

SIDE PIPE

September, 2016

OKLAHOMA CHAPTER



NATIONAL CORVETTE RESTORERS SOCIETY

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

Chairman's Comments

by Kelly Bolton

August 28th concluded this year's "Corvette Carlisle." I have yet to attend this annual event and always look forward to hearing from those who did. This year's 4-day event had everything from the "World's Largest Corvette Swap Meet," Car Corral (with notary services and paper tags available), a 2016 Corvette Coupe raffle, NCRS Gallery with 22 Corvettes, 1966 "50th Year Reunion." Seminars galore, Parade and the list goes on and on. I look forward to hearing about this year's event from some of the members who attended.

Another large Corvette gathering that was in June is Bloomington Gold, and I have attended this event when it was at the Illinois State Fairgrounds in Springfield. I was in the process of restoring my '63 and I went for a few hard-to-find parts. This was my maiden voyage to Bloomington and as I recall the club rented a van which was filled with Corvette enthusiasts. During my rotation to drive we just happened to be going through St. Louis and for some unknown reason I was the only one in the van that didn't know about a critical exit. As we were about to pass the exit, the Corvette chatter immediately stopped and I received some very succinct driving instructions. Well, we made the exit which left some heavy breathing in the van and surrounding cars as well, (remember this was in the '90's before Garmin and Siri). Well, I did score some NOS '63 Rocker Panels.

Looking forward to near-term events

- Chapter Breakfast Meeting September 3rd we will share the current news at the National Level and on our NCRS-OK website. Dale Scott is planning on driving his '53 and updating us on his latest restoration efforts. Lee Stigall will share a presentation on the Final Chapter of his "Road to a Duntov." Bob Clark, Jim Elder,

Brett Driscoll, Mike Smith, Dave Clark, Mike Martin and Neal Kennedy will have returned from Corvette Carlisle and can share their adventures as well. "Show and Tell" is always entertaining, and at this meeting Pat Cavanagh will share his restored Fuel Injection Air Filter System.

- Cruise Night at 91st & Memorial, Our club will participate two more times this year, (weather permitting) on September 13th and October 25th.
- Oklahoma NCRS Chapter Indoor Judging Meet, September 17th.
- Ice Cream Social – Details coming soon, (sounds better than Under Construction).
- Plans are in-work for a guest speaker who provided over-sight to the ZR 1's LT5 Powerplant built by Mercury Marine in Stillwater, (let's call him Steve).
- Christmas Party – Mike and Nancy Phillips have graciously offered to host our Gala Event so mark your calendars for December 10th.

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 approach the end of the Summer Season and this year remains 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.

September Breakfast Meeting

Our monthly breakfast will take place on Saturday, September 3. 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 September Attitude Adjustment Night on Tuesday evening, September 20, 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 be at the next meeting. I'll have samples at the meeting and actual merchandise in my car.

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.

Cruise Night

by Jim Elder

The Oklahoma Chapter has scheduled to attend the Tuesday night cruise.

Date: 09-13-16 Time: Starts at 5:00 pm
(Whenever you can get there).

Please E-Mail if you think you might attend, so we can save spaces. jretulsa@cox.net

Hope to see you there.

Judging Chairman's Corner

by Brett Driscoll
NCRS #26846
Cell (918)406-3715

I hope everyone has something planned for the holiday. I especially hope that you have an opportunity to do something fun with a Corvette.

I have an update for the upcoming Fall chapter meet and judging school. I still do not have any Corvettes registered for the event. I was hopeful that with the upcoming Texas regional and the National Convention in San Antonio in 2017, we would be able to help some members with their pursuit of awards for their Corvettes.

I am making a final plea for Corvettes. I will need at least two Corvettes to register for flight judging for our chapter event by breakfast on Saturday, September 3rd, or we will have to cancel the event. I truly feel that is our only option. I have out of town judges that will need to make hotel cancellations and they deserve two weeks notice of a cancellation. This is simply unfortunate, but as Tiger Woods would say, "it is what it is."

We have to have cars to judge and have a successful meet. Hopefully we can have an event next spring with lots of Corvettes being judged. If you have any leads or know of NCRS members who might need help with preparing their Corvette to receive the award they desire, please let me know. I will be open to any ideas that the chapter members have.

Again, there will be no September Chapter Judging Meet unless I have some Corvettes registered by Saturday. In the event that no Corvettes are registered, I will send out a Chapter-wide Email and keep you abreast of the situation.

Corvettes at Carlisle 2016

by Anthony C. Hayes

Corvettes at Carlisle is the largest Corvette happening of its kind. The event runs for four days – rain or shine – at the fairgrounds in Carlisle, Pennsylvania. Not simply a car show, Corvettes at Carlisle features an expansive flea market of Corvette parts, manufacturer displays, new parts vendor tents, special guest speakers, a Miss Carlisle competition, and a whole lot more. For the tire kickers, of course, there are rows upon rows of remarkable Corvettes.

Lance Miller, co-owner of Corvettes at Carlisle and the son of founding promoter Chip Miller, said “he was thrilled with the turnout for this year’s event.”

“I was a young kid when my dad started it. His main focus was to bring people together to have a good time. The event has evolved over the years



and become more massive. The first year, there were two rows of Corvettes. When I say two rows, I mean there were no more than 50 cars here. Very small, but very quaint. Everybody had a great time, and it grew into what you find here today.”

Miller said this year, he expects to see some 60,000 people come through the gates. And they’re not just from the greater Pennsylvania area.

“I’ve spoken with people from Germany and Australia. The Germans said they had come specifically for this event. Talk about the ultimate compliment! People like this are planning a huge trip just to come here.

“We’ve tried to make it a one stop shop for everything Corvette. Lingenfelter Performance is here, as are members of Team Chevrolet. Where else can you meet with the program managers, designers, engineers of a project? You certainly cannot do that with your I-Phone. We also have exhaust manufacturers on site, who are actually doing installations of their custom exhaust systems. It’s really one big party for anyone who owns or just loves Corvettes.”



What does Miller have planned for the 2017 edition of Corvettes at Carlisle?

“Well, L88 Corvettes were a big deal in the Corvette lineage. Some of the most expensive Corvettes at auction are L88’s. So next year, we’ll be featuring the L88. I know many of the owners, and they are urging their fellow L88 owners to bring their cars here. It should be a really nice display of these highly prized Corvettes. We’re talking about seeing the best of the best.”

Mark Hopple is a Pennsylvania resident whose construction work often brings him to Baltimore. Hopple drove his rare 1963 split-window Corvette coupe to Carlisle.

“I bought this Corvette about 8 years ago. It’s a great car, with the original engine and a leather interior. It’s had a complete frame-off restoration, and the guy who did it did a beautiful job.”

Hopple told us Chevrolet made 10,000 Corvette coupes in 1963 and manufactured an equal number of convertibles that year. The split window design is unique to the 1963 model year; apparently for an unintended reason.

“When you look into the rear view mirror, everything you see is very distorted. Bad idea, but aesthetically, it’s great.”

One Vette which immediately caught a judge’s eye



was an immaculate blue C2 Stingray convertible. The owner was away, but an album on the seat told the story of the car’s careful restoration. Was the car award-worthy? It would seem so, as another judge had placed his certificate in the window sometime before we arrived.

Continuing around the field, meeting owners and taking in the sight of hundreds of outstanding machines. With so many beautiful Corvettes on display, which car would win this judge over? In the end, one modified Corvette with an admittedly macabre motif won us over: a 1969 Mako Shark – towing a matching casket.

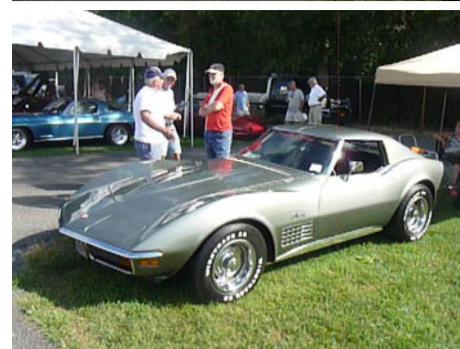
“This is a 1969 Corvette with an Eckler’s Can Am II body kit,” said winner Randy Hammitt, a retired

water system manager from Thomasville, North Carolina. “It has a 350 engine with a tuned port injection, matched to a Tremec 5-speed transmission.

It's got a hidden hitch and a later model (C4 generation) front and rear suspension. I got the louvers out of Alaska. A lot of this stuff is getting hard to find anymore. And I'm pulling a homemade trailer made out of a casket from Rockwell, North Carolina. It's a single couch (solid top) casket.

The shark modifications to the C3 Corvette were pretty wild, but what inspired Hammitt's curious choice of a casket trailer?

"I measured my tent and it's about the same size as a casket. That's where we carry our Corvette club's easy-up tent, along with our chairs and personal luggage. A casket is really not that expensive, if you buy it from a manufacturer and not a funeral home. Also, these things are made to seal tight, so if you put your stuff in it, it doesn't get wet. This being a single couch design,



instead of the two door model, makes everything a whole lot better. Plus it gets tons of looks going up and down the road. I painted it to match the car, naturally, and equipped it with LED lights all around. I also have a black Corvette station wagon back home which tows a matching black casket. I'm 60 years old and have had Corvettes since I was 16. No kids, so instead, I have four Corvettes."

To this reporter's eye, not only was Hammitt's design unique, but we knew it would go over famously with readers. Signing the soft-spoken North Carolinian's Celebrity Choice Award, we duly noted, Edgar Allan Poe would be proud of this car."

(article from the intrnet)

Pictures from Bob Clark and Mike Smith

Pat and Kelly's Corvette Adventure (Part 6)

by Pat Cavanagh

Several weeks ago, I was asked by a colleague where I acquired my enthusiasm for automobiles. I had to think about that for a little while, but my father played a role along with my friends growing up. It seems my father always had something a bit special in the driveway and my friends were always involved in modifying their old Mustangs, Camaros and Chevilles. Fortunately, neither my friends nor I ever had enough money back then to build anything seriously fast or I might not be around today!

A year ago, I received the following letter and a picture from my father and I really think it explains where some of my enthusiasm for automobiles came from;

Dear Pat,

Enclosed find a picture of my '34 Ford 3-window coupe in Santa Barbara, California with your mother, this was taken when I was stationed at Vandenberg Airforce Base (Camp Cook) in 1952. I drove the car home alone from California on old route 66 in November of that year in about 55 hours.

I thought you might enjoy some of the background on my car. The engine was built by "Bob's Speed Shop" in Santa Barbara. He was the Class "C" record holder at Bonneville. It had a Lincoln 26 tooth transmission with a column shift, 1940 Ford hydraulic brakes and telescoping shocks instead of Houdailles. It had a Chevy pitmen arm to speed up the steering and dual Stromberg carburetors along with a Iskenderian racing cam and heads. The interior was black tuck and roll done in Tijuana. It also had Stewart Warner gauges. It did not have a cooling fan or a heater. It was yellow and fast. I sold it in 1953 to gentlemen that worked at Caterpillar in Joliet, Ill. It was the quintessential California hot rod and I dearly wish I still had it.

Dad

PS. You are also in the attached picture, your mother was about 2 months pregnant with you at the time.

He would lose points for not having the original Houdailles!

My father sold this car in 1953, the same year I was born and the first year of the Corvette. I know that my dad's enthusiasm for this old "34" hotrod was similar to my enthusiasm for my Corvettes. For me, the sentimental value of this car is high, and I would love to find it and buy it back. I don't remember it, but I guess I rode in it with my mom!



In Part 5 Kent at K&S Engines was finishing my long block, the transmission was back from Lesters Gears and Scott Pfoehler finished the fuel injection unit and distributor just in time for "Show and Tell" at our breakfast meeting in August.

After admiring the fuel injection unit in my shop for a couple of weeks, I took it back to Scott minus the adapter manifold. As you may recall from Part 5, Scott is going to install and tune the Fuel Injection Unit on his 1963 F.I. roadster, and when he gets it "Just Right" I will bring it back to my shop and install it on the engine before I take the engine back to Kent for the break-in on the K&S dyno.

This seems like a lot of hassle, but I want to insure everything is right when I drop the engine back in the



chassis and fire it up. I don't want to be troubleshooting the engine in the chassis and find out I have to pull it out again. I also plan to video the engine running on the dyno.

Shortly after our August breakfast meeting, I retrieved the finished long block from Kent, and with the engine back on the stand in my workshop, I began preparing the block for painting and installation of the peripherals. Kelly tells me this is the fun part, but it seems a bit stressful to get everything just right!

The first priority was to prepare the block for painting. I wiped it down four times with O'Reilly's Brake Cleaner and Dupli-color's Wax and Grease Remover before it was ready for paint. I masked off the engine and plugged every threaded hole. But before I applied the paint, I spent 30 minutes going over the entire block with my heat gun set on high to insure any moisture or chemicals were eliminated. I then applied three thin coats of Seymour's Chevy Orange EN-48 Hi-Tech Engine Paint directly to the block without primer.



I really like the color: it's not too orange and not too red. It's just about right but too glossy. I'm told that after a couple of heat cycles the gloss will disappear. We shall see.

After painting, I left the engine for a couple of days in my workshop and with the temperatures in the upper 90's and the paint cured completely. I then began to mock-up the components on the engine. I wanted to make sure I had all the correct hardware so



and the fit and finish would be perfect.

I first fitted the fuel injection adapter manifold and associated gaskets with their special bolts. While the manual says there are no washers under the bolts I decided to use small diameter hardened AN washers under the correctly marked bolts (my engineering education coming out!).



Next in line were all of the parts I had been restoring, painting and plating over the last several months. They included the thermostat housing, water pump, pulleys, exhaust manifolds, distributor, spark plug shields, clips, brackets and covers.

My car had the correct top ignition shield, vertical shields and lower boomerang shields, but I was missing the horizontal shields. In addition, I found that the special rear fuel injection grounding clip on the top shield was broken and had to be replaced. Replacements were ordered from Paragon. After examining the lower boomerang shields, I noticed they had been modified as GM suggested in the late 1960's so they could be used with the new "Safety" interlocking motor mounts. You may remember GM recalled their motor mounts in the late 1960's because they could break and cause the throttle to stick wide open. The new motor mounts were called "Safety" motor mounts because the interlocking design limited the engine rotation in the chassis if the motor mount failed. The lower boomerang shields needed to be modified to be used with the "Safety" motor mounts. This modification had been done to my car sometime in the past, and I decide to continue using interlocking motor mounts along with the original but modified boomerang shields.

One Saturday afternoon, Kelly was providing some guidance on my project (while we drank a few beers) and he noted that the fuel pump was not correct. I had a 1964 low horsepower 4657 generic replacement fuel pump. This model fuel pump had a lower capacity than the fuel pumps used on the high horsepower and air conditioned cars. At this point rather than searching for a logo and date correct 40083 AC fuel pump (read \$\$\$), I ordered

the generic rebuilt fuel pump from Paragon without the Delco logos. This saved me some money, and it gives me time to shop for the correct one.

In August, the original four piece fuel injection air cleaner assembly was blasted by Don Partridge and then painted by Scott Pheuhler's colleague, Jon McCaskill. At



first, I considered having it powder coated like my pulleys and fan. Scott convinced me it would look more original to have it painted. I am excited to see the finished product as this part is so prominent in the engine compartment of a F.I. car. I plan to bring the entire assembly to the September breakfast meeting for "Show and Tell" when it's finished.

As I assembled more of the components to the engine it became obvious that this is a painstaking process to get every detail correct. There are a slew of subtleties from the shade of black paint, to head marks, to washer types to get everything right, as we all know.

In Part 7, I plan to cover the final details of the engine assembly and the preparation for the dyno run.



13th Annual South Tulsa Baptist Church Car Show
Sunday, Sept. 18, 4 pm to 6:30 pm.

View the hundreds of show cars and visit with the car owners. The food at the Car Show will be fabulous - Hamburgers, brats, and hotdogs, chips and desserts will be served -and free.

Oklahoma Chapter NCRS plans to attend as a Preregistered Group

Meet at Bethany Christian Church, 6730 S. Sheridan and Convoy to the Show at as a Group

Gather at Bethany at 3:00 P.M. and drive to show at 3:30 P.M.

We Need a count of cars & people at Saturday Meeting September 3rd. Contact Phil Gray 918-492-2519 if you have questions

Rain date is set for Sept. 25, if needed.

Corvette Classified

FOR SALE:

Alternators:

1100693 37 Amp Rebuilt
 Original for 1965 to 1968 Chevrolet Products
 1965 – Pass base unit, Corvette 327, Chev II, Chevelle
 1966 – Pass base unit, Corvette 327, Chev II, Chevelle
 1967 – Pass base unit, Corvette 327, Chev II, Chevelle, Camaro
 1968 – Corvette Base 300-400 HP

Date Code

5 F 23 5 J 13 5 K 7 6 J 8 6 J 26 \$150ea
 1100750 61 Amp Rebuilt

1967 – Pass A/C, Corv 350/390/400 AC WO/With TI, Chev II AC
 Optional K76, Chevelle, Camaro

Date Code

5 J 15 (used) \$100 6 L 11, 7 A 16. 7 E 18, 7 E 23, \$200
Grill:

1958–1960 Grill Bar & Teet–USED-GOOD CONDITION - \$150
 1958 – 1960 Other Grill Moldings
 1961 NOS Grill GM \$500 1961 NOS Paragon \$400

Air Cleaners:

1962 – 1964 Chevrolet Two Barrel Small Block – Top might be correct for four barrel

Motors, etc:

1970 NOS LS7, \$10,000, Many Blocks and some complete

Exhaust Manifolds:

1958-1960 Corvette, Pass (will fit other years) 3749965
 Left-Hand Exhaust Manifold 4 @ \$45 each
 1957 Corvette, Pass 3733975 Left-Hand Exhaust Manifold \$75
 1968 – 1972 NOS Accelerator Pedal (1) 3923611

Side Exhaust Cover:

1969 NOS Right Side 3972592

Pistons:

1961 NOS FI Pistons and rings .030 - \$600.00
 Will work on other 283 motors

NOS 283 C.I. Sealed Power Forged, .030 11 to 1 C.R.
 - \$600

Heads:

14101127 - 1986 and possibly 1987 NOS Aluminum Heads with valves, etc 2 sets @ \$500 each, Possibly good for street rods, etc.

Numerous '50's and '60's FI Heads

Camshafts:

1967 - 1969 NOS Buick 400 & 430
 1969 - 1970 NOS 350 CI 350 HP Cam (2) 3896962
 Also 1973 - 1980, 1970 - 1972 NOS 350 CI 370 HP Cam (2)
 3972178, 1956 - 1963 NOS Camshafts (3) 3736097
 Also 1956 - 1958 Pass
 NOS 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
 \$3,000 1956 - 1957 NOS Front Right Side Bumperette
 Supports (2) 3724476 1958 - 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) 3966554 1968 - 1969
 NOS Grill Left Outer (2) 3966553
 1968 - 1969 NOS Grill Center (1) 3966555 1968 -
 1969 NOS Center Rear License Bezel (1) 3919715 1969 -
 1974 NOS STINGRAY Side Emblem 3956216 1956 -
 1957 Gas Filler - Plated

Windshield Glass:

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

Flywheels:

Numerous USED - Mostly 168 tooth at least one 153 tooth TBD

Wiper Motor Area:

1958 - 1962 NOS Wiper Motor Mount on firewall center
 pulley (5)

Third Members:

1955 - 1964 Pass / 1956 - 1962 Corvette Various Ratios -
 Open Axle \$150
 #1 - Casting #3725899 Casting Date: B118 ID Code: BA (3:55)
 Assembly Date: 02 25
 #2 - Casting #3725899 Casting Date: K17 ID Code: AB (3:36
 powerglide Detroit) Assembly Date: 11 06
 #3 - Casting #3707306 56 Pas ID Code: AA (3:70 3-speed)
 Assembly Date: 12 18 #4 - Casting
 #3725899- Casting Date: K47 ID Code: BA (3:55)

Assembly Date: 11 08

#5 - Casting #3707306 56 Pass ID Code: AA (3:70 3-speed)
 Assembly Date: 02 24

Electrical:

1969 Corvette Big Block USED (possibly other years) Spark Plug
 Wires with braiding \$200
 1979 Small Block Spark Plug Wires 1st Qtr 1979
 Many more C-1, C-3, 409, Pass car parts

Tires:

4 Firestone 500 GR70-15 Steel Radials Black Walls 1,000 miles
 Look Great \$1,000 negotiable (have not blown out yet)

Wheels:

4 American Vectors with Corvette centers 15" x 8 1-2"
 \$400 (like Kelly Bolton has) 2 '69-82's NOS Steel
 Wheel 15" x 8" One is painted One still with
 Wilkerson label
 1 Never used Febr 1969 Corvette Spare Tire and Wheel
 15" x 8" w/ NOS Blackwall-same date 2 15" x
 5" Welded Large stem hole 3 14" x 5"
 Welded Bead retainer '63 and later
 4 15" x 5" Riveted '53 type wheel - one still has 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 \$100 1960 - 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 74 1969 Right Side M 74 AX 1969
 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

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

- Sept 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK
- Sept 13 Cruise Night gathering - 91st & S. Memorial Drive - Tulsa, Oklahoma
- Sept 17 Oklahoma Chapter Judging meet at Dominic White's shop - 8515 E. Skelly Drive - Tulsa, Oklahoma
- Sept 18 South Tulsa Baptist Church Car Show - 103rd & South Sheridan - Tulsa, Oklahoma
- Sept 20 Attitude Adjustment Night - Bravo's Mexican Grill - 4532 East 51st St. - Tulsa, Oklahoma
- Sept 22-24 Ontario NCRS Regional - Hamilton, Ontario, Canada
- Oct 1 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, Oklahoma
- Oct 20-22 Texas LoneStar NCRS Regional - Frisco, Texas
- Dec 12 Oklahoma Chapter Christmas Dinner & Party - At the home of Mike & Nancy Phillips -Tulsa, Oklahoma



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, Pat Cavanagh, Phil Gray, Jim Elder, Mike Smith 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 Drivellne: 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.

Bob Clark • Editor

10809 So. Louisville Ave. • Tulsa, OK 74137-6720

home • (918) 299-9001 • work • (918) 298-2777

Fax - work 918-298-2778 • home 918-298-9094

E-Mail • vettefan66@sbcglobal.net



SOME THINGS ARE TIMELESS.



DANNY BECK

PROUD SUPPORTER OF THE NCRS



FIND NEW ROADS.

918.948.6589

WWW.DANNYBECKCHEVY.COM