roy Sinor's place near 11<sup>th</sup> and Yale. We've been there before, but the scenery is always different. As immediate-past National Judging Chairman for NCRS, Roy does business out of his remodeled NAPA store. But there is little resemblance to things like the talking cans you see on TV. His dad was an active member in our chapter, hands-on with Roy in many Corvette restoration projects. Roy Sr. also provided entertainment on many trips to Bloomington's big Corvette meet back in the day.

Roy is still very active in the national car-hobby scene and will have some great war stories to share. His busy travel schedule used to make catching him at home on a Saturday a tough assignment. He said, "OK, sure" on my first request for a repeat performance. Mark your calendars early for May 3<sup>rd</sup>. We'll plan to roll over to Roy's after our monthly meeting.

June may offer a garage tour of another member's facility. We may be joined by members of another Corvette club. But, maybe not. Be at the May breakfast meeting to get the latest, but better, reserve June 7<sup>th</sup> while you are updating your calendar.

July is National Convention month. Kansas City isn't that far away and it may be a long time before the annual event is any closer. Details are in your *Driveline*. Hotel rooms are going fast. The longer you wait to make your room reservations the

longer the trip to the convention sight. Get on it if you are going.

Progress continues on the Corvette Museum clean-up. I like the decision to put some of the cars on display in "original cave-in condition" before they are restored. Talk about a conversation piece.

I'll be turning the gavel over to Vice Chairman Phil Gray for the April Meeting. The NEOkla Chapter of the Sports Car Club of America is holding their only race for 2014, April 5-6. Their new points system has both days counting towards qualification for the national championship races next fall. Meaning, there should be good racing both days. So, roll on out after the breakfast meeting, or make a day of it Sunday. If you get there before the lunch break, they sometimes take spectators on a slow drive around the track. It depends on the schedule, which is fluid, but most of the racing is in the early afternoons. Mornings are for qualifying.

Don't know if there will be any Corvettes or Camaros, or any other V-8 racers. However, the double-points possibility may draw lots of cars. I'll be working on the second floor of the tower. Come up and say "Hi" if you come out, it's not far. Hallett Motor Racing Circuit. First exit off the Cimarron Turnpike, follow the signs. No foolin'...

## *April Breakfast Meeting*

**O**ur monthly breakfast will take place on Saturday, April 5. 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*

**T**he gathering place for our April Attitude Adjustment Night on Tuesday evening, April 15, will be The Rib Crib Restaurant, 8040 South Yale. We have the use of a meeting room for our group.

The time people start to arrive is 5:30 p.m. Most are there before 6:00 p.m. The food is quite good and Tuesday night is "Rib Night" - all the ribs and side orders that you can eat for \$13.99. There are specials on beer, too.

## *2014 Dues Notice*

**T**he New Year is already here, and it is past time to renew your membership in the Oklahoma Chapter NCRS

Annual dues of \$15 should be paid this month.

Bring your wallet or checkbook on Saturday, April 5, to renew your membership in the Oklahoma Chapter NCRS. Don Partridge will be glad to accept your money, or you can mail your 2014 dues payment to:

Don Partridge  
18606 East 96th St.  
Broken Arrow, OK 74012

A special note to any new member who may have joined since October, 2013. Your payment then will cover your 2014 dues also. If you have any questions, call Don Partridge at 918 / 455-6574(H).

**Don't delay!** Payment of dues is required to continue receiving chapter benefits.

**Remember** ---- You must be a National NCRS member in order to be an Oklahoma chapter member. Checks should be made payable to Oklahoma Chapter NCRS

## *Spring Judging Meet Plans*

by Brett Driscoll  
NCRS#26846  
Oklahoma Chapter Judging Chair

**S**pring has finally arrived. This is one of my favorite times of the year. I hope that you enjoy it as well. It usually provides us with opportunities to enjoy our Corvettes. There is always the occasional rain shower, but I feel the great days always out number the so-so days. One opportunity coming up to get out and enjoy your Corvette is fast approaching. The Oklahoma Chapter NCRS spring event is right around the corner.

Mark your calendar for Saturday the 26th of April at 8:00 Am. We are having a Chapter judging meet at 8515 East Skelly Drive, Tulsa, Oklahoma. It is a wonderful facility for this event. The best way to arrive is by making your way to 27th and Memorial Drive. You then will need to travel east on 27th Street to the point where it intersects Skelly Drive. You turn left on Skelly Drive and immediately you are at the entrance on your left. Even if you have never judged a Corvette, I think you will enjoy yourself. We have

people from across the United States visiting our great little city.

We have a guest speaker coming from Texas to talk about Corvette paint and what preparation one needs to have in mind when seeking out a painter for his classic Corvette.

We have an original paint 1969 Corvette coupe {5 star bowtie and Duntov award winning I might add} arriving to help with his presentation.

I think it is going to be a Chapter event we will all remember and can be proud we were a part of. We have a 1963 roadster driving up from Edmond. There is a 1965 coming from the state of New Jersey via a restoration shop in Arkansas. We have a local 66 Corvette and a low mileage early production 1990 ZR1.

I know many of you have tried to register and had difficulties. Don't worry about any of the information technology setbacks.

Just come and have a good time, with your fellow Corvette enthusiast. For those of you who would like to have some advance preparation for judging I will have copies of the judging manual available for you to borrow at the Saturday morning breakfast at Ollie's.

In preparation for this I want you to pull an original part from your shelves that we can talk about at Saturday's breakfast.

If you have the same part in a reproduction configuration bring it along as well and we can compare them. All of this will be done in a friendly and unassuming manner.

This is your Chapter and your judging meet and I have some details to discuss at the Saturday breakfast. I hope to see each of you and your cars there as well.

## *Help Wanted*

**A**s you may know in about a month the Chevy Muscle Docs will be opening to supply Shipping Data Reports for 1965-1972 Camaro, Chevelle and Nova owners.

The Shipping Data Reports were an instant success for Corvette owners, and we know there are a lot more Camaro, Chevelle and Nova owners than there are Corvette owners.

We are looking for someone who would be willing to be the administrator of the website chevymuscledocs.com. The site is almost completely built and that would not be your responsibility. The Shipping Data Reports will be handled by someone not yet designated. What we are looking for is someone to monitor the site and maybe help answer helpdesk tickets and help whoever is doing the Shipping Data Reports when any issues arise.

The duties would require knowledge of html and php as well as mysql database maintenance. There would be very light involvement in any of these areas normally but a basic understanding would be a big help.

Most of the effort would be going into the raw database and searching for a mistyped record and making a correction without doing anything to damage the database.

As far as html and php you would only be required to understand when errors occur, what the error messages might mean and maybe capturing the error for further investigation. We estimate about 20 hours per month. This job qualifies for a small stipend.

If interested or know of a NCRS member that might be, please send an email to [ncrs@ncrs.org](mailto:ncrs@ncrs.org)  
Attn: John Wacconer

## *A Lifetime Of Love* (part 3)

by Danny J Beck

**I** will pick up from last time and the 68 SS, my first true love!!! I graduated from Broken Arrow High School in 1971 and attended Oklahoma State University in 71-72. However, Commissioner Bob Newhouse convinced me that if I was going to attend law school, I should get an undergraduate degree from The University of Tulsa, so I transferred and enrolled in the pre-law curriculum.

By then I had started looking at Corvettes again. There were several on the campus at TU, and I kept admiring them wanting one worse after each session. I was out running around in June of 73 and stopped by Bill White Chevrolet on 5<sup>th</sup> and Elgin. There in the showroom was the prettiest Vette I had ever seen, white with bright red interior. They looked at my Monte Carlo with about 4 thousand miles and said they would trade for \$1,800!! I called my banker, and he said just to write them a check for the difference

and he would deposit it in my account and come by in a day or two to sign the papers.

I said, "No, don't do that until I talk to my dad."

Dad was so mad that he called the banker and said, "Do not loan that boy money for a Corvette until he gets out of school because he will have tuition, car payment and insurance. He will have to pay the payment and insurance, so when he runs short he will temporarily skip a semester and then he will be done and not go back." I was crushed but knew that dad was right. He always was.

Well, a year passed and one day I dropped in to Ramsey Chevrolet in Bixby and lo and behold there was a maroon with tan leather L82 coupe on the showroom. I asked Bill if I could drive it and show it to my parents and he said that I could.

My buddy Charles was with me, so we drove it ever so carefully to Broken Arrow. My dad was in the yard doing something when we drove in. He asked, "What are you doing driving that car?"

"I proudly said, "I just bought it."

He said, "No, you did not because if you can afford that then you can afford to get yourself an apartment."

I said, "You know I can't afford to do that until after I graduate next year."

He said, "My point exactly. You take that back right now and tell Bill not yet or when you get home your clothes will be on the front porch!!"

My friend said, "I think your dad was serious."

I replied, "Oh, yes, he was dead serious." So I took the car back and said, "Someday I will get one of these!"

Another year passed and I was a senior at TU. The thought about a Corvette was still ever present in my mind. In May of 75 I started looking around town.



1975 was a low production year and there weren't any Corvettes on the showrooms!! I took my last final on Friday and stopped at Swinson Chevrolet to see what they might have. They had a white Caprice convertible with cranberry and white interior that was a beautiful car. I decided that was more practical than a Vette anyway. I already had the collectible "Last of the Breed" poster showing all the Chevy convertibles over the years, including that last one, a white 75 Caprice. So I had my mind set to get that car.



I went to work Friday evening and got up Saturday morning for breakfast. I told my dad and mom, "Well, I guess I'll treat myself to a new car for graduating. I'm going to get the Caprice convertible."

My dad sat at the table, and I will never forget what he said. "Son you are my only son that has completed college, and you have worked hard and deserve to get a new car, but if you are going to get one don't get the Caprice. It is an old person's car. Your mother and I have one in the garage, so get the car you really want."



I said, "You mean a Corvette?"

"Yes," he replied, "that is all I have heard for years, so let's go find you one."

And one we did--a flame orange coupe with saddle leather, luggage rack and all!!!! So I gave them a deposit, graduated from TU on Sunday night at the

convention center, and was at the bank first thing Monday morning. I drove that car until 1980 when my eyes shifted from the Vette to a young lady, but that is in the next chapter!!!

## *Amelia Island Car Enthusiast Road Trip*

by John Neas

Car Enthusiast Road Trips have been an important fact of life since a 1958 trip to the Indy 500. A recent trip involved Don Partridge and Mike Smith taking our 1956 SR1 to the Amelia Island Concours. The car was loaded by 6:00 PM, four hours ahead of the usual Neas time. It did require a lot of midnight oil to get a 14-year-old restoration ready for the Concours. We left at 6:00 AM on Wednesday, changed a flat trailer tire in Arkansas, sat in a five-hour parking lot in East

Arkansas called I-40; spent the night in Birmingham; drove through monsoons on Thursday and finally arrived in Amelia Island.

We parked the trailer in an industrial park on the last piece of usable swamp land we could find. Sally flew down and joined us.

Friday morning I took the flat tire to an amazing competent Goodyear shop and got it fixed.

Afterwards, I met up with Don and Mike in the afternoon for the seminar "The Great Offy Drivers" which included Bobby and Al Unser, Parnelli Jones, and David Hobbs.

Friday evening we went to the DuPont Registry Party in an airplane hangar. They are the people who in their slick magazine push exotic cars, women, pets and other toys for the nuevo rich. We had a great time, with the highlight being a very athletic lady hanging from the chandelier pouring Dom Perignon Champagne in patriarch's glasses. She would have been the dream



date for a 16-year-old male (see picture).

Saturday morning Don and Mike went to the Cars and



Caffeine show on the golf course of the Ritz Carlton (host hotel of the Concours and R&M Auction) which featured over 250 classic and exotic cars from local car clubs. We then attended The Merchants of Speed Seminar which included Bobby Rahal, Ray Evernham, John Mecom, Alwin Springer, and Bob Tullius on the panel of team owners. The majority of the owners picked Mario Andretti as the most talented driver. I believe Ray Evernham was the most articulate and his theories of the mental skills to win were learned while being instrumental in the IROC series and working with the race drivers from the various disciplines and learning from them.

Probably worked best when he was crew chief for Jeff Gordon and won multiple NASCAR championships.



Saturday afternoon we made a decision to take the SR1 and put it on the show field. Most of our class

was already there as they had been unloaded from transports. Our swamp had dried out so we unloaded and drove the car to the field, visited with other participants, covered up the car and left. Some of the other cars and owners in the class were: '62 Bardahl Sebring Racer - Irwin Kroiz, '59 SCCA B Production Champion Purple People Eater - Lance Miller, '60 Sebring Winner - John Justo, '56

Sebring #3 - Kevin Mackay, '55 Nascar Corvette - Terry Michaelis, '57 Airbox car - formerly Frank Buck/ Irwin Kroiz's but now the couple from Dallas which

recently purchased the L88 Corvette at a recent auction.

Saturday evening Sally and I attended the main gala black tie optional event with J.C. and Judy Osteen which featured the guest of honor, Jochen Mass in a question and answer format.

Sunday morning started early with job #1 being drying a lot of ocean dew off the car and getting ready for the judges. First highlight was Bill Warner and his assistant Mark Becker driving over with the stated purpose of the drive to see 'the rare car'. The next highlight was the judges coming over to review the

car. They were Werner Meier, who is one of the newest additions to the NCM Hall of Fame, Ed Welburn, head of styling for General Motors, and Peter Brock who was a designer of the 1959 Racing

Stingray, the Daytona Cobra, owner of the Dotson racing team BRE, and writer, photographer, etc. They appeared very interested in the car and its documentation. Although the car had significant race history, it was the only car in the class not in race trim.

Sunday afternoon Cris Meier came over to talk to Sally with the (unknown to us) purpose of keeping her in the area until Werner came over to put a red ribbon on the windshield (the car, unexpected to us, had tied for second place!) What a pleasant surprise!!! We took our drive to the reviewing stand, where the

MC described the car to the crowd and they gave us a crystal swan. The conversation around the car went on all day with other participants, most of which we have been friends with for years, attendees with



interest in C-1s, friends such as Frank Buck and family who I had bought the car from, John Baldwin and John Groendyke. Tom Cotter who writes the Barn Find Books and also Tom Gale, former head of Chrysler Styling also visited about the car.



Afterwards we drove to the trailer, loaded the car for the trip home, and the four of us had a nice dinner in greater downtown Fernandina Beach.

Monday morning we drove to the Tallahassee area to see J.C. and Judy Osteen's fantastic collection which includes Corvettes, brass cars, nickel cars, classics, micro cars, motorcycles, REO truck, and car artifacts. Also present was Eric Minoff the car specialist for Bonham's USA. It was interesting to hear his take on the collector car market. Judy fixed a nice lunch for us and then we headed out for home. We made Hattiesburg, Mississippi by evening.

Tuesday we crossed the Mississippi River at Vicksburg and drove through Johnny Cash and Robert Johnson Delta Country up to Pine Bluff. We arrived in Tulsa about 6:00 PM. Don and I agreed that we are good for about twenty more years of these Car Enthusiast Road Trips. After that youngsters like Mike Smith will have to take us along.

A fantastic experience!!!!

## War Bonnet Boogie Brings Big Smiles

by Neal Kennedy

Photo Credits - Norval Kennedy\

Chevrolet seems to be quite fond of naming some of its colors after race tracks. Especially Corvette colors. Sebring Silver ( a VERY good choice), Nassau Blue, Daytona Blue, Laguna Blue, Elkhart Blue, LeMans Blue, Mosport Green, Elkhart Green, Riverside Red, Monza Red, Riverside Gold, Monaco Orange, Ontario Orange, Laguna Gray.... you get the idea. Didja ever hear of War Bonnet Yellow? Yep. In 1971 and 1972 the yellow Corvette color was War Bonnet.



So, it was very fitting that Mike Smith drove his yellow C3 Corvette Coupe on the Oklahoma Chapter's cruise to the historic War Bonnet Racetrack Revisited Tour last month. The 90-percent chance of rain did not



deter Mike and Mike

headed west on Highway 51 out of Sand Springs. Destination Mannford, America.

Jerry Casteel provided some great Google Earth photos of the track.



The drivers and navigators used them to get a better feel of the layout of the 2.6 mile loop, as well as the shorter circuit. Jerry also made contact with the Mannford Police Department as soon as he arrived at the track and started his hot laps. Yasee, there are now a lot of homes in the area, not to mention a bunch of soccer games going on that Saturday morning. Seems the constable was just making sure his citizens were safe. Jerry's story is he didn't get a ticket, and he's sticking to it.



Eve Pim has waved many flags at many race tracks. But never at War Bonnet. So, since she is so experienced and even had her own set of flags, why not have a professional starter for our War Bonnet visit? Giving the green at the start/finish line, Eve waved yellow from the pace car for the rough pavement on the lap around the short course. It's obvious some parts have had zero maintenance since 1970. Given the option to skip the worst spots the first lap, all the drivers soldiered on despite the "danger."

The sagging bridge over a creek brought out another yellow, then there were those soccer moms and dads just up the road. The steel guard rails on the bridge narrowed the track quite a bit. Kinda scary to think of those Trans Am cars charging through there at well over 100 mph! The erratic parking by the sports fields was another good reason for a waving yellow. The green came back out for the smooth straightaway crossing the s/f line.

Now, TWO laps around the big track, called War Bonnet Loop on some maps. It's Keystone Loop on the street signs. Finally, the checkered flag signaled the end. Everybody stayed on the pavement, where there was pavement, and nobody wrecked before we left the track.

Next stop (pit stop?), the Steer Inn Restaurant in Mannford. Were those onion rings great or what? A call ahead had a table for 12 set up and waiting for us.

Our waitress was named, no kidding, Shelby. Kinda continued the race theme for the day. She even cheerfully took the group photo.

That would be a good place to end the story, but nooooooo. The adventure was not quite over. After a very pleasant and mostly sunny morning, the clouds started to move in after noon. The plan

was to have everybody head home on their own after the chow stop. The parking lot emptied after a few more minutes of bench racing. Some made it home without a drop of rain. Others, did not. Mike was one of those. If you know his car, you are aware it's as nice underneath as it is on top. Maybe "was" would be a better word now.

Never fear, Mike says, "I got that car to drive and I'm gonna drive it." So he did. In the rain. Curb-deep water in some spots. I'll let him give you the details. Like how well the windshield wipers work when that dang wiper door won't open all the way. We also all know old Corvettes never leak. Right? I'm sure by now, Mike has that undercarriage sparkling again.

I hope he still feels the saltwater bath was worth it. It sure did make me feel good to see Mike's yellow Vette in my mirrors as we retraced the steps, er...tread marks of Mark Donohue, Parnelli Jones, Peter Revson, Roger Penske, Paul Newman, George Follmer, Jerry Titus, Dave Morgan, James Garner, and Don Yenke. Now you can add to that list distinguished drivers and War Bonnet veterans like....Jim Elder, Kelly Bolton, Pat Cavanagh, John Neas, Norv Kennedy, Debbie Norris, and Tom Swatek. He's the Grand Poobah of Tulsa's Smallest Corvette Club (four members). All along for the visit to the historic, but short lived War Bonnet Raceway.

No helmets, spin-outs or crashes this time, but still a good buzz with thoughts of the ghosts of races past. Did I see a Daytona Blue Sunray-DX Camaro peeking out from behind a tree out there?

**Attention all Oklahoma NCRS members who are also Vietnam Veterans. The following letter was sent out to the Chapter Chairman for sharing with chapter members.**

*Hello:*

*I am writing to ask for help from your chapter. I have a goal to locate Vietnam Veterans that own Corvettes. Although in the - year I have contacted over 650 Corvette Cubs plus Registries and Councils, in the 50 states, and I know this can only be a small portion.*

*That said, this would be to the attention of any Vietnam Veterans that are members of your NCRS Chapter.*

*There is a Corvette owner / Vietnam Veteran in Lexington, N. C. that developed a Vietnam Veteran / Corvette sew-on Patch.*

*He provides this patch to Vietnam Veterans FREE of charge and he does not ask for compensation.*

*After reviewing this patch, I thought how nice it would be if Vietnam Veterans could display this on their Corvettes showing their service to this country.*

*I discussed and received permission from him that I could have static clings made in honor and memory of our Vietnam Veterans.*

*These static clings are 3" round and go inside of your car window.*

*I have included a photo copy of the static cling.*

*Should any Vietnam Veterans of your chapter like any static clings, please have them send me a self addressed/postage paid envelope and I will be glad to provide them. Please provide a note letting me know how many static clings they would like.*

*Should they be interested in a sew on patch, they would need to e-mail Charles at [Charlie@carols62.com](mailto:Charlie@carols62.com) to inquire about receiving the patches.*

**THEY BOTH ARE FREE**

*Thank You,  
Don Zullinger  
2928 Adams Drive  
Chambersburg, PA. 17201  
U.S.A.F '66-10 Member, NCCC, NCM, NCRS & MAC  
Chapter of NCRS*



## *Tires, Age Is As Important As Mileage*

**O**n the surface, it makes sense that rarely used tires should last indefinitely as long as they're properly cared for. But looks – and low miles – can be deceiving.

There are no hard and fast “expiration dates” on tires, but because rubber begins to crack and deteriorate over time, most experts suggest that eight years is the maximum safe life expectancy of a tire. If you don't drive your classic at all and it just sits on display, you can get away with keeping the original tires as they'll hold air. But if you drive the car at all, you need to know how old the tires are. The U.S Department of Transportation (DOT) requires that all tires manufactured since 2000 have serial numbers, and those numbers easily identify their age. Using the last four digits, the first two numbers will reveal the week and last two the year. For example, a serial number ending in 4905 tells you the tires were made during the 49th week of 2005. If there are no recognizable serial numbers, you already have your answer – the tires were made prior to 2000 and need to be replaced.

*Excerpts from Hagerty newsletter—“Losses Lessons Learned”— March 24 2014*

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## *Corvette Classified*

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**For Sale:** 1966 Coupe, 425 HP 427, Green w/green interior, KOs, Bought in 85 or so, Restored early 90s

**For Sale:** 1970 Convertible w/hardtop, Blue w/blue interior, 454 & 4 speed, Bought in 87 & restored then, 56000 miles

Just decided to sell these two Corvettes so the details & prices will follow. Please call or email me.

Hannest@cox.net DeAnn Duvall 405-471-3151

**For Sale:** 1994 Corvette Convertible, Special order Wine-Rose Paint, Black top, Black Interior, 6 Speed, LT1, new tires, garage kept, 74,000 miles, \$ 15,900 (negotiable)

Call Natilie Zimmer  
at 918-704-3528

This was my father's pride and joy.



**For Sale:** Home with large garage! 4 BR, 2-1/2 Bath, 2700 sq. ft., split level home, centrally located near St. Francis Hospital, 6 car garage with car lift, in ground swimming pool, enclosed patio room with hot tub, large open concept kitchen with center island, granite counter tops, pantry, convection microwave, convection oven, hardwood floors in main level, fresh paint inside. Exterior is brick & siding. Rent to own for 18-24 months. Purchase Price \$206,000 Call Howard Huff 918-557-4013

## Upcoming Events

- Apr 5 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Apr 15 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK  
Apr 18-19 Tulsa Swap Meet 2014 - Creek County Fairgrounds - Tulsa V8.org - Linda Strode for info call 918-371-2437  
Apr 26 Oklahoma Chapter NCRS Judging Meet - Details in this *Sidepipe* - Register at [www.ncrs.org](http://www.ncrs.org)  
May 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
May 15-17 NCRS North Central Regional - Rochester, Minnesota - See *Driveline* for info  
June 5-7 NCRS Rocky Mountain Regional - Loveland, Colorado - See *Driveline* for info  
July 13-17 NCRS National Convention - Kansas City (Overland Park), Kansas - See *Driveline* for info

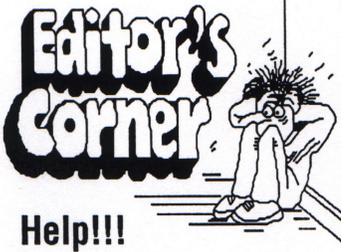
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We appreciate your  
help.

## 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, Neal Kennedy, Norval Kennedy, John Neas and Russ Grimm for their contributions to this issue.

Thanks also go to Jim Elder, Neal Kennedy, and Verle Randolph for their continuing help in folding and mailing.

\*\*\* **Please** think about writing an article or contributing an item of interest for the newsletter. This can be a tech tip you've found, an article to reprint from another publication that would be of interest, a personal experience that would interest other members, or an item of news about the chapter or its members. Remember, include pictures if you can. Your Corvette classified ads are welcome, too. You can mail, e-mail, FAX, or loan me a diskette or flash drive (Windows or Macintosh). **Remember!!** Your help is needed to make this newsletter a voice of our chapter!

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**SOME THINGS ARE TIMELESS.**



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