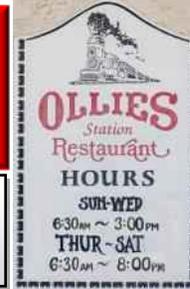


## MONTHLY MEETING — 1ST SATURDAY MONTHLY

Ollie's Station Restaurant, 4070 Southwest Blvd, Tulsa, OK 74107  
7:30 AM to 08:00 AM—Parking Lot Gathering; 08:30 AM meeting starts indoors!

**Dues Reminder**—Your 2022 Chapter Dues are due in January 2022. You Can bring them to the next meeting or mail them to the chapter. (See Page 11)



**April  
2022  
Newsletter**

## BOARD MEMBER'S REPORT

**President's Comments**—Our next meeting is **Saturday, April 2nd, 2022** at our usual place.

### ARE CLASSIC CARS DOOMED (AND WILL THEY BECOME WORTH LESS?) (Part 1&2, since I left part 2 off last month!)

Since we last met, Russia has invaded the Ukraine, Western Allies are instituting sanctions on Russia, stock market has declined almost 3,000 points and the pandemic is lingering on although those numbers are looking better. What are we to do with our investment dollar some of which is probably invested in our classic cars? Main thing I can recommend is don't panic! Might think about panicking if you see a bright flash followed by a huge mushroom cloud. Really don't want to make light of that situation with the leadership there is among our world leaders.

Recently there was an article in "The Car Investor" that I want to share. Classic cars have long been a popular investment strategy for investors wishing to diversify their portfolio, and those who love the classic car market in general.

There have been concerns in recent years that the classic car market could be doomed due to the upcoming regulation changes around internal combustion engines, and the lack of interest from the younger generation. Are classic cars doomed?

Classic cars are not doomed, and the market will adapt to the upcoming emissions regulations. Classic cars remain extremely popular, and the global classic car industry is worth billions of dollars. Classic cars will not disappear, regardless of regulations.

No, classic cars are not doomed. But what happens once the emissions regulations are enforced, and is it smart to buy a classic car?

### IS THE CLASSIC CAR MARKET DYING?

The classic car market is not dying, and Hagerty reports that optimism among market experts is at its highest level since 2015. Valuations of affordable classics, in particular, are on the rise.

Despite car sales taking a hit during the pandemic, as with most industries, things are now looking positive. Private sales continued strongly throughout and continue to do so.

As with any market, the classic car market has seen various peaks and troughs over the years. But valuations of different types of classic car vary drastically, and there has still been plenty of money to be made since 20tS if you know which cars to look for.

The good news for many is that the market for affordable classics is growing significantly, and has been growing for over a decade, according to Hagerty. Modern classics, too, have seen a surge over the last five years as large displacement engines become a thing of the past in new cars.

## INSIDE THIS ISSUE

- 3 '66 Corvette Challenge' - Part 6
- 5 Genealogy of a 63 ZO6
- 7 The Corvette Racer
- 8 Up Coming Events
- 8 OKC Attitude Adjustment Night
- 9 Members Classified Page
- 9 Board Members Contact Info
- 10 Chapter Membership Application

(Continued on page 2)

## **BOARD MEMBER'S REPORT (CONTINUED)**

*(Continued from page 1)*

### **WILL CLASSIC CARS BECOME WORTHLESS?**

Despite plans for new emissions regulations in many countries, classic cars will not become worthless. Only new cars will be affected by regulation changes, classic cars will continue to have a value.

Classic car ownership is one of the most popular hobbies in the USA, UK, and Europe, and is increasing in emerging markets such as the Middle East and China. The increased demand for such cars will ensure that they continue to have a value for many years to come. The Global market for classics is worth billions and employs many thousands of people.

### **CLASSICS CARS WILL NOT BE BANNED**

Despite many people fearing that classic cars will be banned once new emission regulations come into force, classic car ownership will not be illegal. It will not be against the law to own or drive a petrol-powered car. People will still be able to own and drive classic cars long into the future.

### **WILL CLASSIC CARS DROP IN VALUE?**

Inevitably some classic cars will drop in value. Cars that aren't rare, have too many miles on the clock, or have been badly maintained will not interest collectors. They will therefore retain less value in the future.

But that's not to say all classic cars will drop in value. In fact, a large proportion of cars will increase in value in the long term, provided they are well maintained throughout their lives.

### **MILLENNIALS' CLASSIC CARS**

Reports indicate that millennials are driving the classic car market forward, with some even suggesting they may be even more likely to buy a classic car than their parents' generation.

Millennials are defined as people born between 1981 and 1995. Many of these people from this generation grew up with an interest in cars that would now class as "classic", and are reaching a stage of life where they have spending money. They can now begin to think about buying a classic car.

Hagerty reports that Millennials are "the fastest growing demographic of car collectors".

This is excellent news for the future of the classic car market, as it means values of these cars will be maintained, and potentially increased, well into the future. The market will continue to be fueled if there is demand for classic cars.

### **CLASSIC CARS IN EMERGING MARKETS**

Car enthusiasts in emerging markets such as China and the Middle East are helping fuel the classic car market.

Classic American and European cars were previously unattainable for those on the other side of the world, but in recent decades the barriers have very much been broken down.

There are reports that the Chinese are developing a taste for US and European automotive history, despite being relatively new to the automotive world themselves. If there were to be an influx of demand from China, we could see values of certain cars skyrocket.

### **IS IT SMART TO BUY A CLASSIC CAR?**

It can be smart to buy a classic car if you have good knowledge of the market and an excellent understanding of the car you want to buy. There are risks involved as not all classic cars will rise in value.

See you Saturday for another educational and informative meeting.

**NCRS Oklahoma Chapter President**

**Bud Jessee (NCRS #55611)**

**Membership Chairman's Comments**—Our current membership roster sits at **95** members with 71 *of those having paid their 2022 dues*. We are currently at a 75% renewal rate. I will be accepting your 2022 dues at the next meeting or by mail.

**NCRS Oklahoma Chapter Membership Chairman**

**Michael Aichele (NCRS #11685)**

**Judging Chairman's Comments**—The Oklahoma Chapter Spring Judging Meet is Friday April 22nd and Saturday April 23rd at 8515 East Skelly Drive Tulsa Oklahoma. Thank you to all that have registered. We have 3 flight cars 1966, 1967, 1988 and 1 concours car to judge. Below is the revised schedule of events for the weekend.

*(Continued on page 3)*

## BOARD MEMBER'S REPORT (CONTINUED)

(Continued from page 2)

I apologize for not making the meal price for the weekend more clear. When I set up the online registration I could not find a place to add a meal for someone who was not registered. The price is \$30.00 per person, as we do not have PayPal or any electronic payment options **you can pay by sending me a check made out to the Oklahoma Chapter NCRS, giving me a check at the Oklahoma Chapter April club meeting or pay at the event registration on Friday the 22nd.** If your guest will only be joining us Friday evening for the catered BBQ the price is \$20.00. I am trying to cover the cost of Friday BBQ, Saturday doughnuts and Pizza, drinks all weekend and table and chair rental.

The online registration is closed, if you want to be added to the catering or judging list please let me know by the April club meeting on the 2nd.

### **Friday the 22nd.**

11:00 am	Judged cars placed outside to allow for a cold start and cool down for driven cars <i>Lunch on your own</i>
12:00 pm	Registration and check in
12:45 pm	Judges and owners meeting
1:00 pm	Flight Judging Operations outside and stage cars inside
2:00 - 4:30 pm	Flight Judging, at least 1 section
4:30 - 6:00 pm	Seminar Roy Sinor and roundtable discussion our Regional VII Director Harry Ledgerwood
6:00 - 7:30 pm	Catered BBQ Dinner (Rib Crib)

### **Saturday the 23rd**

8:00 am	Registration with Doughnuts & drinks
8:30 - 9:30 am	Judging School by David Houlihan
9:30 - 12:00 pm	Flight Judging
12:00 - 12:30 pm	Lunch ( <i>Mazzio's Pizza</i> )
12:30 - 1:30 pm	Finish up judging and tabulation
1:30 - 2:00 pm	Awards

**Location of event is Dominic White's building at 8515 East Skelly Drive, Tulsa, OK.**

**NCRS Oklahoma Chapter Judging Chairman**

**Gene Holtz (NCRS #10606)**

email [blue65L84@aol.com](mailto:blue65L84@aol.com) text or phone 405-317-3919

**Treasurer's Comments:** We still got money in the bank!

**NCRS Oklahoma Chapter Treasurer**

**Scott Pfuehler (NCRS #20940)**

## The '66 Corvette Challenge'—Part 6; "Like it Never Happened..."

Story By Pat Cavanagh (NCRS #57907)

In Part 5 of The '66 Corvette Challenge, we shipped my C2 frame by truck to Rogers Frame Restoration in Ada, Michigan.



Before, we discuss the process used to restore my '66 frame, I felt it would be appropriate to share some background on Rogers Frame Restoration.

Roger Gress established Rogers Frame Restoration to focus on the repair and restoration of Corvette C2/3 frames after forty-five years of experience in the frame, collision and restoration business.

Roger began his career in 1970, after being discharged from the U.S. Army. He began working on a Bear frame rack repairing damaged frames and doing alignments at a shop in Grand Rapids, Michigan. In 1983, he was hired by Berger Chevrolet in Grand Rapids as the manager of their body shop. You may recall Berger Chevrolet had a national reputation for high performance Corvettes and Chevrolet muscle cars. Roger was at Berger Chevrolet until 1994 when he and two partners opened a collision and restoration shop in Grand Rapids called Impact Collision Repair (ICR) in early 1996.

When Roger started ICR much of the Corvette repair and restoration business followed him from Berger Chevrolet. In 2007, after some disappointing work from a local frame shop, he

(Continued on page 4)

(Continued from page 3)

decided to build a frame jig and restore frames at ICR. Using his years of experience, his library of C2/3 information and a perfect C2 frame, he built a frame jig with the help of a local fabrication shop. That allowed ICR to accurately restore the plethora of rusted and damaged Corvette C2/3 frames that were coming to their shop.

Roger and his partners sold the ICR business in 2015. Following some family medical issues, Roger purchased the C2/3 frame jig and other tools from ICR when the new owners decided to take the business in another direction and pursue building resto-mods.

Roger started Rogers Frame Restoration in January 2016. He employs two certified welders that help him with the restoration of the C2/3 Corvette frames. They have restored well over 250 frames in the last few years.

Using the C2/3 frame jig and fixtures Roger ensures that all the frames he restores are put back to like-new condition; straight, true and cosmetically better than new. Or as Roger says, "Like it Never Happened". Frames from Rogers Frame Restoration have received many Bloomington Gold and NCRS Top Flight awards. He has some very detailed pictures of his process on his website, <https://www.rogersframerestoration.com>.

Corvettes have always been a passion for Roger. In 1966 when he was 16 years old, he bought a 1959 Corvette, which he still has today. He has the passion!

### Back to my frame...

Shortly after Roger received my shortened frame, he cut the front section off his donor frame. He then sent my shortened main frame and the donor front section out to be sand blasted. Sand blasting confirmed that my main frame and the donor front section were solid and rust free.



When they came back from sand blasting Roger mounted my frame in his C2 jig and did a thorough inspection. As he had suspected earlier



the driver's side frame rail between the transmission cross member and the firewall body mount was 1/2 inch low and 1/2 inch too far inward as a result of the accident and the poorly done repair job. Roger used his frame table and fixtures to bring the driver's side rail back into position and then he waited 24 hours to insure it did not return to its previous distorted position. It seems these old frames sometimes have a memory!

Once Roger was sure that the frame section was perfect, he

confirmed it in the jig. Next, he measured to make sure the donor front end would splice together at precisely the right point with the main frame section. Then Roger inserts specially made 1/8 inch thick steel sleeve into both frame horns that have the same geometry as the inside of the frame rail.



Once both frame sections were mounted in the jig, and the gaps were correct, multiple 3/8 inch holes are drilled in the frame rails and the sleeves are spot welded to



the frame rails. As you can imagine there is a sequence to this procedure to ensure the front frame section is correctly attached and aligned to the main frame section. Finally, the frame is welded together at the junction of the two frame sections.

Since my car was going to see plenty of abuse, I thought this was a good time to replace the fixed



transmission cross member with a removable cross member. This allows easy removal of the transmission without removing the engine.

Several aftermarket kits allow you to modify an existing fixed cross member so the transmission can be removed independent of the engine.

Roger prefers to completely replace the fixed cross member with a C3 Corvette removable cross member when he adds this feature to a C2 frame. He feels it is stronger, lighter and less expensive than many of the aftermarket kits.



Chevrolet started using a removable cross member with Turbo 400 automatic transmissions in C3 Corvettes in 1968. In 1981, Chevrolet began using the removable cross member in manual transmission C3 Corvettes also.

Roger removed the fixed cross member from my frame and welded in the brackets and tabs to make the C3 removable cross

(Continued on page 5)

(Continued from page 4)

member work correctly in my C2 frame. This includes the emergency brake bracket that is specific to the '66 Corvettes. Roger also included the C3 transmission tail shaft bracket for my Muncie 4-speed transmission that works with the new cross member.

When the frame was finished and all the dimensions were confirmed on the frame jig, it was sent out for a second sand blasting and powder coating. Lastly, the frame was bubble wrapped and shipped.



I had the restored frame shipped to my house.

Delivery required a truck equipped with a lift gate to make a residential delivery.

With the long pallet required for the finished frame, the lift gate

was not wide enough to drop the pallet in my driveway. I had to use my engine hoist to support one end of the pallet and coordinate lowering it



to the driveway with the liftgate.

Thankfully, Scott and Kelly were available to help the truck driver unload the frame. In hindsight, I would find a trailer and pick up the frame at the truck terminal where they could place the pallet on the trailer with a forklift, and I could roll it off in my driveway on skates.



The frame is now safely back in my workshop. My first impressions are that the frame is beautiful, and I am very pleased with the workmanship. While this was not inexpensive, I am happy with my decision and the peace of mind it provides me.

Stay tuned for Part 7 where the frame goes back together! If you have questions on any article in this series, you can email me at [pcavanagh2012@gmail.com](mailto:pcavanagh2012@gmail.com).

**MUST WATCH YOUTUBE VIDEO!**

**2023 Chevrolet ZO6—Putting the World on Notice | Chevrolet**

<https://www.youtube.com/watch?v=W3NTAImpNBQ>

## "Genealogy of a 63 ZO6"

Story By Verle Randolph (NCRS #14764)

In 1963 Chevrolet put together a package of parts that could be ordered on a Corvette to make a good candidate for racing and not a very good street machine. The regular production option code (RPO) for that package was ZO6. The package included larger than normal brakes with metallic brake shoes, dual circuit power brake master cylinder, finned drums, cooling fans in the brakes, vented backing plates, stiffer front springs, heavy duty rear spring, thicker sway bar, special shock absorbers, 360 HP Fuel Injection engine, close ratio 4 speed, positraction rearend, 36-gallon gas tank. The 36-gallon tank was available only in the coupe and about fifty of these were produced. The ZO6 option at \$1,818.14 plus \$661.75 for the other required options added to the base price of \$4,252 made an expensive car for those days.

Most of these cars were ordered without a radio or heater as they were intended to race. Of the 199 cars produced most were probably raced, some very successfully.

In 1963 two new Corvettes were purchased in Dallas. Daytona Blue coupes with blue interior, RPO ZO6 and 36-gallon tank. They were prepared for racing with headers and racing side pipes installed, wider wheels and racing tires, roll bar, large gas filler neck, all emblems removed and a racing stripe. Delmo Johnson, a Chevrolet Dealer who was a well-known racer, bought the cars and raced them at Sebring in 1963. I saw the car racing at Green Valley Texas, north of Ft Worth, in 1963 after Sebring.

Bill McLaughlin of Tulsa drove the car for Delmo. Dave Morgan

of Tulsa, also a noted Corvette race car driver, bought the car from Delmo.

By late 1964 this car was back in street trim and setting at East Side Motors, a used car lot in on Admiral in Tulsa. A friend of mine bought it. Leo drove the car for a few months, complaining the whole time about the "log wagon ride". He did, however, enjoy the performance. There were few cars that could keep up with it. Leo sold the car back to East Side and it was then purchased by Al, another friend.

Al had been racing another car and wanted to put the ZO6 back on the racetrack. He commissioned me to build a set of headers and side pipes. I took my acetylene welding rig to Al's house, bought numerous pieces of tubing, and bends and proceeded to build the exhaust system. It took several days to build and when finished they sounded great. LOUD!

Al raced the car for several years then moved from Tulsa and I lost track of him and the car.

When I ran across my friend Mike a few years ago Al's name came up. Mike knew where Al lived and said Al still had the ZO6. I finally contacted Al and got an update on the car. I went to where he lives, it is in his shop, has not run in many years but is still complete including the exhaust system I built for it.

(Continued on page 6)

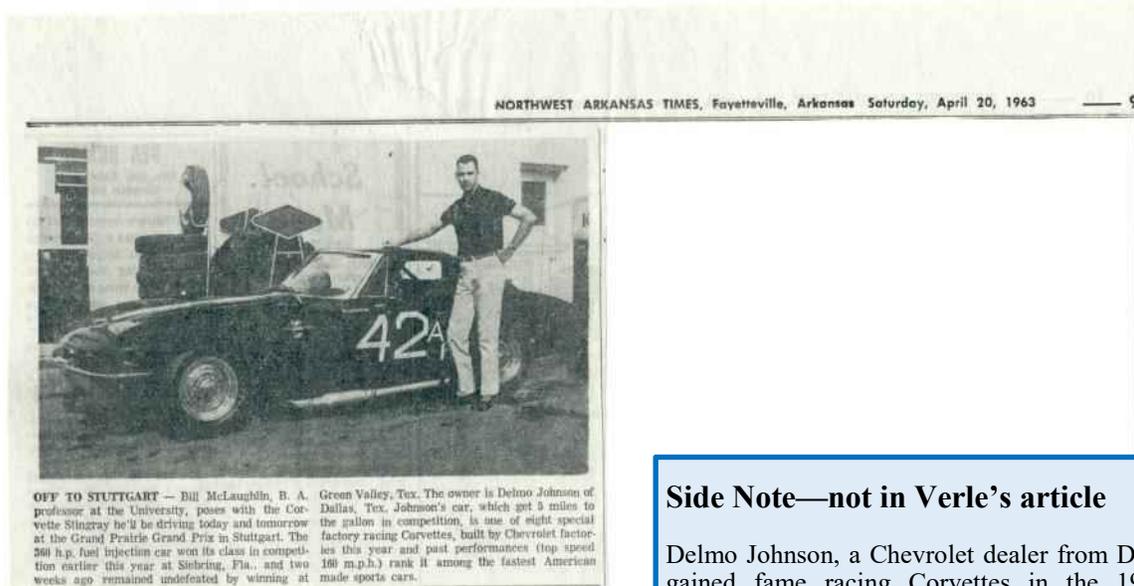
*(Continued from page 5)*

I encouraged Al to restore the car back to race trim or sell it to someone who would restore it. He flatly refused to sell and never did anything to restore it.

This is another example; those cars are still out there. It has been out of public eye for decades and will probably not be seen again until Al dies.



*Racing brake shoes with metallic linings*



#### Side Note—not in Verle's article

Delmo Johnson, a Chevrolet dealer from Dallas who gained fame racing Corvettes in the 1960s, has passed away at the age of 82 (1933-2015). Johnson's racing exploits revolved mainly around Sebring where he began by racing his straight-axle Corvette, then followed it with a Sting Ray ZO6 and finally one of the five original Grand Sport Corvettes—which he got from fellow Texan John Mecom. Each of these cars has been tracked down, restored and can be seen today, as his straight-axle and ZO6 are displayed in the Rick Hendrick Collection, while the Grand Sport 004 resides in the Collier Collection.

As noted Corvette expert and author Richard Prince says: "Delmo Johnson crammed ten lifetimes worth of fun, adventure, accomplishment and trouble into his life. He loved racing, flying, chasing women, traveling, history, politics, cats, photography, business, building things...he loved life."

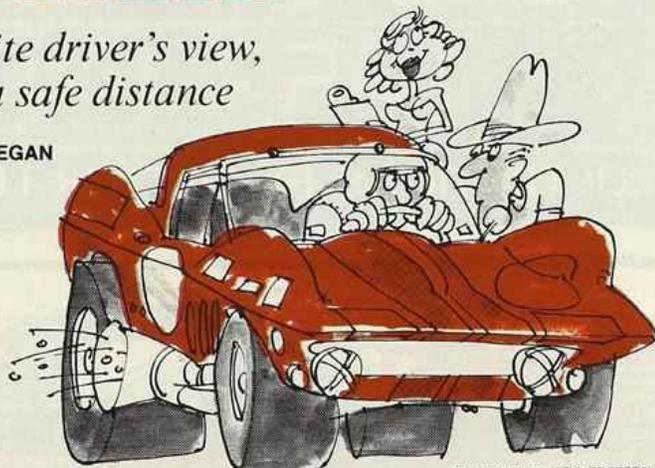


*At another racetrack in 1964*

# THE CORVETTE RACER

*A Sprite driver's view, from a safe distance*

BY PETER EGAN



DRAWINGS BY LEO BESTGEN

TO THOSE OF US who raced our diminutive H Production Sprites and similarly high-pitched cars in Midwest Council and SCCA regionals, Corvette drivers were always a breed apart. We spent many weekends pitted next to Corvette teams, adjusting our pathetic tiny Austin valves or performing some other jeweler's chore on our Bug-eyes, watching these fiberglass behemoths and the crews who serviced them out of the corner of one collective eye (we didn't have the nerve to stare with both eyes). Corvette drivers and Sprite drivers didn't mix much, except to borrow the occasional strand of safety wire or half roll of duct tape from one another, but a shortage of information and personal contact didn't prevent us from forming some well developed stereotypes and generalizations.

We knew a few things about Corvette guys:

Corvettes always seemed to be raced by drivers who had crew cuts long after everyone else in the club looked like George Harrison. You got the feeling that if they weren't driving Corvettes, they'd be dropping you for 50 pushups at Camp Lejeune or chewing Copenhagen without taking it out of the can. Corvette guys drove in black Wellington boots while everyone else wore effete moccasins or Nomex booties. They wore open-face helmets with no visors so everyone could see them scowl. When they dressed up to go out at night they wore white nylon windbreakers, white pants, Goodyear caps with the visors pulled down over the eyes and at least one article of clothing with stars & stripes or

crossed checkered flags on it, and they always went out for pizza and beer in a place with bright neon lights.

Corvette drivers adjusted their points with air wrenches and their pit men were sometimes crushed to death by fallen lug nuts. Corvette guys had trailers with six wheels and towed them with brand-new extended cab white pickup trucks with more checkered flags and stars & stripes on them. The trailers had overhead tire racks with tires that were exactly four times as wide as they were tall. These tires cost \$600 a piece and lasted only one practice session before being torn to bits by raw torque.

Corvette drivers never asked any questions at drivers' meetings.

When a Corvette driver started his engine the smoke and noise came out of side pipes the size of storm sewers, and the exhaust pulses threw large chunks of gravel and blew your tent down. When these engines blew up on the track, the concussion and coolant spray left corner workers dripping and dazed for hours. If a Corvette threw a rod through its sump, the resulting oil spill made your Sprite go backwards through Turn 3 for the rest of the season.

Every Corvette driver had at least one gold tooth. Corvette drivers made their money in cattle or lumber, or else they owned more than one gas station and paid men named Frank to run it for them. Corvette drivers themselves had names like Bart or Chuck or Bob, and their last names were usually Johnson. They always had Texas jet pilot accents even if they were from Michigan's Upper Peninsula.

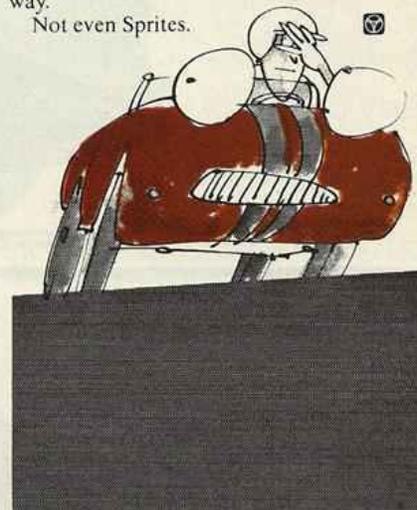
Corvette drivers used hacksaws to set their camber and had tool chests where each tool occupied a whole drawer. The sockets at the small end of their socket sets started at 1¼ in. and went upward to sizes that frightened Caterpillar mechanics. Between races, Corvette drivers arc-welded things to their chassis in a blinding shower of sparks. When a Corvette driver jacked up his car, he didn't so much lift the car, as push the earth away from it.

Male Corvette drivers had blonde wives who chain-smoked and had cattle ranch tans and pale blue eyes, while women Corvette drivers were always single because they couldn't find anyone who was man enough to marry them. Corvette drivers never lit their cigars. They just chewed them flat and walked around the pits until they saw the front suspension on a Lotus Seven or the engine in a Sprite. Then they threw the flat, wet cigars on the ground in disgust.

Corvette drivers used approximately 100 gallons of Union 76 racing gas on every lap and had government surplus fuel cells from armored vehicles. While those of us in Sprites, Midgets and Spitfires had to *drive* from one end of the main straight to another, Corvette drivers simply *launched* themselves in a great belch of power and landed at the other end on four smoking tires. Corvette drivers drove on a much shorter track than we did, and their pitboards flew by like fastballs and were impossible for the human eye to read, while we had time to examine the small print on the race marshal's badge-littered vest.

When Corvette drivers massed on the starting grid for the A and B Production races at Elkhart Lake, the announcer used to say, "Ladies and Gentlemen, it's time to shake the dew off the lilies." He didn't say that before the other races, because nothing else thundered, rumbled and shook the ground quite the same way.

Not even Sprites.



MARCH 1983 85

## UPCOMING EVENTS

### OKLAHOMA NCRS CHAPTER EVENTS:

- April 22-23, 2022—Chapter Judging Event, Tulsa, OK

### NCRS NATIONAL EVENTS:

- April 7-10, 2022 NCRS Louisiana Regional, Kenner, LA (Not to far to drive.)
- April 28-30, 2022 NCRS Indiana Regional, Auburn, IN (Just a quick jaunt down the road.)
- May 19-21, 2022 NCRS Carolina Regional, Greenville, SC (A little far to drive, but worth the trip.)
- July 23-28, 2022 NCRS National Convention, Mobile, AL - Register begins February 1, 2022—Celebrating the 1972 Corvette (Not to far for a nice little road trip.)
- August 18-20, 2022 NCRS Northwest Regional, Redmond, OR (A little far to drive, but could be a nice trip.)
- October 27-29, 2022 NCRS Texas Regional, Frisco, TX (Just a quick jaunt down the road.)

### OKLAHOMA HALLETT MOTOR RACING CIRCUIT: (<https://www.hallettracing.net/>)

59901 E. 5500 Rd., Jennings, OK 74038; Phone (918) 356-4814; eMail: [jennifer@hallettracing.net](mailto:jennifer@hallettracing.net)

- April 1-3, 2022—Central Motorcycle Roadracing Association (CMRA) Round 2.
- April 9-10, 2022—Karters of America Racing Triad.
- April 23-24, 2022—SCCA Supper Hoosier Tour.
- April 29-May 1, 2022—Competition Motorsports Association road racing (COMMA) Round 2.
- May 27-29, 2022—Central Motorcycle Roadracing Association (CMRA) Round 4.

### OSAGE CASINO TULSA RACEWAY PARK: (<https://www.tulsaracewaypark.com/>)

3101 N Garnett Rd., Tulsa, OK 74116; Phone (918) 437-7223; eMail: [megan@tulsaracewaypark.com](mailto:megan@tulsaracewaypark.com)

- April 2, 2022—Bracket Race / NHRA Good Guys PLUS! Legendary Midnight Drags
- April 23, 2022—Bracket Race / NHRA Good Guys PLUS! Legendary Midnight Drags
- May 6-7, 2022—Throwdown in T-Town / Summit Mid-West Drag Racing Series
- May 13-14, 2022—Streetcar Takeover
- June 9-12, 2022—NHRA Division 4 Race

### CAR SHOWS AND SWAP MEETS: (Stuff for Car Guy's and Gal's)

- Every Tuesday Night, 7846 E 51st St, Tulsa (till Oct) @ ("Steak Suffers")
- Last Saturday each month, Cars and Coffee, Stillwater OK, 3100 N Husband St, Stillwater 8:30AM-12:00PM
- April 8-9, 2022—Claremore, OK Route 66 Cruisers Car Club -Claremore Spring Swap Meet & Flea Market Will Rogers Round Up Club Rodeo Grounds, 13601 E. Blue Starr Drive, Claremore, OK
- April 22-23, 2022—Tulsa Swap Meet, Creek County Fairgrounds in Kellyville, OK (<https://thetulsaswapmeet.com/>) We have over 900 automotive related vendor spaces, an inside Oil, Gas & Advertising Swap Meet, a Motorcycle Swap Meet, Car Corral & RV Spaces. All this in one place at the same time! There will be something for everyone! **Gates are open 8am to 5pm, Friday & Saturday, rain or shine. Admission and parking is free.**
- May 14, 2022—Illstyle Annual Show & Shine, Buffalo Wild Wings, 9263 N Owasso Expressway, Owasso, OK 5:00-9:00 PM
- May 27-29, 2022—39th Annual Mid-America Street Rod Nationals, Springfield, MO—Ozark Empire Fairgrounds
- June 15-19, 2022—48th Mid America Ford & Shelby Nationals, Tulsa, OK (<https://www.midamericafordmeet.com/>)
- July 8-10, 2022—39th Annual Southwest Street Rod Nationals, Oklahoma City, OK—State Fair Park

## OKLAHOMA CITY HAPPENINGS

**ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY**—Tuesday April 26th will be this months Attitude Adjustment Night at RUDY'S BBQ. Located at 3437 W Memorial Rd. Oklahoma City. Arrival time is 5:30 with dinner at 6:00. Hope to see you there.

If I've missed an event that you would like to see posted, please e-mail me directly and I'll get the word out. Contact Mike Aichele @ 918-804-3105 or [mjikelee@gmail.com](mailto:mjikelee@gmail.com).

**MEMBERS CLASSIFIED PAGE** (*Wanted, For Sale or Service*)

Got something for sale or a service you can provide to other Chapter Members? Give me a call and I'll put it in the newsletter!!!!!!  
Mike Aichele (918) 804-3105

**FOR FREE**—After market C5 Corvette, Right front fender, still in the box, never used. [Contact Ed Brett at 918-671-1490](#)

**FOR SALE**—2002 C5 Corvette, both tops, mag wheels, immaculate interior, Magnetic Red Metallic paint. Very clean, 90K miles, oil changed every 3,000 miles. Most dependable car I've ever owned. MAKE OFFER! [Contact Ed Brett at 918-671-1490](#)

**FOR SALE**—1973 Corvette Coupe L82 project car. 4 speed, P/S, P/B, NO A/C car. White with black deluxe interior. Bought in 2015 and driven for a while then decided to do a restoration. Car is taken apart. Engine and Trans are out and all interior is removed. The engine is NOT the original engine. 4 speed gearbox rebuilt and ready to go. Also have a few new parts to go with car. \$5,500 OBO. Car is in OKC. [Contact Johnathan Taylor at 405-863-1441](#) or [Gene Holtz at 405-317-3919](#).

**AVAILABLE SOON**—Corvette Body Dolly located in Wichita, Kansas. [Contact Dallas Keller at 316-200-4125](#)

**FOR FREE**-If anyone wants a past edition of the Judging Reference Manual or a Technical Information and Judging Guide let me know. I have Judging Reference Manuals and Technical Information and Judging Guides for 58-60, 63-64, 66, 68-69, 70-72, 73-74, 75-77, 80-82, and 90-91. [Contact Scott Pfuehler at 918-437-5292](#).

**National Corvette Restorers Society - Oklahoma Chapter Contact Information**

<u>Role</u>	<u>Name</u>	<u>Phone</u>	<u>eMail</u>
Chairman	Bud Jessee	(918) 625-8531	<a href="mailto:budjessee@gmail.com">budjessee@gmail.com</a>
Vice-Chairman	Phil Gray	(918) 492-2519	<a href="mailto:philipgray@earthlink.net">philipgray@earthlink.net</a>
Judging Chairman	Gene Holtz	(405) 317-3919	<a href="mailto:blue65184@aol.com">blue65184@aol.com</a>
Judging Administrator	Gene Holtz	(405) 317-3919	<a href="mailto:blue65184@aol.com">blue65184@aol.com</a>
Secretary	Verle Randolph	(918) 520-7862	<a href="mailto:verle@pobox.com">verle@pobox.com</a>
Membership Manager	Michael Aichele	(918) 804-3105	<a href="mailto:mjikelee@gmail.com">mjikelee@gmail.com</a>
Membership Administrator	Michael Aichele	(918) 804-3105	<a href="mailto:mjikelee@gmail.com">mjikelee@gmail.com</a>
Newsletter Editor Michael	Aichele	(918) 804-3105	<a href="mailto:mjikelee@gmail.com">mjikelee@gmail.com</a>
Treasurer	Scott Pfuehler	(918) 437-5292	<a href="mailto:fogaley@sbcglobal.net">fogaley@sbcglobal.net</a>
Activities Chairman	Ed Brett	(918) 671-1490	<a href="mailto:ebrett666@gmail.com">ebrett666@gmail.com</a>
Contact Person	Bud Jesse	(918) 625-8531	<a href="mailto:budjessee@gmail.com">budjessee@gmail.com</a>
Webmaster	Mike Partridge	(512) 579-8593	<a href="mailto:lostnaustin@sbcglobal.net">lostnaustin@sbcglobal.net</a>

Don't forget to visit our website for some up-to-date information about what is going on in the Chapter.

<https://www.ncrs.org/ok>

**NATIONAL MEMBERSHIP INFORMATION**

National Corvette Restorers Society

E-Mail: [info@ncrs.org](mailto:info@ncrs.org)

Phone: (513)760-6277

Fax: (513) 201-8875

<https://www.ncrs.org/join/ncrs-benefits.php>



# CHAPTER MEMBERSHIP APPLICATION

**OKLAHOMA CHAPTER NCRS, INC.**

## MEMBERSHIP APPLICATION



Date: \_\_\_\_\_

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_\_ Work Phone: (\_\_\_\_) \_\_\_\_\_

Cell Phone: (\_\_\_\_) \_\_\_\_\_ eMail: \_\_\_\_\_

How did you hear about Oklahoma Chapter NCRS? \_\_\_\_\_

What are your special areas of interest? \_\_\_\_\_

NCRS National Membership #: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Signature: \_\_\_\_\_

### Corvette Information (Optional)

Year	Model	Color	Engine/HP
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Annual Dues are \$30.00 with membership expiring on December 31<sup>st</sup>. You must be an active member of the National Corvette Restorers Society before you can be a member of the Oklahoma Chapter N.C.R.S., Inc. Make checks payable to **Oklahoma Chapter NCRS, Inc.**

**Mail to:** Michael J. Aichele, Membership Chairman  
Oklahoma Chapter NCRS, Inc.  
16225 E 81<sup>st</sup> Ct N  
Owasso, OK 74055