

THE

# SIDE PIPE

June, 2016

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

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

## Chairman's Comments

by Kelly Bolton

**I**t's not surprising that demand for our beloved C1 and C2 Corvettes remains high and continues to increase. One point of reference is Hagerty's Valuation Tool where I took a 1957 and 1965 high horsepower (not fuel injected) Corvette in excellent condition and the combined value has increased 15.6% over the last three years. True, this is from an insurance company that scours the market and the higher the value of the car the more they receive for insurance.

Another indicator would be recent auction results where more people continue lining up to buy well restored, good condition, documented cars. The best cars are always in demand. Results from Barrett-Jackson Palm Beach show the top 11 list for Corvettes is dominated by first and second generation Corvettes. There are 6 C2's, 4 C1's and the lone C7. Of those 6 midyears, 4 are 1967 big blocks. Interestingly, 10 of the 11 Corvettes were factory correct restored examples with just one lone restomod on the list. This kind of bucks the recent trend of several restomods we've seen in other top 11 lists. Just to make it on the top 11 list you needed to throw down \$128,700, including the buyer fees. If you wanted to buy all of the top 11 members, that check would have read \$1,675,800. The average price of this top 11 list was \$152,345 – or roughly the cost of a nice 3 bedroom house in the mid-part of the country.

Results from Mecum Indy show the top 11 list continues to be dominated by C1's and C2's. This time 8 midyear Corvettes cracked the top 11 followed by 2 first generation Corvettes and a lone C7. Of those C2's, 5 were from the 1967 model year. Nine of the top 11 Mecum Indy cars were either restored or factory original. The other 2 were both modified – one by GM itself internally and the other a wild restomod with modern internals. The

total cost of the Top 11 was \$1,540,500 and the average cost per car was \$140,045.

So if you are a C1 or C2 owner and you're getting a little pressure about spending too much time and money on the car, remember it's not only a great hobby with a group of knowledgeable and enthusiastic friends, it's a great investment.

Last month's events included:

- Cruise Night on May 24th was attended by a few brave souls under the threat of rain and the event was cut short when the rains finally arrived. Our club will participate two more times this year, (weather permitting) on September 13th and October 25th.

Looking forward into near term events:

- Chapter Breakfast Meeting June 4th will share the current news at the National Level and on our NCRS-OK web-site. "Show and Tell" is always entertaining and at this meeting John Neas will share his experience of placing a Corvette at the National Corvette Museum (and all of the associated notoriety).
- Hot Rod Power Tour will be June 11<sup>th</sup> through the 17<sup>th</sup> this year. On Wednesday, June 15<sup>th</sup>, the Power Tour will stop at Remington Park in Oklahoma City and on Thursday, June 16<sup>th</sup>, the Power Tour will stop at the Kansas Pavilion in Wichita, Kansas.
- Plans are in-work for a Road Tour to Guthrie to visit Tom Parsons and the B-26 restoration he is heavily involved in, as well as 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 approaching the summer season and continue our strong start as 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.

## *June Breakfast Meeting*

**O**ur monthly breakfast will take place on Saturday, June 4. 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*

**T**he gathering place for our June Attitude Adjustment Night on Tuesday evening, June 21, 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

**W**e 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](mailto: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.

## *2016 Dues Notice*

**T**he New Year is here, and it is time to renew your membership in the Oklahoma NCRS. Annual dues of \$15 should be paid this month.

Bring your wallet or checkbook on Saturday, June 4, to renew your membership in the Oklahoma Chapter NCRS. Don Partridge will be glad to accept your money, or you can mail your 2016 dues payment to:

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

If you have any questions, call Don Partridge at 918 / 455-6574(H).

**Remember** ---- You must be a National NCRS member in order to be an Oklahoma Chapter member. Checks should be made payable to Oklahoma Chapter NCRS. If you don't join or renew your National NCRS membership, your name will be removed from our roster.

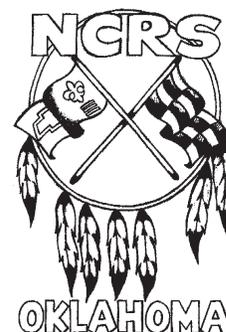
## *Cruise Night*

by Jim Elder

**A** few Oklahoma chapter members braved the weather to attend the Tuesday Cruise night on May 24. We had six cars a good turnout for conditions. Tim Zane and I arrived about 3:30 to save parking spaces. At any time there were only about 30 to 40 cars for the cruise. Around about 5:30 the sky got dark and the cars started to thin out, so our group packed up and left. I did get a little rain on the way home. Hope Lee and Pat didn't.

Those who came out were Tim Zane, Roy Sinor, Lee Stigall, Pat McMichael, Tommy Johnston, Mike Young and David Harrison.

Thanks to everyone who came out. Next Cruise Night will be September 13. Hope to see you there.



# 50 Years Apart And 15 Years In The Making

by Fred Benenati

As many of you may know, I have had the privilege and pleasure of owning and driving my 1966 Nassau Blue Corvette Coupe for fifteen years now. A pinnacle in this adventure was achieving Top Flight status with it in the OK State Chapter judging meet in Tulsa in Oct., 2004. I still enter some shows and drive her ("Lady Blue") every week, but only for short distances for obvious reasons. I recently cruised through the dealership lot at David Stanley Chevrolet here in Norman, and a former acquaintance salesman spied me doing so.

Fast forward to the following day (May 6th), and I have become the owner of a stunning 2016 Corvette Stingray Coupe! She (my wife named her "Ruby") has a 7-speed paddle shift automatic transmission, dual exhaust function, Long Beach Red exterior (hence the name Ruby), Jet Black interior, and, of course, all the bells and whistles that these amazing feats of engineering offer. Although I was not considering this at the time, and did not start out with the intent of purchasing this car, many of you can relate to how fate tempts and captures us at times.

The result is a precise 50-year difference between my vehicles. I still intend to keep my '66 and drive her every week, enter shows, etc., but now it becomes very feasible for my wife Susie and me to join members of our clubs (the Central OK Corvette



Club and the Oklahoma NCRS Chapter) other Corvette lovers on cruises, trips, etc. in comfort and calculated minimal mechanical risk driving. See for yourselves from the pics what a fifty year jump I made.

## Pat and Kelly's Corvette Adventure (Part 3)

by Pat Cavanagh

Last summer Kelly and I along with our wives attended the Beach Boys concert at River Spirit Casino. I remember them singing the song *Shutdown* from their early 1964 album of the same name.....

*"It happened on the strip where the road is wide  
Two cool shorts standin' side by side  
Yeah, my fuel injected Stingray and a four-thirteen  
Revvin' up our engines and it sounds real mean".....*

Little did I know that I would own a fuel injected Stingray less than a year later! It must have been fun listening to *Shutdown* back in the day while driving the car. I will have to ask the original owner about that when I talk with him again.

In Part 2 of *Pat and Kelly's Corvette Adventure* I had purchased the 1964 Fuel Injected Corvette Roadster. I had it picked up by Reliable Carriers, and it was on its way back to Tulsa from Amelia Island, Florida. As parts of our inspection of the Corvette in Florida, we first checked all of the numbers and then queried Peter on the history of the car and its ownership as they are important to the pedigree of the car. I thought I would provide an overview of what we found during the inspection:

### Vehicle

Original Owner: Nick from New Jersey, February 1964 to June 1972  
24,000 miles, \$5,200  
Second Owner: Peter from Florida, June 1972 to February 2016  
61,739 miles, \$2,600  
Current Owner: Pat Cavanagh, Feb. 2016  
Vehicle Identification Number:  
40867 S 109769  
9769 Corvette built in 1964  
Production Date: Friday, January 24, 1964  
Body Number: S 5681— St. Louis Body E24 = January 24, 1964  
Color: 912AA—Silver Blue  
Soft Top: Originally white (confirmed by original owner), now black  
Trim: Std.—Black Vinyl Interior  
Style: 64 867—Model Year 1964 Convertible  
Options: Removable hardtop, Fuel Injection Engine, Positraction, AM/FM Radio, Whitewall tires

All Components are original to the car except as noted below:

### Engine

Engine Stamp Pad: 4109679  
Engine Block Casting: 8782870  
Engine Block Casting Date: A144 - January 14<sup>th</sup>, 1964.



The engine casting date correctly precedes the engine assembly date by 3 days.  
Engine Code: F0117RF = Flint Michigan, January 17,

1964, 327CI/375HP, a fuel injected, non-transistorized ignition engine. The engine assembly date correctly precedes the assembly date of the car by 7 days.

### Cylinder Heads

Part Number: 3782461 Driver and Passenger side.  
Date Code: A74 - January 7, 1964  
Both heads have date codes that proceed the assembly date of the engine by 17 days.

### Exhaust Manifolds

Part Number: 379702 Left  
Part Number: 3797902 Right  
Intake Manifold: 11.12.63 EJ - Nov.12, 1963  
Camshaft: Mechanical 30/30, Part Number 3849346  
Harmonic Balancer: L 63 = December 1963  
Thermostat Housing: Part Number 3827320  
Water Pump: Service replacement water pump Valve



Covers: Aluminum  
Script with no-seam  
**Fuel Injection Unit**  
Serial Number: 1789 –

Appropriate for engine build date  
Part Number: 7017380 — Late December 1963 introduction

### Distributor

Distributor Part Number: 1111063  
Distributor Date Code: 3M14 – Dec. 14, 1963  
Distributor Weights: #37  
Distributor Vacuum Advance Canister: B-9  
Coil: 091

### Alternator

Alternator Part Number: 1100668 – 37  
Alternator Date Code: 4A16 = Jan. 16<sup>th</sup>, 1964

### Transmission

Transmission Type: Close ratio, 2.20:1 first gear  
Transmission VIN: 4109769 - Matches VIN  
Transmission Assembly Date: P0107 – Jan.7<sup>th</sup>, 1964

### Rear End

Rear End Identification: OB 266 – 3:55 ratio positraction dated Feb. 26, 1976 (not original to the car)

### Miscellaneous Components

Jack: Original to the car  
Starter: P/N 1108797.7F13 – July 13, 1967 (not original to the car)



## A Mainshaft Fix

by Scott Pfuehler

Recently I was inside a commercially rebuilt, restored and VIN stamped 1962 T-10 close ratio transmission. It was nicely done but was coming out of second gear so we had to fix that. To inspect the parts, the transmission comes apart and when the tail housing came off, we found what the pictures show.

It shows a mainshaft with some of its spline missing. T-10 4-speeds have a history of twisting the mainshaft at the front of the yoke when you put bigger and stickier tires and some horsepower to them. Sometimes the twist is so slight you can hardly see, but it also can be under the heading of “why didn’t that snap” kind of twist.

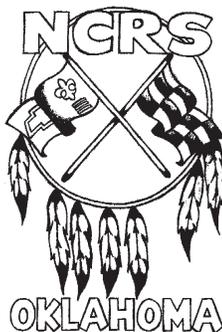
Since Corvettes have that long yoke, the twist can be far enough up on the spline that a short yoke will work ok, but

if it was twisted with a short yoke, then a Corvette yoke will not go on as it is supposed to.



Now I have been saving those twisted mainshafts because I knew there was a fix but had not seen one. Now I have seen one, and it saves buying a mainshaft. So if you buy a swap meet T-10 and your yoke will not go in all the way you now know what might be the problem. Chuck the mainshaft up and machine away the offending twisted splines. My bet is that those smokey burnouts should not be happening with this transmission from now on.

Oh yeal, Muncies don't do this.



## The Original Grand Sport Is the Great Corvette Racer That Never Was

by Chris Perkins  
March 6, 2016

***Chevy's answer to the Cobra never saw its potential***

Motorsports are hugely important for the modern Chevrolet Corvette. Chevy began seriously campaigning the Corvette in U.S. and European sports car racing with the launch of the C5-R in 1999. That car and its successors, the C6.R and today's C7.R, are hugely successful, helping elevate the Corvette's profile worldwide.

The funniest thing about Corvette Racing, though, is how long it took GM to seriously invest in racing the Corvette. The second-generation (C2) Corvette Sting Ray was good enough to hang with virtually every other sports car on the market, but GM never threw its might behind it in motorsports. Sure, plenty of



Corvettes raced in the 1960s, and Chevrolet developed prototype Corvette racers in the 1950s, but GM never officially fielded a Corvette itself during the C2's production run. In fact, GM squashed the efforts of legendary Corvette engineer Zora Arkus-Duntov's secret Corvette racing project in 1963. Corvettes had some competition success in the early 1960s in privateer hands—with Duntov's help—so, he decided to secretly engineer a race car to get the C2 Corvette in top-level competition, the Grand Sport.

Chevrolet developed some potential Corvette racers in the 1950s, but the FIA's 1958 limit of a 3.0-liter engine displacement for all sports cars made the project not financially viable for GM. Arkus-Duntov spotted a loophole, though: the FIA didn't set displacement limits in the GT category, so he set to work developing a purpose-built Corvette racer with a big V8 to homologate for GT. The thinking was much the same as Carroll Shelby's with the Cobra: A



lightweight body with powerful V8 mounted up front. The secret project was dubbed “the Lightweight” and the goal was outright victory at Le Mans. Arkus-Duntov and Bunkie Knudsen, general manager at Chevrolet, wanted the Grand Sport to look like the upcoming production Sting Ray, but it was a true purpose-built racer.

The Grand Sport used thinner, lighter fiberglass body panels than the road-going Sting Ray, an aluminum tubular space frame and a generous amount of additional aluminum components, which kept weight well under one ton. Its body was even slightly smaller than a standard Sting Ray’s though huge fender flares were added to house wider tires.



Power came from a 377 cubic inch small block V8 that was said to make around 550-hp. Even bearing in mind the fact that 1960s horsepower measurements are generally inflated, the Grand Sport had a prodigious power to weight ratio. Allegedly, the Grand Sport put even Carroll Shelby on edge.

With Arkus-Duntov’s prodigious engineering abilities, the Grand Sport promised great things on the racing circuits of Europe and the US. There was only one problem, though: GM had banned all factory-backed motorsports as part of a 1957 agreement with the

Automobile Manufacturers Association, which included all American automakers.

Chevrolet wanted to build 125 Grand Sports to satisfy the FIA’s homologation requirements, with a debut at the 1963 Sebring 12 Hours and an entrance at Le Mans later than planned. GM brass decided to honor the 1957 agreement and Arkus-Duntov’s pet project was killed after just five Grand Sports were built.

Arkus-Duntov got the five cars in the hands of big-name privateers—including Roger Penske, A.J. Foyt, Jim Hall and Dick Thompson—but the cars never raced with full factory support. That’s a shame because the Grand Sport seems like it could have been not only a legitimate competitor to the Cobra, but also to sport and GT cars from Ferrari, Porsche and Jaguar too.

At the 1963 Nassau speed week, the Grand Sports dominated the Cobras with the help of GM engineers who allegedly took a vacation in Nassau that same week. Without factory support, the Grand Sports grew obsolete and never reached their potential. While, the Grand Sport could beat a 289 Cobra, it didn’t stand a chance against GT40s and Cobra 427s.

Brock Yates drove a privately owned Grand Sport fitted with a highly-tuned 327 V8 for a 1967 issue of Car & Driver. It’s safe to say he quite liked it.

“It was well and truly a racer. Thumping down the highway on the tremendous Firestone Indy tires, the familiar odors of oil and hot paint wafted into the cockpit, along with the sound of air rushing around the hand-operated plexiglass windows. This mingled with the whine of the fully-locked differential gears and the slick prototype Muncie gearbox.



The gearbox and brakes were nearly perfect. That means stops like the car had just run into a mud bank, while the transmission was as loose — and yet precise — as any we’ve ever handled. The locked

rear end made it an awful chore to negotiate corners under 30 mph, mainly because the inside rear wheel would moan and scuff the pavement, and the rear end sounded as if it was going to explode through its cast aluminum housing, but at high speeds the car was a dream. It had virtually neutral steering characteristics, and we could find nothing in its entire handling range that could be described as treacherous or unstable.”

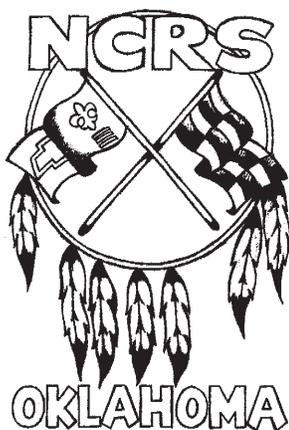
Chassis numbers 001 and 002 were converted to roadsters, which made them the lightest and fastest Grand Sports. Chevrolet kept the two roadsters until 1966 when they were sold to Roger Penske. 003, 004 and 005 remained coupes and were sold to privateers shortly after the program’s cancelation.

The original Grand Sports are now arguably the most valuable Corvettes ever made, thanks to their rarity and pedigree. The Grand Sport name was first revived with the C4 Corvette and used in the C6 and



C7 Corvettes as a handling-focused option package. It’s a nice tribute to a car that was killed before it was able to reach its full potential. While we could bemoan the unfortunate demise of the original Grand Sport, we should be thankful for the current Corvette C7.R, which fulfills a similar mission to its forebearer.

(from *Yahoo News* on the internet)



## 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 1<sup>st</sup> 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  
 \$3,0001956 - 1957 NOS Front Right Side Bumperette  
 Supports (2) 37244761958 - 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) 39665541968 - 1969  
 NOS Grill Left Outer (2) 3966553  
 1968 - 1969 NOS Grill Center (1) 39665551968 -  
 1969 NOS Center Rear License Bezel (1) 39197151969 -  
 1974 NOS STINGRAY Side Emblem 39562161956 -  
 1957 Gas Filler - Plated

**Windshield Glass:**

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

**Gas Tank:**

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 product1 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 \$1001960 - 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 741969 Right Side M 74 AX1969  
 Left Side M 74 AX

**Oil Pans:**

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

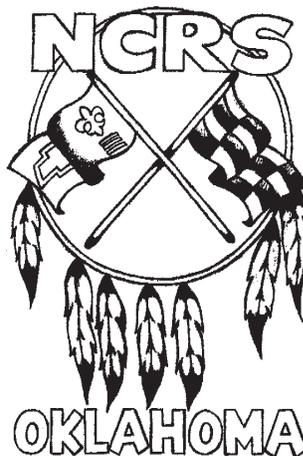
Contact John Neas 918-749-7741 office 918-231-4454 cell

**For Sale:** 1972 Red/Black Coupe, 16,000 miles, 350/auto,PS/  
 PB Tilt, Original owners, Lots of paperwork, \$18,000  
 contact Billy 615-202-4790 Stillwater OK  
 Pictures at below link. Can you say Bowtie candidate?

[https://www.dropbox.com/sh/nwcuns088urc93k/AABdYMIo\\_yf98-PE-QXYrBjka?dl=0](https://www.dropbox.com/sh/nwcuns088urc93k/AABdYMIo_yf98-PE-QXYrBjka?dl=0)

**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.



## Upcoming Events

- June 4 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
June 2-4 Northwest NCRS Regional - Bend, Oregon - See *Driveline* for complete information  
June 21 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, OK  
July 2 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
July 17-22 NCRS National Convention - Warwick, Rhode Island - See *Driveline* for complete information  
Sept 22-24 Ontario NCRS Regional - Hamilton, Ontario Canada  
Sept 13 Cruise Night gathering - 91st & S. Memorial Drive - Tulsa, Oklahoma  
Oct 20-22 Texas LoneStar 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.



Help!!!

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\*\*\* **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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