

July, 2012

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

## Past Chairman's Comments

by Mike Aichele

By the time you read this Nancy and I will be basking in the sun on a sandy beach in southern California. Will we be thinking about you – maybe or maybe not? One thing we will be thinking about is our favorite toy – the Corvette. I will be judging mechanical on 73-82 Corvettes and will be having a ball. Yes, we will miss you and will be sorry you are not there with us. We are going to try and get back to the meeting but can't promise. Chapter Vice Chairman Phil Gray has agreed to chair the July meeting and has an exciting meeting planned in my absence. I know Phil is going to do a great job.

I couldn't go off without leaving something for you to think about. Here are your July Corvette Trivia questions. Bring your answers to the July meeting. Phil will have the answers.

1. What does the word "Porcupine" describe on a Corvette and most important why?
2. Of what significance is the number 6939 in Corvette history?
3. What do the following Corvette colors have in common? Mosport Green, Goodwood Green, Silverstone Silver and Bridgehampton Blue?
4. What does SWC stand for?
5. Below is a picture of a Corvette door handle. Based on what you see, what is the possible age range of the Corvette and most important, why?



6. I overheard bits and pieces of a conversation between two Corvette aficionados. Below are some of the bits that I could hear. What was being discussed? "...staggered bolt holes... 7 fin... casting flaw... 9 fin..." What was being discussed?
7. Last month we had a question about things you chew – Chiclets! This month we are going to continue the food theme. What "Corvette" meaning do "Bread loaf," "Clam shell," "Cuisinar,t" and "Egg Crate" have?
8. What is the date (*be specific*) of the memo that Zora Arkus-Duntov wrote that "Saved the Corvette"?
9. What was the "Hammer Room" at GM?
10. Why where the first Corvettes were literally "rolled" off the assembly line?

Reminder - After the August meeting (4<sup>th</sup>) we're going over to Rick Oglesby's shop and hopefully put a Corvette or two on his lifts. This will give us the opportunity to talk Chassis judging or fix something or just look at and/or talk Corvette talk.

I hope to see you at the July 7<sup>th</sup> meeting, depending on how long it takes to get back from California.

P.S.: Who is going to step up to the plate and become the 2013 Chapter Chairman. The time to start thinking about it is now! Is it going to be you?

## Homework Assignment for July 7<sup>th</sup> Meeting

by Phil Gray, VP

Please dig out the latest issue of "The Corvette Restorer," Volume 38, Number 4, spring 2012. Turn to Page 20 and read the article, "Becoming Sherlock Holmes." Come to the meeting and bring your Issue.

We will be discussing this article and viewing hands on examples of items discussed by Ray Carney in this article.

If you have a solid axle C1, drive it and park it with the other C1's that we will be looking at!

## *July Breakfast Meeting*

Our monthly breakfast will take place on Saturday, July 7. 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 July Attitude Adjustment Night on Tuesday evening, July 17, will be The Rib Crib Restaurant, 8040 South Yale. We have the use of a meeting room for our group.

The time people start to arrive is 5:30 p.m. Most are there before 6:00 p.m. The food is quite good and Tuesday night is "Rib Night" - all the ribs and side orders that you can eat for \$10.99. There are specials on beer, too.

## *Congratulations NCRS Golden Quill Recipients*

Once again *The Corvette Restorer* and *The NCRS Driveline* have been awarded Golden Quill Awards. All NCRS members should be proud of both of these publications and their authors for their hard work and dedication for a job well done.

Vinnie Peters – *The Corvette Restorer*  
Eric Mortimer – *The NCRS Driveline*

In addition, *The Redline Times*, the mouthpiece of the Carolinas Chapter and *The High Plains Shifter*, the mouthpiece of the Rocky Mountain Chapter also won in the Regional Subcompact category. Congrats to their respective editors and chapter members for their article contributions.

Reba Whittington - *The Redline Times*  
Dennis Dalton - *High Plains Shifter*

## *What It Takes To Win The Golden Quill*

"With costs being what they are to print and mail a club publication, there is a modestly growing trend toward offering newsletters and magazines online," said Gerald Perschbacher, chief judge for the Old Cars Weekly Golden Quill Award. "Still, the prevailing form is printed, using paper. I suppose part of it is the sensation of holding and seeing actual visuals apart from a computer screen, and part of it is having something of lasting quality."

Thousands of club publications were submitted during 2011 for the annual contest. The purpose of the competition is to encourage a balanced, well-done publication that meets the needs of its car club while advancing general knowledge of collector cars and their history.

Perschbacher is amazed at the improved quality of layout and design that appeared in national and regional publications last year.

"The quality is definitely being notched up higher with each passing year," he said. "That's good news for the hobby, since it means clubs — and owners of old cars — are trying to put their best foot, or best tire, forward."

In the award competition, categories are divided by size and page count of publications. Use of color and quality of paper also figures in. Some once-grand publications have become less opulent, Perschbacher noted.

"Perhaps some clubs are cutting back during the economic doldrums we are encountering," Perschbacher added. "Other clubs seem to be pouring more effort into their publication as a lifeline. Outside advertising seems to boost the more sophisticated publications."

With increased technology comes improved visuals and overall layout. But there are some caveats. "Compressed photos are appearing with greater regularity... photos that are squeezed or flattened, or visuals that are stretched," Perschbacher noted. "Cars look distorted and the people sometimes look like reflections in old 'fun-house' mirrors from the 1950s. This really is not professionally complimentary," he said. "Balance is so very important. Car club publications are beacons for members. Articles and

photos from members, news that hits most or the entire club, technical articles pertaining to the make of choice, and good language skills plus enticing event calendars gain the most mileage for a publication and club.”

He concludes, “The editor is an important person in a car club. He or she can set a creative and exciting pace for members who use the publication as their lifeline to the rest of the club. It’s clear when a club enjoys its publication. There is a wholesome pride you can sense by reading the blend of articles and enjoying the pictures. Publications that succeed in these factors give members the best of the hobby.”

For clubs to be entered in the 2012 competition, gratis copies of each edition during the year are to be sent to: Editor, OCW, 700 East State, Iola, WI 54990, and Gerald Perschbacher, 8868 Rock Forest Dr., St. Louis, MO 63123-1116. Online publications should be printed and submitted by the club on a regular basis. There is no charge for the competition.



## *Engine Dress At St. Louis-Corvette*

### ***Planting Small-Blocks During St. Louis Assembly***

by John Hinckley

**St. Louis-Corvette was unique due to its low volume of 50-80 cars per day on one shift during the C1 years, and 110-120 cars per day on two shifts during the C2-C3 years (vs. 900-1,000 cars per day on two shifts at typical high-volume assembly plants). St. Louis also required totally Corvette-unique engine configurations that weren’t used in any other assembly plant, such as solid-lifter and fuel-injected versions (and the C1 Corvette was the only Chevrolet that used the front engine mount bracket behind the water pump and the spacer behind the harmonic balancer).**

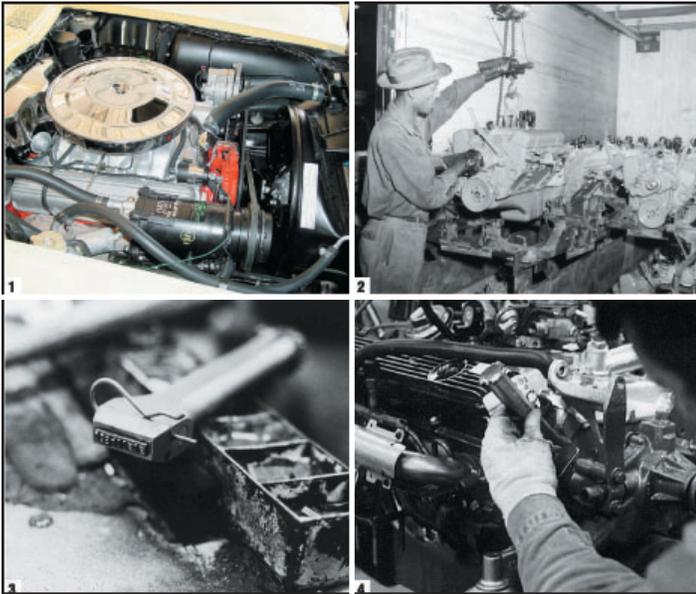
Those “naked” engines from Flint V-8 came out of the shipping rack and went right on the engine dress line, then into the chassis. There is a common misconception that Corvette engines were run off-line

After they were dressed and before they went into the chassis, but that’s not the case; there WAS an off-line engine test stand, but it was used only on a sample basis, for audit checks about once a week. It would hardly be possible to run an engine through the crude test stand setup every eight minutes. If an engine was found to be defective when the car was started at the end of the line or during Roll Test, that engine was removed and returned to Flint Engine for credit, and a new engine was dressed for that car and installed in Final Repair. Major internal engine repairs weren’t done in assembly plants - those workers were neither equipped nor trained for that kind of work.

**The Engine Dress Line:** Based on the order specs for the car, the correctly coded engine was plucked out of its shipping rack with an air-operated hoist on an overhead bridge and was hung on the overhead engine dress conveyor, with the order copy and production sequence number taped to the front of the conveyor hook so each operator could see the options required for that engine.

After lubing and installing the throwout bearing (on manuals), the transmission was installed. On a Powerglide, the converter bolts were driven while the flexplate was turned by an air-powered dummy starter tool, and the inspection cover was installed. At this point, beginning in mid-1960, the six-digit VIN derivative for that car was stamped on the front engine pad. This became a seven-digit number in 1961, with the first digit being the model year, and this VIN derivative number was also stamped on the transmission.

As the engine continued down the line, the shifter assembly and linkage rods and levers were installed and adjusted, and Powerglides got their oil fill tube, dipstick, and neutral safety switch. The Powerglide kickdown linkage was installed and adjusted later,



1 A typical fully dressed Corvette engine we're used to seeing. This month's article will show you how it got that way as it came down the engine dress line at St. Louis.

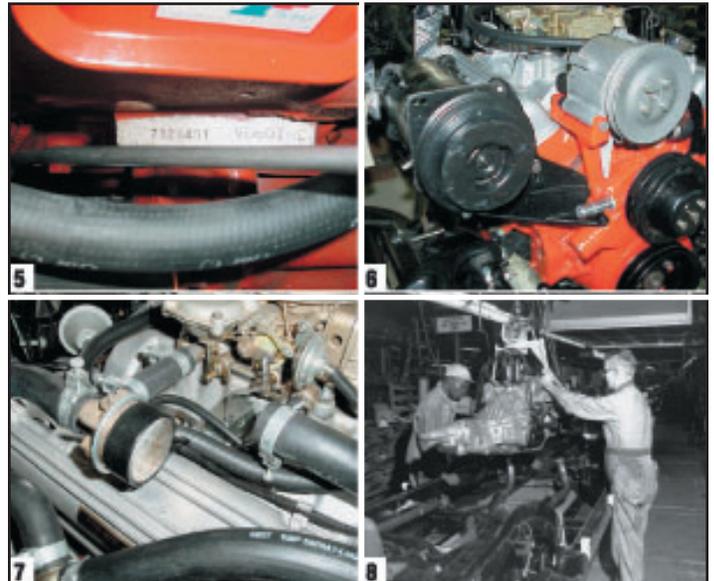
2 Picking up where we left off last month, here's the "naked" engine being shipped from Flint V-8; it came out of the shipping dock at St. Louis and was hung on the engine dress line. (GM Photo)

3 This is the St. Louis gang-stamp tool used to stamp the car's VIN derivative on the front block pad. Individual dies were changed for each car's VIN by removing the retaining pin. (Hanson Photo)

4 Positioning the gang-stamp tool on the front block pad prior to whacking it with a 3-pound sledge. The same operator stamped the transmission with the same tool.

line with its associated elbows, fittings, and the fuel filter, and the choke hot air tube from the exhaust manifold. The large single air cleaners weren't installed until after body drop on the Final Line so they didn't block access for assembly of other parts. Heater hose fittings were added to the intake manifold and water pump (on pre-'62 cars specifying a heater and on all '62-up cars) after removing Flint Engine-installed plugs, and a vacuum fitting was added to the intake manifold when needed for windshield washers and/or Powerglide modulator lines. (Some years used a hollow carb stud instead as a manifold vacuum source.)

The starter, road draft tube, and battery ground cable came next, followed by the coil bracket, coil, and spark plug wire supports. The crank pulley, water pump pulley, fan and spacer (or fan and clutch), and the generator and its adjusting brace came next, followed by installing and tensioning the fan belt.



5 A typical pad after stamping; the Flint Engine stamp on the right, and the St. Louis VIN derivative stamp on the left.

6 Carburetor, pulleys, and belt-driven accessories (AA compressor and A.I.R. pump shown) were installed after transmission assembly and pad stamping.

7 A.L.R. plumbing, hoses, and diverter valve were added near the end of the dress line.

8 A late '63, no-radio, 1-76 engine being readied for drop on the chassis line. Note the prop shaft and clutch cross shaft positioned on the frame, ready for assembly. (GM Photo)

after the carburetor was installed. The correct speedo gear and adapter sleeve were then installed based on the car's axle ratio, along with the transmission mount.

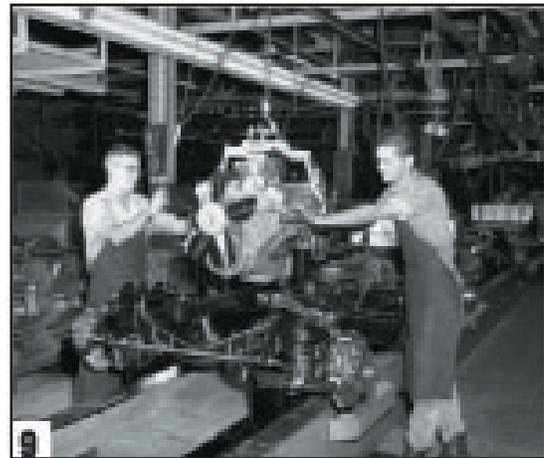
The oil filter bypass valve, oil filter element and canister assembly and the oil fill tube in the intake manifold were installed, the engine was filled with oil, and the oil fill cap was installed. Manual transmissions were filled, and the Powerglides got their initial fill of ATF as well (they weren't topped off until after car-start on the Final Line, as the converter didn't fill until the engine was started).

The fuel pump pushrod was dipped in chassis grease and inserted, held in place by a substitute bolt in the front of the block, followed by the gaskets, mounting plate, and the fuel pump. The substitute bolt was then removed and replaced with the short bolt that came from Flint Engine. The carburetor(s) and gaskets were then installed, followed by the pump-to-carburetor fuel

A.I.R. pumps, A/C compressors and power steering pumps and their pulleys and belts were also installed at this point. Spark plug wires were then installed one at a time with their 4-hole routing grommets and were

routed and grommited through the “boomerang” lower ignition shields, which were then secured when the four exhaust manifold spark plug heat shields were installed. Engine mounts were assembled after the plug wires and shields were installed.

Most cars called for radios, which required installation of the chrome stainless ignition shielding and radio noise suppression capacitors on the coil and the generator, plus a ground strap under the left rear intake bolt for the accelerator lever. The horizontal shields required brackets on each side, which were attached by removing the engine plant-installed exhaust manifold bolts, French locks and spacers and installing the brackets, re-tightening the bolts, and bending the tabs on the locks (which were left unbent at Flint Engine, only on Corvette engines, to simplify removing the bolts).



9 A 1966 L79 engine positioned for drop on the chassis line. Note shim count markings at the front of the frame horn. (GM Photo)

Flint Engine had no idea what Corvette their engines would end up in, but 90 percent of Corvettes were ordered with radios, so the lock tabs were left open on all engines at St. Louis' request. The upper (top) ignition shield was installed after body drop on C1s in order to connect the (+) coil wire from the body harness; on Us and C3s, the upper shield was installed on the engine dress line, as a separate engine wiring harness was installed on the engine dress line, and its multiple connector was attached to the fuse block bulkhead connector after body drop on the Final Line.

The last operation on the dress line was the small 2x4 air cleaner installation, followed by inspection and repair, and the engine was then conveyed to the Chassis Line for installation in the frame. At the installation point, the prop shaft and clutch cross-shaft were resting loose on the frame, ready for assembly.

The dress process for fuel injection engines followed the same basic pattern. However, those engines were received from Flint Engine with the F.I. unit already installed, needing only their unique throttle/kickdown linkage and vacuum connections. All other dress operations were similar to those for the carbureted engines.

It's easy to determine which parts were installed on the St. Louis engine dress line if questions arise. Any part that shows in the assembly manual with a part number was installed at St. Louis; if no part number is shown or the illustration indicates “Part of engine assembly” or “existing” it came as part of the engine assembly as-shipped from Flint V-8.

(This article brought to our attention by Verle Randolph)

## *Injector Blues On Low Mileage GM Cars from '85 To '96*

by Glenn Winn

I recently encountered a new and unusual problem while working on a customer's car. The car in question was a 1991 Corvette with a Tune-port L98 engine. This car only had 12,000 miles on the odometer, and still had all of the factory parts in place (spark plugs, plug wires, fuel filter, etc.). The car had a slight miss at cold idle. The miss became worse the closer the engine came to full operating temperature and eventually became so bad the engine would not develop enough power to move the car. After cooling off the car would start and operate almost normally with only the aforementioned miss that moved around to different cylinders. The only code in the computer indicated a rich condition, so I removed the spark plugs and discovered most of them were fouled.

Previous experience made me all but certain that the EGR valve was sticking, so I removed it (not a quick job on a tune-port) and performed a vacuum test on it. The valve did indeed stick at full open, so I replaced it along with the spark plugs and wires. The engine exhibited the same operating problems as before. I then performed what is known as a tap test on the ECM. This is a common test performed on OBD1 (cars built prior to Jan. 1996) systems. The engine promptly died, the test was repeated several times with the same results every time.

Now I was 100% certain that I had found the true cause of the problem. The ECM was replaced and to my surprise the engine still had the same problem, no change whatsoever. At this point I started researching various tech manuals and making phone calls to people in the industry to try and get some help on what had become a very frustrating problem. The short version of what I discovered is this; the fuel injectors were not functioning correctly, and this particular problem is only appearing on GM cars built from the mid 1980's thru the late 1990's that have VERY LOW MILEAGE! Apparently the injectors will go bad from lack of use. I have had many of these cars in my shop over the last 20 years with many of them having high mileage and hard use and they virtually never have injector problems. I had come to believe that these injectors were almost unbreakable.

What happens inside the injector is that the resistance in the solenoid becomes too low, yes too low. To check the injectors is quite simple, warm the engine to full operating temperature and then unplug the wire going to the injector(s) you want to check. Then use an ohm meter to check the resistance across the two electrical prongs of the injector. The reading should be 16. The readings I got ranged from 1 to 7. I believe that anything below 14 should be considered defective. I hope this information helps someone avoid the frustration that I experienced.

## *Couple Cruise In Pair Of Hot, Classic 1960's Chevys*

by Heidi Van Horne

**'67 Camaro, '60 Corvette provide drop-top fun**

**N**ICKNAMES often can say a lot about a person, and Bob Wright of Santa Fe, Texas, has one that makes it clear just which car keeps him feeling young.

Bob "Camaro Kid" Wright has been a lover of the Chevrolet model for more than two decades. His friend and fellow enthusiast, G.G. Collins, encouraged



the Camaro connection and, by 1986, Wright had purchased a 1967 Camaro coupe drag car with a 427 big block.

While he got an impressive 10.90-second quarter mile, he decided he wanted even more speed and power, and dropped a 468-ci 737 horsepower engine and about \$20,000 into the car. When he was done, the Camaro shaved its quarter mile time to 9.82 seconds and hit 139 mph.

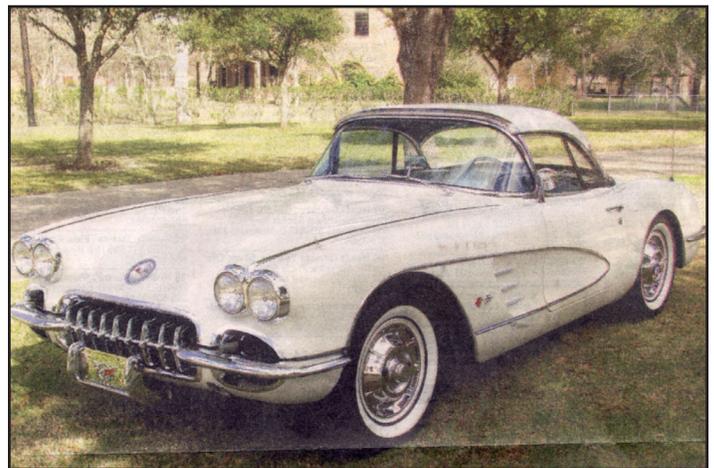
He really enjoyed toying around with the drag car, but it wasn't until acquiring his dream car, a gorgeous 1967 Camaro RS-SS 350 convertible, in 1993 that his interest really started to blossom.

He joined the Houston Area Chevrolet Club and then set about totally restoring his classic Camaro.

After about three years, \$17,000 and lots of hard work and wrenching, his '67 is truly a beauty, whether at a high-end Concours show or tearing it up on the road.

Wright's Camaro has an L-48 V-8 350-ci engine, four-speed Muncie transmission, Rally Sport options, Super Sport features, air conditioning, power brakes, power steering and knockout matching red-wall tires.

Once he retired from Carbide (now Dow Chemical) in 2001, he had more time to really indulge in his classic-Chevy obsession.



Wright sold the drag car and, in turn, picked up a sweet little 1960 Corvette convertible for his wife, Dee.

Dee's Vette has a basic 283-ci 230 horsepower engine with a single four-barrel carburetor, and it's a real good driver"

In the original Ermine White with Horizon Blue interior, this stylish Corvette typifies the look of that time with

Oklahoma Chapter NCRS, Inc.

2012 Membership Directory Update

Please fill out & return so an accurate new directory can be published.

Date \_\_\_\_\_

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone (    ) \_\_\_\_\_ Work Phone (    ) \_\_\_\_\_

Cell Phone (if you want it listed) \_\_\_\_\_

e-mail address \_\_\_\_\_

Mail To: OR Bring to the Breakfast Meeting  
Bob Clark on July 7  
10809 S. LOUISVILLE AVE.  
TULSA, OKLAHOMA 74137-6720 OR FAX to (918) 298-2778  
or (918) 298-9094

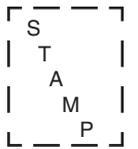
Note: This sheet is addressed on the reverse side and marked so that you can tri-fold, tape closed and mail.



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from \_\_\_\_\_  
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OKLAHOMA CHAPTER NCRS EDITOR  
BOB CLARK  
10809 S. LOUISVILLE AVE.  
TULSA, OKLAHOMA 74137-6720

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Fold Here

white Corvettes selling more than two to one over other hues.

Also in 2001, Bob joined the Space City Cruisers car club and soon became heavily involved in the group. Centered in League City, the club is one of the largest premier car clubs in Texas, and they proudly put on two shows a year, involving more than 300 cars at each event and benefiting various local charities.

Wright also maintains the website for the Space City Cruisers, shooting photos at events and keeping a club newsletter going out to 600 plus subscribers.

He also keeps track of the best Texas car shows as they are announced, posting the most comprehensive list around of local shows on a handy calendar and hosting it on the club's website.

Other than out on the road or at local shows, you can get a chance to see the Wright's 1960 convertible Corvette up close and personal when it's on display in the Classics section later this month at the Houston Auto Show or, later this year, onboard the USS Lexington for its third showcase at the annual "Vettes and Jets on the Lex" event in Corpus Christi.

(brought to our attention by Wilma Clark from *The Houston Chronicle* "In Motion" article, 01/12/12)

## *Cell Phone Tips*

### **KEEP A COPY IN YOUR CAR**

#### **4 Things you might not have known about your Cell Phone**

For all the folks with cell phones. (This should be printed and kept in your car, purse, and wallet. Good information to have with you.)

There are a few things that can be done in times of grave emergencies. Your mobile phone can actually be a life saver or an emergency tool for survival.

Check out the things that you can do with it:

#### **FIRST (Emergency)**

The Emergency Number worldwide for Mobile is **112**. If you find yourself out of the coverage area of your mobile network and there is an Emergency, dial 112 and the mobile will search any existing network to establish the emergency number for you, and interestingly, this number 112 can be dialed even if the keypad is locked. Try it out.

#### **SECOND (Hidden Battery Power)**

Imagine your cell battery is very low. To activate, press the keys **\*3370#**. Your cell phone will restart with this reserve and the instrument will show a 50% increase in battery. This reserve will get charged when you charge your cell phone next time.

#### **THIRD (How to disable a STOLEN mobile phone )**

To check your Mobile phone's serial number, key in the following Digits on your phone: **\*#06#** .

A 15-digit code will appear on the screen. This number is unique to your handset. Write it down and keep it somewhere safe.

If your phone is stolen, you can phone your service provider and give them this code. They will then be able to block your handset so even if the thief changes the SIM card, your phone will be totally useless. You probably won't get your phone back, but at least you know that whoever stole it can't use/sell it either. If everybody does this, there would be no point in people stealing mobile phones.

And Finally....

#### **FOURTH (Free Directory Service for Cells)**

Cell phone companies are charging us \$1.00 to \$1.75 or more for 411 information calls when they don't have to. Most of us do not carry a telephone directory in our vehicle, which makes this situation even more of a problem. When you need to use the 411 information option, simply dial:

**(800) FREE411 or (800) 373-3411**

without incurring any charge at all. Program this into your cell phone now.

This is sponsored by McDonalds.

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## *Corvette Classified*

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**Wanted:** 1961 or 62 Corvette hardtop. Prefer Maroon but will consider any color.  
Contact Jim Orchard  
1617 Aspen Creek Drive  
Andover, Kansas 67002

[316-733-4825](tel:316-733-4825) or [orchards@cox.net](mailto:orchards@cox.net)

## Upcoming Events

- July 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
July 17 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK  
Aug 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Aug 24-26 Corvette Carlisle - Carlisle, Pennsylvania  
Sept 6-9 Pennsylvania NCRS Regional - Altoon, Pennsylvania  
Sept 14-15 Heartland Classic Car & Bike Show - Purcell, Oklahoma - for more information, [cpage@theheartlandclassic.com](mailto:cpage@theheartlandclassic.com)  
Sept 15 Oklahoma Chapter NCRS Annual Picnic/Ice Cream Social at the home of Mike and Nancy Aichele  
Oct 4-7 Eureka Springs Corvette Weekend - Eureka Springs, Arkansas  
Oct 11-13 Texas NCRS Regional - Frisco, Texas



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

## NCRS Communication

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

If your address is not current, then you will not receive the latest news and information.



Thanks to Glenn Winn, Wilma Clark and Verle Randolph for their contributions to this issue.

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

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

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