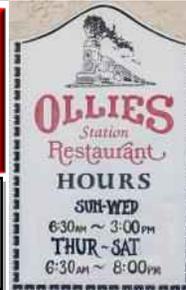


## MONTHLY MEETING — 1ST SATURDAY MONTHLY

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 2023 Chapter Dues are due in January 2023. You Can bring them to the December meeting or mail them to the chapter.



**December  
2022  
Newsletter**

## BOARD MEMBER'S REPORT

**President's Comments**—Our next meeting is **Saturday, December 3rd, 2022** at our usual place. See Christmas article on page 2.

***Officer elections at the December breakfast meeting!!!!***

**NCRS Oklahoma Chapter President**  
**Bud Jessee (NCRS #55611)**

**Membership Chairman's Comments**—Our current membership roster sits at 75 members with 14 *of those having paid their 2023 dues*. We are currently at a 19% renewal rate. I will be accepting your 2023 dues at the December and January 2023 meetings or by mail.

**NCRS Oklahoma Chapter Membership Chairman**  
**Michael Aichele (NCRS #11685)**

### Judging Chairman's Comments

You never know when interesting information will come your way. I got a call from a friend clearing out some old manuals and paperwork and in the box were some Chevrolet Service News from the 1960's. They cover all Chevrolet lines, but I will only be covering the Corvette information in the months to come. This article from June, 1968 is about towing a 1968 Corvette when using a conventional sling type pick-up.

Things sure have changed over the years with modern car haulers, can you imagine if a wrecker driver came to tow your prize Corvette home after it quit running on a nice fall afternoon drive and they wired a 2 inch x 4 inch x 36 inch board securely to the rear bumper vertical bars as in figure 2 as to not damage the body. Sure seems like damage waiting to happen to me.

Enjoy the article and I will have more new information from the late 60's next month.

**NCRS Oklahoma Chapter Judging Chairman**  
**Gene Holtz (NCRS #10606)**  
email [blue65L84@aol.com](mailto:blue65L84@aol.com) text or phone 405-317-3919

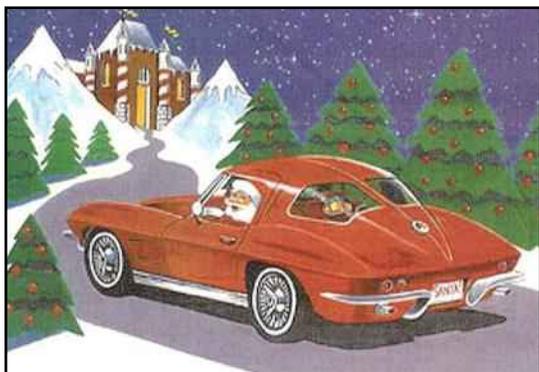
**Treasurer's Comments:** We still got money in the bank!

**NCRS Oklahoma Chapter Treasurer**  
**Scott Pfuehler (NCRS #20940)**

## INSIDE THIS ISSUE

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## Twas the Night Before Christmas—Corvette Style *(By Keith Cornett—12/24/2018)*



*Image Credit: National Corvette Owners Association*

Since the founding of *CorvetteBlogger* in 2005, it has been our tradition every Christmas Eve to share this special take on the classic Christmas poem "The Night Before Christmas" as re-imagined by a Corvette enthusiast.

Merry Christmas to all and special Christmas wishes to the men and women serving our country in the Armed Forces both at home and abroad. God Bless you all!

### Twas the Night Before Christmas - Corvette Style

'Twas the night before Christmas and out in the garage,  
There wasn't a trace of a Honda, Toyota, or Dodge.  
The presents were wrapped and the lights were all lit,  
So I figured I'd mess with my classic Corvette for a bit.

I popped the release and lifted the hood,  
When a deep voice behind me said "looks pretty good."  
Well, as you can imagine, I turned mighty quick,  
And there, by the workbench, stood good of Saint Nick!

We stood there a bit, not too sure what to say,  
Then he said "don't suppose that you'd trade for my sleigh?"  
"No way, Santa" I said with a grin,  
"But if you've got the time we can go for a spin!"

His round little mouth, all tied up like a bow,  
Turned into a smile and he said "Sure! Let's go!!"  
So as not to disturb all the neighbors' retreat,  
We quietly pushed the Vette out to the street,

Then, taking our places to coast down the hill,  
I turned on the key and I let the clutch spill.  
The sound that erupted took him quite by surprise,  
But he liked it a lot, by the look in his eyes.

With tires a' screaming and side pipes aglow,  
We headed on out to where the hot rodders go.  
And Santa's grin widened, approaching his ears,  
With every shift up as I banged through the gears.

Then he yelled "can't recall when I've felt so alive!"  
So I backed off the gas and asked Santa if he wanted to drive.  
Ol Santa was stunned when I gave him the keys,  
When he walked past the headlights he shook at the knees!

The Corvette exploded with side exhaust sound!  
And when Santa let out the clutch and the tires shook the ground!  
Power shift into second, again into third!  
I sat there just watching, at loss for a word,

Then I heard him exclaim as we blasted from sight,  
"Merry Christmas to all, it's one hell of a night!!!"



## Oklahoma Chapter NCRS, Inc.



# Christmas Party

**Saturday, December 10, 2022 @ 6:30 p.m.**

Mike and Nancy Phillips have again graciously agreed to host the Oklahoma Chapter Christmas Party at their home, 11721 S. Canton, Tulsa, 74137, in the Hunters Hills addition. The easiest way to their house is off East 121st. Canton is the second street east of Yale on the north side of 121st S.

It's a gated community and the gate should be open. If not, press the KEY button (*looks like an old key*) and then enter 041777 on the keypad and the gate will open. If you have trouble, just enter 041 on the keypad and their home phone will be dialed to open the gate. Their home is about the twelfth house on the right (*east side of the street*). The phone number is (918) 299-2562.

The party will begin at 6:30 p.m. with dinner. The Chapter will supply BBQ and soft drinks. Please bring potluck sides or a dessert. So, mark your calendars now for Saturday, December 10, 2022.

Plans are to have a gift exchange or "Dirty Santa" gift game, so bring a gift or two to participate in this fun game. Please limit your expense to \$10 per gift. If you would like, please bring an unwrapped toy that will be donated to the Marine's Toys for Tots campaign. Toys for Tots distributes toys to needy children across the Tulsa area. There will be a sign-up sheet at our breakfast meeting on Saturday, December 3, 2022.



## 1968 Corvette Towing

The purpose of this article is to supplement the coverage appearing on page 14 of the 1968 Corvette Owner's Manual concerning the towing of 1968 Corvettes. This article covers recommended towing procedures when using a conventional sling type pick-up.

### Towing with Rear End Raised (Figure 1 & 2)

Secure steering wheel to maintain a straight ahead position. Connect standard chain hook ends around torque control arms just outboard of shock mounting bracket. Wire a 2 inch x 4 inch x 38

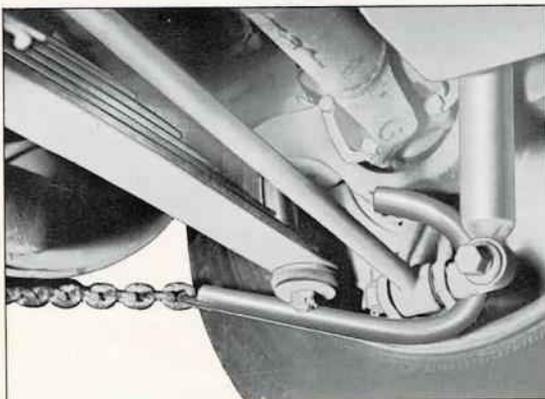


Fig. 1—Connect Hooks Outboard of Shock Bracket

inch board securely to the rear bumper vertical bars as shown. Attach chains to lower lifting sling bar so that bar is underneath and just forward of rear valance panel. Slings should be adjusted on upper and lower sling bars so that they bear on bumper vertical bars.

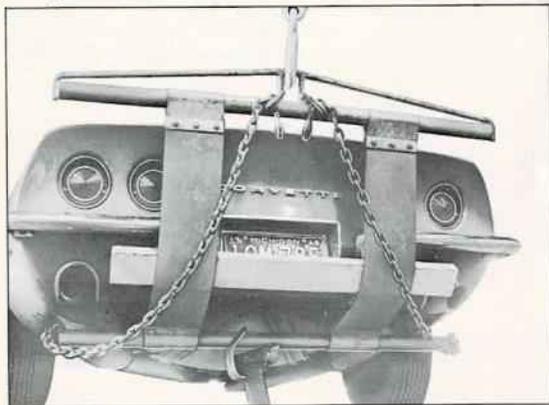


Fig. 2—Attach Sling Assembly as Shown

### Towing with Front End Raised (Figure 3 & 4)

The vehicle may be towed on its rear wheels with the selector lever in "N" (Neutral) position at speeds of 35 mph or less under most conditions. The drive shaft must be disconnected if:

1. Tow speeds in excess of 35 mph are necessary.



Fig. 3—Place Hooks through Lower Control Arms

2. Car must be towed for extended distances (over 50 miles).
3. Transmission is not operating properly.

Connect standard chain hook ends around opening in front lower control arm near front inner bushing. The chain should be attached to the lower lifting sling bar so that it rests against the front bumper vertical bars.



Fig. 4—Rest Lower Sling Bar Against Bumper Vertical Bars

**IMPORTANT:** Due to the body overhang on the 1968 Corvette, it is recommended that the front or rear wheel be raised no more than three inches off the ground during towing, unless dollies are used. A height of 3" should provide the needed clearance for any road irregularities while still maintaining the needed clearance between the lowest portion of the body overhang and the ground.

## Powerglide Downshift Timing Valve Height Dimension

Revise the Powerglide Downshift Timing Valve height dimension given in Step 2 of the Front Pump Assembly procedure appearing on page 7-45 of the 1968 Passenger Car Chassis Overhaul Manual from 7/32" to 17/32". This dimension is correctly depicted in the Truck Overhaul Manual.

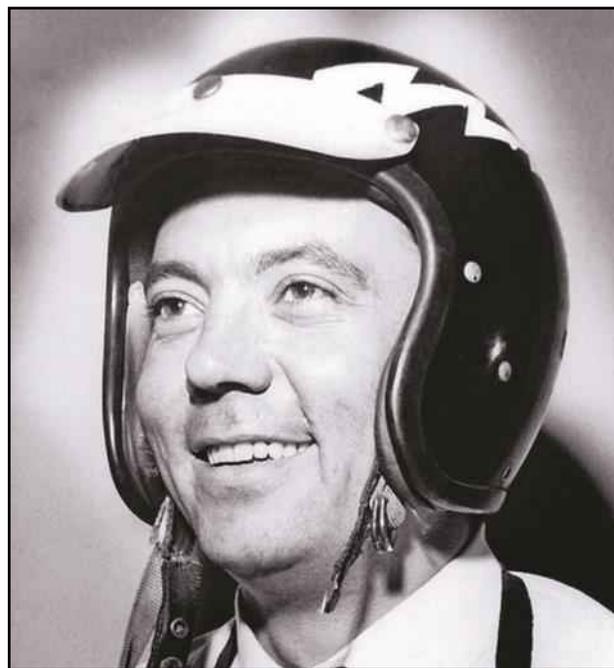
## JUST FOR THE FUN OF IT—Story & Photos By Richard Prince (November 12, 2015)

Provided by Verle Randolph (NCRS # 14764)

*Delmo Johnson worked hard and played even harder, yielding a life of adventure, accomplishment and, above all, joy.*



*Johnson competes in—and wins—his first race, at Eagle Mountain National Guard base in Fort Worth*



*Texas, in early 1959. Open-faced helmet was the height of safety technology in the early days of Corvette racing.*

Delmo Johnson was a saint, a sinner and a beautiful, devilish, rascal of a man who crammed 10 lifetimes' worth of fun, adventure, accomplishment and trouble into his 82 years. Whether it was racing cars, flying airplanes, running businesses, chasing women, riding motorcycles or doing any one of a hundred other things, Johnson was all in.

He inherited his energy and enthusiasm from his father, Delmo Johnson Sr., an entrepreneur, outdoorsman and world traveler whose foray into the automobile business set the stage for his son's lifelong love affair with racing and all manner of fast machinery. In 1924 the elder Johnson went to Ford seeking a franchise, but none was available in the central-eastern part of Texas. "So he walked across the hall to Chevrolet," Delmo Jr. told this author in a lengthy 1998 interview, "and they said he could have a dealership and they would put him in that afternoon." The dealership was located about 35 miles south of Dallas in the small town of Ennis, a railroad hub and cotton-producing center populated primarily by refugees from the war-ravaged Confederate South.

After the Great Depression began in 1929, it became increasingly difficult to sustain the dealership in Ennis, which had a population of only 7,000. That's when Delmo Sr. relocated to Marshall, which had been a governmental center for the Republic of Texas in the mid-19th century, a major Confederate city during the Civil War and then a large railroad hub after the war. Though not huge, its population of 17,000 held out more promise, and Delmo Sr. built a larger dealership than the one he left behind.

It was in Marshall, on February 7, 1933, that Delmo Jr. was born. Three years later, with the Chevy store doing relatively well despite difficult times, the family again moved to a larger city in search of greater opportunity. They went to Dallas, which had a population of some 275,000 people.

The dealership flourished, and the younger Johnson went to work there when he was just 12 years old. He took a full-time position there after graduation from North Texas University, but just four months later received a draft notice. After a stint in the Army, Johnson was discharged on November 7, 1957, and the next day took over the day-to-day operations of Johnson Chevrolet.

To the casual observer, Johnson looked like he was settled into a sedate life centered on career and family, but nothing could be further from reality. He had married his high school sweetheart in 1951 and they had a son together, but Johnson's wild nature wasn't compatible with marriage. "I was married until 1960 or 1961, and in 1962 I married another girl. I was married to her for seven years and then got a divorce and was married to my third wife for five years. I got [another] divorce in 1974 or 1975 and have not been married since."



*Johnson (shown) and frequent co-driver Dave Morgan were a force to be reckoned with at Sebring*

(Continued on page 6)

*(Continued from page 5)*

Though Johnson's personal life was in almost constant turmoil, he devoted himself to Johnson Chevrolet, building it into the largest Chevy dealership in Texas. Perhaps predictably he was drawn to Corvettes, but surprisingly he initially had no interest of racing them. That changed rather suddenly in 1958, as Johnson explained:

"I bought a 1959 Corvette with no intention of racing it. At that time Jim Hall and Carroll Shelby had a sports-car showroom on Yale Boulevard in North Dallas. There was a Playboy Club above the store and a lot of racers went there. One night I walked in and a bunch of guys were grinning from ear to ear. I said, 'Judging from the grins every one of you must have gotten laid today!' They said nobody had gotten laid—they had all just gotten back from a race. So I said, 'If racing is that much fun, I ought to be doing it!' I started racing January 1, 1959 at Frost Bite in Fort Worth and continuously raced until April 1965."

At his very first race, Johnson's raw talent brought him a class victory in his '59 Corvette. He found racing addictive, and winning made it all the more intoxicating. "I raced to go fast and to win—I never expected to finish Second. At the same time, if it wasn't fun I'd have quit. And it was always fun. Hell, if I'd have had any more fun, I wouldn't have been able to stand it!



*Scoring multiple podium finishes in a variety of Corvettes.*

"I won a lot of races in '59. We ran 15 or 16 races that year—including El Paso, which was a road course—Corpus [Christi], Shreveport, Mansfield [and] Frost Bite, which were all airport courses...three to five miles long. Out of those 15 or 16 races, I won 13 or 14."

Johnson took his racing very seriously, or at least as seriously as he took anything else in life, but he was always there to have fun, and for him part of the fun was annoying anyone who took the sport too seriously. "I met Dave Morgan and Hap Sharp at Frost Bite in 1959. Dave and I became friends at that first race, and we've been friends ever since. We very often drove together, and we were too relaxed, or maybe too confident, for some people. I turned my '59 Corvette into a pure racecar, but I left the heater and radio in it. I would sit on the grid with the radio turned up, listening to music. The local bunch decided Dave and I were getting factory help because we usually won. The locals thought they couldn't compete, so we started driving the racecar to the races instead of trailering it, just to rub it in their faces. We [did] that for one whole year! We brought a screwdriver, a pair of pliers, two quarts of oil and a case of beer. That would really piss them off."

Johnson continued racing his '59 Corvette in 1960, including his first entry at Sebring. He and Morgan co-drove there, finishing Third in class and 35th overall. "Dave and I finished every Sebring we drove together, and in most cases we finished pretty good. We only had one real engine problem, and that was in 1960. We had to put two new pistons in the car in the middle of the race."



*Though best known for his racing exploits in various early Corvettes—Jaguar XKSS*

In 1960 Johnson bought another racecar, a Jaguar XKSS, produced from a D-Type in the company's Experimental Department. It was initially sold to Bob Stonedale, who converted it to Chevrolet V-8 power after blowing up the Jag engine. Johnson bought it from Stonedale and ran it at various races in 1960.

"It didn't look too good for the Chevrolet dealer to be driving a Jaguar, but at least it had a Chevrolet engine. I bought it because it was a good racecar, and I raced it all over the country along with the Corvette. I'd race the Jag as a C-Modified and the Corvette in a production class. I also frequently raced a Formula Junior in the same time frame. I had a little Elva, the car Jim Hall won Sebring with in the first Junior race in 1960 or '61."

At Sebring in 1961, Johnson and Morgan drove a new Corvette to First in class and 11th overall, their best finish together at the 12-hour classic. In addition to Sebring, Johnson raced at every available opportunity that season. "Most of the time, including 1961, I ran 50 weekends a year. Normally, I'd run the Corvette as a production car, the XKSS as a modified and one or two other cars as well. I ran one season in a Renault Dauphine for Snuffy Smith Motors. We ran the 12 Hours of Marlboro in the Renault, and it was a pretty fast little car. I also ran one of the Purple People Eater [Mini Coopers] for Overseas Motors a few times."



*The thrice-married Johnson was irresistible to the fairer sex. Ever the wag!*

*(Continued on page 7)*

*(Continued from page 6)*

In 1962 Johnson again raced 50 weekends out of the year. “If somebody had put an event together for Christmas and Easter, I would have raced those too.” To a victory list that already numbered in the hundreds, he added another SCCA Southeast Division title at season’s end.

At Sebring in 1963 he and Morgan drove a new ’63 Z06 to 16th overall and Second in class behind the Phil Hill/Lew Spencer/Ken Miles Cobra. “We’d have done considerably better if we had brakes. Zora gave us some experimental brake shoes that only lasted two hours. By the end of the 12 hours, we wore right through the shoes and only had a little ‘T’ bar left. I told Zora we had no brakes, and he said, ‘You have brakes, you’re just not pushing hard enough on the pedal!’ Ten hours without brakes is a long time.”

In 1964 Johnson continued racing his Corvette as well as various other cars. “I drove quite a bit for John Mecom in 1964 and ’65. I drove his DeTomaso...it had an Alfa engine and it was a good little car. In addition I drove a Formula Junior for Mecom, and once in a while I’d drive his Indy car in a sports-car race just for fun. I also drove his Grand Sport Corvette, which we called the ‘Lightweight.’” Johnson subsequently purchased his own GS. “At first I wasn’t really interested in the Grand Sport. I had driven Mecom’s and it was a very fast car in a straight line, but overall they were pretty shitty cars. It wouldn’t steer, stop or turn. It was really better suited to a drag strip. It was a 200-mph car, but by 160 mph it was already unpredictable as to where it was going to go.

brute force to make the 1,900-pound car literally fly. It was faster than anything else in the race on Sebring’s straights, including the Ferrari 275Ps that finished One-Two and the 330P that turned the fastest race lap, but handling difficulties and mechanical woes yielded a poor finish.

Later in 1964 Johnson did a different kind of racing with the GS. “There was a guy named Jack Ferrill. He owned a Chevrolet dealership, and he had an AHRA champion Corvette. He was the fast guy, and he challenged the Grand Sport to a drag race over at Green Valley. The Grand Sport was not set up for drag racing, and I was not a drag racer, but I still managed to wax his ass five times. His driver, a guy by the name of Phil Mote, drove the first three races, [after which] Jack said, ‘Get out of the car and let me show you how to beat him.’ His car beat me off the line, and I didn’t get rolling until halfway down the track. My car had 3.55:1 gears and by halfway I had a head of steam, and by the end it was not even close. I waxed Jack’s ass too.”

In November of ’64 Johnson brought his GS to Mexico for a revival of the legendary Carrera Pan Americana. Why take a grossly overpowered and increasingly outdated car that could not stop or handle very well to a foreign land for one of the most treacherous races ever conceived? “Because it was the best race in the world. If they ever have another real race in Mexico, I would go there and run it again. I never had more fun in my life. I just took off across the country on a great adventure.”

The tone of the event is aptly conveyed by Johnson’s recollection of the Mexican president’s pre-race address to competitors. “The president of Mexico said, ‘Here’s the deal: I’ve got 3,500 Mexican soldiers guarding the road from here to Acapulco. For 30 days we’ve been telling everybody we are going to have the



*Johnson flips the bird at a photographer at Sebring in ’64. He described the Grand Sport shown here as being “better suited to a drag strip,”*

“Grady [Davis, vice president of Gulf Oil] had one and he got pretty disenchanted with it. Dick Thompson drove the thing for Grady, and Dick hated it. So one day Zora called me and asked if I wanted Grady’s Grand Sport. I said, ‘Send that f\*\*ker down here!’ Grady actually still had the car at that point, and he put it on an airplane that brought it down. But I actually bought the car from GM, which is kind of amusing because GM was afraid of lawsuits and they never claimed to own anything. I paid \$4,000 for it, and Chevrolet figured it cost about \$86,000 to make the car. You can’t beat that!”

Johnson and Morgan co-drove the GS at Sebring in 1964. Its 377-ci V-8 produced more than 500 horsepower, which was enough

high-speed races, so there is not supposed to be anybody on the street. But if anybody walks out in front of you and you have to go ahead and hit them, it’s OK. If you kill ‘em and your car is still running, you’d better get going because their family will probably kill you.’ He was serious.”

After the contest began, Johnson sped along at a race-leading pace until differential failure struck 12 miles inside of Vera Cruz. “An oil line broke, and the rear end welded itself together. I was going about 150 mph when it quit and left two long, black skid marks. I pulled to the side of the road and hitchhiked into town. Two hours later I was sitting in a bar drinking, and my mechanic

*(Continued on page 8)*

(Continued from page 7)



*In November of '64 Johnson brought his GS to Mexico for a revival of the legendary Carrera Pan Americana.*

walked in and said, 'I sent someone after the car, I've got a rear end coming from Mexico City and I've rented a place to work on it tonight.' I said, 'How did you know where I was?' and he said, 'Simple: This is the first bar within the city limits.'



*When the grueling contest was over, Johnson crossed the finish line in Second overall behind a NASCAR Dodge.*

When the grueling contest was over, Johnson crossed the finish line in Second overall behind a NASCAR Dodge. "I could have probably won the race, but we had no idea where we stood until the end, when we learned we were less than 50 minutes behind the winner."

When the Carrera was finished, so was Johnson's GS. "I sold it after that adventure because it was wore smooth out—it was absolutely done. Fuel could be hard to come by, so I carried 55 gallons in the car. At every stop I poured a can of pop into the tank with an octane booster I got from Garland Chemical. Fifty-five gallons of gas can be pretty heavy, and at 190 mph when I hit bumps, I hit them hard. I knocked the shocks off and actually wore the frame clear through from scraping on the ground. It was a tired, old bird at the end of that race."

At Sebring in 1965 Johnson and Morgan co-drove Alan Sevadjian's GS in horrendous rain. "It always rained at Sebring, but that was the year it really rained. We were lapping consistently about every three minutes and 15 or 16 seconds, [but] when the first drop of rain hit it took 12 minutes for the first

car to come around. The track had six to eight inches of water in one corner and the pits had 10 inches. I pulled into the pits, got out of the car and tripped over a floor jack I couldn't see because it was underwater. At the end of the race I was wet, tired, hungry and freezing to death. I said to David, 'My father raised a smarter son than this. I stop as of right now.'



*After stepping way from racing in the mid 1960s*

That was it for Johnson—almost. A few weeks later he went to Green Valley in Smithfield, Texas, to watch a race, with no intention of driving, but that changed at the sight of Sevadjian's GS—the same car Johnson and Morgan drove at Sebring—being poorly driven. "Alan's father was driving the car, and I watched him [during] the first race. It was such a miserable ride he was giving the car, I came down from the stands, borrowed his helmet and driving suit, and drove the last race. I lapped the Second Place car, came back in, gave the equipment back and didn't go to another race for more than 20 years."

After he stopped racing Johnson got more involved with another of his passions, flying. He had begun flying in 1948 but started participating in aerobatics competitions all over the country after he quit racing. He also regularly performed at air shows and even did a stint with the U.S. Postal Service, flying airmail "just for fun."

Johnson also got heavily involved with competitive shooting after he stopped racing. As with everything else, he did this purely for the joy it brought. "I shot 25,000 rounds in competition and probably another 25,000 in practice."



*Johnson, stayed busy indulging his many other passions. These included flying!*

(Continued on page 9)

*(Continued from page 8)*

All the while Johnson continued to run his Chevrolet dealership until it closed in 1980. After that he continued to run the other businesses he owned, which included an insurance agency and a cold storage facility. More than anything else, however, he continued living life to its fullest, flying airplanes, piloting boats, chasing women, reading obsessively, caring for his many cats, building things and holding court daily with an incredibly wide variety of friends in his airplane hangar.

It was in that hangar, on May 14, 2015, amidst his planes, cars, machine tools, antique barber chairs, trophies, books, toys and countless other reminders of a life well lived that Delmo Johnson passed away. The world lost a great, larger-than-life character, and everyone who knew him, including me, lost a beloved friend.



*Boating and simply entertaining friends in his Dallas airplane hangar.*

## UPCOMING EVENTS

### OKLAHOMA NCRS CHAPTER EVENTS:

- December 3rd—NCRS monthly breakfast—Tulsa (See Front Page)
- **December 3rd—NCRS officer elections**
- December 10th—NCRS Christmas Party (See page 3 for more info)
- December 27th—NCRS monthly dinner—OKC (See comments below)
- January 12th—NCRS monthly dinner—Tulsa (See comments below)

### NCRS NATIONAL EVENTS:

- March 23-25, 2023 - NCRS Regional Tucson, AZ
- September 7-11, 2025 - NCRS National, South Pointe Casino, Las Vegas, NV

### 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)

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### 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)

- November 24th-26th, 2022—Larry Maples Double Stuffings Thanksgiving Bracket Race

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

- Every Tuesday Cruise Night, Jason's Deli, 8321 East 61st Street, Tulsa, OK 4:00 PM-Sunset (March 15 – Oct)
- Last Saturday each month, Cars and Coffee, Stillwater OK, 3100 N Husband St, Stillwater 8:30AM-12:00PM

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 @ [mjikelee@gmail.com](mailto:mjikelee@gmail.com).

## TULSA HAPPENINGS (PLEASE RSVP)

### LADY'S AND THE OTHER HALF DINNER TULSA—See you next year!

We had a lot of fun getting together in 2022. Thank you Nancy Phillips for all your hard work in 2022. We are looking forward to getting together again in January 2023.

Plan on joining us in 2023!!!!!!!

## OKLAHOMA CITY HAPPENINGS

**ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY**—Tuesday December 27nd will be this months Attitude Adjustment Night at RUDY'S "Country Store" and Bar-B-Q located at 3437 W Memorial Dr. Oklahoma City, OK. Arrival time is 5:30 with dinner at 6:00. Hope to see you there.

### OKLAHOMA CHAPTER

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>



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

*For sale or a service you can provide Chapter Members? eMail me and I'll put it in the newsletter! - [mjikelee@gmail.com](mailto:mjikelee@gmail.com)*

**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” and “Rotisserie” 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](#).

**WANTED**—1964 convertible L&R wing window units—the whole kit and kaboodle. Tommy Johnston (918) 446-0416.

**FOR SALE**—1982 Corvette Parts and Papers

4 Goodyear Eagle GT tires, P255 / 60 R 15 tires, removed in 05 from a 6,182 mile Collector edition. Stored inside and perfect for flight judging only. Code on back of tire. MKUT F20122 (*12th week of 1982 if I am reading properly, no info found in judging guide*) \$250.00 each. Kelsey Reproductions are \$515.00 each.

Center gauge and radio bezel, Collector Edition w/clock in radio. \$100.00. Corvette central \$132.60

Glove box black plastic tape racks (1 pair) \$20.00

2 1982 sales brochure \$10.00 each

2 1982 Collector Edition owner manuals \$50.00 each

2 ETR Sound System, Radio Owner's Manual \$25.00 each

Goodyear Tire warranty book \$20.00

1982 GM Maintenance Schedule \$20.00

**FREE TO OWNER OF CAR VIN.** # 1G1AY0781C5105588, 1982 COLLECTOR EDITION Warranty Information book. Sold new at Steve Burke Chevrolet 807 N. Broadway OKC

If interested contact me and we can make a deal on all or part of list. I can deliver to Tulsa and Wichita Club Meetings. [Gene Holtz 405-317-3919](#) [blue65184@aol.com](mailto:blue65184@aol.com)

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

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# CHAPTER MEMBERSHIP APPLICATION

**OKLAHOMA CHAPTER NCRS, INC.**

## MEMBERSHIP APPLICATION



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### 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  
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