

# SIDE PIPE

OKLAHOMA CHAPTER



April, 2019

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

## Chairman's Comments

by Bud Jessee

### *I Don't Get No Respect*

Rodney Dangerfield's well known one liner, "I don't get no respect" could apply to the C4 generation.

I own a '96 Collector Edition convertible with the LT4 six speed standard transmission. I love driving that car. You slide down into that seat and you feel like the car wraps around you. The car actually feels like a sports car should. It's rough, harsh and raw. You feel like you're in a fighter jet cockpit. It was really the first true sports car vette. Previous generations were just a pretty car with a big engine. The C4 can handle really well, even by 21<sup>st</sup> century standards. A late model C4 can hold its own against cars like the 370z.

The C4 was truly a revolutionary design, a clean-sheet design of a car that had been laughably outdated as the '70s progressed. The C4 Corvette was futuristic, new and fresh. It may not look like much now, but its wedge shape, coming out of the giant fendered 1980s must have been a sight to behold back then. The main reason people think it's ugly is because they know it's slow, and they've come to associate its appearance with its largely unremarkable performance.

Some of the bad raps of the C4 are the low horsepower, especially in the early years. "It's hard to get in and out of. I disagree with this. It's very easy for me to be able to stretch my legs out and lift up on the solid ledge to lift myself out. Sit too low. You don't straddle a dead opossum on the road or you will be dragging it along for the next few miles. But heck, my C6, I can't straddle a dead mouse on the road without taking it with me.

Yes, the early C4's were slow having a low 250hp motor. Of course, much of that was the results of the government regulations on emissions. But as years progressed in the C4 generations, horsepower increased to the LT4 with 330hp. Then in early March, 1990, GM released the LT5 375hp engine manufactured at Mercury Marine in Stillwater, Ok.

At our April meeting we will have the honor to have one of the engineers, Gary Cline, who worked on the LT5 project, give a presentation. Don't miss the opportunity to hear Gary cover this futuristic engine's development and history. I can't wait. See you Saturday!

## *April Breakfast Meeting*

Our monthly breakfast will take place on Saturday, April 6, 2019. The location is Ollie's Station Restaurant in the Redfork area of West Tulsa. The address is 4070 Southwest Blvd. The phone number is (918)446-0524, in case you need it.

You can choose the buffet or you can order from the menu. The time to be there is 8:30 a.m., but people always start arriving by 8:00 - 8:15 a.m.

## *Attitude Adjustment Night*

The gathering place for our April Attitude Adjustment Night on Tuesday evening, April 16, 2019, 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.

## *Attitude Adjustment Night In Oklahoma City*

by Gene Holtz

**W**e are hosting an Attitude Adjustment Night in Oklahoma City to get Members together.

The gathering will be held at Rudy's Country Store & BBQ located at 3437 W. Memorial Road, Oklahoma City on the fourth (4th) Tuesday of each month. Our gathering this month is April 23. The arrival time is 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.)

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

## *Attention - Membership Alert*

by Don Partridge

**M**embership Dues The new year is here and it's time to pay your dues of \$30. If you have already paid your 2019 dues, thank you. If you still need to pay your dues, I, personally, would like to ask that you submit your dues by the April 6 meeting.

If you can't attend the meeting, please don't delay in mailing your check for \$30 to:

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

A notice is included in this *Sidepipe* if your dues have not been paid. Please mail it back with your check so that any changes in your contact information can be corrected.

A special note to any new member who may have joined since October, 2018. Your payment then will cover your 2019 dues also. If you have any questions, call Don Partridge at 918 / 455-6574(H).

## *Oklahoma Chapter Merchandise*

by Bob Clark

**W**e currently have Oklahoma Chapter denim shirts, long and short sleeve, and Oklahoma Chapter sweat shirts on order for \$25 each. We also have chapter caps and T-Shirts on order for \$15 each. All should be available in about two weeks.

Please call me at 918 / 625-2303 if you want to pick up a shirt or cap that you have on order. You could also send an email to [bobclark77@cox.net](mailto:bobclark77@cox.net).

## *April 27<sup>th</sup> Chapter and Judging Event Updates*

by Russ Grimm

**I**t seems this event has been a bit of a moving target. We have lost the 1966 Corvette that had been set up for Flight judging. It is now for sale in exchange for an ultimate dream house on the golf course.

So we now have a 1965 modified Corvette for our first time Chapter Concourse Judging. The plan now is to judge Pat's 1964 in the morning for the flight judging followed up by a short session on the new concourse judging and then actually doing it. The best description for concourse judging I heard came from another Chapter Judging Chairman. I contacted for some help on finding the guideline/cards used during the initial rollout from national. The car had to start out as a Corvette and must have an original VIN plate or state issued ID VIN. Everything else is condition. So our traditional mind set for originality is out. We have two categories to work under. **Stock** - the car doors and hood are closed and appear at 15 feet what we might expect a typical flight car to look like. **Modified** - any other Corvette configuration meaning blowers, flames, flares or alterations appearing at the 15 ft. view. This was somewhat paraphrased, but I think you understand the difference.

I will have some samples of the concourse judging sheets at our breakfast meeting for review. If anyone else would like to jump in on this new area for their car or maybe judging, let me know so I can plan. We will finish up with a judging school on mid-year chassis and hopefully wrap everything up by 4:00 to 4:30. So bring your chairs and judging materials for a full day having fun with other Corvette guys and gals. Lunch is provided for all that have registered. Forms will be at breakfast Saturday as well as the judging reference manuals by judging categories. Never hurts to study up for a review prior to actual judging.

As of today we have the two Corvettes and 19 members registered for the event. We have members and guests from Kansas City and Mid-America Chapters as well as several from the

Oklahoma City area. I will need your commitments and or registration forms this Saturday since I do need to place the shirt order for the judges so they will arrive on time for the event. Otherwise, you might miss out or have the wrong size options.

We also now have the Oklahoma City/Edmond Judging event set up for August 17<sup>th</sup>. So put that date on the calendar and let's see what we can do to make it a successful event again. More information will be coming next month. Do not forget our judging class for flight judging 101 after the May breakfast meeting.

Our chapter will be very busy with events and opportunities for the next few months but we are always looking for ideas for the next one. So any suggestions/ideas????

## *The Corvette Adventure* - Episode 27

by Pat Cavanagh  
NCRS 57907

**I**n preparation for the judging of my '64 Corvette, Kelly Bolton and I have been pre-judging the car. I wanted to make sure there are not any big surprises at our judging meet in April. Each section of the TIM&JG (Operations, Mechanical, Chassis, Interior and Exterior) has generated a list of items to be rectified. While our pre-judging is not complete, it was obvious the Chassis section needed the most work. In particular, the rear end!

You may recall that in a previous episode I had identified the rear end in the car as an OB code, 3:55 positraction unit from a '76 Corvette. This was the only part of the drive train that was not original to the car.

While the rear end code and dates are not part of flight judging, I wanted the car to be as correct as possible. In an earlier episode, I described my trip to Indiana to buy a date code correct rear end housing from *Ikerds*. With a little encouragement from Kelly, I decided to replace the rear end before judging. This is in addition to a long list of other items that needed attention....can you say project creep!

With April 27 fast approaching, I knew that changing the rear end was going to be tough. Kelly volunteered a Saturday afternoon and we decided to remove the exhaust system, spare tire

tube, rear spring, axle and drive shafts and finally the third member.



When we jacked up the car and removed the exhaust and spare tire carrier, we found a 7-leaf F-40 high performance rear spring instead of the 9-leaf standard spring. Initially I was a bit excited because in '64 you could only order the F-40 high performance suspension on a Fuelie, and there were only 83 built! The excitement soon dissipated when it was apparent that none of the other suspension components were consistent with the F-40 suspension option. We also found the strut rods were the large bushing later design.

It is likely that when the rear end was replaced in 1983, the rear spring and strut rods were also changed. That meant that I would now need an original 9-leaf spring and small bushing strut rods for judging.

Fortunately, the original 3830303 '64 rear end cover with the correct plug and stamped steel tag was on the '76 rear end. I was a bit discouraged, however, when I pulled the lower spring bolts and differential oil ran out. It was apparent someone had used longer than stock aftermarket bolts to retain the rear spring and had broken the casting bosses internally. I decided to fix the original rear cover.

I dropped off my '76 rear end along with my date code correct '64 housing at *Axles, Transmissions & Transfers Inc.* on Lewis Avenue. They switched the internal components from the '76 rear housing to the '64 rear housing along with new 3.70:1 gears, seals and bearings. The internal components are interchangeable between housings, but the '76

internal components are much stronger than the early '63/'64 components. With the new housing and gears my rear end will now be externally date code, configuration and ratio correct.

I took the drive and axle shafts to [Drive Shafts Inc.](#) They removed the U-joints and media blasted the shafts. I then detailed the drive and half shafts before the solid U-joints were installed.

I found that the rear U-joint on the driveshaft had two different size crosses. When the C3 Corvette standardized on the Turbo Hydramatic 400 transmission, they increased the size of the drive shaft U-joints. My car had a *hybrid* U-joint with two different sized crosses on the rear U-joint. This special U-joint allowed the use of the smaller C2 drive shaft with the larger C3 yolk on the '76 rear end. Fortunately, Scott Pfuehler had a correct C2 yolk for my newly built C2 rear end that allowed me to use regular U-joints on the drive shaft.



I was pleased with the look of the drive and half shafts when they were finished. Note the nice discoloration from welding!

I had a nice set of original strut rods in my workshop that I had removed from my '66 and replaced with adjustable high performance units. I had Scott replace the bushings in these strut rods and I detailed them.

Several years ago, I had removed the 9-leaf rear spring from my '66. I painted and rebuilt it. I will use this spring in the '64 Corvette. I plan to rebuild the F-40 7-leaf spring and use it in the '66 Corvette to

improve its performance. More on the hot-rodding of the '66 in a future episode.

The shocks on my car were in good working order however, they were replacement Monroe shocks and were over 20 years old. I decided to order a new set of replacement Delco gas shocks on Amazon. I painted them the correct gray and applied original labels.

Don Partridge helped me detail the rear suspension of the car by media blasting many of the rear end components. These parts will be painted and plated before the rear end is re-assembled.

My friend Wes Lyon ('99 Corvette Owner) took some time out of his busy day at [RL Hudson Company](#) where he makes and repairs sophisticated injection molding tools. He carefully milled off the two broken bosses inside the rear cover. He then shortened two 9/16-12 Allen head plugs. These short plugs, along with thread sealer, will insure the cover will not leak and still allow proper thread engagement of the spring bolts. I felt it was safer to mechanically repair the housing instead of welding or brazing. I was



concerned that welding or brazing cast iron could be disastrous if any part of the weld or braze broke loose during operation.

One of my concerns for judging has been the paint on the underside of the body. With the car up on jack stands and spare tire carrier, exhaust pipes, drive shaft and rear end out of the car, this was a perfect opportunity to remove the paint from the fiberglass under the car. I used Aircraft stripper specifically designed for fiberglass and lacquer thinner to remove the paint. The paint came off reasonably easy,



although this was an ugly, smelly and messy job. I have dreaded this job for two years, but it is now done and the glass looks great!

While the rear end work has been dominating my attention, I found time to complete a few other items identified in the pre-judging.

Over the last year, I had collected a set of original tie rods, shafts, clamps and new seals. I also found an original idler arm in great condition. I replaced the Moog parts with the original components. I applied the yellow inspection marks after I installed the parts.

The splash shield on my car still had the original rubber seals and they were crumbling. I purchased the correct staples and three-rib seals from LIC and installed them.

During the operations check I found that my rear cargo area courtesy light was inoperative. This would normally be an easy fix without the hardtop. I plan to have my car judged with the hardtop in place and it is impossible to replace the rear courtesy light with the hardtop installed. Kelly Bolton stopped over and helped me remove the hardtop, detail the rear compartment, and replace the courtesy light. This was a lot of work to replace one light!



I noticed that the buckles on my seat belts did not have the textured finish described in the TIM&JM. While the belts and labels were correct, the paint on the buckles was smooth instead of having a texture. I looked at several original buckles. I did some research on the textured finish and decided on a plan to restore the buckles. I purchased new emblems and black SEM textured paint to match my interior. I

practiced painting several scrap items until my technique closely matched the paint on the original buckles. Before painting the buckles, I cleaned them with lacquer thinner and a Scotch Brite pad. After masking, I applied several light coats of textured paint. Finally, I placed the Chevrolet emblems in the center of the buckles.

The TIM&JM requires a front license plate bracket. Unfortunately,

the bracket that came with my car was from a later model C2 Corvette. It had the square plastic inserts instead of the smaller round inserts used earlier. I was able to find a '64 bracket with the correct inserts and instead of just displaying it next to the car, I installed it on the car with an NCRS license plate. A blatant attempt to influence the judges!

There is a lot to do in the next several weeks before judging. My next episode will discuss the final updates to my car along with how it did in judging.

Stay tuned!



## History of the Bocar Special

The Bocar was a company based in Lakewood, Colorado, that produced a limited number of custom sports cars between 1957-1961.

### Development

The Bocar was a series of limited-production two-seaters, developed by Bob Carnes in Lakewood, Colorado. Starting in his own garage, Carnes followed an evolutionary trail from a single, experimental X-1 in 1958. This was followed by X-2 and X-3 examples and about five XP-4s. Early models had a 90-inch (2,300 mm) wheelbase, Jaguar wire wheels, and Girling drum brakes. 1960 Bocar XP-5 Serial No. 007.

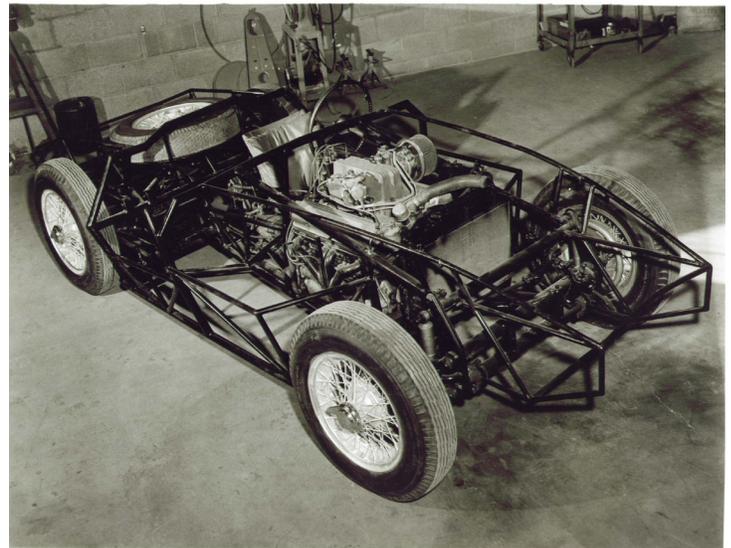


The first real production cars, begun in mid-1959 were the XP-5s, on the same wheelbase. The Bocar XP-5 had a glass-reinforced polyester body



surrounding a welded moly-tube space frame. Up front was a beefed-up Volkswagen rear suspension. Power customarily came from a 283-cid Corvette V8 engine, producing 290 hp (216 kW) at 6200 rpm. A small number of XP-5s were sold with Triumph frames, typically keeping their original suspension and brakes.

The Bocar was only 34 inches (860 mm) tall, with a four-inch (102 mm) windshield. A variety of options could be ordered: radio, heater, hardtop, seven suspension setups, and choices in wheels and tires. Carburetion or fuel injection could be specified for the



Corvette or Pontiac engines. The typical cost was about \$8,700. Bodies and frames were also sold separately.

The XP-5 was raced by Art Huttlinger in the first televised Daytona race in January, 1960. It was placed second to the D-Type Jaguar of Ed Rahal. It

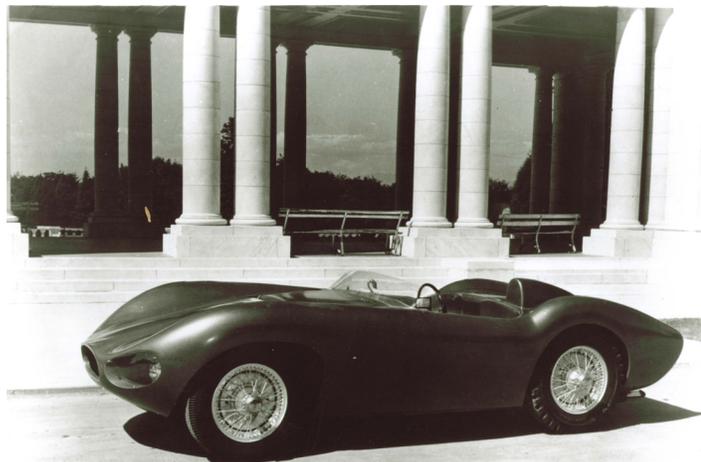


There was a major fire in 1962 that totally destroyed Bob Carne's shop in Lakewood, and an XP-5 painted pink along with two bare chassis were destroyed. This effectively ended Mr. Carne's construction of the Bocar.

In the early Sixties, Carnes produced a strictly road-racing model called the Stiletto. The Bocar Stiletto was referred to as "Streamlined Lightning", [citation needed] and looked the part. The same supercharged power plant of the XP-6 and XP-7R was housed in a

went on to set a speed record of 175 mph (282 km/h) on the beach of Daytona.

After approximately 15 Bocars, Carnes turned to the XP-6, on a longer 104-inch (2,600 mm) wheelbase. This was powered by a supercharged Corvette engine producing close to 400 horsepower. The XP-6 featured a crank-mounted roots-type GMC blower



long nosed, sleek racing body. Only three Stiletto's are thought to have been built.

### Performance

Road tests confirmed the Bocar's performance, including acceleration times that would qualify for near-super car ranking, even today.] A high power-to-weight ratio was a big part of the secret: roughly six pounds per horsepower, in a car that weighed just 1,650 pounds.[1] Motor Trend described its XP-5 as "a 160-mph sports car" that was nevertheless "a road machine." Their test car reached 60 mph (97 km/h) in just six seconds, and hit 100 mph (160 km/h) in the quarter-mile.

### Survivors

Pre-restoration Stiletto 2, and 3, in 2007

The earliest Bocar known to exist is the X-1, currently in the hands of Dr. Denton, who bought the car in Texas in 1965, and drag raced it.

and Corvette fuel injection. Only one was built.[3] The XP-7 was identical to the XP-6 but was naturally aspirated and featured a larger grill opening. The XP-7R was the supercharged version of the XP-7.

Mr. Carnes entered a red Bocar Stiletto in the 1962 Pikes Peak Hillclimb and was quoted by one major car magazine as 'throwing much dirt' as he made his way up the course. He had shifter problems when he reached the Devil's Playground area and lost two to three minutes trying to get the car in gear which effectively ended his hopes for a decent time that year.

The X-2 has not been located, along with the X-3 and XP-4 serial number 4.

It is unknown how many XP-5s still exist. One of 18 which have been found, bears serial number 166. The 1962 prototype, the only XP-5 to leave the factory with a 327 chevy engine, has been missing since 1968.



Bob Carnes' personal Stiletto is currently owned by Dudley Cunningham,[7] and has made appearances at the Monterey Historic.[citation needed] The second Stiletto (the car on the right) was originally not supercharged, painted metallic blue, and shipped to South Carolina. A supercharger was later fitted at the factory, and the car raced at Nassau. It is being restored by its owner, Gaylon Curley, who also owns the third Stiletto, which is awaiting restoration.[citation needed]

Footnotes

"1959 Bocar XP-5". How Stuff Works. Retrieved 25 April 2009.

"Silodrome Bocar XP-5 Article". Silodrome. 25 February 2017.

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"Dudley Cunningham's "Bocar Stiletto"". Tam's Old Race Car Site. Retrieved 25 April 2009.

Harold W. Pace and Mark R. Brinker, (2004). *Vintage American Road Racing Cars 1950-1970*. MBI publishing. pp. 37–39. ISBN 0-7603-1783-6.: a good capsule history of Bocar.

*Sportscar Graphic* (June 1959). pp. 68–71. Missing or empty |title= (help): an in-depth article on this American sports car, with pictures, as well as a full-page back inside cover ad for the car. Completed rollers were available starting at \$3800.

## Sources

The Bocar Registry of Colorado, Road and Track 1960, owner and car list made by Gaylon Curley, surviving factory records, factory photographs, and information obtained from previous Bocar employees.[original research?]

(From Wikipedia, the free encyclopedia)

## *Fire up the Way Back Machine*

by Scott Pfueller



A few fine years ago someone in our Oklahoma Chapter of the NCRS brought in a guy with a real old camera. A bunch of us went to Mohawk Park early on a Saturday morning, got into several lines, the Camera man climbed up on a scaffold and shot away



at us. The result were two fine pictures of our Corvettes, one with folks and one without. Maybe someone who was there will bring one of those pictures to the next breakfast and we can uh and ah and point at it and try to remember who owned all those Corvettes. This picture, made out of three, is of course during the aforementioned picture taking with that real old camera. This was the same photographer that used to do panoramic photos at Bloomington Gold.

Now most of you guys were there when the Way Back Machine was around so how about digging out some of those photos from our Convention at Grand Lake, some from various Joplin meets and share them again with your buds. Computer and phone pictures are great but having a stack of real photos in your hand to shuffle through is still special. So bring some.  
Scott

## *Got a Solid Axle Corvette that needs brakes?*

**T**hen this is for you. All brand new in the parts boxes. All bought from Zip and are in Tulsa to look at. Zip part numbers available. Take Zip prices & deduct 30%. It's all generic, no GM parts. Says to fix '53-'62.

2 axle set shoes, 4 brake drums, master cylinder, return springs, hold on springs, 4 wheel cylinders, 4 adjustment springs, 4 adjusters, front brake cable, 2 rear brake cables, 3 brake hoses and some of the windshield weatherstrips. Also a new set of black sunvisors w/pins & a black sissy bar. Scott 437-5292 daytime.



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## *Corvette Classified*

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**For Sale:** 4 Firestone 7:75x15 WSW Tires Mounted once & still got the tit. These are DOT tires \$180 ea Lets deal Call Scott 437-5292

**For Sale:** 1973 convertible, stock 454, I added 700R4, Wilwood brake calipers, rotors, SS hoses, Chrome master cylinder, chrome hi-amp alternator, Vintage Air a/c heater system, Dewitt's black satin aluminum radiator & fans, all new interior, new REV 18" wheels & tires. Drives great. The owner is asking \$37,500 or best offer. Contact Chris 918-251-6680 or cell 918-344-8489 or <capipher@gmail.com



**For Sale:** 1963 Fuel injection with Distributor \$7500, 63-67 NOS soft top latches \$150/set, 63-67 FI NOS nozzle blocks \$90/set of 4, 58-62 front Lisc bracket supports one NOS \$135 set and one used \$90/ set,, NOS 62 Front emblem \$110, 56-57 Generator with Tack Drive \$325, 56-58 High Performance Gen Pulley \$80, several C-1 Radiator and Gas caps and Hardtop Stainless. Dave Ewan #177 Call 817-482-1978

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



**For Sale:** My Collection of die cast cars in original boxes - mostly Corvettes. I have original boxes. Also have Corvette model kits. Larry Mills 918 645-6203 Contact me for a complete list.

**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 restrorod you are building.

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

## Upcoming Events

- Apr 6 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Apr 4-6 27th Annual Corvette Show'n Shine - Chisholm Trail Expo Center - Enid, Oklahoma - for info contact [allred.david@sbcglobal.net](mailto:allred.david@sbcglobal.net)  
Apr 9 Cruise Night - McAlister's - 91st & Memorial - Tulsa, Oklahoma  
Apr 11-13 NCRS Queen City Regional - Sharonville, Ohio - See *Driveline* for info  
Apr 16 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma  
Apr 27 Oklahoma Chapter NCRS Spring Judging meet - 8515 East Skelly Drive - Tulsa, Oklahoma  
May 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
May 18 Route 66 Museum open Hou - Sapulpa, Oklahoma 10 am -2 pm  
May 31-June 1 Route 66 Corvette Roundup - Hafer Park - Edmund, Oklahoma - Info at [CocccarShow19@gmail.com](mailto:CocccarShow19@gmail.com)

### NCRS Communication

To keep up to date with the latest news from your Oklahoma Chapter NCRS and your Region VII Director, be sure to advise Bob Clark and/or Don Partridge of any e-mail address changes. This also applies phone numbers and new mailing addresses.

**The Corvette Restorer and the NCRS Driveline are NOT forwarded. Update ALL of your NCRS contact details at:**

<http://www.ncrs.org/forums/register/change-address.php>



Thanks to Pat Cavanagh, Russ Grimm, Verle Randolph, Scott Pfoehler and Bonney Clark for their contributions to this *Sidepipe* issue.

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

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

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

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