



December, 2019

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Chairman's Comments

by Bud Jessee

Thanks for a Great Year!

We just celebrated Thanksgiving. I hope everyone had a good one with family and friends. We are completing my first year as your club Chairman, and I'm very thankful to everyone for the help and support you have provided.

Thankful to past President Kelly Bolton for the help he has given in the transition, providing the computer support along with Pat Cavanaugh, and all of you should be thankful that he is still providing the ice breakers.

Thankful to Bob Clark, for the many hours he devoted to our very own *Sidepipe*. I know for me coming up with the President's Comments is tough every month, but the time and effort going into the newsletter, let's just say – I can't imagine.

Thankful to Vice Chairman Phil Gray, for keeping us report compliant.

Thankful to Verle Randolph, for keeping notes to remind me what we said and decided.

Thankful to Scott Pfuehler, for keeping track of our finances and working us through our bank difficulties.

Thankful to Judging Chairman Russ Grim, for his knowledge and organizing all judging events and tech sessions to satisfy National.

Thankful to Don Partridge, for his years of devotion and keeping membership rolls active and paid. Really going to miss him handling this for us.

Thankful to Michael Young, for his efforts to organize events and hosting a great venue for the picnic.

Thankful to Mike Partridge, for organizing what I feel is one of the best websites of all clubs in the Tulsa area.

Last but not least, thankful to the Members for your support and fellowship.

It has been a great year overall with the judging meets, socials and the Leake Auction. The Leake Auction was the highlight of the year and we need to thank Roy Sinor for hooking us up with the Leake group. Because of that event and many of you donating your time, we were able to donate to two worthy charities, Meals on Wheels and the Coffee Bunker. In addition, we were able to set aside funds for a possible Regional Judging meet in the future.

Again, thanks to everyone for your help and support in a great 2019 and hope we can have an even better 2020.

One more thing before closing. Don't forget the annual Christmas Party on Saturday, December 14, at the home of Mike & Nancy Phillips. If you haven't been to a Christmas Party at Mike & Nancy's – don't miss it! Their basement is a museum of its own. The party is always a great time. Don Partridge's Dirty Santa is a highlight of the evening.

Merry Christmas! See you Saturday!

December Breakfast Meeting

Our monthly breakfast will take place on Saturday, December 7, 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 December Attitude Adjustment Night on Tuesday evening, December 17, 2019, will again be at the Rib Crib at 8040 S. Yale. The meeting room is reserved for our use. The bar is open for early arrivals.

Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter denim shirts, long and short sleeve, and Oklahoma Chapter sweat shirts for \$25 each. We also have chapter caps for \$15 each.

The T-Shirts are in and the price is \$15. I have a few extra t-shirts in sizes Lg and XL. They will be available at our breakfast meeting on Saturday, December 7.

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 Directory Update

Another information sheet is included in this issue of *The Sidepipe*. This is your last chance to change anything for the new directory. If you have not sent one to Bob Clark, please do so. This is the only way to correct any errors or omissions that might exist in the present membership book. Please help me be sure that all of your information is correct.

Corvette Sales Numbers C1 to C7

By Billy Hayes
NCRS 59383

Looking at Corvette sales data, I validate a few of my highly opinionated assumptions and see some surprises. I'd assumed the C7 was an all-time Corvette top seller it was, but not a standout! Was surprised to see that C3, C4, and C6's all had sales years matching C7's top numbers. C5's best year was approximately 80% of C7's best. C3 was surprising... it had 4 years sales beating C7 sales with two more years within a few numbers of C7 max, meaning C3 was popular in the mid/late '70's even with the weak engines in them (remember oil embargo).

A huge surprise was 1979, the highest sales ever for Corvettes at 53,807! Anybody know why? I don't have a clue why that year was excellent... somebody enlighten me, please.

Not such a surprise was the second bestselling year for Corvettes... 1984 at 51,547! Now that I can understand. Chevy starved its Corvette buyers for two years before delivering this one. Was a big hit and a great kickoff of the C4 to C7 transition over the next 30+ years.

C7 has been really popular... looks like a Corvette and Ferrari had a roll in the hay... very sleek and smooth new lines with nicer interior and awesome ride (same at 40MPH as 140MPH).

My opinionated self can't come to a conclusion on the "best" series. I still don't think there is a "best"... just another great one to add to the list!

So here comes the C8... wonder where its sales numbers will land. A lot depends on the new styling (will it look more European?) and the motor's location. What else depends a lot on the motor's location is price! Chevy's Corvette bang for the buck through C7 might take a big hit if C8 is mid-engine.... So far, every one of those on the market just cost more... a lot more.

I'm getting popcorn, sitting back, and watching what happens soon. How about you?

Ain't it great to have this kind of obsession?

Total Corvette Sales Numbers (By Year)

Generation	Corvette Model Year	Total Production	Generation	Corvette Model Year	Total Production
C7	2017	22,801	C6	2011	13,596
C7	2016	40,689	C6	2010	12,194
C7	2015	34,240	C6	2009	16,956
C6/C7	2014	37,288	C6	2008	35,310
C6	2013	13,466	C6	2007	40,561
C6	2012	11,647	C6	2006	34,021

Generation	Corvette Model Year	Total Production	Generation	Corvette Model Year	Total Production
C5/C6	2005	37,372	C4	1986	35,109
C5	2004	34,064	C4	1985	39,729
C5	2003	35,469	C4	1984	51,547
C5	2002	35,767	C3	1982	25,407
C5	2001	35,627	C3	1981	40,606
C5	2000	33,682	C3	1980	40,614
C5	1999	33,270	C3	1979	53,807
C5	1998	31,084	C3	1978	46,776
C4/C5	1997	9,752	C3	1977	49,213
C4	1996	21,536	C3	1976	46,558
C4	1995	20,742	C3	1975	38,465
C4	1994	23,330	C3	1974	37,502
C4	1993	21,590	C3	1973	30,464
C4	1992	20,479	C3	1972	27,004
C4	1991	20,639	C3	1971	21,801
C4	1990	23,646	C3	1970	17,316
C4	1989	26,412	C3	1969	38,762
C4	1988	22,789	C2/C3	1968	28,566
C4	1987	30,632	C2	1967	22,940

Generation	Corvette Model Year	Total Production	Generation	Corvette Model Year	Total Production
C2	1966	27,720	C1	1959	6,970
C2	1965	23,562	C1	1958	9,168
C2	1964	22,229	C1	1957	6,339
C1/C2	1963	21,513	C1	1956	3,467
C1	1962	14,531	C1	1955	700
C1	1961	10,939	C1	1954	3,460
C1	1960	10,261	C1	1953	300



Saturday, December 14, 2019 • 6:30 p.m.

Mike and Nancy Phillips have again graciously agreed to host the Oklahoma Chapter Christmas Party at their home, 11721 S. Canton, Tulsa, 74137, in the Hunters Hills addition. The easiest way to their house is off East 121st. Canton is the second street east of Yale on the north side of 121st S.

It's a gated community and the gate should be open. If not, **press the KEY button** (looks like an old key) and **then enter 041777** on the keypad and the gate will open. If you have trouble, just enter 041 on the keypad and their home phone will be dialed to open the gate. Their home is about the twelfth house on the right (east side of the street). The phone number is (918) 299-2562.

The party will begin at **6:30 p.m.** with dinner. The Chapter will supply BBQ and soft drinks. Please bring pot luck sides or a dessert. So mark your calendars now for **Saturday, December 14, 2019**

Plans are to have a gift exchange or "Dirty Santa" gift game, so bring a gift or two to participate in this fun game. Please limit your expense to \$10 per gift.

If you would like, please bring an unwrapped toy that will be donated to the Marine's Toys for Tots campaign. Toys for Tots distributes toys to needy children across the Tulsa area.

There will be a sign-up sheet at our breakfast meeting on Saturday, December 7.

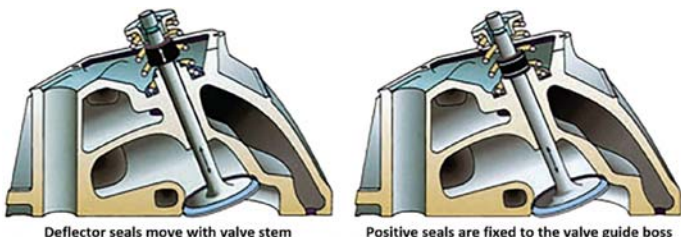
Where There's Smoke!

By Kelly Bolton

While my 1973 L82 currently has 29,457 original miles, I noticed blue smoke coming out of the exhaust after start up lasting for a few minutes. The car ran fine and the issue was the smoke would only get worse with time. I initially had several concerns; the valve seals hardening/deteriorating, the valve springs under load for 46 years and had I chosen the right oil for an older V8? The plan was to replace the valve seals, valve springs, spark plugs, oil and filter. After researching the '73 Service Manual, NCRS Discussion Boards, internet, YouTube and discussions with a few Oklahoma Chapter Members, I developed a plan. This article is to share my experiences in building and executing this plan.

To Start there are two basic Valve Stem Seal Designs:

1. Deflector seals – also called umbrella seals, deflect oil away from the valve stem. They are secured to the valve stem and move with the valve to shield the valve guide from excess oil. O-ring valve seals are similar as they move with the valve. Umbrella type seals were commonly used prior to the development of positive type seals.
2. Positive seals -- attach to the valve guide boss and function as squeegees, wiping and metering oil on the stem as they pass through the seals. First on the scene around 1981.



Valve stem seals are made from a variety of materials, including nylon, PTFE rubber, steel, and synthetic rubber. Sometimes these materials are combined into a single sophisticated design. When synthetic rubber is used, there are three basic types: nitrile, polyacrylate, and Viton.

Next

I ordered my parts which consisted of:

Sealed Power Valve Stem Seals MV-1233

Valve Springs - Melling VS-380, (1.238" OD)

Rocker Arm Nut, (3/8" x 24) MR-1751

Autolite 145 spark Plugs

Mobil Super Synthetic Blend Motor Oil



Just in case, I take pictures before disassembly to make sure I have a later reference, if needed. I solicited the help of David, (my brother) and the process we followed was:

- Car up on jack stands
- Remove everything down to the valve covers
- Plug oil drain holes in heads
- Remove rocker arm nuts, rocker arm balls and rocker arms, (retain sequence of removal for reinstallation)
- a Remove spark plug from Number 1 Cylinder

- Rotate motor until TDC on Number 1 Cylinder
- Put transmission in gear, (to prevent motor rotation)
- Install Spark Plug Air Hose, (30 PSI works well)
- With large socket, (almost OD of valve spring, place socket on valve springs and tap several times with hammer to break keepers loose)
- Install Valve Spring Compression Tool and compress exhaust valve spring
- Remove keepers with magnet
- Release Valve Spring Compression Tool and remove valve spring and retainers
- Remove old valve stem seal
- Reinstall new valve spring and retainers
- Compress valve spring and retainers, (may need to apply pressure to valve spring with screw driver to center valve spring on valve stem)
- Install new valve stem seal, (light coat of oil helps with installation)
- Install keepers, (apply grease to valve stem to hold keepers in place)
- Release Valve Spring Compression Tool
- Repeat for intake valve spring
- Reinstall new spark plug
- Take transmission out of gear
- Repeat for remaining seven cylinders
- Reinstall rocker arms, rocker arm balls and new rocker arm nuts
- Adjust valves
- Reinstall valve covers

Valve Spring Compression Tool in use, compressed valve spring



New parts on the left and old parts on the right.



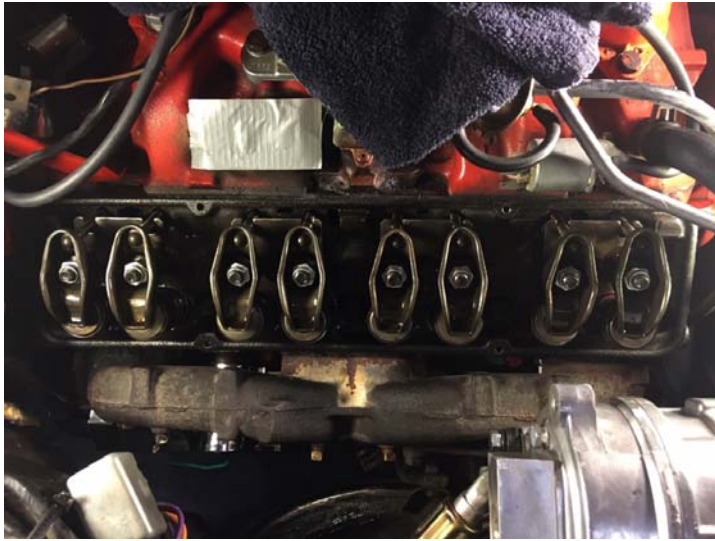
New valve stem seals, valve springs and rocker arm nuts



Specialized Tools used for this project are a Valve Spring Compression Tool and a Spark Plug Air Hose



New valve stem seals, valve springs and rocker arm nuts



After completion of the job and start up several days later, there were no signs of blue smoke. During the test run everything worked great and I believe it ran stronger on the top end. We learned a few things while doing this job: First, only remove spark plug one cylinder at a time as with all the plugs out the motor rotates too freely, (funny how I would know that), Second, only use about 30 PSI with the Spark Plug Adapter Air Hose as any more will rotate your motor and it wouldn't be at the TDC you are looking for and Third, buy a few extra valve stem seals, (I luckily did and I dropped one opening the package and haven't found it yet). This plan worked for me and I'm sure there are other variations for a project like this. If you are looking at a similar job, this will hopefully make things a bit easier.

Bakersfield – NHRA California Hot Rod Reunion

by John Neas

Every year on the third weekend in October there is a celebration of the “Golden Years of Drag Racing”.

Bakersfield represented the rebirth of Nitromethane drag racing in the fifties.

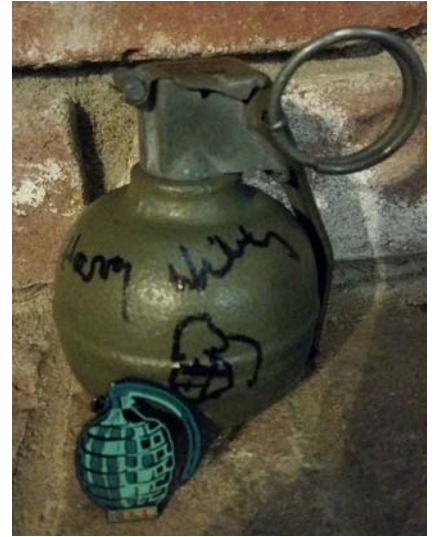
NHRA banned Nitromethane in 1957 due to



the big bump in speed of the Cook & Bedwell Dragster. The car went at the unreal speed of 167 MPH. At that time, the “experts” said the ultimate speed was 150 MPH, and this was with drum brakes and no drag chutes. The Smokers car club of Bakersfield put together a March Meet in 1959 called The Fuel and Gas Championship. They used a WWII landing strip about nine miles north of Bakersfield at a location in the middle of fruit trees called Famosa.

Attributes of landing strip were that it was long, wide, and available. The meet proved to be successful, as over 130 top fuel dragsters would try to qualify for the 64 car field. From 1959 to 1970, there were 11 AA/TF FEDs which won this event. We own the last three winners.

This year we were going to take the 1970 winner and also the 1968 winner, The K&G Speed Associates





our practice push start and after much talking with friends and several practice static cackles, we were prepared for Saturday night.

Our push truck this year was supplied by a great couple, Doug and Jan Dwyer from San Diego. The truck is a mid 60's Ford pick-up with Lion's Drag Strip'logo. Our driver for the Sizzler car is Harry 'Hand Grenade' Hibler who ran the San Fernando Drag Strip in the 60's when it was the home track for Prudhomme, Ivo,'Tony Nancy, and the surfers. Harry was also the publisher for

Hot Rod Magazine until Robert Peterson sold it. He drove many top fuel cars with the reputation of going through the traps on fire and even upside down.

car, which was being restored. It was probably going to be the most anticipated restoration for the event. NHRA reserved Row #1 and space #1 & #2 for our cars. As it goes with restorations, there were problems with completion. Curtis Cook, who was going to drive the truck & trailer with the car to California, tripped and broke his arm in Wichita trying to get the car complete enough to go. This was on Monday, the week of the event. Curtis had surgery in Wichita and returned to Tulsa.



Meanwhile, Ross Howard of Oklahoma City, left Monday with the Tony Nancy 'Sizzler' and had car staged at the track by Wednesday. On Friday, our intent was to push start the car to make sure it was running properly. As we attempted to start it by starter motor on blower, it was obvious the barrel valve had a major leak. Ross and I attempted to put new seals in it without previous experience and or schematic. After several attempts, we discovered a small seal had probably weakened and been ingested by the engine. After much advice by Jerry Bivens and Roland Leong, we fixed it. We completed



When Tony won Bakersfield in 1970, his final run was against his best friend Harry. His wife Marie Hibler is also a delight.



Saturday night is a scene out of the past. Our push truck was loaded with two gals from the Museum, a couple from Sweden, wives, and several photographers. After dusk, over 40 top fuel cars would push start in sequence down the return road and pull onto the strip. Total run time was approximately 4 minutes and used about 6-7 gallons of Nitromethane. The crowd was very enthusiastic and after the last car stopped running they came onto the track to visit, get autographs signed, and maybe take a picture of their youngsters in the seat of the car.

Greg Sharp, NHRA Museum historian, came up and said he wanted to present us with the Outstanding Presentation Plaque (for the most accurate portrayal of Race car, push car, and crew from the Golden Age of Drag Racing) at 10:00am on Sunday. I was scheduled to be on a plane at that time and Ross was to take the car to Las Vegas for the SEMA show. Ross and the rest of the group said they would be glad to stay for the presentation. We will take it!!!!

How A Rare, Experimental, Aluminum V-8 From The Duntov Era Found Its Way Into A Corvair

These conversions are not uncommon, but while perusing my favorite Corvair-focused online forum, I watched a video where a guy named



Paul Siano walked around his red 1966 Corvair and made a casual reference to the engine in it—an aluminum-block 283 from 1959.

I scoffed, thinking it was just bluster. Then it stuck with me. Ate at me. Nobody was correcting him in the comments. I had to know if the engine block in this 'Vair was for real.

The value of scrap

Siano is from Michigan, though he currently resides in Florida. His 1966 Corvair has been a part of his life since he purchased it new on the showroom floor. It was adequate for his daily driving, but when he rode in a friend's Crown V-8 conversion, there was no going back. He started the conversion on his red Corsa in the early 1970s, with a 327-cu-in V-8 taking up residence in the back seat.

Paul Siano

The 327 wiped a lobe on the camshaft, making way for a 302 sourced from a Camaro Z/28. Still, the greatest engine was yet to come, and it would come from an unexpected place. He had friends who made more than a little cash by picking over the scrapyards in the surrounding area and buying parts and pieces from the piles of metal headed for the smelter. When one of those friends came up with an aluminum 283, Siano bought it from them for his Corvair.



"I have seen a lot of things that some people don't think exists," said Siano told me over the phone. "Being in the Detroit area during that time, there was all kinds of stuff that the manufacturers sent to scrap for one reason or another. I just happened to be in the right place at the right time."

Paul doesn't recall the exact year he purchased the bare engine block, and he didn't do anything with it right away. In fact, it was nearly 35 years later when he built the engine up for installation in the red coupe, still unaware of the engine's history. Once it was



finished, he dropped it into the Corvair and drove it around to some local car shows. It wasn't until a discussion at one of those meetups in 2015 that Siano learned that his Corvair's alloy heart might be something more than just an engine.



A Corvette connection

Barrett-Jackson

Zora Arkus-Duntov had a knack for forward thinking and experimentation. In CERV I's lifespan from 1959 to 1964, Duntov tried out seven powertrains, ranging from a twin-turbocharged V-8 to an all-aluminum 283 V-8, the latter of which was the first engine in the chassis. GM Heritage Collection indicates that the first aluminum small-block in the CERV I had 350 horsepower, which matched the engine's 350-pound weight. The engine block, cylinder heads, water pump, starter body, flywheel and pressure plate were all composed of aluminum.

The GM Heritage Collection confirmed that the original aluminum engine from the CERV I is no longer in company hands, although it couldn't say for sure that Siano's engine was the real deal. These

experimental engines were just that—experiments. They weren't held sacred, which means GM wasn't fastidiously tracking their whereabouts once their usefulness had expired.

Is the proof in the casting?

Still, it's hard to imagine something important as one of the first original aluminum small-blocks had so easily found its way into the wild. To help paint a picture, Paul kindly provided me with a photo of the casting on the side of the block.

The raised GM casting in the aluminum, along with the ID number starting with 0- matches up with the style of a known "off-the-books" project—the 1963 Chevrolet big-block—"Mystery Motor." That engine was built for racing, NASCAR to be specific, but was also a testbed for advancements that would eventually work their way to production engines. Screw-in rocker studs are one example.

One more intriguing detail—the block has ALCOA markings just below the casting number. Paul was under the impression that the blocks were cast by Alcoa, which is a leader in aluminum technology. I reached out to Alcoa to see if it had any information regarding these old V-8s, and the company responded that it was more likely that Alcoa supplied the material and GM cast the block. Using a third-party's material to cast engine blocks is something GM has done in the past, for example, with the infamous aluminum Vega engines.



Alcoa

The information is there, this engine is connected to the CERV I and Zora Arkus Duntov's skunkworks of the late 1950s. At the same time, there is zero definitive evidence that suggests this is the engine plucked from CERV I. Best guess? This is a pup from the litter, but it ain't Balto.

Here's where ALCOA ALUMINUM gives new cars more *Gleam and Go*



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TRANSMISSION and power steering parts of strong, lightweight aluminum alloys give cars more "go."

INSTRUMENT PANELS finished in any of the luxurious hues and textures of aluminum add style and beauty.

The cost of history

After learning of the connections his 283 had to GM history in 2011, Paul formulated a plan to remove it from the car and replace it with another lightweight engine—a modern GM Bowtie aluminum block, which will up the displacement to 350 cubic inches. He enjoys driving the car too much to have to worry about damaging a piece of small-block history in his back seat. The swap has yet to take place, but in the meantime Paul is being just a little more careful with the engine.

Though he has listed the block for sale a few times in the past, Paul now plans to hold onto it. "It is not an investment, but something that is just too neat to let go of for now," he says.

Considering it's a hunk of history from one of the most iconic engine families of all time, "neat" is a gross understatement. To think that this experimental block ever lived inside a Corvair probably sounds a bit like hanging a da Vinci in your drafty garage, but I think it's outstanding. Chevrolet went way out on a limb with the Corvair, just as it did with the aluminum small-block. In a weird way, it's a match made in heaven.

(from the internet)

Police show up for Nitromethane Cackle

by John Neas

I always said I would run the car until the police show up and this time they did!! In early October we fired up the Dunn & Reath AA/TF Dragster for the Early Ford V8 Club. While fired up, the glass breakage alarm was set off which I did not hear over the sound of the car. Nor did I hear the call from the alarm company to find out if everything was alright. After the car was turned off, most of the club went back inside to look at the cars and converse, so they were not aware that the police showed up to answer the alarm call!! I'm sure the police lady was relieved to see friendly people on a call in this 'hood. She was nice enough to pose with Lacie who was our driver for the cackle. She probably DID notice the shady characters back by the doorway. LOL.

The police lady looked a lot better than the grizzly old OHP and various city police officers who gave me tickets in the 50's and early 60's! I think they were awarded points for nailing me.



Notes from our Membership Director

by Don Partridge

DUES ARE DUE JANUARY FIRST OF EACH YEAR!! In order to be a member of local chapter, our BY-LAWS require that you be a member of National!!

We have no choice but to comply and hope everyone agrees. Make this smooth for our new membership chairman as I am officially Retiring from this responsibility. Not going any where just passing the torch!!!

Help Me Find The History Of This 1966 Corvette

by Mike Browning

Update!


Thanks to you Corvette convertible VIN # 194676S107216. 2 tops. 427/390hp with factory AC.

The car was factory delivered to Queen City Chevrolet (closed) in Cincinnati, Ohio December, 1965. I now have information that the man that brought the car to Oklahoma was an army officer stationed at Fort Sill in Lawton, Oklahoma. I don't know what state the car was registered to pre-1974.

Car had an "OU" sticker on the rear window. University of Oklahoma in Norman or Ohio University in Athens? I don't know if there was more than one owner prior to Oklahoma.

Does anyone in the Oklahoma chapter remember an army officer who drove a Nassau Blue '66 convertible around Lawton or who attended OU in Norman back around 1970-1974?

Please call Mike Browning at 410-924-6584 or email vettespaz@yahoo.com with any leads. Member Oklahoma Chapter. NCRS #24893.



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Corvette Classified

For Sale: 2013 Mercedes Benz 550SL, 11,800 miles, shadow gray metallic, black leather and black wood interior trim, AMG sport wheels, drivers assistance package, premium appearance package, sports service by MB Tulsa. This car is beautiful and like new. \$42,500 call Pat Cavanagh 918 884 8868



For Sale: Five Car Garage with house and amenities. 1.5 story, 4 bedroom, 2.5 bath, .5 acre lot, pool, Guest Quarters, Pool, porte-cochère, with Security Gate, all in Jenks School District. 4512 E. 103rd MLS#1929176 Priced \$459,800 Call Rick Holland/Ask 4Us Realty 918-851-7425 for More Details and a Private Showing.

For Sale: 1969 Corvette Convertible. \$15K. 350 / 350HP close ratio 4 speed. 3:70 rear end. Factory AC. Tank sticker. New Al Knoch interior never installed (seat covers, door panels, carpet, conv top). Not running. Needs restoration. George Jonas NCRS member #23851. 918-691-1562 / jonas1960@msn.com.

For Sale: Four mid-year tail light lenses, never been on a car and one turn signal lens GM restoration parts \$100.00 and a '68 complete Corvette motor needs rebuilt \$500.00 Call Phil Bordwine 918 / 697-0435

For Sale: 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.

Upcoming Events

- Dec 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Dec 14 Oklahoma Chapter Christmas Party at the home of Mike and Nancy Phillips
Dec 17 Attitude Adjustment Night - Rib Crib - 8040 S. Yale Ave. - Tulsa, Oklahoma
Jan 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK

Feb 19-22 NCRS Florida Regional - Lakeland, Florida - Details in current *Driveline*

NCRS Communication

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

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

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



Thanks to Bud Jessee, John Neas, Verle Randolph, Billy Hayes and Bonney Clark for their contributions to this *Sidepipe* issue.

Thanks also go to Mike Smith, Jim Elder and Neal Kennedy 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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