



July, 2016

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

Chairman's Comments

by Kelly Bolton

Corvette's future looks bright as news surrounding the Bowling Green Assembly Plant includes, "General Motors" leaders and community officials to announce that GM will invest \$439 million for facility upgrades, including a new paint shop. The 450,000-square-foot paint facility will be almost half the size of the company's entire operation in Warren County. The paint shop will receive substantial upgrades in technology, including new tooling, robots and state-of-the-art environmental and efficiency enhancements. Construction is planned to begin this summer and is expected to take approximately two years to complete. Vehicle production schedules will be unaffected by the construction." This is great news for Bowling Green, as well as Kentucky, as the Kentucky automotive industry is one of the strongest in the nation. In 2015 it:

- Increased production of passenger vehicles by 2.4 percent, to 1,306,989 cars and trucks;
- Employed nearly 90,000 people statewide – up from 85,552 in 2014;
- Increased the number of auto-related manufacturing facilities to more than 480; and
- Announced 79 new projects totaling \$2.8 billion in investments.

With the infusion of the "General's" money and rumors of the C8 for 2018 (Mid-Engined Zora?), it's an exciting time for Kentucky, Bowling Green and the perspective new Corvette Buyer. Another indicator of Corvette's continuing popularity is in 2015 Bowling Green produced 34,240 Corvettes, (8,200 for the return of the

Z06) and the plant hit a record year for public tours in 2014, welcoming almost 56,000 visitors from around the world.

Another Bowling Green resident with a bright and growing future is the National Corvette Museum. Since opening in 1994 and surviving a "Sinkhole" incident in 2014, the Museum continues to expand and offer new opportunities to recognize and celebrate Corvette's rich history. One item that has always attracted Corvette enthusiasts is the personalized bricks, "The National Corvette Museum offers a number of ways to recognize or commemorate a special someone, anniversary, car, event, business, child and more. Each of these recognition opportunities are considered a tax deductible donation to the Museum." There are many sizes available for you to purchase and if it's the standard 4" x 8" you may have the chance for immortality and have it placed near the NCRS Oklahoma logo.

Looking forward to near term events:

- Chapter Breakfast Meeting July 2nd will share the current news at the National Level and on our NCRS-OK web-site. Don Partridge plans to share pictures and stories about Dean Rose and his Corvette. "Show and Tell" is always entertaining and at this meeting Pat Cavanagh will share parts and stories from the continuing journey on his '64 Fuelie.
- Set your calendars on July 16th for our Road Tour to Guthrie to visit Tom Parsons and the B-26 restoration he is heavily involved in. Interest is strong as our last breakfast meeting had 12 members show interest in this road trip. Details to follow.

- Cruise Night at 91st & Memorial. Our club will participate two more times this year, (weather permitting) on September 13th and October 25th.
- Plans are in-work for a guest speaker who provided over-sight to the ZR 1's LT5 Powerplant built by Mercury Marine in Stillwater (Let's call him Steve).

I encourage each of you to write an article for our *Side Pipe* to share your car-related knowledge, journeys and stories. To continue moving forward there are numerous opportunities for you to participate in our Chapter which is vital to our continued success as The Oklahoma Chapter of NCRS. I'm excited as we are in the Summer Season and this year is 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.

July Breakfast Meeting

Our monthly breakfast will take place on Saturday, July 2. 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 19, 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 5:30 p.m. Most are there before 6:00 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 vettefan66@sbcglobal.net. Be sure to include the type of shirt and size. I will be at the next meeting. I'll have samples at the meeting and actual merchandise in my Yukon XL.

Pat and Kelly's Corvette Adventure (Part 4)

By Pat Cavanagh

I am sure you remember the 1964 hit song "Dead Man's Curve" by Jan and Dean. The song was about a race, late one evening on South Sunset Blvd. in Los Angeles between a Corvette Sting Ray and an Jaguar XKE. The lyrics went like this:

*I was cruisin' in my Sting Ray late one night
When an XKE pulled up on the right
He rolled down the window of his shiny new Jag
And challenged me then and there to a drag
I said, "You're on, buddy, my mill's runnin' fine...
Let's come off the line now, at Sunset and Vine
But I'll go you one better if you've got the nerve
Let's race all the way to Dead Man's Curve*

Dead Man's Curve, is no place to play.....

*We were buggin' each other while we sat out the light
We both popped the clutch when the light turned green
You should have heard the whine from my screamin' machine...
I flew past Labrea, Schwab's, and Crescent Heights
And all the Jag could see were my six tail lights*

I bet that was a real ego intoxicating song when you were driving a Sting Ray back in the day!

As you recall from Part 2 of my story, Reliable Carriers had picked up my 64 Fuelie in Florida and were transporting it to Tulsa. The driver called me on the morning of Sunday, March 6th and told me he would be at my house around 3 pm.

I called Kelly Bolton and asked him if he had time to help me with the unloading and inspection to which he happily agreed. Both of us were excited to reacquaint ourselves with the car after the time we spent with it in Florida in February. The driver showed up on time and Kelly, his wife Teresa, my wife Diane and a number of the neighbor kids all participated in the *Big Reveal* in front of my house. To my relief the car was exactly as we had left it in Florida. After a cursory inspection I tipped the driver and we rolled the car into my driveway.

The first order of business was a good washing in my driveway. Remember, the car does not run at this point and my objective is to just get it running! Just so I do not have two non-running, mid-year Corvettes in my workshop at the same time. You might recall I sold my 2008 Corvette, my 1967 GTO and my Vmax motorcycle to make room for the 1964 Corvette.

With the neighborhood watching, Kelly and I washed and detailed the car, removing years of dust. I was very surprised at how good the paint and trim looked when we finished. Over the next few weeks I continued to detail the car including thorough cleaning of the interior along with multiple applications of vinyl conditioner on the very stiff vinyl seats. I also completely polished and waxed the car using my random orbital polisher and



foam pads from Harbor Freight using Meguiar's Ultimate Polish and Carnauba wax. We removed the minor paint blemishes that were on the hood and fender by lightly wet sanding the spots and carefully polishing them with the random orbital polisher. They came out great.

You may remember Kelly Bolton's article on how he polished out the scratches in the windshield of his 1973 Corvette in the March issue of *Side Pipe*. My 1964 Corvette had light scratches from the wipers also on both the driver's and passenger sides of the original windshield. With Kelly's leftover Cerium Oxide compound and a buffing wheel I worked on the scratches for about 3 hours to completely eliminate them. Lastly, I polished the entire windshield and it sparkled!

I detailed the chrome, ordered new spinners for the hubcaps and replaced all of the external light bulbs except for the T-3 headlights. I removed the tires and had them all balanced. I was surprised when Tires America told me they would not balance the tires. While the tires looked brand new with the small rubber nubs they told me that the "XW" whitewall Michelins were last made in 1989. That told me this thing had not been driven for a very long time. Kelly directed me to another nearby tire store that took care of the tire balancing. It seems they did not have the same Corporate policies.

Next, I started preparing to start the engine. I drained the gas tank, and Kelly and I

replaced the rubber hose between the tank and the gas line and checked that the tank float operated properly. I ordered new points, plug wires, plugs, distributor cap, oil and a filter. I drained the oil, however, and found a problem! The oil was clean and semi-transparent but it contained droplets of anti-freeze. I poured new oil though the engine and more anti-freeze came out. While the anti-freeze was not mixed with the oil, it was present in the oil.

At this point Kelly suggested I call Scott Pfuehler and discussed the problem. We decided to pull the oil pan and check the bearings. We found the original bearings were in good shape, so it was a good bet that the engine had not run with anti-freeze in the oil.

Our hypothesis was that the gasket between the intake manifold and the heads was leaking into the lifter valley and down to the oil pan. We removed the fuel injection unit and confirmed our hypothesis. I was sure this happened as a result of the many years the car sat idle. At this point we confirmed that the cam was the original 30/30 mechanical cam with original lifters, push rods and rocker arms. As long as we were this far along on the engine disassembly, Scott convinced me to just pull the heads, have a valve job done and check the cylinder bores, pistons and valves which was easy to do at this point.

When we pulled the heads we found that they had never



been removed. Of course, the steel shim gaskets were still in place along with the original standard bore pistons. The ridge was small and the cylinders looked good with minor wear.

I took the original heads over to Kent Cannady at K & S engines on Admiral to be refurbished. I followed his recommendations and had new stainless valves, springs and guides installed. He also ground the original valve seats and lightly resurfaced of the heads to insure the mating surfaces were flat. At this point I also had him order new EDM lifters and a reproduction 30/30 camshaft from Comp Cams. The rocker arms and pushrods were in great shape so we decided to reuse those with new double locking nuts.

I gave Scott Pfuehler the Fuel Injection unit and distributor to rebuild and restore along with the valve covers to reskin and exhaust manifolds to powder coat. Scott expects to have the fuel injection unit finished by early July.

I sent the alternator to Ken Bruno and the wiper motor to Steve Hackel to have them both rebuilt and refinished to NCRS standards. Since I was this far along Kelly convinced me that I should also fully restore the engine compartment...."after all, it's all about that *Fuelie*, isn't it .Pat?"

With 61,000 original miles,

and the engine mostly disassembled I decided to pull the short block, and have Kent freshen it up a bit. I thought I would have the block magnafluxed, the bores checked, the crank polished and then install new rings, bearings and freeze plugs. Simple right? More on this in Part 5.

In summary, I started off in March to just get the car running and driving. Three months later the short block and heads are with Kent at K & S while Scott Pfuehler is rebuilding the fuel injection unit and the distributor. As I mentioned earlier, various parts including the alternator, wiper motor, valve covers, fuel injection unit, transmission and shifter are being checked, restored or rebuilt. Can you say Project Creep?

At our July NCRS Breakfast meeting I will bring my finished alternator and wiper motor and pictures in a power point of the some of the other parts. It will make for an interesting "Show and Tell".

(Look for Part 5 next month as my journey continues)

The A-26 Visit

by Jim Elder

On Saturday, July 16, our NCRS group will drive to Guthrie to visit Tom Parsons and his group who are in the process of restoring an A-26 Bomber.

We will head to Guthrie at 8:00 am to arrive about 10:00 am. We will meet at Crystal City Shopping Center



just west of Ollie's on Southwest Blvd. and take Old Highway 66 to Highway 33 into Guthrie, then take Division St. (Highway 77) south to Airport Road to the Airport.

Please let me know if you will be going so I can give Tom some idea of how many may show up at the Airport. E-mail jretulsa@cox.net.

The A-26 Story

by Tom Parsons

The A-26 two engine bomber, was a late entry into World War II. Consequently, for that day



and time, it was a more modern and higher tech plane than than any other two engine bomber of that period. The A-26 was built by Douglas Aircraft Co. and is often confused with the B-26 which was a two engine bomber built by Martin. The A-26 is the only plane to serve in three wars: WWII, Korea, Viet Nam. After WWII was over, the Martin B26 was removed from service and the A-26 was re-designated as a B-26. It served through Korea as a B-26. During the earlier part of Viet Nam, the A-26 (B-26) was re-designated back to A26 and continued as the A26 until finally removed from USAF service. The last USAF A-26 mission was flown in 1969.

Many A-26's went into service in several countries and were flown until they were no longer useful or no longer considered airworthy. Also,

several A-26's were sold as surplus to companies for private use, such as executive transports or used as forest fire bombers.

The A-26 which we are restoring is one of the planes which was modified into a corporate executive plane. Before corporate jets came into production, such as the Sabre Liner, early Lear Jet, etc, the A-26 was an

excellent airframe for fast executive transportation. All military hardware was removed, the fuselage and wings were reinforced and the bombay section was made into a luxury cabin with lots of insulation, cabin heating, ventilation, nice wall paneling, airliner type seating, a fold down table, lavatory and a small galley. As time went by, and fast corporate jets went into production, the A-26 was no longer as desirable as the jets, plus their airframes were becoming rather old. Most A-26's which had been modified into corporate planes, eventually faded into obscurity and were used for spare parts or eventually melted down and became Coke cans.

This A-26 eventually found a home with the Confederate Air Force (now Commemorative Air Force) and continued to fly until the early 1990s on air show circuits. About 1992 during an inspection, a broken wing spar was discovered which permanently grounded the plane until a repair could be accomplished. Because of the location of the break, no repair could be done at the location and the FAA would not issue a ferry flight permit (a one time permit to fly to a repair facility). Thus, our plane sat abandoned and neglected on a field in Arkansas for about seven years.

In 1999, our original group leader went to Arkansas to assess the damage and determine if the broken wing spar could be repaired. Subsequently, the plane was disassembled, loaded onto flat bed trailers and brought to Wiley Post airport in Okla City where repairs began. A new Commemorative AF (CAF) group was officially formed and we are now the **Sierra Hotel (SH) A-26 Group**.

The original plan was for the plane to be a "fixer upper," and as everyone can relate, one thing has led to another with a result of the plane becoming a TOTAL (air)frame off restoration. EVERY component, EVERY square inch of the plane has been repaired, refurbished, rebuilt or replaced. When the restoration project is finished and the plane flies once again, it will essentially be a brand new plane with all new avionics, virtually new engines, and almost new controls.

Now, with all that said, does anyone know what **SH** stands for in slang Air Force jargon? The winner gets a gold star. Hint: S stands for a 4-letter word and H stands for Hot. And when we fly, we will be S#!% HOT!

The Guthrie airport has an annual open house in

Sept. One of our milestone goals is to have all the plumbing of systems and all the control rigging completed to allow us to start the engines and run them up to power for the visitors during open house. Hopefully, our first flight test will be in less than 2 yrs.

Oklahoma NCRS Bricks At Corvette Museum

As mentioned in Kelly Bolton's column. Consider buying your own brick to go in this area. Many of us already have our brick there.



Possible 1 of 111 1956 Corvette with Duntov Cam Pulled from Missouri Basement

by Jerry Heasley

Uncovering an original-owner 1956 Corvette is reason enough to rejoice, but this '56 is one of 111 built with option codes 469, 2x4 carburetors on a 265ci, and 449, Duntov special high-lift cam that raised output to 240 horsepower. This complete and original Vette would probably still be hidden away in



Jennings, Missouri, in the basement of Harold Pohlmann, the original owner, except for unusual circumstances.



"I had to buy the whole estate to get the car," Bob Kunz said. Kunz, who is famous for rebuilding carburetors says he "got a pile of paperwork" with the Vette to document Chevrolet's famous option code "449" of 1956. "I've got the order sheet, invoice, title and warranty paperwork."

Chevrolet introduced #449 "for racing purposes only," priced at \$188.30 plus the \$172.20 cost of the 225-horsepower, 2x4 265ci V-8. The sum of \$360.50 was more than 10 percent of the base cost of a '56 Corvette; not small change in the mid-1950s.

"The guy parked the thing in his basement garage in 1983 for some reason, and I have no idea why," Bob Kunz said. Harold Pohlmann ordered and bought this '56 brand new from Paul Luehrs' Chevrolet in Mascoutah, Illinois. The Vette, no doubt, was a big deal to Pohlmann. "He kept a record of every gas purchase from the time he bought the car new until the day he stored it in his basement garage in 1983 and never drove the car again," Kunz said.

Tragically, Pohlmann, in his 80's, suffered a terrible beating during a home robbery of his gun collection. "In order to take care of him in a nursing home, they had to sell everything he had."

Pohlmann parked the car in his basement garage from 1983 until 2011 when his health forced the sale of his estate. The one missing part is the original differential. Pohlmann swapped the original rearend for a 4.11 Positraction in 1962.

Kunz got a call one day from a fellow Chevy friend Dennis Roth about a '56 Corvette that was



going to be for sale. Roth gave Kunz the contact information for David Schurmpf, whose wife worked at the attorney's office handling Pohlmann's estate. "The court said the home had to be sold through the title company and the two cars put on eBay."

The other car was a 1947 Crosley body on a channeled Ford Model A frame fitted with a flathead Cadillac V-8. "He never finished the Crosley and the whole house and basement were full of stuff, like old *Hot Rod* magazines he hadn't even opened from the 1940's, a McCullough supercharger, antiques, and all kinds of stuff. He was a tool and die maker for Emerson Electric."

Pohlmann's estate might have been a mixed bag of "stuff," but in that stuff was a real gem, perhaps the one '56 Corvette with option #449 with a numbers-matching engine and paperwork to document heritage. When Kunz went to see the car, the estate had already

extricated the '56 from Pohlmann's basement and parked the Vette in "a big storage building on Lindburg for safekeeping."



Kunz found an unrestored '56, white with red interior and two tops, some paintwork done, motor never cleaned, intake never off, undercarriage filthy as the engine compartment, but everything "unmolested" on a "real nice, original car" with 41,000 miles on the odometer. In place of the original three-speed and rear axle was a four-speed and a 4.11 Positraction, plus Traction Masters and a fire extinguisher under the dash.

Kunz was the right person at the right time for this car. After 50 years of marriage his wife had passed away suddenly in 2010. With his investments "going backwards" he was looking for "a little car or something I could drive because, like I always tell my customers, you can't drive a CD."

Pohlmann did not order a radio, and thus the block-off plate. The four-speed is not correct but Kunz has the linkage for the original three-speed.

Kunz tried to buy the '56, but the attorney said the

Pohlmann's estate was going through probate and the two cars had to be put on eBay. Kunz kept calling the attorney's office and talking to Shirley Schurmpf. He figured there had to be a way he could buy the car. The more they backed off selling the old Vette, the more Kunz wanted to buy. Finally, Kunz got radical and made an offer for the entire estate, house and contents and both cars included. The house was worth about \$7,000 and the Crosley wasn't very valuable either.

"I threw \$100,000 at them. It was actually a little more than \$100,000. That was a Tuesday morning." To Bob's surprise, when he got home the next day he found a message on his answering machine. The court had accepted his offer. Bob was in for a bigger surprise when he paid for the estate. Shirley handed him "all this paperwork."

"I said what's all this?"

"Oh, that's all the history of the Corvette."

Under the trunk mat, Kunz found the original wooden spare tire cover.



The spare was a 6.70x15 4 Ply, apparently the original tire delivered on this wheel brand new.

Apparently, Pohlmann was a super enthusiast of Duntov's racing activities. Bob found "all the times for Duntov and (John) Fitch and whoever drove these cars at Daytona and Sebring."



Most important provenance for Kunz is the original paperwork Pohlmann kept for that documented option #449.

Now in his 70's, Bob Kunz still rebuilds carburetors for clients. A multiple carbureted '56 Corvette was a perfect match for him. And now that match has really turned into something special. Bob sold the house, the Crosley rod and the rest of the estate, except for the old *Hot Rod* magazines. He has decided to hang onto the '56 to drive and enjoy.

(from *BarnFinds* on the internet - brought to our attention by Brett Driscoll)

Help Wanted

Web-Master for our NCRS-OK web-site. We welcome any tech-savvy help to take our web-site to new levels. Duties include: Posting newsletters, articles, pictures and maintaining calendar and classifieds. Estimated time required to maintain 2-3 hours per month, (probably less depending on skill level).

Please contact **Kelly Bolton @ 918-810-6919** or **kellybolton@cox.net**.



Corvette Classified

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 Cam-
 shaft, 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) 3724476 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 1968 -
 1969 NOS Center Rear License Bezel (1) 3919715 1969 -
 1974 NOS STINGRAY Side Emblem 3956216 1956 -
 1957 Gas Filler - Plated

Windshield Glass:

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

Gas Tank:**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

A DeWitt Radiator: Need one, want to upgrade the one in
 your Corvette or put one in the LS motor restorod you are
 building.

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

Upcoming Events

- July 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
July 16 Drive to Guthrie to visit Tom Parsons and his group who is in the process of restoring a A-26 Bomber
July 17-22 NCRS National Convention - Warwick, Rhode Island - See *Driveline* for complete information
July 19 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, OK
Aug 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Aug 26-28 Corvette Carlisle - Carlisle Fairgrounds - Carlisle, Pennsylvania
Sept 13 Cruise Night gathering - 91st & S. Memorial Drive - Tulsa, Oklahoma
Sept 22-24 Ontario NCRS Regional - Hamilton, Ontario Canada
Oct 20-22 Texas LoneStar NCRS Regional - Frisco, Texas



Thanks to Brad Williams and Mazzi'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 Jim Elder, Brett Driscoll, Tom Parsons, Pat Cavanagh 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!

NCRS registered marks used in the NCRS Driveline: NCRS Flight Awards, NCRS Master Judge Award, NCRS Performance Verification Award, NCRS Founders Award, NCRS Sportsman Award, NCRS American Heritage Award, NCRS Duntov McLellan, and Hill Mark of Excellence Awards, and the NCRS Folz Memorial Award. All are registered with the United States Patent and Trademark Office.

Bob Clark • Editor

10809 So. Louisville Ave. • Tulsa, OK 74137-6720
home • (918) 299-9001 • work • (918) 298-2777
Fax - work 918-298-2778 • home 918-298-9094
E-Mail • vettefan66@sbcglobal.net



SOME THINGS ARE TIMELESS.



DANNY BECK 

**PROUD SUPPORTER
OF THE NCRS**



FIND NEW ROADS.

918.948.6589

WWW.DANNYBECKCHEVY.COM