

April, 2018

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

Chairman's Comments

by Kelly Bolton

The Spring Season is underway as we look forward to a few of April's notable events:

April 14 - Car Event at Scott Anderson's "The Galley" at 126th and Memorial

April 21st – Spring Judging Event

While reading the latest edition of "America's Sports Car" published by The National Corvette Museum, I noticed the final stats released for the 2018 Corvette. The production run was completed on January 28th and an interesting statistic that I noticed was a 5 month production run with a total of 9,686 Corvettes produced, 28.9% were Z06's and Arctic White once again topped the list as the most popular color. I don't recall seeing that many C7's in Arctic White, so I did a search of the most popular colors for the first year in each generation:

C1, 1953 - Polo White, 300 produced with 1 exterior color option.

C2, 1963 - Riverside Red, Sebring Silver, Ermine White, 21,513 produced with 7 exterior color options.

C3, 1968 - British Green, Leman's Blue, Silver Stone Silver, 28,566 produced with 10 exterior color options.

C4, 1984 - Bright Red, Black, Light Bronze/Dark Bronze, 51,547 produced with 12 exterior color options.

C5, 1997 - Torch Red, Black, Sebring Silver Metallic, 9,752 produced with 7 exterior color options.

C6, 2005 - Black, Machine Silver, Victory Red, 37,372 produced with 11 exterior color options.

C7, 2014 - Torch Red, Arctic White, Black, 38,338 produced with 8 exterior color options

2018 - Arctic White, Black, Torch Red, 9,686 produced with 11 exterior color options.

Although White started strong, it has seen a resurgence in the C7's, and Black has the longest run of being in the top three. Wonder what color will be the most popular for the C8?

To continue moving forward into the New Year, there are numerous opportunities for you to participate in our Chapter which is vital to our continued success as The Oklahoma Chapter of NCRS. Let's look at 2018 as a year filled with opportunity and fun as we restore, preserve, document and enjoy our Corvettes.

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

April Breakfast Meeting

Our monthly breakfast will take place on Saturday, April 7, 2018. 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 April Attitude Adjustment Night on Tuesday evening, April 17, 2018, will be Bravo's Mexican Grill at 4532 East 51st St. We will continue to meet at Bravo's for the next few months.

The time people start to arrive is 5:00 p.m.

Oklahoma Chapter Merchandise

by Bob Clark

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

Please call me at 918 / 625-2303 or 918 / 299-9001 to order an item. You could also send an email to bobclark77@cox.net. Be sure to include the type of shirt and size.

Attitude Adjustment Night In Oklahoma City

by Gene Holtz

We are hosting an Attitude Adjustment Night in Oklahoma City to generate interest for an upcoming Chapter event in OKC and to get OKC 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. April's gathering is the 24th with arrival time between 5:30 pm and 6:00 pm. (The location, time and dates are subject to change if they do not work out for the majority wishing to participate.)

Oklahoma Chapter NCRS Spring Chapter Meet and judging school is April 21, 2018.

Date change on Midway USA NCRS judging school and Chapter Meet is now May 12, 2018.

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

Judging Reference Manuals

by Russ Grimm

Last month at the breakfast meeting we discussed that the chapter had several older editions of manuals that we would make them available to potential new members and current members of the chapter. Scott Pfoehler was going to be the caretaker for that group. Please contact him if you have a need.

The current editions are listed below and as your judging Chairman I have them available to the chapter membership for judging meets and judging sessions. They can be checked out for short term use by the membership by getting with me. In some cases we might have copies that have been used by the sections i.e.; mechanical -interior etc. to answer or help in those areas as you work on your car. As National has updated the material and came out with newer editions they in some cases made it harder to keep up with what the edition is so we have needed to go with the cover cars and colors to help sort this out.

So here is the current and up to date list and in a couple of cases we as a chapter not up to date and is so noted—

Judging Reference Manual 8th Edition —

(Chapter copy is 7th Edition)

1953-55 6th Edition	Polo White 1953 on cover
1956-57 6th Edition	Black 1957 on cover
1958-60 4th Edition	Bright Yellow cover
1961-62 6th Edition	Maroon & Almond Beige on cover (missing our copy)
1963-64 6th Edition	White & Blue Corvettes on cover
1965 6th Edition	Coupe & Convertible on cover
1966 5th Edition	Red Corvette on cover
1967 7th Edition	Silver Corvette on cover
1968-69 5th Edition	Silver & yellow Corvettes on cover
1970-72 5th Edition	Red & yellow Corvettes on cover
1973-74 2nd Edition	Pink cover
1975-77 2nd Edition	Light orange cover
1978-79 3rd Edition	Light blue cover
1980-82 4th Edition	Two Corvettes on cover (Chapter copy is 3 rd Edition)
1984-86 2nd Edition	Red Corvette on cover
1987-89 1st Edition	Green cover
1990-91 2nd Edition	Yellow ZR-1 on cover
1992-93 1st Edition	Ruby red 40 th Anniversary
1994-96 1st Edition	Blue Corvette on cover
1997-99 1st Edition	Red & purple Corvettes on cover

Judging Manuals & Guides

by Scott Pfoehler

Gentlemen, as discussed by your Judging Chairman at our last Oklahoma Chapter breakfast, we have available for your use the following NCRS Judging Manual & Guides. The manuals that I am custodian of are not the newest editions of the JM&G's but will work to do an initial assessment of that Corvette you or a friend may be looking to obtain.

Please call if you would like to check any out.

53-55 5 th edition	56-57 4 th & 5 th edition
63-64 3 rd & 4 th & 5 th edition	65 5 th edition
67 5 th & 6 th edition	68-9 3 rd & 4 th edition
70-72 3 rd & 4 th edition	73-4 2 nd edition
78-9 1 st & 2 nd edition	80-82 2 nd & 3 rd edition
84-86 1 st edition	87-89 do not have
90-91 1 st edition	90-93 1 st edition

We also have three big 3 ring binders of the old Master Manuals that contain all of the 53-62 Guides, all of the 63-67 Guides & one with the 68-77 Guides.

Thanks, Scott
918-437-5292

Spring Oklahoma Chapter Meet Saturday, April 21

by Russ Grimm

The spring chapter meet is fast approaching, and as of today, we have one car to judge, Craig Rhyne's 1968 big block. At our next breakfast meeting we will send around a sign up list for tabulator(s), support help, judges/and observer judges. We will be looking for a lot of help. We will need volunteers for Operations check, Interior, Exterior, Mechanical and Chassis judges. Judging points are awarded at the chapter level. There will be a sign up list at breakfast.

If you have never judged, I would recommend to start with working as an observer judge in an area that would be of interest to you. Maybe exterior or mechanical would be great areas to review if you are considering any upgrades or changes in the future for your car.

Here is our event schedule:

Friday	7:30 pm Judged cars staging
Saturday	8:00 am Open Registration
	8:15 Judges/Owners Meeting
	8:45 Judging begins
	12:00 Lunch
	1:00 Wrap up Judging and tabulation
	2:00-4:00 Judging Seminar
	"Parts, Parts, and More Parts"

You do not need to pre-register or complete a form unless you bring a car, but you will need to sign in that morning for judging awarded points and pay a \$10.00 fee for lunch.

Brett has done a fantastic job getting the past events done with great judging seminars in our past chapter meets. So with that in mind I thought of an area we have not done. I will call it "Parts, Parts and More Parts."

In the updating and maybe even restoration of our Corvettes, we are often faced with a dilemma of looking for original parts, new old stock (NOS), GM restoration parts or over-the-counter aftermarket parts. The cost on all of these options varies on price as well as how well it fits in with the NCRS judging. In most cases the function will be okay but your goal would and could be the more important question that needs to be answered. An example of this is a GM replacement coil for a midyear.

It will function but will not have the correct number embossed on it from GM.

Help—help—your help is really needed!

So to make this a successful session, I will need a lot of help pulling together examples and identify known differences. So please help out and pull out your parts. Get with me so that I can make up a list of what to include on the agenda for the judging seminar. I will have several examples of original parts and will facilitate a conversation on the replacement and how that would affect judging a car. There will be examples of taillights and trim items showing NOS vs Trim Parts or aftermarket parts, but I need a whole lot more to pull this off. So please dig into your storage of parts and maybe pull out some and be ready to tell the reason why you made the decision to go a direction for your parts.

The Corvette Adventure - Part 20

by Pat Cavanagh

Life sometimes gets in the way of projects like my '64 Fuelie!

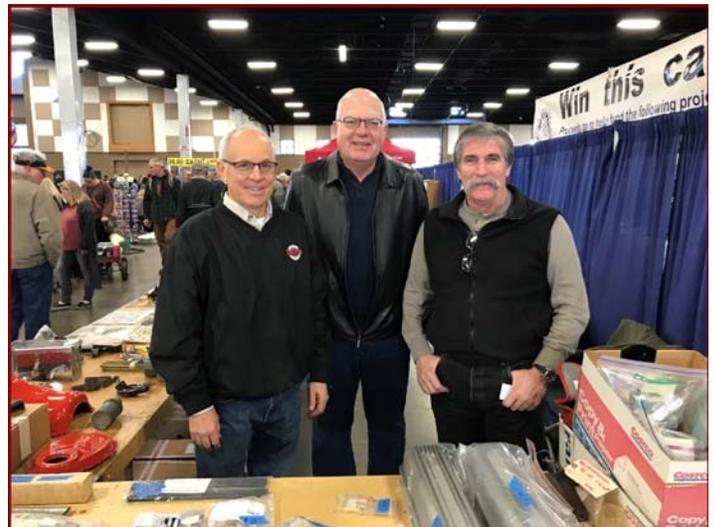
I am on the Board of several companies. These companies are in an industry that I have worked in for 40 years. One of the companies, Red Dot Corporation is based in Seattle Washington. Recently their CEO resigned suddenly due to family health issues. I had retired in 2016. Somewhat reluctantly, I got pulled back in to my old role for several months because I was very familiar with the industry, technology and customers.

Since January, I have been working for this Seattle based company both as its Chief Executive and Board Member. I am working hard to find my replacement as my wife is not particularly excited about her life being put on hold while I am having fun (as she describes it). I am motivated to find my replacement in the next couple of months so my life can return to normal in Tulsa.

During my time in Seattle I have had several noteworthy Corvette Adventures. Last week I had a

meeting with one of our large distributors based in Portland, Oregon. When I met their CEO in their executive conference room, I saw a number of Corvette Gauges in their display case. When I asked about the gauges, I was told me that their company is the General Motors licensed manufacturer of the replacement gauges for C2 and C3 Corvettes. Their gauges are sold by the major Corvette component suppliers. The beautiful display of Corvette gauges below is flanked by Doug Hall, the Sales Manager on the left and Ron Freeman, the CEO on the right, of *Instrument Sales and Service*. This trip had a little hobby mixed in with business. In hind sight, I should have asked for a set of C2's gages for "evaluation."

During February, Diane and I attended the Corvette and High Performance Meet at the Washington State Fairgrounds in Puyallup Washington, 30 miles south of Seattle. The NCRS Northwest Chapter held their annual meeting and exhibited at the show. I met the Chapter Chairman, Dan Johnson, on the left and the Judging Chairman, Stewart Lowe on the right. It was a fun outing as Diane and I also ran into old friends from our time in Portland. More on the Corvette and High Performance Meet in Part 21.



Back in the Workshop

In Part 19, I had removed and disassembled the instrument cluster. I wanted the iconic C2 cluster in my '64 Fuelie to look like new. The deteriorating paint combined with nicks, scratches and blemishes in the chrome rings around the gauges detracted from the overall appearance of the car. I wanted the cluster to put a smile on my face when I drove it. I decided to send the housing to *Joe Ray Parts Company* in Little Rock, Arkansas to be re-plated and painted. I received it back in 4 weeks, and I can tell you it is

spectacular! When I used that adjective to describe the housing to a friend, I was told that *spectacular* was reserved for 21-year-olds with double D's! That may be, but you need to see my housing! The chrome is just superb. Thank you, Joe!



With the housing back I began the tedious work of reassembling the cluster. I had ordered new lens cushions from LIC for the '64 glass lenses. I carefully cleaned the lenses with distilled water and vinegar until they sparkled. The gauge faces were cleaned with a soft paint brush and compressed air. The cluster rear sheet metal housings had been bead blasted and re-painted internally with *Rust-Oleum* Green Ocean Mist. I also made sure the die cast housing had green paint in all the right places. I installed new turn signal and warning light plastic lenses before reassembly. You may also recall in Part 19, I had repainted the instrument needles with *Hobby Lobby* Florescent Red.

With all the components organized on a clean towel things went back together quickly. I am glad I took lots of pictures with my iPhone during disassembly



because at my age certain details were pretty hazy from a month earlier. I checked the original radio capacitors on the back of the cluster with my digital multi-meter. While they all functioned within specification, I replaced them all for good measure using the original holders.

Earlier I had purchased the special tool to remove and replace the chrome bezel around the ignition switch from LIC. I also made another tool with my grinder by removing selected material from an inexpensive 7/16" socket. I left pins that allowed me to remove and retighten the headlight and wiper switch. These tools allowed me to easily install the headlight, wiper motor and ignition switches securely and prevented any scaring or damage to the housing. Lastly I installed new lights in the ignition and lighter sockets.



With just a few days in the workshop this month, I finished the cluster assembly. I was pleased with the result. I am excited to see it back in the car.





could see. After looking carefully I decided it was indeed a Cheetah. The body was not on the frame but was propped up against the wall inside. After a few minutes the owner, Mr Thorn, came out, and we had a discussion about the car.

He said he bought the car from Bill Thomas a few years prior. The car had been wrecked in a race, was taken back to the Bill Thomas shop. The frame was repaired and extended six inches as well. As I first saw it, the frame was sitting on a trailer. There was a rear end in it. The front suspension was there. A small block Chevrolet bare block and heads were in the frame, empty transmission case and bell housing. The body was pretty ragged looking.

The car was for sale, with an asking price of \$900. Gary and I talked about the car at length and he decided to buy it/

Cheetahs originally came with dual air meter FI units, and Gary didn't have one so that was a good fit.

The Cheetah was not in good condition. The story Don Thorn told was the front end was wrecked during a race in California and was taken back to the Bill Thomas shop for repairs. While rebuilding the front of the frame, it was extended six inches. This is the only known example of a longer frame Cheetah. The frame was finished, but other repairs were not made. The car sat for some time before Don bought it. Don never put the car together, so Gary got a good frame with damaged front fiberglass front body and a modified/damaged back body.

Gary had recently been discharged from the Navy and soon started to school at OSU. The Cheetah sat in Tulsa for a while. The frame sat in a back yard, and the body was in the rafters in a one car garage just off Sheridan. Later it went to Stillwater until Gary finished college.

After finishing college Gary got a series of overseas jobs in the oil industry. It made money but left no time to work on cars. Gary bought a farm in Rogers County and the Cheetah moved out there into an old shop. Later additions to the farm included a pole barn used to shelter a herd of cattle. The Cheetah moved into the cow barn with a wall built around it and it sat there for about the next 20 years.



My C2 cluster is more than 21 years old and does not have double D's, but it is still *spectacular!*

In Part 21 I will reinstall the cluster and restore the steering column so I can be back on the road this summer. Stay *spectacular* and stay tuned.

Cheetah in a Barn

by Verle Randolph

This is a continuation of the Dual Air Meter article in the March Sidepipe.

About the same time Bob wanted to sell the FI unit another friend, Gary, spotted what he thought was a Bill Thomas Cheetah in a garage behind apartments off South Peoria in Tulsa. I drove by the location several times before the garage door was open so I

In the late 1990s we pulled the Cheetah out of the cow barn, cleaned it up and put it in the new, clean, insulated shop.

When we went to get the Cheetah, this is where it was and what we found:



This is basically how the car was configured when Gary bought it. The wheels are original American Racing wheels, real magnesium wheels with 1960s Firestone racing tires. The "dirt" is mostly dried up cow manure.

We shoveled ramps in the manure and pulled it out with a tractor.



This picture was taken in Gary's shop about 2003 with a running engine and the duel air meter injector. At that point it would run, drive and stop but was not really safe to drive above walking speed.

As an aside, the maroon 65 Corvette in the background has a 1969 era ZL1 engine in it, not a modern repro. It is fast.

Below is a picture of the Cheetah with the body on it circa 2003. Body is pretty rough.



Here is a picture of the car at Riverside in 1964.



There are still faint remnants of the number 58 on the door and the Champion sticker down low.

This is a picture taken in January, 2018.



The Cheetah was sold about 31 Dec 2017 to Robert Auxier in Phoenix, AZ. He owns BTM Motors and builds a very close modern Cheetah. He plans to restore Gary's car. Auxier has documented the history and is convinced this is the second Cheetah built.

A Garage Tour, Model Trains and Great Food

by Bob Clark

Five Oklahoma NCRS members headed for Rogers, Arkansas on Saturday, March 27. Mike Smith, David Clark, Rod Jensen, Neal Kennedy and I made up the crew in my Yukon XL. I'm the only model train hobbist in this group, but everyone enjoyed seeing all the displays.

Our first stop was the Northwest Arkansas Model Train Show in the Embassy Suites Convention Center. I've been going for several years, and it is always well attended. The most unusual layout on display was made completely out of Legos! This includes track, locomotive, cars and buildings. The Lego locomotive was powered and pulled a train around the lego track. I found a couple of prizes to carry home, and I believe everybody had a good time.



I had planned the trip so that we could stop in Fayetteville for a visit with an old friend. So, it was on to see long-time NCRS members Don and Brenda Johnston's fabulous home

and show room garage on the southeast side of Fayetteville. Their home sits on 50 acres, so there is a long driveway that Don sometimes uses as a test track.

Don met us at the Train Show, so we followed him to a place named Neal's Cafe. It is a great restaurant that dates back to 1944. There are fireplaces in each end of the building. Neal's Cafe specializes in fried chicken, fried catfish, plate lunches and more. The portions are huge and the pies are to die for!

Leaving Neal's Cafe, we drove to the Johnson's home. Don has 2012 Aston Martin as his daily driver. In his showroom garage are five more collector cars. There is a 1962 Maroon Corvette, a 1967 390/427 air Corvette coupe with sidepipes, a 1969 350/350 air Coupe, a 1965 Buick Riviera GS with 425 cubic inches topped with 2-4 barrel carbs under the hood, and a 1957 Lincoln Mark II. All are beautiful cars as you can see from the pictures. Don has a great group of posters on the walls and a



fabulous display of Corvette showroom posters.

This was a most memorable trip, and I want thank Don and Brenda for their great hospitality. Hopefully, we can do it again next year with more people and nice weather



Tuesday Night Cruise

by Bud Jessee

Cruise night schedule for 2018. All weather permitting. Location: 91st & Memorial.

Time: 5:00 p.m. until dusk. Bring your own chair. Come out and join us.

These are the dates for this year

April 24

May 8th & 29th

June 5th & 26th

July 10th & 24th

August 7th

September 4th & 25th

If you have any questions, give me a call.
(Office) 918-492-5396 (cell)625-8531

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Time Travel in a Classic Red Corvette

By A.J. Baime

Jason Laureys, 40, a Southwest Airlines pilot from Wauconda, Ill., on his 1970 Chevrolet Corvette Stingray, as told to A.J. Baime.

When I was little, instead of a stuffed animal, I slept with toy trucks and Matchbox cars. By the time I was in junior high, because I loved cars so much, my parents had taught me to drive. We had a family friend whose husband owned a 1979 Corvette, and she let me drive it through my neighborhood.

I did not have a license yet. I remember sitting in that driver's seat, looking out over those huge swooping fenders. In that moment, everything changed.



Today I have three Corvettes and two Camaros. The car pictured here is a third-generation ("C3") Corvette, like the one I drove when I was in junior high, and it has a special story.

I bought it in June, 2015, from a mom-and-pop dealership in Chicago for \$32,195. I was given a file that had history on the car. Last year I took the vehicle to a car show in the town next to mine. This guy comes up and starts taking pictures. He tells me he used to own a Corvette just like mine, in the 1970s into the early '80s.



The more we talked, the more it clicked. All the history I had on my car, this guy was now telling me. He had lived in Colorado when he owned his Corvette,

and I knew my car had once resided in Colorado. Same color, same model year, same 454 390-horsepower engine. His name was Dale Seay and he gave me his number. I was thinking: What are the chances this is the



same car this stranger had owned decades ago, in a different state?

That night, I searched through the file I had on the car and found a service receipt from 1975 that had Dale Seay's name on it. I was flabbergasted.

A week later I brought the car to him and let him drive it. I love hearing his stories from the 1970s, how he used to speed the car through rural Colorado where there were no police, and how when he drove his daughter to school, all the boys would go nuts over the Corvette.

He's 79, and I'm 40, but we share the car in common. Watching him drive it today is almost as much fun as driving it myself.

(Brought to our attention by Bud Jessee
Source - *Wall Street Journal*)

The Restored Douglas A-26

by Tom Parsons

The Douglas A-26 invader was a late entry into WWII. As a result (for that time), it was very modern and high tech 2 engine bomber. The A26 was the only airplane in the Air Force inventory to serve in 3 wars: WWII, Korea, Viet Nam. It was also such a good airframe and fast that it was frequently converted to executive service before the business jets became common.



The A26 was built by Douglas at two plants, Long Beach, CA and Tulsa, OK. The A26 was powered by two 2000hp Pratt Whitney 18 cylinder engines, which allowed the A26 to fly almost as fast as the fighters. There were various configurations of the A26, including a glass nose for a bombardier position or a gun nose with 6 or 8 .50cal Browning machine guns, plus a top and a bottom turret with twin .50cal guns. Some versions also had 3 or 4 guns in each wing, and some had either a 75mm or 37mm cannon in the nose along with 2 .50cal guns.

The A26 which we are restoring at the Guthrie airport has a 6 gun nose, and we are searching for a top turret, or at least a dummy turret. Our A26 was built at the Tulsa Douglas plant, so not only is it a piece of American

history, but it is also a piece of Okla history!

After 18 months of active combat service in Viet Nam, it was retired in 1956, sold as surplus and converted into a corporate plane with a very nice executive interior with 6-7 seats, a lavatory and small galley. The plane was owned and flown by Rock Island Oil and Refining for a number of years before it became obsolete when business jets came on the market for corporate requirements.

Our A26 eventually was acquired by the Confederate Air Force (now Commemorative Air Force). At some time during its operation with the CAF, a wing spar was broken. There was no way to accomplish a repair nor a spar available for replacement. Thus, it sat abandoned and neglected on an air field in Arkansas for several years. During this time, the executive interior was stripped out and scattered to the four winds. It was now a prime candidate for being melted down into Coke cans!

Our group had learned about the abandoned A26, they made a trip to Ark, assessed the damage and determined it could be repaired and flown again. So in 1999, it was disassembled and a trucking company was contracted to transport it to Wiley Post Airport where a TOTAL restoration began, including a brand new, freshly machined wing spar donated by Boeing.

It was originally intended to have the broken wing repaired, service and accomplish repairs as needed and become a "fixer upper." WRONG! As often happens with many projects, it has turned out to be a 19yr TOTAL, COMPLETE restoration, and we are still about 1yr away from the first test flight.

We have accomplished 99% of all repairs, MOST of the rigging and plumbing and electrical work is completed and we are scrounging around for seats for the interior. ANY donations, parts, labor, funds will be greatly appreciated.

Corvette Classified

For Sale: 1963 Borg Warner T-10 Transmission, VIN stamping 3105895, Assembly code WL122, Case T10D-1 Side Cover 10-18-62, Tail T10-7D 3813490 8-21-62, Front piece 3790278 -- Value—Open to discussion
Scott 437-5292

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

- Apr 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
- Apr 12-14 Carolina NCRS Regional - Greenville, South Carolina
- Apr 14 Car Event at Scott Anderson's "The Galley" at 126th and Memorial
- Apr 17 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
- Apr 21 Oklahoma NCRS Spring Judging Event
- Apr 20-21 46th Annual Tulsa Swap Meet - Creek County Fairgrounds - Kellyville, Oklahoma
- Apr 24 Cruise Nights Begin
- May 5 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
- May 16-19 Arizona NCRS Regional - Scottsdale, Arizona
- May 19 Visit to Tom Parsons and the A-26 in Guthrie, Oklahoma

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

Editor's Corner



Help!!!

Thanks to Gene Holtz, Verle Randolph, Kelly Bolton, Scott Pfuehler, Bud Jessee, Tom Parsons, Pat Cavanagh, Russ Grimm and Bonney Clark for their contributions to this *Sidepipe* issue.

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

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

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