

May, 2016

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

Chairman's Comments

by Kelly Bolton

Our hobby is dedicated to the restoration, preservation, history and enjoyment of our Corvettes. A vital part of our hobby is our NCRS Judging Events consisting of 2 major and uniquely different roles. The first is the role of car owners and the second is the role of the membership volunteer Judges.

My last experience as a car owner was in 1998 and I have since been in the membership volunteer Judge's role. At our April Chapter Judging Event I had the opportunity to revisit the role of car owner and wanted to share my thoughts from that perspective.

The activity starts early for the car owner as they prepare their cars for flight judging. The pressure is to prepare your car to earn its highest score as you download judging sheets from the National Website and start the evaluation process. So it's getting ready "to be in the condition normally associated with a Corvette which has undergone the then-current Chevrolet dealer new car preparation for the delivery to the purchaser, exclusive of any dealer or purchaser inspired additions, deletions or changes."

As I prepared my '73 to be judged on over 600 individual items by 10 Judges, (Operations Check, Interior, Exterior, Mechanical, Chassis and Issues/full deductions – Judging Chairman) my thoughts are all on the car.

Then as my '73 went through flight judging, it brought back the true appreciation for the volunteer membership Judges that devote the time to bring their knowledge and skills to these events. These Judges take the time to support

the car owners and their cars, and when you consider the local support carving out a prime time Saturday, it's pretty awesome. When you consider the members who traveled long distances to the event, such as David and Mary Gulley (left from Arkansas around 3:00am), Dallas and Kerri Keller (traveled from Wichita) and Gene Holtz (traveled from Edmond) it's pretty amazing the dedication they have.

So were any of these Judges cranky or tired when they judged my car? No! In fact they were thorough, provided extensive comments, helpful with any questions, courteous, complimentary and fair. So I have a renewed appreciation for all the effort put out to support these events from the Judges, Judging Chairman, Tabulators and all the supporting functions. Last but not least special thanks to Dominic White for being such a great host and providing such a great facility, (as a car owner, my only complaint would be Dominic's lighting was too good).

Thanks again to all those who supported our Chapter Judging Event. It was a huge success.

Last month's events included:

- Chapter Judging Event, April 16th. Flight Judging for a 1966, 1973 and 1996 and also a regular Judging Class.

Looking forward into near term events:

- Chapter Breakfast Meetin, May 7th, will share the current news at the National Level and on our NCRS-OK web-site, and already have inputs for "Show and Tell" which is always entertaining.
- Mother's Day. May 8th, just remember, If not for Mom you wouldn't be here, (well, Dad helped a little)!

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.

May Breakfast Meeting

Our monthly breakfast will take place on Saturday, May 7. The location is Ollie's Station Restaurant in the Redfork area of West Tulsa. The address is 4070 Southwest Blvd. The phone number is (918)446-0524, in case you need it.

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

Attitude Adjustment Night

The gathering place for our May Attitude Adjustment Night on Tuesday evening, May 17, will be Bravo's Mexican Grill at 4532 East 51st St. We will continue to meet at Bravo's for the next few months.

The time people start to arrive is 5:30 p.m. Most are there before 6:00 p.m.

Oklahoma Chapter Merchandise

by Bob Clark

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

Please call me at 918 / 625-2303 or 918 / 299-9001 to order an item. You could also send an email to vettefan66@sbcglobal.net. Be sure to include the type of shirt and size. I will not be at the next meeting as I will be visiting my 95 year old Mother in Houston.

2016 Dues Notice

The 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, May 7, 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.

The Leake Auction And 1967 Big Blocks

by Fred Benenati

Ever since I purchased my 1966 Nassau Blue small block coupe in 2001, I have dreamed of driving (a bucket list activity!) one of what many "officianados" consider a Corvette Holy Grail/icon: a 1967 427c.i./435 hp tripower Corvette. Well, on this past February 13, 2016, I got my wish! Not only did I get my wish, I got a double dose of it. Many of you readers probably heard of the recent Leake Auction held at the OKC Fairgrounds, at the Cox Building. Well, the other Corvette club to which I belong – The Central OK Corvette Club (COCC), was contacted and the president was implored to provide volunteer drivers for the many Corvettes in this auction. Most of them were midyears, and of those, amazingly, many were 1967 big blocks.

A gentleman whose last name is Falco, from West (by God, tip your hat) Virginia, had over 70 cars which had been in storage for "many, many years" to auction off, and this took place in OKC on February 19-21. Several volunteers from both the OKC Corvette Club

and the COCC gathered at a warehouse in SW OKC on February 13th, and it was a “pick your car” event. I got to drive the two cars shown in pics, in consecutive police escorted processions, for about three miles (and speeds only reaching 35 mph) from the warehouse to the auction site. The white car



with red stinger had an NCRS decal on the side, but without more info, no

assurance what that meant. It developed electrical problems while enroute to the auction site and “died” resulting in a tow the rest of the way. The Goodwood Green with white stinger car ran much better and made it just fine. The sound from the side pipes on both cars was enough to thrill my Corvette fanaticism that I already had. The “rumpety rump” sound is almost iconic to these cars.

As of this date (March 4, 2016), I do not know if



they sold or what they sold for. In all fairness, they were represented as 427/435 cars, but with the storage history, the true condition and status was unknown to me at the time. But two things are for sure: They sounded great and they could surely scoot their boots in the short and confined conditions in which they were driven.

Tulsa Cruise Night

by Jim Elder

On Tuesday, April 12th, several Oklahoma NCRS Chapter members brought their Corvettes out for the Tulsa Tuesday Night Cruise.

This event is located at 91st and Memorial on the NE corner between Old Time Pottery and McAlister’s. Tim Zane and Bud Jessee arrived at 3:00 to save a

place for our group. Members who brought Corvettes were Verle & Beth Randolph(White 57), Tim Zane (Maroon 62), Tommy & Janna Johnston (Blue 64), Bud Jessee (Red 66), Jim Elder (Blue 66), Pat McMichael (Red 67), Mike Smith (Yellow 70) and Mike Young (Red 78).

Other members who came out were Mike Partridge, Phil & Nancy Gray, Brett Driscoll, Dave Clark and Howard Huff. Bud’s wife Janet and their son Peter also came out to see the cars.

There were lots of neat cars and we enjoyed seeing old friends. We are hoping to generate interest and gain new members for our chapter by participating in this type of event. The cruise night is held every Tuesday evening from 5 til sunset.

Our club will participate three more times this year on May 24, September 13 & October 25. Add these dates to your calendar and join us next time.



The website for this event is: <http://tulsacruise.net>

Let's Get the Easy Stuff First

by Kelly Bolton

While preparing my '73 Coupe for its inaugural flight judging. I wanted to work the obvious/easy point deduction issues first. I first looked at the thermostat housing on the car which had an unused flange for a throttle return spring and then went right to the judging manual for clarification.

The manual says "The L48/L82 housing part number is 336790. The part number is generally found on the flange of the housing although it occasionally appears on the neck and may be obscured by the upper radiator hose." In checking the one on my car I had a 3877660 with the part number on the neck. I talked with the original owner, (let's call him Bob) and he could not think of a reason for him to have changed out the thermostat housing. Well, the solution is simple; I just need a 336790 thermostat housing. My parts catalog said the correct part number is 3877660, but with the unused flange for a throttle return spring that must be wrong. On my search for a 336790 I found none available from my parts catalog, checked with Scott Pfuehler who had 2. Problem solved! Right? Wrong! Scott said these are not correct for '73 and the 3877660 is correct. When in doubt go to the Internet, which said, "Original thermostat housing's for '66 to '73 Corvettes and other Chevrolet models were 3877660" and Scott had 7 of those. So here's what I've found out in my pursuit to get the easy stuff first:

- Housing #1) 3877660 has bosses and part number on the base with return spring flange.
- Housing #2) 3877660 has small bosses and part number on the neck with ADC triangle & 1C and return spring flange.
- Housing #3) 3877660 has large bosses and part number on the neck with ADC triangle & 2B and return spring flange.
- Housing #4) 3877660 has bosses and part number on



- the base and return spring flange.
- Housing #5) 3877660 has bosses on the base and part number on the neck with ADC triangle & 1A and return spring flange.
- Housing #6) 336790 has bosses and part number on the base and fitting for A.I.R. (Air Injection Reactor).
- Housing #7) 336790 has letters/numbers on base and part number on top of flange common to A.I.R. fitting.
- Housing #8) 3877660 has no bosses and part number on neck and return spring flange, (current GM Restoration Part).

My conclusion is the 3877660 on the car is correct and there were several manufactures producing these driving all the variations. The 336790 is not correct for '73 (Housing #6 was from a '77 Corvette). I had Housing #6 with me at the event and shared my findings with David Gulley, '73-'74 Team Leader. The last manual was published in Winter 1999 and David said he is collecting revisions for the next edition.

In summary, I thought I had an issue with an obvious part, did some research, concluded the part on the car was correct, shared my results, (received minor originality deduction) and continue down my learning curve on C3's. Now where's that list of other easy stuff to get?

Oklahoma Chapter Judging Meet

by Brett Driscoll
Oklahoma Chapter Judging Chair
NCRS #26846

A word from your judging chairman. I hope everyone is taking advantage of the wonderful weather we have received. Makes everything just seem better. It is always good to have great weather when you are working around the house or out in the garage.

Our Oklahoma Chapter Spring NCRS judging meet was a big success. We had a great time at Dominic's garage. He is always a great host with hospitality for all! We judged three Corvettes that morning. We had attendees from the local area as well as members from Arkansas and Kansas. We had the opportunity to go over each of the cars with the exacting detail that the NCRS manuals and guidelines require.

We judged Lee and JD Stigall's Milano Maroon '66 roadster. It is a very nicely restored Corvette that everyone who was afforded the pleasure of spending their judging



assignment or leisure time with learned a lot from. It had a black leather interior and side pipes. It has the 350 horsepower engine and a 4 speed transmission.

Kelly Bolton also brought his 1973 yellow coupe. It is a very original car with the L82 engine, 4 speed transmission and saddle leather interior. Everyone had nice compliments for this Corvette as well.

Last but certainly not least Bud Jessee drove his 1996 Collector edition silver roadster. It is also a very original Corvette that has a 330 horsepower LT4 engine with a 6 speed manual transmission.

My judges all did a super job and the cars all received high marks. The weather cooperated, and I think it turned out to be a great meet.

I received in the mail this week the new 1965 Corvette technical information 6th edition judging manual as well as the 1967 Corvette technical information 6th edition judging manual. If you have

one of these Corvettes you should have one in your possession. They are very informative and have some wonderful new pictures.

Pat and Kelly's Corvette Adventure

(Part 2)

by Pat Cavanagh

As you recall from Part 1 of the Corvette adventure, Kelly Bolton and I are getting ready to embark on a trip to Amelia Island, Florida. We are to inspect the 1964 fuel injected convertible which I am considering purchasing. My friend Peter has owned this car since 1972

But before we left for Florida, Kelly and I carefully assembled a list of what we would need for the Corvette inspection. I shipped two thirty pound boxes of tools and equipment to Peter's office in Florida. In these boxes were 3/4in. and 3/8in. socket wrenches, a flashlight, an inspection camera, a battery charger, open end wrenches, screwdrivers, WD-40, latex gloves, resource books and a variety of smaller items.

We left on Sunday, February 23rd. We stayed overnight near the Jacksonville Airport and were prepared for the thirty-five minute drive to Amelia Island the next morning, but we were so full of anticipation we decided to drive out there Sunday night just to make sure we knew the way!

I had told Peter the price was subject to inspection and every imaginable outcome had run through my mind. Peter was not a car person so his description could have

been way off even though I had lots of pictures of the car. Already there were discrepancies on the year

he purchased the car and when he had it restored. Since I had just gone through something similar with my 1967 GTO that I owned for thirty years, I understood being a couple of years off on some details in his forty-six years of ownership.

In anticipation of the trip, Kelly had a great idea and we took the NCRS judging sheets for a 1964 Corvette and used them as the basis for our inspection.

We woke up early that Monday morning and on the way to Amelia Island we stopped and rented a floor jack so we could get under the car easier. I also bought a small air compressor at Home Depot on Amelia Island to pump up the tires. We arrived at Peter's house a little after nine o'clock in the morning.

After a small delay getting through security in his gated community, we arrived at Peter's house and he opened the garage door. My first impressions were good, but the car was dirty and it was last licensed in 2011. There is more to this story, but my bet was it had not been driven for fifteen years.

We started on the inspection and it became clear early on that this was a very original

car that had never been in an accident. The body and shut lines were as good as I have seen. The paint was outstanding for being more than 30 years old. From our inspection the car had the original engine, heads, fuel injection unit, exhaust manifolds, intake, distributor, air cleaner, transmission, alternator, hardtop, hubcaps, wheels, windshield, side glass, mirrors, door panels, steering wheel, VIN and trim tags.

We found that the radiator, overflow tank, water pump, exhaust system and rear end were not original to the car and a few ignition shielding parts were missing along with a broken ballast resistor. The car had definitely been restored as the frame was painted and several chassis parts had been refurbished, including new ball joints and rear u-joints. The car also had new rubber seals on the doors and top along with recent vinyl seat covers and carpet. The inspection seemed consistent with



the 61,000 miles shown on the odometer.

While we did not start the car, we did charge the battery, check the headlights (four working T-3s), motors, windshield wipers, interior lights, gauges, turn signals, blower motor, radio, horn, lighter and stop lights. Only the radio failed to play. Finally we tried the starter and the engine easily turned over. It was surprising how exhausting this work was and by three o'clock in the afternoon both Kelly and I were exhausted. The Florida heat and humidity combined with a couple of beers at lunch all contributed to our



exhaustion. The best news was that I was convinced the car was right and the price was right.

Earlier Kelly

and I had arranged to meet Peter and his wife for dinner. I was really looking forward to dinner and a few drinks with them in Jacksonville to catch up on old times. Peter and I have had some interesting history together. One of the last times we were together was in Pune, India with our wives where Peter had some significant dental work done and almost lost his shoes, but that's a story for another time.

Kelly and I met Peter and his wife for dinner Monday evening and it was very enjoyable time. At the end of dinner Peter handed me the signed title and said, "If you are OK with the car, send me a check when you have a chance.....we have done a lot bigger deals than this on the phone."



During the visit to Amelia Island I took a lot of pictures that I would be closely evaluating over the next few days before I

received the car back in Tulsa. We flew home early Tuesday morning and I started working on getting the

car back to Tulsa.

I had spoken with several people about shipping the car back and even considered driving my pickup truck down to Florida, renting a trailer and bringing it back. Unfortunately, Tulsa was just too far away to do that without an overnight stay. I did not want to leave the car in some lot overnight and four days of driving was not going to work. Needless to say, my wife did not want any part of that adventure.

I finally decided on Reliable Carriers after seeing their advertisements on several automotive related television programs. Reliable was easy to deal with, very reasonable and completely transparent. This was much different than the experience I had three years ago shipping my 1967 GTO and 1966 Corvette from Portland, Oregon, to Tulsa. That truck driver got lost with my cars for a week in Colorado and was not able to be reached and then suddenly appeared in Montana with no explanation.



Reliable told me my car would be picked up within six weeks and they would notify me 24 hours in advance of the pickup. They said it would take up to two weeks from pickup to delivery. The cost was \$1350 and since the car did not run it, was another \$110 loading fee. I gave them my Visa number and waited to hear from the driver.....I did not have to wait very long. The Reliable driver called me on March 2nd.

I immediately called Peter's office manager and she arranged to meet the driver at Peter's house the next morning. That morning I had her take pictures of the loading process to make sure it went right. I was on the phone much of the time with her as the car was being loaded. In the end the driver got on the phone and told me everything was fine and he would see me Sunday afternoon, March 6th.

(To be continued next month)

Calling All Gear-Heads!

WICHITA, Kan., April 29, 2016 – The biggest, most prestigious hot rod event, Hot Rod Power Tour 2016, is coming to Wichita, June 16! This one of kind event has only seven stops on the national tour and our city is one of them. Upwards of 3,500 cars are expected to participate in this amazing event at the Kansas Pavilions and Wichitans can, too.

Display your vehicle in Wichita

Local drivers can join the last leg of the trip and drive from Oklahoma City to Wichita or Wichita to Kansas City where the tour ends on June 17. To participate in Wichita, locals can sign up here [events/power-tour/](http://www.hotrod.com/events/power-tour/) <http://www.hotrod.com/events/power-tour/> for one-day registration and get the exclusive HOT ROD Power Tour license plate and vehicle entry.

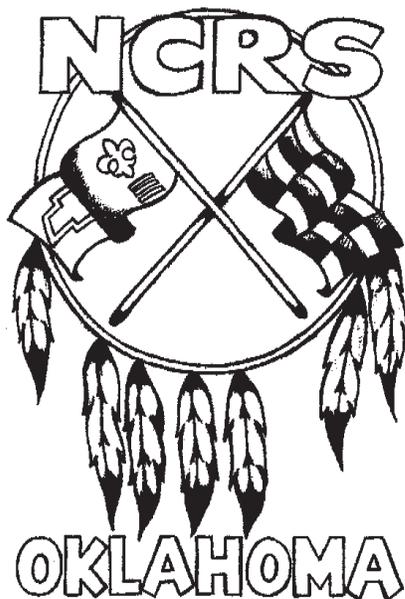
Be a Hot Rod spectator in Wichita

No car to display? No problem! View thousands of immaculate vehicles well cared-for and unique. A variety of makes, models and years will be displayed. Spectators can enjoy the event 12:00 p.m. to 7:00 p.m. June 16, at the Kansas Pavilions. Entry is free and parking is available at Greyhound Park for a minimal fee.

Help Wanted

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

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



The Corvette Racer

by Bob Clark

Some of you will remember this 1966 coupe. It belongs to Tom Finley, and it started out as a highly optioned Corvette. It had air conditioning, 4-speed, power steering, power windows, leather seats and shoulder belts.

In the years Tom was in Tulsa Vette Set, this Corvette was active in autocross and drag racing. As it sits today, it is a drag car.

Scott Pfuehler needed to see a shoulder belt car and I reminded him of Tom's Corvette. He took this picture of the '66 while out looking at this car.

I don't know any more information about this car, but check with Scott.



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 - \$150 ea.

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 - \$200, 7 A 16, - \$200

7 E 18 - \$200 - 7 E 23 - \$200

Grill:

1958 – 1960 Grill Bar & Teeth – used - good condition

\$150/958 – 1960 Other Grill Moldings

1961 NOS Grill GM \$500

1961 NOS Paragon \$400

Motors, etc: 1970 NOS LS7 \$10,000

Many Blocks and some complete motors

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

Pistons: 1961 NOS FI Pistons and rings .030 -

\$600.00 Will work on other 283 motors

NOS Sealed Power Forged .030 12 to 1 C.R. \$600.00

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

NOS 350 CI 350 HP Camshafts, NOS 097 Camshafts

Lifters: GM Solid Lifters 5231585 Edge Orifice – correct lifters for the Sold Lifter GM Camshaft Set of 16 - \$500

Brakes:

1956 – 1958 NOS Front Brakes Cerametallic \$10,000

Interior: 1984 – 1996 Engine Compartment Light Lens

#16506291 NOS 4 @ \$20 each

1969 – 1976 NOS 333427 Map Pocket \$60

1979 – 1982 Jack Box Door - Red used - very good condition \$100

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

Exterior: 1984 E87 NOS 14086769 Left-Hand Heated Mirror – Might fit later years \$200

1959 (1956-1962) Convertible top frame – GREAT CONDITION \$3,000

Windshield Glass:

1956 – 1962 NOS LOF Clear TBD

Gas Tank: USED 56 – E57 Needs Cleaning \$25

Flywheels: Numerous USED – Mostly 168 tooth at least one 153 tooth TBD

Third Members: 1955 – 1964 Pass / 1956 – 1962

Corvette Various Ratios – Open Axle \$150

Electrical: 1969 Corvette Big Block USED (possibly other years) Spark Plug Wires with braiding \$200 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" \$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 dated

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 pin striping

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" 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

Bell Housings: wo 50's era Chev V8 pick-up truck bell housings. One has the clutch fork. Both for \$20 total.

More stuff soon to be listed. If you need 265/283 blocks and motors, tell me what you are looking for.

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

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

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

Upcoming Events

- May 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
May 17 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, OK
May 19-21 North Central NCRS Regional - Rochester, Minnesota
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
July 17-22 NCRS National Convention - Warwick, Rhode Island - See *Driveline* for complete information
Sept 22-24 Ontario NCRS Regional = Hamilton, Ontario Canada
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.



Thanks to Brett Driscoll, Fred Benenati, Phil Gray, Jim Elder, Tim Zane, Kelly Bolton, Pat Cavanagh and Bonney Clark for their contributions to this *Sidepipe* issue.

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

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

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

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SOME THINGS ARE TIMELESS.



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