

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

Chairman's Comments

by Kelly Bolton

Corvette Racing is alive and well as they prepare to battle in the 2017 Rolex 24 Hours at Daytona. This year will be a tall order to fill after last year's one-two finish less than .034 seconds apart. Starting positions this year in the GP LeMan Class are 7th & 9th. A new addition to this year's Daytona Prototype Class is Cadillac. They have qualified one-two and are recruiting notable drivers, such as Jeff Gordon. This is welcome news as Cadillac has been absent since 2002.

After our January breakfast meeting, your club officers gathered to plan and discuss future events for 2017. Initial list includes 4 Chapter Events, 6 Car Associated Events, 5 Social Events, 2 Road Tours, 5 Garage Tours and 6 Chapter Topics from obtaining club sponsorship to enhancing our website.

Special thanks to Phil and Scott for accumulating and submitting our 2016 Chapter Report. Report included data from Meetings, Activities with car and member counts, Year End Treasurer's Report and email acceptance of our IRS Filing, all successfully submitted to Bill Braun, Region V Director.

Reminder that if you have something you would like to share at our next breakfast meeting, please send to Mike (lostnaustin@sbcglobal.net) and John (jgwuchter@yahoo.com) prior to the meeting or you can bring your presentation on a flash drive.

To continue moving forward into the New Year, there are numerous opportunities where your participation is vital to our continued success as The Oklahoma Chapter of NCRS. Let's look at 2017 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.

February Breakfast Meeting

Our monthly breakfast will take place on Saturday, February 4, 2017. 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 February Attitude Adjustment Night on Tuesday evening, February 21, 2017, 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 will be starting an Attitude Adjustment Night in Oklahoma City to generate interest for an upcoming Chapter event in OKC and to get OKC Members together. Thanks to Steve Mitchell, we now have a location for the Chapter event.

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. February's gathering is on the 28th 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.) We will be discussing a Chapter Meet in OKC, how to get the info out to members in the area, tech session and judging schools in OKC.

Please get the word out to anyone you know that might be interested in attending the gathering. Contact me if you want further information at (cell) 405-317-3919 or email blue65184@aol.com (that's an L84, not 184. Thanks!)

Whole lot of Shaking Going On

By: Pat Cavanagh

I detest shaking aerosol paint cans! While it is probably good exercise, I am not always diligent enough to get them thoroughly mixed. I always seem to abbreviate the process because I am anxious to get started painting. The results of my impatience are usually an inconsistent finish both in color and sheen.

This seems to be especially true with the enamel paint that is available at the box stores like Rustoleum, Duplicolor and Krylon.

The restoration of the engine compartment of my 1964 Corvette has and will require a number of different finishes for the frame, heater boxes, inner fenders, suspension components and firewall. Since a paint booth is out of the question, I find myself using a number of different aerosol paints (sometimes called "rattle cans"). I've come to loathe the repetitive shake, shake and shake some more routine.

At first, I thought I would buy one of the bench top pneumatically-powered shakers, but it was a pretty pricey investment at over \$160 and besides, if my wife found out I spent that much on a paint can shaker, I would be the one being shaken. I saw a device on Amazon that connected to your reciprocating saw, but I knew with my wealth of experience supported by my talented NCRS colleagues, I could come up with something better than that \$35 piece of plastic.

I scrounged around in my workshop and found an old 6-inch saw blade for my DeWalt reciprocating saw. While discussing this with Kelly in my workshop over a couple of beers one Saturday, we thought it would be easy enough to just Duct tape the spray can to the saw blade and shake the can, right? As they say on TV.....Kelly and I are trained professionals, so don't do this at home, at least while your wife is watching.

It's a damn good thing none of my old professors from Milwaukee School of Engineering saw that stunt or my engineering degree would have been revoked! Even worse, the paint can turned projectile and almost knocked the beer right out of Kelly's hand.

I got serious with revision 2 of the design! I purchased two 1-inch to 3-inch radiator clamps, and I used two used 6-inch saw blades. On one blade I ground off the tang that fits into the reciprocating saw and then used JB Weld to bond the two blades together. Bonding the blades together gives the assembly a little more rigidity. I then drilled three holes in the blades for 10-32 screws. Two holes were spaced about two inches apart at the far end of the blades to hold the clamps, and one hole was drilled close to the saw. In the hole close to the saw I inserted a one-inch screw and secured it with a

nut. This screw acts as a stop for the bottom of the paint can and also prevents the can from hitting the reciprocating saw in during the cycle.



I also drilled one hole in each radiator clamp in the solid area of the clamp strap about one inch from the clamp screw. I used 10-32 screws and nuts to secure the clamps to the blade. I then ground the heads of the two screws almost flush with the clamp to prevent them from damaging the paint cans. I was worried that in operation one of the screws might puncture the can and spray paint me, my shop and my reciprocating saw.

When mounting the spray can in the clamps, I found that using a screw driver to tighten and untighten the radiator clamps was a bit tedious. To speed up the process, I decided use my DeWalt electric screwdriver with a 5/16 inch socket. This makes mounting the paint can to the assembly simple and quick.



So far I have shaken four or five paint cans. I typically shake the spray cans for about a minute at a very slow speed and then let the cans sit in an

upright position for a couple of minutes to let the trapped air leave the paint. So far my shaker works great and has held up at low speeds. I am sure that if I turned up the speed on my reciprocating saw, I could mix the paint faster, but I might have another projectile problem on my hands! The bottom line is that this device has turned out to save me time and effort ,and I actually enjoy shaking the cans now.

I am hopeful that I will impress myself with more professional paint work, but I'm afraid my wife will not be impressed regardless. Since my retirement, she just does not understand how important it is for me to solve these rather perplexing problems facing the Corvette restorer!

This is not a tested or proven design. Do this at your own risk. Be sure to take all personal and shop safety precautions if you build and use a paint shaker. Do not drink alcoholic beverages while using a paint shaker.

The Corvette Adventure (Part 11)

By: Pat Cavanagh

I had lunch last month with a prominent local business man and car collector. His collection includes some very special '50s and '60s cars from Jaguar, Ferrari and Aston Martin. He also has an original '66 big block Corvette. After we finished discussing his extensive car collection he asked me several questions about my 1964 fuel injected Corvette. One of the question was how rare was my Corvette? The question caught me by surprise because I had no idea. But the question got me to thinking, and I wanted to know the answer!

To answer the question I decided to take a look at the production numbers in Noland Adams's book, *The Complete Corvette Restoration & Technical Guide*. (Noland Adams has recently passed away on his 84th birthday, Godspeed Noland). In '64 there were 22,229 Corvettes produced with 13,925 being convertibles. Let's assume that of the 1,325 Corvettes built in '64 with the L-84 fuel injected engine option a proportional number were convertibles which make the car 1 of 829 fuel injected '64 convertibles. Of the total production in '64 14% were Silver Blue. Applying this percentage to the '64 fuel injected convertibles makes the car 1 of 116 cars. This is less than 1 percent of total production. This is a pretty rare car when you consider some of these cars are no longer around and this particular car was found after 53 years, still intact.

Does it make much difference? Not really, but it is an interesting talking point!

Back to the Past Interview!

(I interview the original owner of my 1964 Corvette)

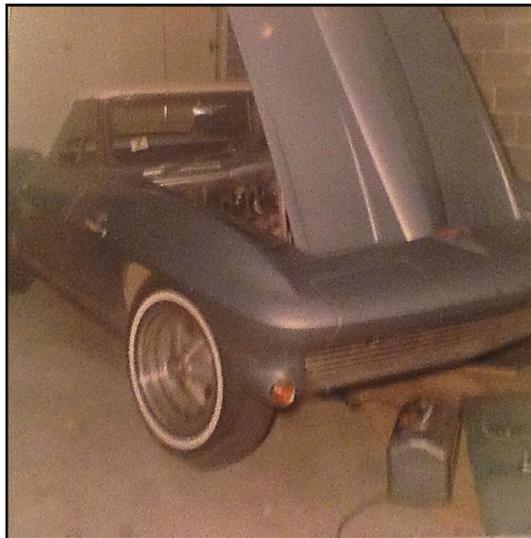
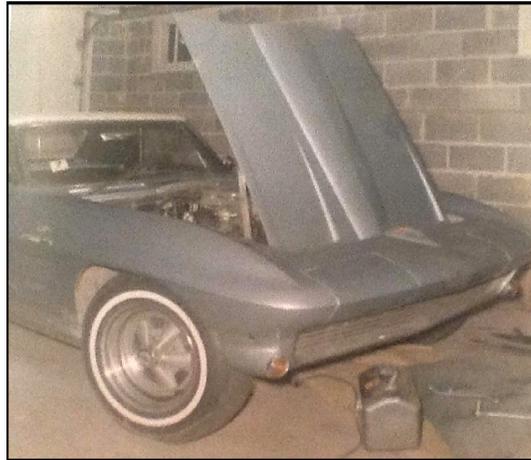
In January, I arranged time to speak with the original owner of my 1964 fuel injected Corvette. Nick and his wife, Marlene, now live in Vermont. Marlene had previously sent me a couple of pictures of the car back in the day. She told me during the call that she had just found some old movie footage of Nick and herself with the Corvette back in the '60's. They are sending me the movie and I am going to have it copied to DVD and will play it at a future breakfast meeting.

I had been encouraged to speak with Nick about the history of the car by several of our NCRS members. Over more than 30 minutes we had a wide-ranging conversation about his ownership of the Corvette. His responses follow, some edited for brevity.

In 1963 how did you decide you wanted a Corvette? "I was always a car guy. I loved the power and performance of the lightweight 327 cubic inch Chevrolet engine. For 1964 the fuel injected 375hp version of this engine in a Corvette was in my opinion the ultimate performance car in 1964. Remember I was 20 years old at the time and I loved cars. I started with 1958 Chevrolet Impala hardtop and worked my way up to the Corvette. I worked like a dog to pay for those cars."

How did you decide on a dealer? "I just shopped around until I met a real nice guy named Ken Hagen at Downs Motors in Morristown, New

Jersey. He was into cars also and I told him what I wanted. He worked out a fair price and together we ordered the car. I also lived just a few minutes from the dealership in Summit, New Jersey."



Do you remember what you paid for the car? "I recall that I paid around \$5,200 which was a lot of money at the time. I remember getting a little off but not a lot."

Ordering a Fuel Injection engine was an expensive option? Tell me why you made that decision? "I know it was expensive, but I wanted all the performance I could get. I was amazed they could get 375 horsepower from 327 cubic inches."

Do you remember all the options you ordered on the car? "Yes, I ordered a Silver Blue convertible with a white soft top and a hardtop, a black interior, the fuel injected engine with a 3:70 positraction rear end. I also ordered a AM/FM radio which was very rare in 1964 since there were not many FM channels. I also ordered the car with white wall tires. Your pictures showed the car now has a black top which I don't find very attractive."

Why silver blue and white top and whitewall tires? "I loved that color combination and so did my wife!"

Did the performance of the car meet your expectations? "I found the car was a bit sluggish off the line but was very, very strong once the RPM came up. I remember with that gear and transmission it would

easily go over 110 mph in third gear. To make it faster off the line, I ordered a 4:11 ring and pinion gear from the dealer, but I sold the car before I had it installed. I guess my only regret about the car was ordering that 3:70 gear ratio when I had the option to get the 4:11 gear."

Did you have any issues with fuel injection unit? “No I never had any problems with the fuel injection...it would just go. The fuel injection unit worked great and was very reliable.”



Did any of your friends have Corvettes? “When I was in the Air Force reserves, there were about seven of us that had Corvettes. It was a great thing. We would drive to the airport once month where we had our meetings and then fill the cars up with aviation gasoline which really made them scream coming home.”



Do you remember the song Shutdown by the Beach Boys mentioning the Fuel Injected Stingray and a 413 about the time you bought the car? “Yes, I do. I remember all of those old Beach Boys songs and still play them. I am big into music. I still play guitar and write music.”

Did that Corvette have any part in you meeting your wife? “No, it did not. I met my wife when I was 8 years old, but she loved that car, and we have a movie of the two of us washing it.”

What was going on in the pictures your wife sent me of the Corvette in your father-in-laws garage?

“Some mild customizing. I loved the look...I put Cragar Mags on the car and took the bumpers off and had spacers under both front springs to jack up the front end. Later on I put red line tires on the car. They were on the car when I sold it. I always wanted to put a roll bar in the car too but never got around to it. I never did do any drag racing with this car however.”

What made you decide to sell the car? “I kept the car for 3 years, I think. I was getting married and buying a house. My wife wanted to drive the car back and forth to work, but I did not think that would be a good idea. The car was in great shape, and it had never been in an accident, so I decided to sell it. I think we ended up buying a station wagon.”

It was a lot of fun to hear Nick reminisce about the

Corvette he bought new and drove for several years. That car obviously made an impression on him. I would someday like to have Nick and Marlene ride in the '64 again but with them living in Vermont that would be a challenge.

Here in Oklahoma project creep has stopped and the car is going back together. With thanks to Kelly Bolton and Mike Partridge I have the L-84 engine reunited with the clutch and transmission and ready to go back in the car after I detail the engine compartment. Also I would like to thank Scott Pfuelher and Don Partridge for helping me

reconditioning my front a-arms, springs and backing plates. Next month the engine goes back in, I hope. Stay tuned.

1955 Corvette

by Vern Parker
Motor Matters

Back in 2001, Fenwick Binder of Louisiana began looking for a “project car” that he and his son, Robert, could restore together. After hunting three years for the right car, a rare 1955 Corvette was located in Salinas, Calif.

The two-speed automatic transmission was rebuilt, and an overhauled 265-cubic-inch engine that could produce 195 horsepower was installed. The V-8 could



easily propel the 2,650-pound car. Chevrolet production records have two different numbers of 1955 Corvettes built — 700 and 674. It is thought that the number 674 represents the number of cars equipped with V-8 engines, and the 700 were cars with the 155-horsepower inline six-cylinder engine.



Sitting on top of the V-8 engine is a single four-barrel Carter carburetor. Hiding the carburetor from view is the flashy, enormous air filter. That filter was only mounted on 1955 Corvettes.

Not only are the seats, door panels and carpeting blue to match the color of the car, but the top of the dashboard is blue as well. The dashboard has two "eyebrows." The one in front of the driver shades the speedometer while the one in front of the passenger shades the radio.

Full wheel covers dress up the white sidewall tires. Original equipment tires were 6.70x15 inches, but for safety and ease of handling Binder now has radial tires on the 102-inch wheelbase of his 1955 Corvette.

Records show that Binder's Corvette was built in February 1955 and had a base price of \$2,934. —

(from the internet)

45th Annual Tulsa Swap Meet

April 21-22, 2017

Creek County Fairgrounds

Hours: 7am - 6 pm

for info: www.tulsaearlyfordv8.com

For Swap Spaces call Kat Conrad

918-625-5464

Corvette Classified

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 with you.

For Sale: 2000 Corvette, Red/Light Oak, 6 speed, Heads Up display, Z51, optional wheels. All original, unmodified, 18,000 miles, car cover, sport seats, plus other options. Always garaged, never driven in the rain, like new. \$20,000 OBO. Verle Randolph, 918-520-7862, verlegr@att.net for more information.

For Sale: 2004 Honda VTX-C motorcycle, red, 1300cc with 3108 miles. Always kept covered in garage. It comes with a full cover, hiway bars, a Memphis Shades windshield, motorcycle jack and a shop and parts manual. \$3,500. 918-520-7862 verlegr@att.net

For Sale: 2006 3LT coupe, Machine silver/black interior, LY2 - 405 hp, 6 speed paddle shift automatic, only 8, 721 miles, garage kept, never in the rain, heated seats, side air bags. Asking \$30,000
Call Landy Sparks 918-695-6307

FOR SALE:

Alternators:

1100693 37 Amp Rebuilt
Original for 1965 to 1968 Chevrolet Products
1965 – Pass base unit, Corvette 327, Chev II, Chevelle
1966 – Pass base unit, Corvette 327, Chev II, Chevelle
1967 – Pass base unit, Corvette 327, Chev II, Chevelle, Camaro
1968 – Corvette Base 300-400 HP

Date Code

5 F 23 5 J 13 5 K 7 6 J 8 6 J 26 \$150ea
1100750 61 Amp Rebuilt

1967 – Pass A/C, Corv 350/390/400 AC WO/With TI, Chev II AC
Optional K76, Chevelle, Camaro

Date Code

5 J 15 (used) \$100 6 L 11, 7 A 16. 7 E 18, 7 E 23, \$200
Grill:

1958–1960 Grill Bar & Teet–USED-GOOD CONDITION - \$150

1958 – 1960 Other Grill Moldings

1961 NOS Grill GM \$500 1961 NOS Paragon \$400

Air Cleaners:

1962 – 1964 Chevrolet Two Barrel Small Block – Top might be correct for four barrel

Motors, etc:

1970 NOS LS7, \$10,000, Many Blocks and some complete

Exhaust Manifolds:

1958-1960 Corvette, Pass (will fit other years) 3749965

Left-Hand Exhaust Manifold 4 @ \$45 each

1957 Corvette, Pass 3733975 Left-Hand Exhaust Manifold \$75

1968 – 1972 NOS Accelerator Pedal (1) 3923611

Side Exhaust Cover:

1969 NOS Right Side 3972592

Pistons:

1961 NOS FI Pistons and rings .030 - \$600.00
Will work on other 283 motors

NOS 283 C.I. Sealed Power Forged, .030 11 to 1 C.R.
- \$600

Heads:

14101127 - 1986 and possibly 1987 NOS Aluminum Heads with valves, etc 2 sets @ \$500 each, Possibly good for street rods, etc.

Numerous '50's and '60's FI Heads

Camshafts:

1967 - 1969 NOS Buick 400 & 430
1969 - 1970 NOS 350 CI 350 HP Cam (2) 3896962
Also 1973 - 1980, 1970 - 1972 NOS 350 CI 370 HP Cam (2) 3972178, 1956 - 1963 NOS Camshafts (3) 3736097
Also 1956 - 1958 Pass
NOS 1st Design Offroad GM 12364053 Cam kit factory 3927140 Lift intake 493 exh 512 Duration, Intake 257 exhaust 264

1956-1963 097 Camshafts -Four used-Good Condition \$100 ea Lifters:GM Solid Lifters 5231585 Edge Orifice - These are the correct lifters for the Sold Lifter GM Camshaft, Set of 16 - \$500 (sounds high but this was about what GM was selling them for when they went out of stock - approx \$700-\$900 on Ebay)

Brakes:

1956 - 1958 NOS Front Brake Shoes Cerametallic \$10,000

Interior:

1984 - 1996, Engine Compartment Light Lens ,#16506291
NOS 4 @ \$20 each, 1969-1976 NOS 333427 Map Pocket \$60

Bell Housing:

1964-1968 Pass, Corvette-67-69 L88 #3858403 USED \$160
1964 409 Pass Only USED \$700
1950's V8 Pickup 2 @ \$7.50 each
1956 - 1962 NOS Clutch Underpans (4)

Exterior:

1984 E87 NOS 14086769 Left-Hand Heated Mirror
Might fit later years \$200
(1956-1962)Convertible top frame-GREAT CONDITION \$3,000
1956 - 1957 NOS Front Right Side Bumperette Supports (2) 37244761
1958 - 1960 NOS Front Right Side Bumperette Supports (1) 3739332
1958 - 1960 NOS Front Left Side Bumperette Supports (1) 3739331
1968 - 1969 NOS Grill Right Outer (2) 3966554
1968 - 1969 NOS Grill Left Outer (2) 3966553
1968 - 1969 NOS Grill Center (1) 3966555
1969 NOS Center Rear License Bezel (1) 39197151
1969 - 1974 NOS STINGRAY Side Emblem 3956216
1956 - 1957 Gas Filler - Plated

Windshield Glass:

1956 - 1962 NOS LOF Clear TBD
Gas Tank:
USED 56 - E57 Needs Cleaning \$25

Flywheels:

Numerous USED - Mostly 168 tooth at least one 153 tooth TBD

Wiper Motor Area:

1958 - 1962 NOS Wiper Motor Mount on firewall center pulley (5)

Third Members:

1955 - 1964 Pass / 1956 - 1962 Corvette Various Ratios - Open Axle \$150
#1 - Casting #3725899 Casting Date: B118 ID Code: BA (3:55) Assembly Date: 02 25
#2 - Casting #3725899 Casting Date: K17 ID Code: AB (3:36 powerglide Detroit) Assembly Date: 11 06

#3 - Casting #3707306 56 Pas ID Code: AA (3:70 3-speed) Assembly Date: 12 18 #4 - Casting #3725899- Casting Date: K47 ID Code: BA (3:55) Assembly Date: 11 08
#5 - Casting #3707306 56 Pass ID Code: AA (3:70 3-speed) Assembly Date: 02 24

Electrical:

1969 Corvette Big Block USED (possibly other years) Spark Plug Wires with braiding \$200
1979 Small Block Spark Plug Wires 1st Qtr 1979
Many more C-1, C-3, 409, Pass car parts

Tires:

4 Firestone 500 GR70-15 Steel Radials Black Walls 1,000 miles Look Great \$1,000 negotiable (have not blown out yet)

Wheels:

4 American Vectors with Corvette centers 15" x 8 1-2" \$400 (like Kelly Bolton has) 2 '69-82's NOS Steel Wheel 15" x 8" One is painted One still with Wilkerson label
1 Never used Febr 1969 Corvette Spare Tire and Wheel 15" x 8" w/ NOS Blackwall-same date 2 15" x 5" Welded Large stem hole 3 14" x 5" Welded Bead retainer '63 and later
4 15" x 5" Riveted '53 type wheel-one still has pinstripping
6 14" x 5" Welded '62 and earlier
1 14" x 5" Welded Bead retainer Chevelle
4 14" x 6" '62 Station Wagon Wheels
1 14" x 5" With tire - Some Chevy product 1 14" x 5" With tire - U S Uniroyal Safety 8 - WW - Non DOT
1 15" x 5" 4 " bolt pattern Unknown
3 15" x 5 1/2" 3838080 NOS '63-64 Corvette Wheels
1 15" x 5" 4 " wheel pattern Ford
4 14" x 6" 3960347 NOS Station Wagon
1 14" x 6" Station Wagon wheel '63 and later
1 14" x 5" Some bend damage CHEAP
2 14" x 5" '57 Chev

Stainless:

1953 - 1955 Right Door
1956 - 1961 NOS and USED various cove trim
Some radiators for 1962 - 1964 pass w/ small block and six cylinders

Hubcaps: 1953 - 1955 Corvette NOS Hubcaps

1963 Passenger Small 409 Type Hubcaps
1956 - 1962 Corvette Hubcaps - Several 1969 and later Hubcaps, rings, etc

Fan Shroud:

1958 - 1959 (approximately) Used Original Fan Shroud - Narrow with Keystone \$100
1960 - 1962 Used original with one NOS lower part - Good Condition \$200

Springs:

1953 - 1962 NOS Front Springs 3756540
1961 (1957 - 1962) Used Rear Springs

Door Glass - USED:

1969 Right Side DOT 15 M 74
1969 Left Side DOT 15 M 74 1969 Right Side M 74 AX 1969 Left Side M 74 AX

Oil Pans:

1957 Chevrolet Pass Oil Pan
1964 Chevrolet Small Block Oil Pan (possibly fits 1962, 1963)

Contact John Neas 918-749-7741 office 918-231-4454 cell

Upcoming Events

- Feb 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Feb 21 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
Mar 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, Oklahoma
Apr 6-8 Southern California Regional - Laughlin, Nevada
Apr 21-22 45th Annual Tulsa Swap Meet - Creek County Fairgrounds- 7am - 6pm - call Kat Conrad for info 919-625-5464
Apr 27-29 Heartland Regional - Des Moines, Iowa
Jul 9-13 NCRS National Convention - San Antonio, Texas

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.



Thanks to Pat Cavanagh, Gene Holtz 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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