

THE

SIDE PIPE

June, 2017

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 have been recently reading about the updates for the Corvette Plant in Bowling Green, Kentucky, and about the new Corvette model offerings for 2018. General Motors began production of the Corvette in Bowling Green in 1981. The one million square-foot plant on 212 acres has remained the exclusive home of the Corvette. Concerning the plant, GM recently announced a \$290 million investment that would “upgrade and modify the plant’s vehicle assembly operations with new technologies and processes,” according to the official press release issued by GM.

The current plan is the plant will operate at maximum capacity up until the end of the 2017 model year to produce a supply of Corvettes to be sold while production is halted. The assembly plant will then shut down to undergo a massive upgrade of the assembly line, which has been in place since the start of the C5 in 1997. The closure will come at the end of the 2017 model year which is expected to end in June. The shutdown is expected to last around three months.

Following the completion of the plant-upgrades, the plant will continue building the C7 Corvettes as 2018 models. The work on the assembly plant comes as the \$439 million paint shop is due to be completed in the spring. Officials have publicly stated that the first customer cars to be painted in the new facility will happen in the fall of 2017.

New Corvette model offerings for 2018 will include a new addition to the C7 line-up, the 2018 Corvette ZR1, (legend claims the ZR stands for Zora Racer). Speculation is the 2018 Corvette ZR1 will serve as the send-off for the C7 generation and whether that’s in one or two years, or up to four or

five remains a secret.

As the horsepower wars continue, (Dodge Hellcat at 707 and Demon at 840) the 2018 Corvette ZR1 should make 750 or so horsepower from the current 6.2 liters. The additional power comes courtesy of larger intercoolers and more air from the Eaton supercharger, with an assist from retuned direct fuel injection and variable valve timing.

The new ZR1 will be offered in both coupe and convertible body styles with a choice between a seven-speed Tremec manual transmission and GM’s eight-speed automatic. The new Corvette model is expected to hit dealer showrooms in mid-2018.

With this ZR1’s new DOHC V-8 added to the Corvette lineup for 2018, speculation continues that this could be the powerplant bound for the new mid-engine Corvette. Consider the eighth-generation car arriving in the near future—a timeline that aligns neatly with the planned blackout dates at the factory.

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

To continue moving forward into 2017, there are numerous opportunities for you to participate in our Chapter which is vital to our continued success as The Oklahoma Chapter of NCRS. Let’s look at 2017 as a year filled with opportunity and fun as we restore, preserve, document and enjoy our Corvettes.

I look forward to seeing everyone and their cars on Saturday.

June Breakfast Meeting

Our monthly breakfast will take place on Saturday, June 3, 2017. The location is Ollie's Station Restaurant in the Redfork area of West Tulsa. The address is 4070 Southwest Blvd. The phone number is (918)446-0524, in case you need it.

You can choose the buffet or you can order from the menu. The time to be there is 8:30 a.m., but people always start arriving by 8:00 - 8:15 a.m.

Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter denim shirts, long and short sleeve, for \$25 each. We also have Oklahoma Chapter sweat shirts for \$25.

Please call me at 918 / 625-2303 or 918 / 299-9001 to order an item. You could also send an email to bobclark77@cox.net. Be sure to include the type of shirt and size.

New Membership Directories are ready. There were two copies included with the April issue of *The Sidepipe*. Additional copies will be available at our breakfast meeting on June 3. You can take as many as you need.

Attitude Adjustment Night

The gathering place for our June Attitude Adjustment Night on Tuesday evening, June 20, 2017, will be Bravo's Mexican Grill at 4532 East 51st St. We will continue to meet at Bravo's for the next few months.

The time people start to arrive is 5:00 p.m.

Attitude Adjustment Night In Oklahoma City

by Gene Holtz

We are hosting an Attitude Adjustment Night in Oklahoma City to generate interest for an upcoming Chapter event in OKC and to get OKC Members together. Thanks to Steve Mitchell, we now have a location for the Chapter event.

The gathering will be held at Rudy's Country Store & BBQ located at 3437 W. Memorial Road, Oklahoma

City on the fourth (4th) Tuesday of each month. June's gathering is the 27th with arrival time between 5:30 pm and 6:00 pm. (The location, time and dates are subject to change if they do not work out for the majority wishing to participate.) We will be discussing a Chapter Meet in OKC, how to get the info out to members in the area, tech session and judging schools in OKC.

We now have a Master List of National Members in Oklahoma. We are trying to add email addresses for everyone on the list. We need to discuss how to notify these members about the Oklahoma Chapter activities, since we have only mailing addresses.

Contact me if you want further information at (cell) 405-317-3919 or email blue65184@aol.com (that's an L84, not 184. Thanks!)

Tuesday Night Cruise

by Jim Elder

The Oklahoma Chapter had good turnouts at last year's Cruise Nights. We are scheduling Cruise Nights again this year.

I have picked the dates shown below. The next dates are June 6 and June 13. We hope last year's group returns plus new participants this year. I plan to be there at around 4:30.

If you have any question or any additional input, please call me at (918)748-8256 or e-mail to jretulsa@cox.net

June 6 & 13
July 11
August 8 & 29
September 5 & 12
October 10 & 31

Come out and join us.
Location: 91st & Memorial

Time: Starts at 5:00 p.m. until dusk.

Chapter Cruise Night

By Tim Zane

What a great evening at Tulsa's Tuesday Cruise Night, May 9th! Pleasant weather (after so much rain this season) produced a big turnout of cars, fans, and NCRS OK.

Jim Elder and I thought it would be good, so we marked off 10 spots and even that wasn't enough.

Benny Baldwin arrived in his black/silver '78, Kelly Bolton in his red '63, and Jim in his gray '12. Bud Jessee brought his red '12 and Neal Kennedy, his white '66. There was Pat McMichael and his blue '16, Roy and Cheri Sinor in their gray '63, Mike Smith and his yellow '70, and Lee Stigall with his maroon '66.



Jill Young drove her silver '08 and her husband Michael, his red '78. My maroon '62 made it an even dozen - a high, so far for our presence at Cruise Night.

A frequent question asked about the weekly event is, "What kind of cars show up for the cruise?" Answer. Everything. Rat rod VW Beetles to Lambos to hand-made woodies. Of course, lots of Camaros and Classic Chevys, but the blue oval and mopar makes are also well represented. Street rods and show cars... everything. But it's sure nice to see a string of NCRS Vettes in fight formation.

Thank you to all who made it out. It's good to get together, enjoy the cars, conversation, cool drinks and music, and introduce more cruisers to the Oklahoma Chapter of NCRS. Please let Jim or me know if you can join us, bring a chair and come out to the NE corner of 91st & Memorial. We'll save you a place. Next up are the 6th & 13th of June, then 7 more this season.



Two Road Trips In Two Corvette Sisters 50 Years Apart

by Fred Benenati

My wife Susie and I just returned from two road trips in two weeks; one quite a bit longer than the other, but nonetheless, both enjoyable. The first was a bucket list trip to the NCM and the Corvette Plant in Bowling Green, KY. for the Michelin Bash, held April 27 through the 29th. We drove our 2016 Long Beach Red coupe, which incidentally we purchased one year ago on the day this is being written (May 6th). Boy, what a delight it is on the road! We even got 31 mpg on the highway. What engineering!

The museum was wonderful with so much to see, including a very complete story of the infamous sink hole incident. They even have the demolished and unrestorable Corvettes on display as well. One of the other highlights was to have a photo taken of us with the statue of Zora Arkus Duntov. You see, Susie's real given first name is Zora!

Of course, the



plant/factory tour was very enlightening. What an impressive operation. No pictures can be taken while on that tour. We heard that plant tours will be suspended in June of this year for up to eighteen months, due to remodeling and expansion of the paint shop and other reasons. How ironic that there is listed in this May 2016 *SidePipe* issue, a Wil Cooksey edition 2008 Vette for sale. It just so happens that I purchased a copy of Wil Cooksey's autographed book *No Time To Cry*, straight from the author (See Picture).



The other, shorter tour, took place on May 5th and was heralded as "A 1966 on Route 66." We took the fifty year older sister of our 2016 Vette: our 1966 Nassau Blue NCRS Top Flight coupe, starting from Norman by way of I-35 north, to intersect with Route 66 in Edmond. We stopped at Pop's soda stand east of there, then went as far east as Chandler and stopped for lunch at The Butcher BBQ Stand in Wellston for lunch on the way back. Their BBQ is pretty much, in our opinions, unbeatable! It is only open on Fridays, Saturdays, and Sundays, beginning at 11 AM. Better get there early, as there will be a big waiting line even before 11. It was fun to stop at several little Route 66 establishments, some active, some long since retired or not operational, and get some pics of "a '66 on 66." All in all, it was a great trip for the old girl (the car, of course) and see some places along the route with the same two numbers as the last two numbers in its birth year.



Home Movies Started It

by Scott Pfuehler

This is the next chapter in George and Rusty Brock's Corvette Adventure.

Sometime in 1986 George and Shari were going thru their slides. It was called a slide show at that time. You took a picture with a real camera, then took the film to a place that developed the film into a printed picture for you to look at, at your convenience, or they could make the developed film into slides which required you to have and set up a projector so you could show the slides on a screen or on the wall or even a sheet hung on the wall.

Rusty was about 13 years old when this



slide show was taking place. Up popped a slide of a red sports car with his Dad in it. The question was "What kind of car was that Dad?" Dad said, "It's a Corvette that I owned and sold about 1973."

Right then and there Rusty was hooked. He had to have that Corvette that his Dad had owned. A few years later Rusty had contacts within the TPD that resulted in Rusty and his Dad finding out that the '65 Corvette was still in Tulsa Town. They went to see the current owner and he said, "Nope, not for sale."

When George sold the Corvette in 1973, it was sold again and the second owner after George still owned it and lived in Catoosa. They kept trying to buy it but with no luck.

So they as a team went off searching for a suitable Corvette



for George to own and drive. Lucky enough they found Mr. Roy Sinor and he helped them get the right knowledge that they needed to obtain an original example of the midyear Corvette species.

They went back to the guy in Catoosa again and again. No luck but the owner was starting to like them.



The pair did find a nice '65 yellow coupe for George to buy. He did and still has it. It got new WW tires recently too.



Now Rusty, being a good son, and while looking for George's new Corvette, was also on the trail for one for himself. The pair looked all over the state and finally located a '64 convertible in Harrah, Oklahoma, that they brought home and restored. Still has it too. Our time table is now into the eighth month of 1990. They have Corvettes everywhere, but that special '65 has still eluded them.

Kenny, the owner of George's '65, actually let Rusty drive the convertible one time when they went to visit their past/future Corvette. They went again to see the '65 in 2012 and this time it had been sitting for 5-6 years. Kenny, the owner, finally said he would not sell the '65 but would trade for a like convertible.

That was not only throwing down the gauntlet but setting a goal for Rusty. The goal being, find a like Corvette--Red/red '65 convertible--and not break the bank doing it because this was to be a straight across swap.

Finally in 2017 the perfect candidate popped up on ebay. Negotiations began with the owner who was in Kentucky or some far off place. Rusty won the negotiations and hauled a trailer, some money and his butt to Kentucky, didn't even shut off the truck while giving the owner his bucks, loaded the trade material in the trailer and hauled it all back to Tulsa, not stopping until they were at Kenny's in Catoosa and unloaded Kenny's new red/red '65 convertible Corvette. George's

'65 had to be John Deere'd out of the barn with a strap and into Rusty's trailer and then it all went to Sapulpa. There that part of the saga ended, with George's '65 in the garage, safe at home and in the Brock's care once again after 40 years or so being gone.

So from watching slides when he was 13, to chasing a dream, to its fulfillment, Rusty has been a Corvette guy longer than most of us.

Plans for the '65? Nobody is sure yet. A restoration? Probably not, just make it as pretty as they can, safe to drive and bask in the homecoming of the '65 Corvette

George bought in 1966 instead of an Oldsmobile.



They haven't reinstalled the boat pulling trailer hitch that George had on it yet, but he is going to put the luggage rack he custom-made for it back on it so they can haul beer to the next party we have.

Oh, Yeah, its VIN 120646, built K23, a St. Louis body, red paint, red vinyl, 300hp, 4 speed, white top, back up lights, WSW's, radio, and cost \$4450 on 1-15-1965 when new but was a used car when George paid \$3000 for it resulting in payments of \$68 a month for 2 years.

There is lots more to this story. Go see George and Rusty Brock and get them to share the quests tale with you.

The Corvette Adventure Part 15)

By: Pat Cavanagh

In Part 12 of the Corvette Adventure Series, I discussed my interest and fascination with car collections. In May, I was invited by my friend Scott to visit his car collection and new corporate headquarters. A few of you know Scott and have seen cars from his collection

In fact, you may recall seeing his number 48 and number 24 Chevrolet Monte Carlo NASCAR



Superspeedway cars when we toured Roy Sinor's facility last year.

Scott has just completed his new corporate headquarters. Besides the offices and product displays it includes a 10k square foot showroom that will house over 14 cars, an original ice cream parlor, a 1950's diner, an Amish barn wall built in 1884 and a Colorado mountain chalet deck. In addition, it has 4k square foot fully equipped workshop with a floor lift and a vehicle storage area. The layout, design and decoration of this facility were just stunning!

In addition, Scott has equipped the building with over 17 miles of CAT 6 wiring with redundant, state of the art security, alarms and video surveillance systems.



I loved Scott's personal office in his new corporate headquarters because it overlooked the showroom with his automobiles. I doubt that I could get much done in an office with that kind of view!

Scott has a number of very impressive cars in his showroom, but not all of them are ready just yet. I had the opportunity to spend a little time with the following cars:

1966 Corvette Coupe 427-425 HP with 23K original miles, Trophy Blue, an unrestored beautiful original

car, 5-Star NCRS Bowtie Award winning car. Need I say more...

2006 Ford GT, with 5k original miles.

1938 Jaguar SS 100, Texas barn find. An amazingly original, strait and un-rusted example. This is a fascinating car to look at with a very interesting history.

1 of 198 SS 100's with the 2.5 liter engine.

1957 Porsche 356A Speedster, an unrestored original in excellent condition.



2013 Ferrari F12 Berlinetta, Rosso Scuderia (red), 730hp, V-12, Rick Hendricks personal car. The F12 Berlinetta is the third fastest street Ferrari next to the new F12tdf and the LaFerrari models.

1977 Bandit Trans Am, the most iconic TA in very nice condition

#48 2003-2006 Jimmy Johnson Superspeedway car that raced at Talladega and Daytona, with an SB 2 race engine restored by Hendricks Motorsports

#24 2003-2006 Jeff Gordon Superspeedway car that raced at Talladega and



Daytona, with an SB 2 race engine, restored by Hendricks Motorsports.

Yet to come to his showroom are five cars that Scott is currently having restored at *Classic Jaguar* in Austin, Texas. *Classic Jaguar* is well known for their attention to detail and world class, award winning restorations. I would highly encourage you to visit their web site and view their work. You can even follow the progress on several of Scott's cars below:

1950 Jaguar XK 120 Alloy bodied roadster, these were the fastest production automobiles in the world at the time of their launch

1961 Jaguar XKE FHC, outside latch, 1 of 20 built, but one of only 9 left hand drive cars still known to exist. This is number 13.

1961 Jaguar XKE Roadster, outside latch, 1 of 385 left hand drive roadsters

1967 Ferrari 330 GTC V-12 Coupe, 1 of 598 made

1960 Aston Martin DB-4 coupe Series 1, one of the rarest and most desirable DB series Aston Martins

It's Scott's intention is to restore each of these cars to "best in the world" status.

Scott has graciously offered to have one of our breakfast meetings at his new facility in Tulsa in the future when the restoration of these cars is complete later this year. I can hardly wait!

In the Workshop

In May, I completed the brake refresh on my '64 Fuelie by replacing the rear brake cylinders, steel lines and hoses. You may recall, I installed a new master cylinder, front brake lines, brake cylinders and hoses when the front end was rebuilt. I installed *Speed Bleeders* in all the brake cylinders. The *Speed Bleeders* have check valves inside and make it a one man job of bleeding the brakes. They worked great and visually are undetectable. I finished off the brake refresh by adding Valvoline DOT 4 brake fluid.

The interesting thing about the brakes on my car was they were visually



as new. The drums looked like they had just been turned and shoes had no wear. The springs and hardware were also new. The brake cylinders were new (on the outside) but with the car sitting so long the inside of the cylinders were heavily pitted and the brake fluid had turned to grease. I wanted to make sure the brakes were in good shape before my first drive which necessitated the overhaul.

Earlier I had an issue with the fuel gauge but it magically resolved itself. Ask me privately and I will tell you how my wife resolved the problem. This was personally embarrassing for me all in all.



I dropped the spare tire carrier and installed a temporary fuel filter between the tank and the fuel line just behind the tank based on Scott Pfuehler's advice. I also cleaned the main fuel line between the tank and the engine compartment with compressed air and brake cleaner. I then connected the fuel line to the fuel pump using the correct fuel line clamps.

I cleaned and polished the lower rocker panel moldings and reinstalled them with all the correct fasteners. I also used a clay bar to clean the car followed by Zano polish to provide protection. The thirty-year-old paint now looks great....maybe too good?

Unfortunately at this point life happened. After a week in Longboat Key earlier this month we are now headed for our lake house in Wisconsin for a week.

What's left before I start the car and burn rubber? I need to add several gallons of G04 antifreeze into the radiator and several of gallons of VP 110 leaded race gas to the tank. I also need to set the timing and put the hood back on.

Based on my progress, I should have the car running and driving in June. I plan to video the start-up and first drive. If all goes well I will drive it to the July Breakfast meeting....Stay Tuned.

Estate Sale

The enclosed link to Photobucket contains images of the covers of a large collection of CD's and Hardcopy Manuals, Catalogues, Brochures, Parts/ Assembly Manuals, Rare Original Showroom Brochures, Painting and Restoration and NCRS Judging Manuals, etc. A partial collection of the items are shown in the following pictures.

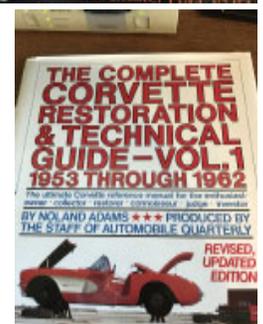
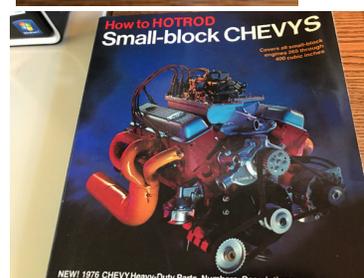
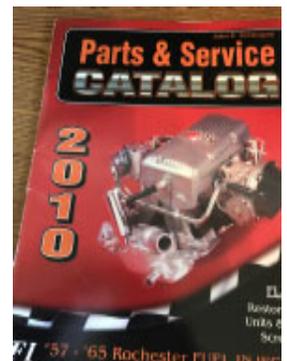
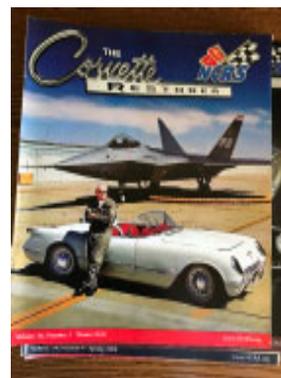
This collection includes some Rare Hardback Books that are highly sought after. This collection was created over many years during the complete Restoration of a 1962 Corvette with factory fuel injection. Upon the passing and subsequent sale of the rare 1962 Corvette, the documentation collection is being offered for sale. The asking price is **\$300.00**. A search for the Nolan Adams book showed these listed on the Internet for up to \$125.00 for the one book.

Take a look and see if this is something you have an interest in or maybe you know someone who would like to follow up with a possible purchase. This link should take you to a Slide Show in Photobucket with pictures of what is available in this collection.

http://s159.photobucket.com/user/Lost_N_Austin/slideshow/Corvette%20Manuels

The current owner of this collection is in the process of relocating, but I should be able to arrange an inspection and or facilitate a sale.

Mike Partridge lostnaustin@sbcglobal.net
512-579-8593 Cell Phone





Those of you who had the privilege of knowing Dean Rose know he had a great eye for Corvettes and garage accessories. His wife Cynthia is selling them and they're all very nice.

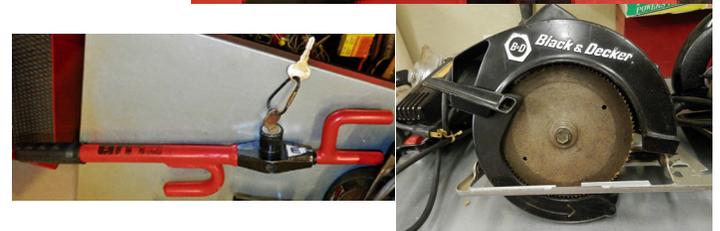
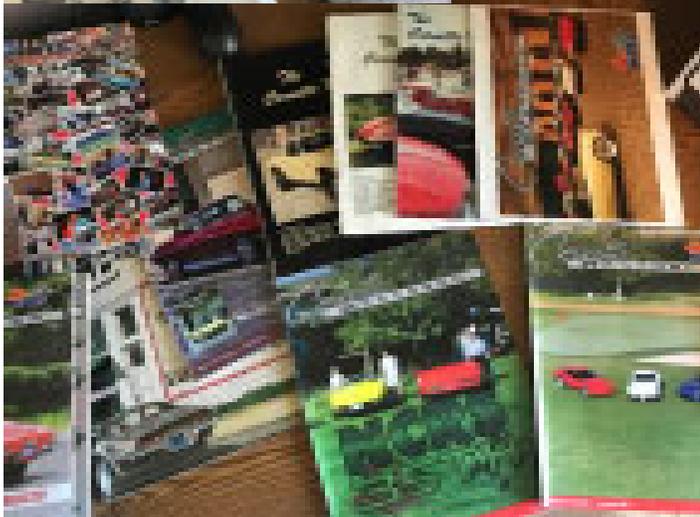
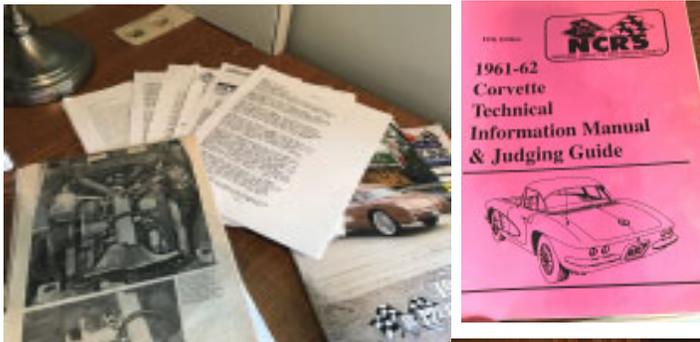
He replaced the new tires on his '96 and carefully wrapped them. They're going for \$25 ea.

His lighted Craftsman work bench with vise is \$125.

\$125 for a 5- drawer tool box filled with an excellent assortment of hardware.

Various hand & power tools, all appearing carefully used and in great shape, will also be sold.

For more information or hi-res photos, contact Tim at 918-825-7253. tim.zane@cox.net



Corvette Classified

For Sale: 1992 Corvette, yellow, with black interior with yellow inserts, pw, ps, pb, automatic, new tires, LT1.
Call Eldon Cunningham 918-489-2133 or 918-208-5759

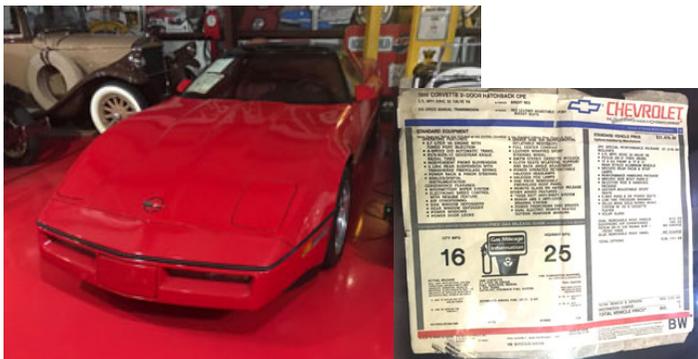
For Sale: 1978 go-Kart, '78 Pace car paint scheme, original condition, 3 HP Briggs motor. \$350 OBO
contact: Don Partridge
405-757-8571
or 918-455-6574



For Sale: 1987 Red with New Convertible Top with 64,129 Miles \$11,000



1990 red ZR-1 Stillwater Mercury marine Engine with 2,300 miles \$35,000



They have all been part of my collection for several years. All are in great shape, fully loaded, run and drive well. Contact Richard Carver at 918-857-6421 or Imprichard@mac.com

For Sale: 1974 T-Top, Red exterior, Black Interior, 350 HP automatic, **19,500 ACTUAL MILES**, original tires available for show purposes, \$19,995
Contact Grover Woods 918-398-4199 or 918-810-9575
email gnnwwoods@gmail.com

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.

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
\$3,0001956 - 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:

Numer-
ous 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 pinstriping
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 \$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

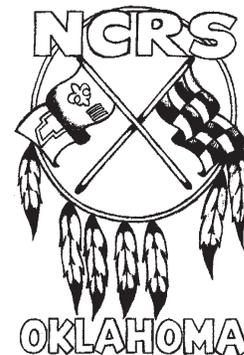
Door Glass - USED:

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



Upcoming Events

- June 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
- June 6 Tuesday Cruise Night (see article in this *Sidepipe*)
- June 13 Tuesday Cruise Night (see article in this *Sidepipe*)
- June 20 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
- July 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
- Jul 9-13 NCRS National Convention - San Antonio, Texas - See Driveline for info
- Aug 10-12 Pittsburg NCRS Tr-State Regional - Altoona, Pennsylvania - See Driveline for info
- Aug 24-27 Corvette Carlisle - Carlisle Fairgrounds - Carlisle, Pennsylvania
- Oct 25-29 NCRS Texas Regional - Frisco, Texas - See Driveline for info

NCRS Communication

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

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



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



Thanks to Pat Cavanagh, Gene Holtz, Jim Elder, Mike Partridge, Tim Zane, Scott Pfuehler, Fred Benenati and Bonney Clark for their contributions to this *Sidepipe* issue.

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

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

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