

THE

# SIDE PIPE

June, 2013

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 Neal Kennedy

What has twin turbos and 550 horsepower? Longtime Corvette owner Mike Smith will have the answer for that question. He was driving the long and low machine in a line of Vettes as the caravan left the Crystal City Shopping Center parking lot May 11th. The Oklahoma Chapter NCRS was headed to Highway 97 and Bruce Ricks' fantastic collection of cars and automotive memorabilia. We discovered enough single-cylinder model race cars and special interest die-cast examples to make a fine stand alone museum. Bruce was there to tell the stories of those big and little cars along with the human interest angle. Any one of the well-over-a-dozen cars in the collection would have been worth the trip.

The 1962 Corvette is the one most of us knew about. To say the fresh updating was dazzling would be an understatement. And the pile of carefully removed parts displayed around the Vette's original frame made interesting viewing as well. The quality of the workmanship in the entire collection is difficult to describe. Throw in the fact Bruce drives his cars and the amazement continues. It's time to bring out the well-worn cliché ... "if you weren't there, you really missed it." Thank Jim Elder for putting the spectacular garage tour together. He especially enjoyed the two Oldsmobile examples among the other pro-street masterpieces. Thank goodness for guys like Bruce who set such a high standard for the hobby and are so willing to share. Thanks, Bruce. You were a great host.

The next Saturday, May 18<sup>th</sup>, another string of Corvettes from the chapter headed out on a bit longer journey. It covered more than 450 miles with lots of smiles. Verle Randolph led the parade to Broken Bow waaaaay down in the southeastern corner of Oklahoma. Beautiful country and great friends from Texas along with acoupla tech sessions

were waiting there after the Oklahoma gang left the Indian Nations Turnpike behind. Check out the article elsewhere in this issue of *The Sidepipe* for details of the Red River Chapter Cruise put together by the Solid Axle Corvette Club. Those guys have excellent taste in cars. And, they DRIVE them!

Also in the merry month of May, Joel Miller and Don Partridge took "The Pooch" on a long road trip. The dynamic duo traveled to New Mexico to show the original builder and driver of the '58 Corvette drag car how their restoration turned out. Several of our club members saw the work in progress at Joel's shop. The finished product, complete with early 60's era fuel injection, was fired-up and driven into the trailer under its own power. Joel has done an incredible job of getting the radical engine to behave well enough to perform that feat. DeLoy Naeb successfully campaigned the car out of Colorado for several years. It's incredible history includes big wins in Tulsa, among other national events. Watch for the full story next month.

July's club activity will be another road trip. It's an encore presentation of sorts. Pete Sawatzky will actually be home for a weekend in the heart of swap meet season. He says, "come on down." Pete's place, not the restaurant, is right on old Route 66 in downtown Stroud, America. Look for exact instructions and details of the tour in next month's newsletter, but for now put it on your calendar for Saturday, July 20<sup>th</sup>. We'll head down the old Mother Road that morning, hang around Pete's RT 66 RESTORATION SUPPLIES for an hour or two, then trickle over to The Rock Café. The Route 66 landmark is just across the street from Pete's museum and parts business in easy walking distance. They were still open, at last check. If for some reason they have to be temporarily closed, there are other eating options in Stroud. Stay tuned.

Acoupla months ago I wrote about the loss of fun in driving. It seems we are moving toward cars that speed up, slow down and even park for you.

Another case-in-point is being made by Porsche. Those Germans have introduced the latest version of their legendary 911 Turbo, and it won't be available with a standard transmission. Huh?? That's the top of the line model and last year three out of four cars sold had no clutch pedal! Next year, it won't even be offered as an option. That was a surprise to me. What's next? No steering wheel? What about Corvettes? What are the automatic vs standard numbers? If you enjoy going through the gears as much as I do, it's certainly something to think about.

Roy Sinor is changing hats in the NCRS organization. Get the scoop in another part of the newsletter. But let's all congratulate Roy on his new position and thank him for his many years of service to the club as National Judging Chairman. His knowledge is a valuable asset of the organization. Roy will still be around to answer questions, bench race and spend more time with his new chores at the national level.

Deadline reality forces this Chairman's Comments column to be written before we know the outcome of the Indy 500, but acoupla things are worthy of note. Chevy engines are mixing it up with the Hondas. And I notice there are FOUR lady drivers in the lineup for the annual Memorial Day event. Uh, do THOSE cars have automatic transmissions.

## *June Breakfast Meeting*

Our monthly breakfast will take place on Saturday, June 1. 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 June Attitude Adjustment Night on Tuesday evening, June 18, 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.

## *News Release*

Roy Sinor, our NCRS National Judging Chairman, has elected to step down in July, after 17 years of dedicated service to NCRS in this office. Fortunately, Roy will continue with NCRS in the newly created position of Historic Document Services Manager. In addition to continuing to provide the GM Shipping Data and Validation, Roy will also be the NCRS liaison to the Barrett Jackson Auction and will be the NCRS Ambassador to other collector car services and clubs.

Roy has chosen his replacement, who will take over at the National Convention this July. Dave Brigham, the longtime 53-55 National Team Leader, will assume the office of National Judging Chairman.

Roy has headed our judging office and has been the keeper of the standard for the past 17 years. Roy's leadership, enthusiasm for our judging system and its judges, and his friendly style have been of tremendous benefit to the NCRS. Roy and Dave will work closely together to ensure a smooth transition.

Vito Cimilluca  
President NCRS

## *Flying Turtles, Buzzards And Crows.*

by Verle Randolph

Photos by Greg Hart and Verle Randolph

Saturday, May 16, 2013, at 09:00 (actually about 09:20 because of a screw in a tire), the Oklahoma contingent of the SE Oklahoma Road Tour pulled out of Glenpool headed for Broken Bow, OK. It was a very mild morning with complete overcast providing a pleasant drive down highway 75 and the Indian Nations turnpike.

While driving down the turnpike I saw a large turtle just across the center line into the inside lane and thought to myself, "there is a dead turtle walking." I looked into my mirror just in time to see a car on the inside lane clip the turtle and send it flying across the outside lane just in front of Mike Smith and Greg Hart. If Greg had quicker response he could have provided some turtle soup for lunch.

A short while later I topped a hill and surprised a buzzard having a mid-morning snack of a large snake

that stretched most of the way across the inside lane. The buzzard reluctantly left his meal and took off across the outside lane just over my hood. If I had better response I could have provided.....never mind.

After a fuel stop in Antlers, OK, we had a pleasant rural drive through the countryside and small towns to Broken Bow. In Broken Bow we were lead astray from our goal of Papa Pablanos restaurant by a wrong turn and street addresses. We finally got turned around and arrived late, hungry and ready to enjoy a good lunch with good company.



After lunch we drove to the Lake View Lodge in Beaver's Bend State Park, a very nice, picturesque lodge on a hill overlooking the lake.

We had a short business meeting followed by talks by Doc Holliday about SACC, Bill Preston with a demonstration of the hidden parts of proper fiberglass repair and Verle Randolph about insulating a Solid Axle Corvette.

We enjoyed a very pleasant dinner on the patio at Abendigo's restaurant with live entertainment provide by Doc Holliday and singer as well as by a young local man. The owner of Abendigo's offered to provide free beer to anyone who would let him drive their old



Corvette. I don't think anyone took him up on the offer.

After returning to the lodge we were outside talking when a deer approached and stood watching us from about twenty feet away for some time before going

around the end of the building. It joined at least ten other deer grazing on the lawn on the other side of the building.



Sunday morning provided a beautiful sunrise over a ridge and through some clouds as some of the group shared breakfast on the patio overlooking the lake. We shared our breakfast with a crow



that would snatch food off a table if you were not careful. It would land on a rail within three or four feet and watch for its chance. Doc spent some time training the crow to come closer. I'm sure the Lodge staff appreciated his efforts.

After breakfast we took the cars to a parking lot below the lodge for group pictures with the lake in the background and people dancing with chiggers and ants in the weeds as we took pictures. There were a total of nine Corvettes, three Solid Axle (57, and two 61s), two C3s, 1 C4 and three late models.

Because of weather forecasts for central and NE Oklahoma some members decided to head for Tulsa directly from the lodge. For those that stayed we

modified the route so the rest of the Oklahoma group could hopefully get home before predicted storms arrived.

We enjoyed the drive from Broken Bow to State Highway 1 and joined the western part of the Talimena Drive Scenic Byway. This is a very scenic drive on top of a ridge with long vistas, both north and south, of the Ouachita Mountains in the lush green of springtime. In most places there were few signs of human habitation. There was very little traffic to interfere or impede our leisurely drive.



After exiting the west end of the Talimena Drive, we arrived at Talihina, OK where we enjoyed a very good lunch at Pam's Hateful Hussy Diner. This is a small town "downtown cafe" run by local residents providing home cooking at a reasonable price. Decoration is eclectic and entertaining with many small, hand-made signs, some of which applied to members of the group.



After lunch and a refueling stop the Texas and Oklahoma contingents went their separate ways, some of us intent on outrunning the storms.

The drive from Talihina to McAlester was again on rural highway through pleasant countryside and small towns. There was a buzzard having a late lunch on a short, very fat snake along the way. This one made the good decision to move away from the cars, not toward them.

The drive home was uneventful with increasing clouds north of I40. I had six or eight raindrops on my windshield just before I pulled into the garage.

I enjoyed the road tour and the wildlife and will do it again. Ya'll missed a good time.

## The Ricks Collection Garage Tour

by Greg Hart

Photos by Phil Gray

The Oklahoma Chapter was invited by Bruce and Judy Ricks to come over on Saturday morning, May 11, for donuts and coffee and to view his collection of cars, engines, motor bikes and memorabilia. Bruce has a very nice facility between Sapulpa (his mailing address) and Sand Springs on Hwy 97.



Reminiscent of an auto parts store building on the outside, it is a spacious, comfortable, and nicely decorated showroom on the inside. And FULL of neat stuff.

Bruce's 1956 Ford Sunliner convertible, known as "Suncammer" won the prestigious



Ridler Award at the 2011 Detroit Autorama, as well as the 2011 Mothers Shine Award, the most coveted award at the Las Vegas SEMA Show. Suncammer is named after the 1967 Ford 427

SOHC engine that powers it. Suncammer has been joined in the showroom



by the recently purchased 2004 Ridler Award winner, a 1937 Willys coupe. The craftsmanship on both of these cars is amazing and too much to go into here, but if you have time, Google Suncammer 1956 Ford and read about what it took to build it.

The Ridler Award winners were just the beginning of

the entertainment. Bruce has a real soft spot for GM cars too. He has built two 1957 Oldsmobiles that any Corvette restorer can appreciate – one a flawless custom 1957 Fiesta hardtop wagon and the other a flawless custom 1957 Super 88 convertible.

Bodywork on these cars was by Cimtex Rods, in

Jarrell, Texas, and leather interiors are by Gabe's Custom Interiors in San Bernardino, California. Both cars have been featured in the best street rod magazines and won awards too numerous to mention at national rod shows. Googling Cimtex Rods will produce pictures of these stunning cars.

Other very interesting showroom pieces included a custom

1954 Chevrolet convertible built by Hot Rod Garage in Sand Springs, a 1954 Chevy 2 door sedan, 1958 Oldsmobile 98 convertible, a fully restored stock 1956 Ford Sunliner convertible, 1940 Ford convertible, 1941 Ford convertible, 1950 Hudson Hornet convertible with the "Twin H Power" NASCAR engine, and a restored 1967 VW Beetle. The Beetle generated plenty of "what for" questions, but it turns out it is a great car to put on the top level of his car hauler for transportation to local restaurants and tourist sites when they take a car to shows in far off places (and it has a built engine that lets it run off from

stock Beetles and plenty of other cars too!)

Then there is the 1962 Corvette. Bruce took a very nice 1962 Corvette with a frame off amateur restoration and built it to his high standards. It is something to behold – enough said! By the way, if

you need a stock 1962 Corvette frame, or any of a raft of take-off parts from a restored car where the parts just didn't meet his standards or make the cut for the new design, Bruce has a nice package for you.

Let's not forget about the half dozen or so restored Mustang motorbikes on display, unique engines on engine stands (Buick "Fireball 8"

straight 8, for example), the dozens and dozens of classic "Tether Cars" on the walls, interesting displays of automotive signs and brand memorabilia from the past.

To say "A good time was had by all" is an understatement. Bruce and Judy are WAY too generous with all the goodies from the donut shop. And Bruce builds cars to a standard well above where the best restorer stops. Lots of fun.....



## *They Are Still Out There Boys.*

by Scott Pfuehler

This picture was taken the first of May, 2013. I have taken several since about 1976 of this Corvette parked right where it is now. Somebody should buy this thing and restore it. It's east of Harvard about a block on 56th Place.



to school and work, since I now had to pay for the upkeep and accessories. So my first job was as a bus boy at a diner on Central Avenue close to the University of New Mexico. The job did not last long, but the Cushman did until I had to sell it when the family moved. My brother had it for awhile, so it worked for us for four years or so.

Like most sixteen-year-olds I wanted to upgrade to a car, but funds were limited. The guy also had 1957 basket case Corvette, but it was way too much work for a kid that needed something to drive now. My friend Rick's Dad had a small salvage yard down in the valley, and we made several trips to see what we might find. Rick ended up with a 1953 Studebaker with a big block Cadillac engine that was called a Studecad conversion.

## *My Quest for a Corvette*

by Russ Grimm

My love of cars started with my dad and a second car for the family when I was eight or nine years old. I was his assistant on the engine rebuild on '49 Chevy stove bolt six. I'm sure I was a help on fetching tools. It surely took several tries to get the right one for him, but eventually I did learn the correct tools and their functions. A little while after that my parents started to look for an MG TC which was my mom's dream car. Dad, being a mechanical engineer, started to really get into the local club and trying to find out more about them. I do recall him grumbling about propeller bolt heads and the silliness of proper bolts for the bonnet, etc. You see Dad worked for Ford Motor Co. early on and knew production line issues and how they managed to keep the line going. So I had a dose of common sense and how proper bolts were not the head markings but the function. Funny how some things come around in life and can change a person's perspective.

Like most guys my age, we grew up in a time that models were part of what we did, and I focused on cars. One of my first ones was a 1962 Corvette that was painted metallic green and had a green and white interior. I never saw one on a showroom floor since Dad was a Ford guy, but the model was done my way and not the correct way for a factory correct look. For a ten or eleven year old, it was really neat. I still have this model today, and it is a little rough for wear since my son played with it when he was young.

At age thirteen I really got my first wheels, two of them with a Cushman Eagle. It was black and the greatest thing in my life at the time. It helped me get

Eventually, a 1962 Corvette was towed in with a major front end hit, and I bought it and started the

rebuild. It was a fuelie but had been converted with a Carter four barrel. So my project took a while to get it on the road, but eventually it made it and looked great in my eyes, but



what did you expect for a \$1200 investment. It was silver and it was mine, at least for a just over a year. My parents moved from Albuquerque and I was forced to sell it. So to Moline, IL I went mid way in my junior year in high school. I spent the money I had made on selling the Cushman and the Corvette to buy a 1965 GTO.

The GTO was one of the fastest cars on campus with only a 340 Dart and Chevelle SS 396/375 beating it



on the street runs we had. It was a great car and was bone stock. Outside of tires, which didn't last long, it was not bad for a guy in 1969.

Unfortunately, it was a total loss after an accident when I was t-boned by a drunk.

I went on to a 1968 GTO convertible, followed by a 1965 Triumph TR-4 IRS, then a 1969 El Camino SS



396/325, and 1968 Nova SS 396/375 before I

moved to Oklahoma for college studies. I purchased a new Toyota Celica in 1974 for the economy (fuel shortage issues). It was all right but not a fun car like I was used to, but it worked until I graduated in 1975. After graduation I looked for a 1975 Corvette convertible. The word was out that they were ending, and the ones I found had a premium and I had to pass on them. Lack of funds or common sense kicked in. So off to the 1976 Datsun 260Z I went to look, and it just did not work

out, so I ended up purchasing a 1976 Olds 442; however, three years later I did purchase a 280Z.



During the early years of marriage I went on to purchase several cars that did need some TLC or restorations, so here is a partial list: 1934 Buick, 1935 Buick and 1936 Buick (this was a couple and



was to be a street rod) all sold with partial to full restorations done. Throw in a couple of Mustangs, Chevelle that needed some work and then were sold. I did get a 1972 Buick Stage1 Convertible for my wife as daily driver, and after a paint job

and a lot of work she decided she did not like it. Now this car had been a dealer Stage II conversion and was a keeper, but we did not have the funds to have



the extra car, so it was regrettably sold.

By 1983 I had gone to

Bloomington and decided that I needed a Corvette and a 1962 was the only one to look at. So early in June, 1984, I found a triple black 1962 that was a 340 hp with wrong engine block in it in Oklahoma City. I held off until the 1984 Bloomington meet just to see what options that might be there. I ended up calling the seller in OKC and telling him he had a deal and purchasing it while in Illinois. So I had my Corvette, and I ended up buying a Mercedes 450 convertible for my wife as part of the big picture of marriage. Both of these cars were sold to Bill Mock in 1987 and that is another story.

So on to a 1968 Corvette Convertible purchase and refurbishment. Eventually it was sold to purchase a mid-year, preferably a



1967. By this time I knew Roy Sinor and his dad and Roy would point out some owners of '67's but know one seemed to want to sell, so I started to think a 1966 would work. Roy told me about Earl Littlefield's silver 1966. A deal was made and I owned a low mileage (42,000) pretty original car. It was repainted back in the early '70's in enamel, but a three-owner car all in Oklahoma. Here is where this gets interesting. Earl purchased the car on a used car lot in Bristow, OK in 1970. He was told the original owner lost the car in a poker game and that is how the car came to the car lot. In 1988 I tried to pull the Oklahoma records from the microfiche files and the machine broke down and was not going to be fixed. In fact, I was told by the tag agent that it broke down during my review. The clerk remembered only that my car was sold in Prague, OK.

Okay, a lot of you know that I have a big block 1972



convertible, so how does this enter the picture. Well, in 1989 I was asked if I would be interested in a Corvette parts car that

was wrecked and in a barn in Amarillo, TX. The price was right so off on a new adventure I went. Once back in Tulsa I started the search for the numbers and outside of the carburetor, starter and distributor everything matched—almost. There was that engine block that was correct on the date code, but it was not a “512” cast 454 block as the judging manual called for. Well, a couple of calls to the team leader and the 289 block was confirmed to be correct.

So what to do with it was the next decision. The research was on and a parts quest started to find correct parts to get the front clip and all of the small brackets and pieces. By this time I had also purchased 1970 Chevy short wide pick up, which was sold to buy a 1978 Silver Anniversary Corvette that was used as a daily driver for the next five years (slight distractions for time). By



1992 the frame was done and the engine and transmission were installed. By 1995 the body was back together and paint was going on. That is where a major problem started! The car was pushed out of a shop that was closing down, and the owner was considering bankruptcy. The paint was done, but the hood was a mess with a paint migration problem. I could not get the problems worked out, so I took the car home and all progress stopped. It sat and sat



and eventually all of my efforts went into the 1965 Chevelle SS convertible that was purchased for a father son

project. The 1966 moved up front after that with new paint and detailing. That, as well as two kids through



college and now a new house that needs my attention and money, the '72 has been waiting for its time.

So twenty-five years later the 1966 now has the correct paint and still has the original interior but will need the carpet and one seat cover to finish up the detailing after all of the years of service and enjoyment we have had with it. We have enjoyed it on fall foliage tours, trips to Oklahoma City and Eureka Springs, and our kids have grown up with the Corvette. It is now part of the family. The 1965 Chevelle SS convertible that was a father son project is not what my son wants. He wants the 1966 , BUT he will have to wait for it!

## *Burning Some Rubber*

*A WILD RIDE IN HIS FRIEND'S VETTE SET THIS COLLEGE KID ON A SEARCH FOR HIS OWN.*



By Ed Lincoln  
Woodinville, Washington

In the spring of 1960, I was finishing up my first year at the University of Washington in Seattle. I lived at home but spent many afternoons with my fraternity buddies at the Sigma Phi Epsilon house. One sunny day, as I ate lunch there, I heard the roar of a high-performance car. Within seconds I was outside.

A sparkling 1959 Polo White Corvette sat in the parking lot. It was surrounded by a dozen Sig EPS. We gazed longingly at the convertible as our friend Alan, got out from behind the wheel and basked in the attention.

When he raised the hood to show off the powerful fuel injection engine, we practically began to drool. I didn't know if I'd ever seen anything so beautiful.

"Anyone want a ride?" Alan offered. There were a number of takers, so I eagerly waited for my turn behind the upperclassmen.

When I finally buckled in-the sixth and final passenger, I said, "Let's burn some rubber. Make it worth my wait."

"That will be easy," Alan said. The Corvette shot down the street like a bullet as my body slid backward, my head glued to the seat. In just a few moments we were around the final turn, slowly coasting back to the house. As I stumbled out of the car, my heart racing, one of my fraternity brothers pointed up the street.

"See those two black streaks? That was you and Alan striping the pavement."

I marveled at the tire tracks; they started in front of the house and went north as far as I could see. My '55 Chevy could never burn rubber like that.

From then on, I dreamed about owning a Corvette. A few weeks after my ride with Alan, I stopped by a car dealership to get a price on a new 1960 model. The one on the showroom floor was \$4,000. My goal was to find an older model for less than two grand.

After months of searching, I caught a break. While getting a haircut at a local barbershop, I heard about a 1956 Corvette for sale and decided to give the owner a call. His son had bought the car new and then joined the Marines. Now the dad was selling it.

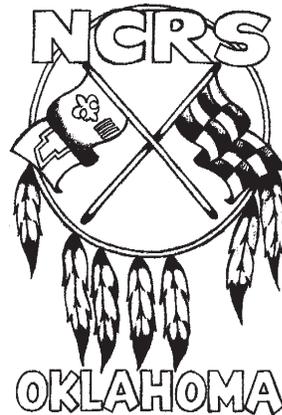
An hour later I stopped by to see the car. My first impression wasn't very good: The Corvette had been sitting uncovered for two years. It was completely caked with dust. But underneath the dirt, it was my dream color, Venetian Red.

"My son applied a preservative to the chrome and completely waxed the rest of the car before he parked it," the seller said. "If you had come a few days from now I would've had time to clean it, but it shouldn't

take long. I'll show you." He grabbed an old towel, wet it and cleaned off the right front fender. It looked much better than I had expected.

After examining the engine, looking under the car and taking a test drive, I offered \$1,500 and he accepted. Then the seller pointed out a soft convertible top stored under the hardtop cover. My \$1,500-bargain got even sweeter. The Corvette was worth the wait.

(brought to our attention by Wilma Clark. reprinted from *Reminisce Magazine* April-May. 2013)



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### *Corvette Classified*

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**For Sale:** C1 rear leaf spring banding tool (notcher/crimper) and banding kit. Correct tool width and modified for single notch insertion as in original appearance of band installation. \$60 OBO.

Dean Rose 918-286-1077 or [deanrose@cox.net](mailto:deanrose@cox.net)

**For Sale:** A Go Fast Corvette with Air Conditioning. A very original 1972 LT-1 coupe is available to you. The long time Oklahoma owner has much of this Corvette's history in writing, lots of paperwork, window sticker and stuff like that. It's green with a black interior, four speed, of course, power steering and power brakes too. Priced at \$39,000. Sue Williams will provide you with all the details if you call her at 918-399-2646.

**Free:** Small wooden office desk, great for man cave or office

Call John Neas

(w) 918-749-7741 (c) 918-231-4454

**For Sale:** 1965 – 1969 NOS Grill Brackets, \$15.00 per bracket. I have more 1969 brackets than mid-year. Phone me with part number, year, and brief description.

Call John Neas

(w) 918-749-7741 (c) 918-231-4454

**For Sale:** 1996 Corvette convertible, LT4, 6-speed, White/Gray, loaded, 31,000 miles, NCRS Top Flight 2011 - \$16000 firm Call Joel Miller 918 - 294-1167

## Upcoming Events

- June 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
June 6-9 NCRS Lake Tahoe Regional - Lake Tahoe, Nevada - See *Driveline* for info  
July 6 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
July 18 Attitude Adjustment Night - Rib Crib Restaurant - 8040 South Yale Ave. - Tulsa, OK  
July 21-26 NCRS National Convention - Hampton, Virginia - See *Driveline* for info  
Aug 23-25 Corvette Carlisle - Carlisle, Pennsylvania  
Sept 19-22 NCRS Regional - Kenner, Louisiana  
Oct 17-19 NCRS Texas Regional - Frisco/Dallas, Texas - See *Driveline* for info

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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.

**Editor's  
Corner**



**Help!!!**

Thanks to Verle Randolph, Greg Hart, Russ Grimm, Scott Pfoehler and Phil Gray 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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