



August, 2019

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

## Chairman's Comments

by Bud Jessee

### Another New Era

Change is inevitable. Sooner or later there will be change. What determines change is how we as humans handle the uncomfortable aspects of change. The recent change of the Corvette is what we would call a major change in tradition. The outcome of this change will only be determined in the future. I thought it might be fun to look back 66 years ago and see how GM introduced the Corvette, which was a huge gamble.

Saturday, I'll have a video comparing the two different beginnings in a new era. Here is an article on the first-ever Corvette television ad. There are many similarities of why the 1953 Corvette and the mid-engine were developed.

"They call her Corvette, and she belongs to the highway, just for the sheer and simple joy of driving...for Mr. and Mrs. America, in a care free mood. Boy, what a car."

The initial airing of this three-minute commercial helped trigger the start of America's love affair with the Chevrolet Corvette. The commercial, which targeted upper-middle class men, speaks to a different time in American culture, but it also successfully captivates its audience as the all-new, 1953 Corvette is slowly unveiled throughout the three minute Corvette advertisement.

Chevrolet, recognizing that American soldiers were purchasing European, two-seat sports coupes after returning home from the war, understood the importance of introducing and manufacturing an American sports car that could rival manufacturers like Mercedes and Jaguar. While Harley Earl's original 1953 model looks nothing like the

Corvettes we know and love today, this first model year still elicited strong emotions from automotive enthusiasts the world over. In fact, Zora Arkus-Duntov, who is considered to be the "Father of the Corvette" by most, first learned of the 1953 Corvette while working for the Porsche Company in Europe. He would later join General Motors and help forge the Corvette into a true driving machine.

See you Saturday!

## August Breakfast Meeting

Our monthly breakfast will take place on Saturday, August 3, 2019. The location is Ollie's Station Restaurant in the Redfork area of West Tulsa. The address is 4070 Southwest Blvd. The phone number is (918)446-0524, in case you need it.

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

## Oklahoma Chapter Merchandise

by Bob Clark

We currently have Oklahoma Chapter denim shirts, long and short sleeve, and Oklahoma Chapter sweat shirts for \$25 each. We also have chapter caps for \$15 each.

The T-Shirts are in and the price is \$15. I have a few extra t-shirts in sizes Lg and XL. They will be available at our breakfast meeting on Saturday, August 3.

Please call me at 918 / 625-2303 if you want to pick up a shirt that you have on order. You could also send an email to [bobclark77@cox.net](mailto:bobclark77@cox.net).

## *Attitude Adjustment Night*

The gathering place for our June Attitude Adjustment Night on Tuesday evening, August 20, 2019, will again be at the Rib Crib at 8040 S. Yale.. The meeting room is reserved for our use. The bar is open for early arrivals.

## *Attitude Adjustment Night In Oklahoma City*

by Gene Holtz

We are hosting an Attitude Adjustment Night in Oklahoma City to get 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. August gathering is the 27th with arrival time between 5:30 pm and 6:00 pm.

Saturday, August 17 will be our 2nd Chapter Judging in Edmond. I want to thank everyone who helped make last year's event a success and invite all of you to attend this year's event. Please sign up with Russ as soon as possible so he can put the judging teams together. As I understand we have for Flight Judging a '62, '91 ZR1, '96 Grand Sport, for Concourse a '63 coupe, and a '84 for cross flag display.

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

## *Cimarron Days Car Show*

by Bruce Ryan

The Cimarron Days celebration will be held in Lahoma on September 28th. There will be a parade and a car show. The car show will be at the Lahoma School's athletic field parking lot. My older son is the Superintendent and has invited our club members to attend. Lahoma is located 11 miles west of Enid on US 412 (approx 2 & 1/2 hour drive). Please add this to your club announcements this Saturday, and if any members want to attend, I will get them more details and contact info.

## *Ice Cream Social*

**and this year there will be ice cream!**

by Michael Young

**Saturday, August 10 4 pm** (dinner at 6pm)

Rain, snow, sleet or shine and it's time again to find your ice-cream making machine, clean out the cobwebs, find the rock salt, dust off the Corvette and head to Michael and Jill Young's home at 2214 Kings Crest Drive, Sapulpa, Oklahoma for the social event of the summer. There's plenty of room to park your Corvette, your chairs, and your wife or significant other. So make plans now to attend. We'll have a good time!

The club will provide the hotdogs, hamburgers, buns, chips and drinks. You bring the Corvette, chairs, ice cream machine, side dish, dessert and whatever else you want to bring.



Michael and Jill will provide good weather and plenty of room to roam. If by some miracle it rains, do not let that deter you. There is enough space to hold the Ice Cream Social under cover.

**Just a reminder:** There is a new way to come from midtown! Take I-44 to Hwy 66 - bear left - (do not get on the turnpike). At the 2nd stop light - 81st Street - turn right. Take 81st all the way to Hwy 97. (there is a 4-way stop about halfway there). At Hwy 97 turn left (South). In approx 1+ miles turn right into Castle Creek addition to 2214 Kings Crest Drive.

## *Help wanted for the Oklahoma Summer Judging Event*

By Russ Grimm

In last month's *Sidepipe* we noted that the number of total cars we can Judge had reached the limit. That is the good news for a successful judging event. However as of today we can only put together one complete judging team so we still have a need for judges. The teams are for one team will

handle the 1962 and 1963 judging, and then another team is needed for the 1991 and 1996 classes. Bottom line is we will need the chapter support especially the experienced judges to step up and help make this event happen. The judging reference sections broken out by the operations, interior, exterior, mechanical and chassis for 1962 and the 1991/1996 Corvettes will be ready at our breakfast meeting

Please sign up with the registration forms and if judging or maybe working as an observer judge, just let me know what area you would like to be part of. I have changed the registration form to allow you to mark the area as a judge (just fill in the blank). Plan on carpooling or maybe traveling together that morning. We can make a final plan Saturday after the breakfast meeting.

We will be at Alan Brown's building again this year located at 346 W. 33rd street in Edmond, OK. It is located behind the TOWER CROSSING business park. (drive between the business park and the water tower and turn left, east, to building). Look for "Franks" Dive shop on the south side and go behind that business.

See you Saturday morning.

## *Congratulations to Tony Salter*

**T**ony is our Chapter's newest Four Star Bowtie Award Winner. This picture is from the 2019 NCRS national Convention.



# *The 2020 Chevy Corvette Was A Hit In Its First Big Public Showing*

by Zac Palmer

**C**hevy is basking in a seemingly endless afterglow of praise for the 2020 Corvette. We've covered the car from every angle since its grand reveal on July 18, but this past weekend we were able to take an even closer look at the design and public reaction to the C8.



GM decided to break a couple of mid-engine Corvettes out at Sunday's Concours d'Elegance of America, which gave us a chance to get up close and personal with the car. In addition to the real-life photos we were able to grab when the crowds parted, GM's Michael Simcoe revealed to us that the 2020 model year run of C8s is "nearly sold out."

We weren't allowed to sit in the show cars on display, but we still got a good look at the interior with the roof removed. The C7 is rather confining, but the open-air hatch behind you does a good job making it feel more expansive.



You lose that feeling in the C8 because the engine is directly behind your head. We think that's a fair compromise to go mid-engine, but it is something to take into consideration'— you won't be throwing anything over your shoulder and into the hatch compartment anymore.

It's impossible to judge how we like the driver-oriented cockpit without getting it out on the road in actual use, but it all looks luxurious and usable to us from a few inches away. The row of buttons slicing across the cabin looks far more intimidating in photos than it does in person, so you may not want to eliminate the C8 from your short-list for that reason alone.



As for the exterior, it's an absolute stunner. We wouldn't use the term "elegant," but it turns heads in the right way, and the knowledge that it can be had for about \$60,000 is mind-blowing. The glossy vents on the front and back are deceiving in photos, as though they're just fake pieces of fancy plastic like the Civic Type R. But in reality, you can stick your fingers through these vents to the other side. We're hoping to get a full explanation on the aerodynamics and venting from GM soon. Even the painted blade highlighting the intake looks good when you're taking the car in as a whole.

There was more attention surrounding the Corvette than any other vehicle at the show, and that's saying something for a Concours event of this magnitude. Chevy had a pop-up glass building in prime viewing location with a Corvette inside and a Corvette outside. There were consistent lines to get into the building to check the car out. Inside were all the wheel options, every paint color, all three seat options and every brake caliper color option hanging on a wall. You could place a reservation for one right then and there, and we imagine some folks did exactly that.



The grey C8 outside was more to our liking than the hot red Z51-packaged 'Vette on the inside of the building. There's a level of simplicity and cleanliness to the design when the multi-tiered rear wing and glossy black wheels are eliminated. The lines flow more smoothly throughout the car's entire silhouette, and the understated look feels more appropriate amidst the utterly gorgeous range of cars on display around it at the Concours.

When it was time for the Corvette to roll by the grandstands for its 15 seconds of fame, everyone in the vicinity turned and watched with rapt attention. Phones and cameras were raised. The LT2 V8 roared to life with a familiar sound. People needed to see this car. It felt special, and it was. A mid-engine Corvette, in the flesh. Perhaps that feeling will wear off as GM pours thousands of them out of the factory in Bowling Green, Kentucky. But for now, the C8 is going to keep capturing the attention of anyone who chances a sighting.

(from Yahoo News on the internet)

## *The Me Too Corvette*

ByEric

Where should a Corvette's *engine* be?

Historically, it has always been up front and usually under a rear-opening hood – which made it easier to see—the Corvette's engine— a very *American* big V8 – in all its insolently crude (pushrod, single cam, two-valve and no turbo) glory.



This separated Corvette from European exotics, with their usually smaller, often-turbo'd and oh-so-*sophisticated* engines mounted *behind* the driver.

Chevy is about to reveal the 2020 *Me Too* Corvette.

The first mid-engined Corvette.

Will it still *be* a Corvette? In name certainly. But you can call something anything and it isn't necessarily the same thing anymore.

Back in the '90s, Ford almost called what *became* the Probe – a front-drive car with a small V6, which at the time Ford thought was The Future – the new–*Mustang*. Which up to that point had always been a rear-drive car with an available V8. Mustang people got wind of the proposed alteration and made it very clear that anything front-wheel-drive and without an available V8 *can't* be a Mustang, whatever you decide to call it.

Which is why Ford did a quick rethink and decided to call what they were putting together *Probe* – and kept on building the Mustang, as before.

Of course, the Me Too Corvette will be the fastest Corvette ever. *Everything* is very fast in the Corvette's class. But until what's coming, Corvette went fast very differently.

It no longer will.

Certainly, it will handle better – though this has become more a press kit talking point than anything with real-world relevance because however higher the new car's *grip*, there are very few drivers with the *skill* to make use of it. On the race track – and test track – with *professional* drivers behind the wheel – and without AGWs on hand to wood shampoo the



drivers – the new Corvette will surely post *slightly* quicker times vs. the previous car and vs. other cars in its class.

These differences will be measured in fractions of seconds.

On the street, the difference will be a matter of *feel*.

The mid-engined layout gives more *neutral* feel. The tail is less waggy because the weight of the drivetrain is closer now, helping both to equalize the center of gravity and to plant the driven (rear) wheels.

But this will feel . . . *different*. More controllable up to very high speeds. But less like a *Corvette* – and more like the European (and Japanese) exotics it is emulating.

It *looks* also.

A Corvette has always had a very *long* hood – in part to accommodate the very big V8 underneath but also because it just *looked* great. Most of the previous Corvette was *ahead* of the windshield.

The mid-engined 2020 Corvette will still have an American V8 (as its base engine), but it will be mounted much farther back in the chassis, so no more need for that suggestively long and very American *hood*.

Instead, a Euro-looking stub nose, with most of the rest of the car in the *middle*.

It is no longer “long and lean, every young man's dream,” as George Jones put it back in 1985.

It is very much something *else*. In other ways as well.

It will be – it already is – an *expensive* car. Not *quite* exotically priced – but getting closer with each redesign. The '20 will reportedly start around \$60k. Which, if accurate, is about \$5k more than the current car. And a great deal more than other *Chevys*.

It was once true that if you could afford a Z28 Camaro this year, save for a couple of years and you could afford a Corvette.

Now you'll have to save a lot longer, as the new Corvette costs about twice as much as a new Z28. It won't be a “halo” car as much as a *forget-about-it* car.

Well, for people who buy *Chevys*. And will people who buy Euro-exotics want to buy a Chevy-badged exotic?

Reports also have it that the new Corvette will *not* be available with a driver-controlled manual transmission. Instead, a “clutch by wire” automated manual.

Me Too, again.

The Euro-exotics have mostly eliminated the driver-controlled clutch because it eliminates the human variable from the performance equation. A computer-controlled transmission shifts much more precisely and much more consistently precisely than any

human driver – even a race car driver. This gives *slightly* quicker 0-60, quarter mile and lap times.

The *car* performs better – but the *driver* is less involved in that performance. Fundamentally, they



were two-seater muscle cars. They were heavy in the nose, light in the tail.

It was *easy* to wag the Corvette's tail. Which was *fun*.

Older models didn't handle all that well, even though they *looked* like they did. The best-handling American car of the '70s *wasn't* a Corvette. It was the Pontiac Trans-Am of *Smokey & the Bandit* fame.

Truth.

Corvette's cornering ability only caught up with its acceleration ability in the mid-1980s. That marked the moment when it began the shift away from being America's Sports Car into becoming . . . something *else*.

An exotic that happens to be made in America.

It's not necessarily a bad thing, either —if what it's all about is building a Ferrari or McLaren in a Chevrolet plant.

But, arguably, Corvette used to be about something else. Not necessarily something *better* – although previous front-engined/manual-manual Corvettes were capable of *beating* Euro-exotics on the race track and the test track.

But something different. Something that was uniquely *American*.

It's not anymore – and that's arguably a shame.

...

(from Yahoo News on the internet  
and Verle Randolph)

## *Peter Max Corvette Collection to Be Sold (Again)*

by Andrew Wendler

**UPDATE 7/22/19:** *Out of sight since the 2014 sale, it appears the cars of the VH1/Peter Max Corvette Collection have resurfaced for another chapter along the road to finding their forever homes. Now that the owners have cherry-picked the most valuable models for complete restoration and spruced up the remainder, the 36 Corvettes will be headed back to raffle, this time to benefit charity.*

*The owners of the collection, the Heller and Spindler families, formed the Corvette Heroes entity to raffle off the cars with proceeds going to the National Guard Educational Foundation (NGEF) and numerous additional charities that benefit veterans. Each entry is good for one car, and you cannot pick the car you wish to win; the deadline for entries is 12:00 p.m. Pacific time, April 30, 2020. The drawing will take place at an independent auditors' firm on or about 14 days later. (Full details on the raffle can be found on the Corvette Heroes website.)*

*Inevitably, the collection will first star in its own—you guessed it!—television special. Cleverly titled *The Lost Corvettes*, the documentary will detail the history of the collection and air September 21 on the History Channel. Chris Mazzilli, a lifelong Corvette enthusiast who advised the Heller family along the way and who is owner of Dream Car Restorations in Hicksville, Long Island, where much of the work is taking place, has also parlayed his involvement into another TV special. In it, he and his crew offer their take on what a 1983 Corvette might look like, if Chevrolet had actually produced one in the production break between the C3 and C4. Whatever the outcome, it's likely this won't be the last time in the spotlight for the Corvette collection, either collectively or individually.*

**T**he long and twisted tale of the so-called VH1 MAX Corvette collection, after sitting for nearly 25 years in a series of New York parking garages, has finally come to a close. According to a report in the *New York Times*, the 36-car collection, which began as a grand prize in a television contest before finding its way into the hands of psychedelic graphic designer Peter Max, was recently purchased by a group of investors with the intent of returning the cars to their pre-infamy status.

As it turns out, the tale of how 36 Chevrolet Corvettes can go instantaneously from making TV headlines to disappearing in plain sight for a quarter-century isn't as nefarious as one might suspect. Back in 1988, long before VH1 dumped actual music for reality-based programming, the network figured it could tap into its then baby-boomer demographic and snag some ratings with a mega promotion based on the iconic

this promotion for all it was worth, more than a million people had entered.

In the end, it was Dennis Amodeo, a carpenter from Long Island, who came out on top and flew to California to accept his prize. But before he even hatched a plan to get all the cars back to New York, artist Max intervened, purchasing the collection from Amodeo for a reported \$250,000 in cash, \$250,000 in artwork, and a portion of future sales of the Corvettes up to \$1 million. Apparently, Max had grand visions of using the Corvettes as an integral part of an art project. Although Max did retrieve the cars to NYC, the art project never came to fruition; paper color-test strips affixed to some of the cars remain the only clue of the artist's original plans. For the better part of the past 25 years the Corvettes remained interned in a series of garages until the Heller and Spindler families finally convinced Max to sell, although they won't disclose the price.

Now they have possession of the entire collection. Restoration work under the watchful eye of Corvette aficionado and occasional concours judge Chris Mazzilli has begun, starting with the 1953 Corvette,



Corvette. So the network enlisted a producer to gather 36 Vettes, one from each production year from 1953



to 1989 (the 1983 model year was skipped when production was halted to prepare for the launch of the '84 C4). The giveaway was a call-in affair that required contestants to enter by dialing a 900 number at the cost of \$2 per call. By the time VH1 had milked

which is number 291 of the 300 Corvettes produced in its inaugural year. The remainder of the cars will be either restored or simply reconditioned, as determined on a car-to-car basis. *C/D* spoke to one of the new owners, Adam Heller, who confirmed that although the plan loosely involves selling the cars at auction within a year or so, the owners are still "open to ideas and not really certain what the endgame is." When asked if any of the involved parties has interest in keeping a car or two for their own use, Heller said they hadn't really thought about it.

Interestingly, there's one non-Corvette in the car collection, a fully customized Volkswagen Beetle clad in Max's unmistakable patterns and color play. It may have the greatest appeal to the art world. It's cool, but it's the Corvettes and their story that are of interest to the car-enthusiast community.



(from Yahoo News on the internet)



# *The Real Reason the New C8 Corvette Isn't Available with a Manual Transmission*

by Greg Pajo

The new C8 Corvette will not be available with a manual transmission, marking the first time since 1955 that the Corvette will be automatic-only.

Part of the reason is the dramatically improved performance of the C8's automatic, which for the first time is a dual-clutch unit, sourced from Tremec.

But the real thing that convinced the Chevy team not to offer a manual was—sadly—a low take rate for the stick-shift in the C7 Corvette.



Among the many ways the new 2020 Corvette breaks with Corvette tradition is not offering a manual transmission for the first time since 1955. As with any multifaceted decision like this, there are a number of factors. But the real reason didn't have anything to do with engineering or packaging.

Executive chief engineer Tadge Juechter told that part of the reason is the desire to not breach the mid-



engine C8's central tunnel: "That tunnel is the backbone of the car, and if you break the backbone, you lose a lot of structural efficiency. With a shifter, you have to have a big hole in the tunnel for the linkage to go through."

Another factor is the dramatically increased performance of the new Corvette's automatic, which, for the first time in the car's history, is a dual-clutch unit. The launch-control functionality and far quicker shifts of this new eight-speed would easily outperform that of a manual-equipped car; Chevy claims that the C8 will be capable of hitting 60 mph in under three seconds when equipped with the Z51 performance package, a dramatic improvement of about a full second.

(from Yahoo News on the internet)

## Crash The 2019 Corvette Caravan

**F**eeling left-out because you are not able to go to Bowling Green, Kentucky with the **2019 Corvette Caravan** for the **25<sup>th</sup> Anniversary of the National Corvette Museum!** Wish you could but ...? Wait...You can still be a part of the Caravan —Come on! Get in your vette and just **“CRASH the CARAVAN”** at one of the opportunities below:

WE WOULD LIKE TO KNOW when you plan to join and depart the caravan. So please get the following information to your Local Oklahoma Coordinator's – **Becky and Pete Pritchett at [p.pritchett@sbcglobal.net](mailto:p.pritchett@sbcglobal.net)–or text/call–405-789-3969.**

WE NEED:Your Name(s), Corvette Generation & Color, phone & email, and your **JOIN** and **DEPART caravan** locations. Looking forward to your **“Crashing the Caravan”**– Keep the **WAVE** going!



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## Help Me Find The History Of This 1966 Corvette

**H**elp! Looking for pre-1976 info on my 1966 Corvette convertible VIN # 194676S107216. Nassau Blue with bright blue interior. 2 tops. 427/390hp with factory air- conditioning. Sold from a car lot in Lawton, Oklahoma, after a “front ender” about 1976. Car first titled in Oklahoma about 1972? Evidence owner was military. Stationed at Ft. Sill in Lawton? Or maybe Tinker or Vance AFB near OKC? Car had an “OU” sticker on the rear window. University of Oklahoma in Norman or Ohio University in Athens? Factory delivered to Queen City Chevrolet (closed) in Cincinnati, Ohio December, 1965. Possibly driven by Nick and Maryanne Helmi (owners of Queen City Chevrolet) then sold as a demo or new? Member Oklahoma Chapter. NCRS #24893

Mike Browning 410-924-6584 [vettespaz@yahoo.com](mailto:vettespaz@yahoo.com)

## Corvette Classified

**Want to buy, Needed, Wish I had,** all for a '61 under construction. New is fine, good used may be fine. What you got for this '61. It's going to be red/white coves and red interior.

'61 Radio, OEM or aftermarket. It would be good if it worked, Red steering wheel, All of the wiring harnesses, All the exhaust system, Dash pad, Carpet, Windshield glass, All weather striping, Two of the 4 tail lights, Trunk mat.

Call Scott Pfuehler 918 / 437-5292

**For Sale:** Four mid-year tail light lenses, never been on a car and one turn signal lens GM restoration parts \$100.00 and a '68 complete Corvette motor needs rebuilt \$500.00  
Call Phil Bordwine 918 / 697-0435

**For Sale:** 4 Firestone 7:75x15 WSW Tires Mounted once & still got the treads, These are DOT tires, \$180 each retail, but that's not your price. Let's deal.

Call Scott 918 / 437-5292

**Want to Buy:** 1962 Corvette Hubcaps, 2 or 4

Call Scott 918 / 437-5292

**Free to a NCRS member with a C5.**

First come, first serve. Rubber and carpeted beige floor mats from my 1998 and 2004 C5's. Just found them in a box in the workshop. Nice shape. I will bring them to the next meeting.  
Pat Cavanagh  
Text me at 918-884-8868.



**For Sale:** My Collection of die cast cars in original boxes - mostly Corvettes. I have original boxes. Also have Corvette model kits.

Larry Mills 918 645-6203 Contact me for a complete list.

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

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

## Upcoming Events

- Aug 3 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK  
Aug 10 NCRS Ice Cream Social - At the home of Michael and Jill Young  
Aug 20 Attitude Adjustment Night - Rib Crib - 8040 S. Yale Ave. - Tulsa, Oklahoma  
Aug 22-25 Corvette Carlisle - Carlisle fairgrounds - Carlisle, Pennsylvania  
Sept 7 Oklahoma Chapter Breakfast Meeting - Ollie's Station Restaurant - 4070 Southwest Blvd - Tulsa, OK

### 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 and/or Don Partridge of any e-mail address changes. This also applies phone numbers and new mailing addresses.

**The Corvette Restorer and the NCRS Driveline are NOT forwarded. Update ALL of your NCRS contact details at:**

<http://www.ncrs.org/forums/register/change-address.php>

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



Thanks to Russ Grimm and Bonney Clark for their contributions to this *Sidepipe* issue.

Thanks also go to Neal Kennedy, David Clark and Mike Smith for their 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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## OKLAHOMA CHAPTER SUMMER INDOOR JUDGING MEET

Saturday, August 17, 2019

All NCRS members are invited to attend and participate. Judging meet is at Alan Browns facility 346 W. 33rd Street Emond, Ok. **Behind** Tower Crossing business park. **Cost is \$45.00 w/lunch for judging entry**

All other participants, judges, and tabulators registration will be **\$10.00** which includes lunch

Event chairman: Russ Grimm 918-230-9073 or Email: [russg@heatwavesupply.com](mailto:russg@heatwavesupply.com)

Mail: Russ Grimm 7267 East 111<sup>th</sup> place S. Bixby, OK 74008

OKC co-chair: Gene Holtz 405-317-3919 or Email: blue [65184@aol.com](mailto:65184@aol.com)

Event Schedule Saturday 9:00 Open Registration/ Judges/Owners Meeting

9:15 Judging Seminar

10:00 Judging begins

12:00 -12:30 Lunch

2:00 finish Judging and tabulation

3:00-4:00 — Wrap up and presentations

Name \_\_\_\_\_ NCRS# \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Email \_\_\_\_\_

Judging preference \_\_\_\_\_ or \_\_\_\_\_

Judged car:

Year \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_ HP \_\_\_\_\_ Vin# \_\_\_\_\_

Auto Insured with \_\_\_\_\_

Policy# \_\_\_\_\_

Expiration date \_\_\_\_\_ I agree to insure my vehicle(s) and property against loss, damage and liability and to provide proof of such to NCRS at registration. No **exceptions**. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, agent's employees and chapters for any acts or omissions that may result in the theft, damage or destruction of my property or injury to me or others during or as a consequence of this event.

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

\_\_\_\_\_