



November, 2017

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

Chairman's Comments

by Kelly Bolton

Stories continue to swirl around "New" Corvette Production at the Bowling Green Plant. One of the latest examples is: "According to Bowling Green Daily News, the 2019 Chevy Corvette production will commence on January 29, 2018. The assembly would be handled by GM's Bowling Green plant that's been sidelined as of July, 2017. GM stopped the plant's activity for retooling purposes that would allow Chevrolet to build its upcoming new models. The same media outlet reports that the plant will become active again on November 6, 2017, and continue to build 2018 Chevrolet Corvette models until January 22, 2018. After that, Chevrolet will reportedly make the switch to the mid-engine 2019 Corvette. However, the mid-engine Corvette that would take on the likes of Porsche and Ferrari is wrapped in some question marks. So far there's no clue on what it would look like except for some renderings circulating the internet. What's more, Chevrolet also has to build and unveil the Corvette ZR1 (which is based on the Corvette C7) before it lets out the Corvette C8. Again, no word on that. And to top off the mystery, rumor has it that the mid-engined Corvette could get the new 6.2-liter DOHC LT5 V8 engine already confirmed by GM for the 2018 Vette." So the speculation continues and we will soon find out what plans GM has in store for the Corvette.

Concerning "Older" production models, I have had my '73 for just over two years and as chronicled by some of my previous articles, I have learned a lot about and have a new appreciation for C3's. The C3's survived the HP ratings change from "Gross" to "Net" for '72 and on, (An example between years with the same engine, '71 LT-1 was 330 HP Gross and in '72 it was down to 255 HP Net, a decrease of ~23%). Additionally, the C3's endured the strict federal emission-control

laws and the mandate to catalytic converters as well as the retirement of Corvette's Chief Engineer, Zora Arkus-Duntov, (Jan 1, 1975). There were a lot of changes that affected the C3 Corvettes and when I recently read the "Top 5 Hated Chevrolet Corvettes – Why the Disrespect May Not Be Permanent," the C3's made for three of the five. Obviously everyone is entitled to an opinion and I was curious to read further. The list is:

- 1) '53 —'55 Corvettes with the Blue Flame Six at 150 HP while other manufacturers were offering V-8's.
- 2) '75 L48 350 CI with 165 HP, the lowest for any Corvette V-8, (someone has to be the lowest).
- 3) '74 LS4 454 still the fastest of that year with 270 HP, the additional 200 pounds seemed a penalty in handling as the 350 L82 was lighter and had 250 HP.
- 4) '63 Coupe, the continuing love/hate relationship with the split window.
- 5) "82-'84 Cross Fire Injection, the '82 was rated at 200 HP and the '84 at 205 and then the Tuned Port Injection hit in '85 with 230 HP and better fuel economy.

The C2's were no doubt a tough act to follow and the C3's endured some challenging times from government mandated emission standards, Corporate "Penny Pinchers" to foreign competition. The upside of C3's is they have become one of the most enduring automotive designs ever produced and still look fresh today. The models retained concealed headlights, added concealed windshield wipers, removable roof panels and for early coupes a new sugar-scoop rear window. For this generation, NCRS Technical Information Manual and Judging Guides are broken down to six unique manuals with two up to their fifth edition. C3's may be one of the better values for your Corvette dollar and today's buyers guide says to buy, hold and enjoy.

Web-site update – NCRS-OK is alive and well thanks to Mike and John, Great Progress! Mike and John will give us an update at our next breakfast meeting.

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.

November Breakfast Meeting

Our monthly breakfast will take place on Saturday, November 4, 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.

Attitude Adjustment Night

The gathering place for our November Attitude Adjustment Night on Tuesday evening, November 21, 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.

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.

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.

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. November 28 is the next gathering 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.)

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

Attention - Membership Alert

by Don Partridge

Membership Reminder. As the new year is fast approaching, I am sending this notice out early to remind everybody that the club voted to raise membership dues. We have had several meetings leading up to this decision. Some things we discussed were printing costs, mailing of newsletters and membership booklets, charitable contributions, supplies needed for judging classes, web site expenses, etc.

There have been efforts to control club expenses. The general consensus is that in order to secure the success of what we know as one of the best (and) oldest clubs in the NCRS, this is the right time to take action.

EFFECTIVE JANUARY 1, 2018, the dues will be \$30.00 annually.

I, personally, would like to ask that you submit your dues by February 1st.

We no longer want to keep sending reminders for several months about past due memberships.

P.S. I will not be able to attend the November 4 meeting. If you give dues to my brother, Mike, or to the treasurer, Scott, please be sure that they get your name. Thanks.

A Tech Tip

by Scott Pfuehler

All '74-'82 Corvettes have a brass brake proportioning/distribution block in the brake system. It is mounted to the frame under the brake booster/master cylinder. Chevrolet says it's a non-servicable item, but you can and here's how.

There will be brake fluid leakage from the tail piece where the line to the rear brakes is attached. That's your clue that it needs to be serviced. Remove the brake line; then unthread the tail piece. You can leave the block attached to the frame. Take apart as shown using a flat punch to remove its inner workings. Don't remove the rubber and clip on its outside.

There are 3 O-rings that must be replaced, and they have to be an EP rubber for brake fluid service. Reassemble the tail piece using brake fluid as the lubricant and reinstall in the block. Bleed all 4 brakes, and you are on the road again.

If your block ever leaks, you can do this rebuild, costing a buck for the 3 O-rings, or buy a new block for \$90 from the catalogs. Your Choice.



Second picture is the removed rear part of the brass block.



Third picture is of the internal working pieces of the removed part.



Fourth is those parts showing the O-rings that must be replaced to make the block operational and a non-leaker again.

A Tech Tip, Revisited.

Last months tech tip got its pictures lost so here are the pictures that go with the tip.

The first picture is of the brass block.



Eureka Springs Corvette Weekend

by Kelly Bolton

Scott asked last year about placing my '63 as part of the Veteran's Display as one of two 1963 Corvettes previously owned by fallen soldiers. When the time rolled around, I was still recovering from a broken collar bone and out of



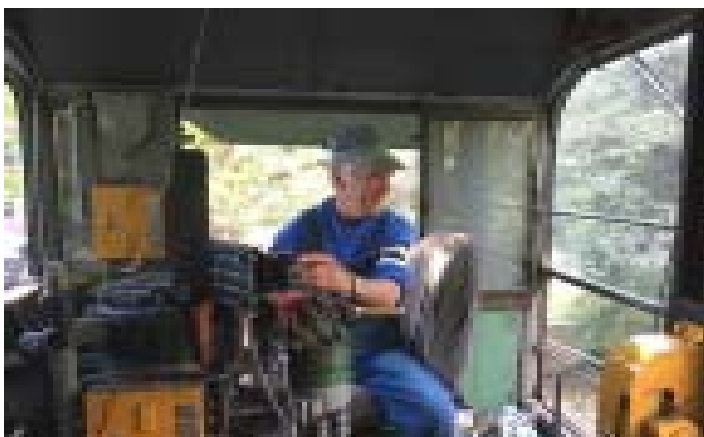
the sling for less than 3 weeks. Scott agreed to help with my '63, and Lee Stigall was kind enough to loan me his trailer which was set up perfectly for a mid-year.

I departed early Friday morning and arrived in Eureka Springs around Noon. Scott was working the Economy Run, and shortly after, we unloaded my car for pictures along with Billy Darnell's '63 Coupe. Lots of pictures of both cars were taken. Billy and I were interviewed by the local TV Station. Then, Scott and I loaded my car back on the trailer.



Scott and I drove around in his '63 Coupe, and we checked in on Alex Thurocy who moved to Holiday Island, AR, about 6 years ago. It's always a pleasure to talk with Alex, (and Yes! Alex still has Woody the Woodchuck that he won as a Dirty Santa Gift, prominently mounted and continually surveying his Living Room). Alex is now the evening Locomotive Operator for the Eureka Springs and North Arkansas Railway. Not to worry, Alex didn't stray too far as the locomotive is a GM Product.

"Locomotive 4742 built 1942 by Electro-Motive Division of General Motors (La Grange, IL) for Chicago & Eastern Illinois Railroad. Model SW-1 197,000lbs 600hp DC electric. 567A 2 cycle diesel engine."



Alex is known to drive his '65 Coupe to work, and he walked Scott and me through the roles and responsibilities of a Locomotive Operator, (found out the Conductor is the one in charge). As we walked around the Depot, we came across a 1952 Chevrolet Suburban in working order that has been converted to travel down the tracks, skirts, lights and all. Alex has driven this Suburban with six cylinders, (not a Blue Flame Six) and claims it's one the highest value items on the property.



That Friday, Scott and I ran into Randy and Cathy Voight. It was a lot of fun catching up with them, and they invited us to dine with the Northwest Arkansas Corvette Club. The people were extremely friendly and the food and beverages were top shelf. I'm always looking at tags and two of my favorites from this club were "THKSLUV" and "HER401K".



Up and at it Saturday morning unloading and taking the '63's to the display area. They let us in early to stage my '63, and I noticed it was a bit windy as the

clouds rolled over. The show started with 451 cars registered and around 10:00 the rains came in and lasted for over an hour. Shortly after, the clouds cleared and the sun came out. By noon things were dried out and warming up fast. The awards started with the National Anthem sung by a lady from the National Corvette Museum, and she did a truly outstanding job. Then Billy and I had the opportunity to talk about our cars, the path back to the previous owners who both made the ultimate sacrifice in Viet Nam, and what the cars mean to us.



The Veterans were called forward and each one stated their name, Branch of Service and years of active duty. They were each given a token and were photographed with the American Flag and the two Red '63 Corvettes. This single event made all the preparation worth the experience, and I'm thankful to Scott that I had the opportunity to be part of it



Following were the awards presentations and the winners had the chance to be in the "Parade of Champions" later that evening.

Saturday evening Scott and I joined the Tulsa Vette Set for desserts and a game of "Left, Center, Right". Everyone was friendly, (ran into a few co-workers) and it turned out to be a lot of fun and only cost me \$10 for my gaming education.

On the road to Tulsa on Sunday morning and the hills didn't flatten out until I hit the Oklahoma State Line. Thanks again to Scott for the invitation and help during the trip and to Lee for lending me his trailer which worked flawlessly during the trip. Would I do it again, absolutely! I need to win my \$10 back!

Fire Extinguishers

by Verle Randolph

NCRS encourages members to carry a fire extinguisher in their Corvettes by granting bonus points during judging. There are several reasons this may be a good idea; not the least, to put out the fire if your (or another person's) car catches on fire. I have used my extinguisher to put out fires in other cars several times over the years, so I think it is a good idea.

There are three different types of fires, classified as;

- A-trash, wood, paper, (solids), etc
- B-gasoline or other flammable liquid
- C-electrical

Each type of fire has different characteristics and requires different chemicals to put it out.

Now, I'm not saying your Corvette is trash, but a Corvette fire can have the characteristics of any or all of the classifications. The fire may (and often does) start with an electrical fire. This can set solids, such as carpeting, seats and , yes, fiberglass on fire. As soon as it reaches either end of the car, it can become gas fed with disastrous results.

Most fire extinguisher manufacturers produce a unit that is rated for all three fire classifications, commonly referred to as an ABC extinguisher. They also recommend an inspection at least once a year to make sure the extinguisher is still viable. Most units have a small gauge indicating the pressure inside. The needle should be well in the green zone. If it is near the red, you should have a professional check it.

Operation is simple -- pull the safety pin, point the nozzle at the fire, press the handle. To be effective in putting out the fire, the spray should be directed at

the base of the fire and moved back and forth with a sweeping motion. They work by blocking oxygen from the fire, so if the source is still hot when you stop spraying, the fire may restart. If possible, after you put out the fire, cool the area with water.

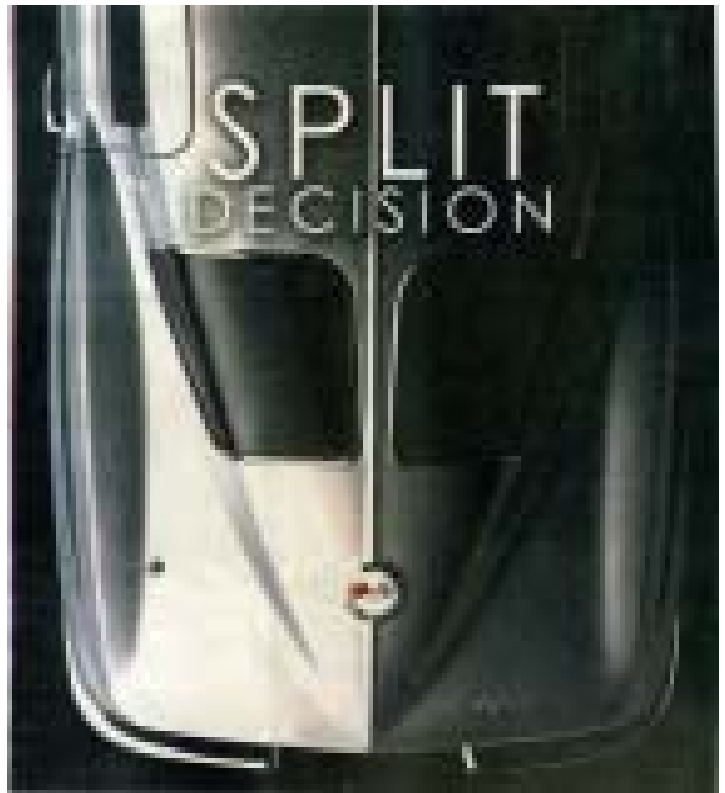
Warning! Water will not put out a gasoline fire, and may cause it to spread.

To be useful, your fire extinguisher must be accessible, not packed under and behind everything else in the car. Since I move my seat forward to drive, there is room behind the seat and I have carried one there for years. An extinguisher in a car should be inspected more often since vibration and bumps may cause problems. Check the mounting bracket to make sure it is secure, check the gauge reading, check the safety pin.

A couple of weeks ago, I was rummaging around in the area behind the seats of my '69 coupe, bumped the handle of the fire extinguisher and received a good dusting of ABC fire extinguisher powder. It doesn't taste good! I prefer something with more body and a little sweeter. A short bump produced an amazing amount of power and very good coverage of the interior of the car. The safety pin had somehow worked its way out of place.

A few years ago, a friend was following us when he slammed on the brakes and scrambled from the car. With the doors open, a white cloud was boiling out; it looked like the car was on fire. When I got back there, we determined a bump jarred the mount loose and had triggered his fire extinguisher, emptying the whole thing inside the car. Not a pretty sight. He drove with the windows down all the way home and had a major clean up to do.

The moral of the story is to carry a fire extinguisher, check it regularly and drive carefully.



For Gm Styling Boss, 1963 Was The Year Of Living Dangerously

By MALCOLM GUNN Wheelbase Media

The 1963 Sting Ray coupe will forever be remembered as the car that changed the fortunes of the Chevrolet Corvette brand, but not without massive controversy, GM infighting and a very prominent and short-lived design feature.

In fact, without the changes made for '63, it's quite possible that the Corvette would have died.

Truth be known, "America's Sports Car" as it came to be called, wasn't given much of a chance when it first appeared at General Motors' 1953 Motorama car show. After all, the men behind it, designer Harley Earl and engineer Ed Cole, had barely six months to convert their newly approved design into an actual driving automobile.

Originally to be called the Corvair, it had a fiberglass body attached to a shortened Chevrolet Bel Air frame. Other Chevy parts bin components included brakes, suspension, steering and two-speed Power Glide transmission, as well as a 150 horsepower version of the "Blue Flame" inline six cylinder truck engine.

After initial positive reception, it soon became apparent that the Corvette's lack of performance along with quality issues with its "plastic" body were a detriment to sales. In its first three years of production, 'Vette sales totaled just 4,640 units, which was a mere trickle compared with the 1955 production of 16,000 plus units of Ford's then new two-seat Thunderbird.

The one True Believer in the Corvette and its potential was Zora Arkus Duntov, a fledgling Chevrolet engineer. Being a former racer and a racing parts manufacturer, Arkus Duntov understood the meaning of performance and managed to persuade Chevrolet management to let him install the division's new 265 cubic inch V-8. The Chevy turned into a rip snorting sports machine and shed its original boulevard cruiser persona. Sales spiked, and the mystique began to grow.

Although the 'Vette received a modest styling upgrade in 1956, planning for the next-generation car was about to commence, a process that would take more than five years to complete. The task of designing the Corvette fell to Bill Mitchell, who had taken over from Harley Earl as Chevrolet's vice president of design.

The recurring theme in Mitchell's mind was that of a shark. With some experience deep sea fishing, he had become fascinated with their sleek and powerful shape. For inspiration, Mitchell had his group carefully study a recent catch that was mounted to his office wall. Their original 1957 drawings of the new Corvette revealed a shape that was amazingly close to the production version.

Early designs featured a hard top roof that could be folded behind the seats much like a convertible top. Other plans called for hidden headlights, a movable steering column and gull wing style swing up doors. However, the Corvette's bulging front fender lines were considered sacrosanct.

After two years of development, Mitchell and his team began in 1959 to shape what would become the final version of the next generation Corvette. Among the stylists was Larry Shinoda, who would later gain fame with Ford as the creator of the high performance Mustang "Boss" cars. By then the decision was made to produce both coupe and convertible versions of the Sting Ray.

The Sting Ray was unique for many reasons, including the complete absence of a trunk. Instead, limited space behind the seats was the only area available for luggage or cargo.

As a final flourish, Mitchell insisted that the rear window glass be divided in two, despite the fact that Zora Arkus Duntov and others objected contending that the bar through the middle hindered rear vision. Mitchell eventually won the argument, and the "split window" stayed.

The 'Vettes 327 cubic inch V-8 engine, available in four horsepower ratings from 250 to 360 (the latter being the rare fuel injected version), carried over from the 1962 model. It was positioned well back of the front wheels, creating nearly equal fore and aft weight distribution. Combined with beefier brakes and a leading edge chassis (one that would be used for nearly 20 years) and suspension, the new Vette could run circles around the previous model.

The completely revamped 1963 Sting Ray reached Chevrolet dealer showrooms in the fall of 1962, causing an immediate sensation. By the end of its inaugural season, more than 21,500 had been sold.

The following year, the hardtop's split rear window was replaced by a one-piece design, a feature that would remain through to the end of the car's production run in 1967.

In the end, Mitchell fought a losing battle to keep his original windows, claiming that changing it "spoiled the whole car." But split window or not the Sting Ray's sophisticated looks and awesome power would forever change the public's perception of the Corvette.

(from the internet)

1953-1962 Steering Linkage Third Arm Bearing

By Tim Ehlers

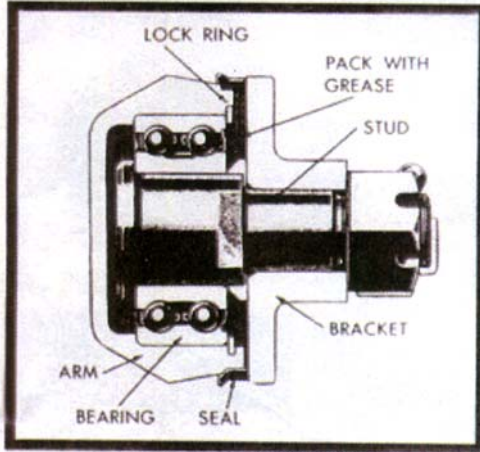
Reprinted from: <http://www.rarecorvettes.comJRARE/SteeringLinkage.html>

Anyone who has had experience with the early Corvettes will tell you the steering gear box is a source of problems. Over the years, I have overhauled many of these steering boxes, and, other than having difficulty getting the parts; I have been able to restore the steering to its design specifications without too much trouble.

Recently, I was asked to help an NCRS member with a steering problem, and I found the third arm bearing had been contaminated with water and had rusted so badly the steering was almost impossible to operate. If you think about it, the only thing keeping water and dirt out of that bearing is the little foam rubber ring which fits over the top of the bearing. As the years pass, the rubber deteriorates. The result can be a damaged third arm bearing, which is impossible to inspect visually.

The only way I know of to inspect the third arm

bearing is to grab the third arm and try to move it up and down. There should be no up and down play in the arm. As you can see in the cross sectional view, the bearing is a double row ball bearing, installed in a cavity in the third arm, and held in place by a large snap ring. The stud projects up through the bracket where it is bolted on with a castle nut and secured with a cotter pin. For years these bearings were difficult to find, but now they are being made. The only problem is that after thirty to forty years, the bearing is rather used to being installed in its cavity, and it is very difficult to remove.



The Corvette Servicing Guide (ST 12) says you should be able to "tap" it out. I tapped a lot. I always try to follow the directions in the book, but I have never been able to remove one of these bearings by tapping.

Since the center stud rotates, it is difficult to use it as a puller. I first tried to thread a nut onto the stud and, stacking up a series of large flat washers under the nut, used the threaded portion of the stud as a means of forcing the bearing out of the cavity. This didn't work. Not only did the stud turn, but since the force was exerted on the threads of the stud, damage to the threads could easily occur. I developed a puller, which will hold the stud, not allowing it to turn, while pulling straight up on it.

The two-piece tool is shown in photo #1. You will notice the receiver is made of pipe and washers

welded together, and the force bolt is a hardware store item. The threads of the force bolt are the same as the threads of the third arm bearing stud. (3/4 inch by 16 threads per inch).

The tall nut is threaded onto the stud, as shown in photo #2. The receiver is placed over the tall nut and the force bolt is then threaded down through the receiver into the tall nut (photo #3). The top wrench is used to hold the force bolt from turning, while the other wrench is used to turn the regular nut down the threads of the force bolt. In doing so, the bearing and stud are forced upwards, and easily extracted from the arm (photo #4). By using this method, no damage can occur to the arm or to the stud. No heat is used, which could cause damage to the forging.

After the bearing has been removed, the cavity can be cleaned and the new bearing can be installed using a little "Anti Seize" to insure that the next time it will come out a little more easily.

Needed items:

- (1) 1 1/4" X 2 3/4" Galv. Pipe
- (1) 3" X 1 1/4" Galv. Pipe
- (2) 1 1/2" X 3 1/2" Wrought Washer (or equiv.), (Cut Square and Weld on common center to form receiver)
- (1) 3/4"
- 16 NY. X 4 1/2" Machine Bolt (Grade 5 mm.)
- (1) 3/4" 16 N.F. Hex Nut (Grade 5 mm.)
- (1) 3/4" U.S.S. Washer
- (1) 3/4" 16 N.F. Tall Nut (approx. 2 1/4")



Photo#1



Photo #2

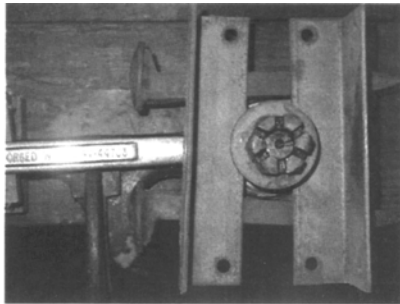
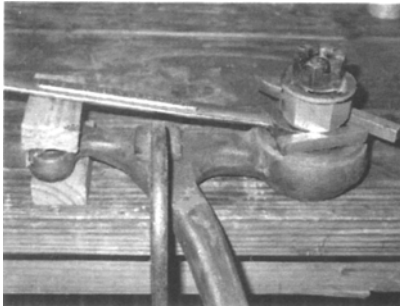


Photo#3



Photo#4

Or..... you could do it the poor man's method using a variety of wrenches, pipes, supports and clamps like I did!



(printed with permission from the author)

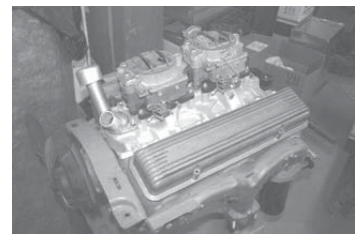


Corvette Classified

For Sale: 1963 Borg Warner T-10 Transmission, VIN stamping 3105895, Assembly code WL122, Case T10D-1 Side Cover 10-18-62, Tail T10-7D 3813490 8-21-62, Front piece 3790278 -- Value—Open to discussion
Scott 437-5292

For Sale: 1957 Corvette in Tulsa. A project that needs you. Call for lots more pictures and information.

Dave Stone 918-266-4144



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.



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

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

Race Car Wheels

by Scott Pfuehler

Anybody know where there are some American Racing 15 x 8 200-S wheels? This wheel is just now being reproduced by American Racing. They are a really nice Chinese made wheel, but they have a goofy offset and will not work for me.

Thanks for reading my want ad. As a result, I've been able to buy eight wheels so far! I still need another set of old ones, a set being 4 wheels. Thank you!



This, folks, is a group of American Racing 200-S mag wheels. I still need 4 of these puppies in a 15" x 8" size, almost any bolt pattern and offset.

Seen any?? Please let me know. 918-437-5292

Upcoming Events

Nov	4	Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Nov	21	Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
Dec	2	Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Dec	??	Oklahoma Chapter Christmas Party - location to be announced at Nov. 4, breakfast meeting

2018

Jan	6	Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
Jan	10-13	NCRS Florida Regional - Lakeland, Florida - (See <i>Driveline</i> 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.

Editor's Corner



Help!!!

Thanks to Gene Holtz, Scott Pfuehler, Don Partridge, Kelly Bolton, Verle Randolph 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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