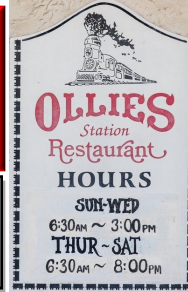


## MONTHLY MEETING — 1ST SATURDAY MONTHLY

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 9)



**February  
2022  
Newsletter**

## BOARD MEMBER'S REPORT

**President's Comments**—Our next meeting is **Saturday, February 4th, 2022** at our usual place.

With our upcoming judging meet in April, I thought it would be fun to see how others in different regions approach the day of judgement. Included in the newsletter this month is an article on how Steve Burns from the Michigan Chapter viewed the judging proceedings for his 72 coupe.

See you Saturday for another educational and informative meeting.

**NCRS OK Chapter President**  
**Bud Jessee (55611)**

**Membership Chairman's Comments**—Our current membership roster sits at **96** members with only 51 *of those having paid their 2022 dues*. We are currently at a 53% renewal rate. I will be accepting your 2022 dues at the next meeting or by mail.

**Welcome new members: Butch Holtgrieve from Edmond, OK; Alan Brown from Edmond, OK.**

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

**Judging Chairman's Comments**—The Oklahoma Chapter Spring Judging Meet is set for Friday April 22nd and Saturday April 23rd at 8515 East Skelly Drive Tulsa Oklahoma. The online registration starts on Monday February 7th ends March 22nd on the NCRS website under coming events. After that date only judges will be accepted. Car entrants will be contacted for registration information and payment, all others will need to pay for meals the day of event, as we do not have an electronic payment option at this time. I need a head count for the Friday night BBQ Dinner no later than the club meeting on April the 2nd.

Here is a proposed schedule of events and approximate times to allow travel time for entrants coming from out of town, and this can make it a 5-point weekend if you judge both days. We have a Courtesy Room Block with the Renaissance Tulsa Hotel & Convention Center located at 6808 South 107th East Avenue Tulsa Oklahoma 74133. The rate is \$127.00 + taxes and fees. (It is a short 7.9-mile drive on 64 / 169 ( Mingo Valley Expressway ) to I- 44 (Skelly Drive) Phone 1 918-307-2600 or 1-800-264-0165. I

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- 6 Up Coming Events
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## CELEBRATION OF LIFE for Robert L. (Bod) Clark 02/11/1943—08/24/2021

February 11, 2022 at 1:00 PM

Harvard Avenue Christian Church, 5502 S Harvard Ave, Tulsa, Oklahoma. **(ALL ARE WELCOME)**

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

(Continued from page 1)

also have an email link I will send to our out-of-town entrants.

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

11:00 am	Judged cars placed outside to allow for a cold start cool down
1:00 pm	Registration and check in followed by Judges and owners meeting
1:30 pm	Flight Judging Operations outside and stage cars inside
2:30 - 4:30 pm	Flight Judging, at least 1 section
4:30 - 5:30 pm	Judging School / Seminar
6:00 - 7:30 pm	Catered BBQ Dinner <i>(The dinner will be an Oklahoma Chapter event with all Chapter Members, wife's and prospective members invited to attend.)</i>

### **Saturday the 23rd**

8:00 am	Registration with Doughnuts & drinks
8:30 - 9:30 am	Judging School
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

Thanks to Dominic White, we will be using 8515 East Skelly Drive for the Judging location.

Scott Pfuehler will be helping to get the event floor ready and with inside placement of cars.

The Judged Cars need to be limited to 4 to allow for a thorough inspection. I have 2 spots available currently, so contact me ASAP if you want a spot.

### **NCRS Oklahoma Chapter Judging Chairman**

**Gene Holtz (10606)**

email [blue65184@aol.com](mailto:blue65184@aol.com) text or phone 405-317-3919

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

### **NCRS Oklahoma Chapter Treasurer**

**Scott Pfuehler (20940)**

## **My Day at a NCRS Judging Meet**

*Story by Steve Burns—June 13, 2012*

*Steve Burns is the self-appointed Chief of Operations at CorvetteBlogger's Motor City Bureau. He is a lifelong Corvette enthusiast and has owned 4 Corvettes (so far). He is a NCRS member and judge and attends all the major Corvette shows each year.*

On June 1st and 2nd the Michigan Chapter of the NCRS hosted its annual chapter judging meet. I and about 15 other Corvette owners subjected our cars to the rigorous inspection of the NCRS judges. Over the course of judging day 5 teams of 2 judges each descended upon our Corvettes measuring their accuracy compared to their as-new condition.

The NCRS evaluates cars based on historical accuracy. That is, how closely do they resemble a new Corvette as delivered to its original owner? In a nutshell, each car starts off with 4,500 points. Points are then deducted based on originality (how closely the specific part resembles the factory original?) and condition (how has the part been restored or



preserved?). Once the dust settles and scores are tabulated, cars scoring 94% or higher receive the Top Flight Award. You can read more about the NCRS, its scoring system and various awards on the NCRS website.

Some liken the judging process to visiting the dentist or experiencing a full cavity search by the TSA. Others say it's fun and very informative. There are lobbyists for both schools of thought. I tend to think of it as a little of both.

Ok, now it's onto my day which began with the 8am Owner's Meeting. The judging chairman walked us through the events of the day ahead, the judging system, explained the

(Continued on page 3)

*(Continued from page 2)*

appeals process if you disagree with the judges, and reminded everyone to just have fun and enjoy some really nice Corvettes.

About 8:30am the chassis team showed up as my first visitors of the day. This was the section I was fretting the most as my 1972 coupe was undercoated at some point in its 40 years of life. Most of the original finishes are now covered in a black asphalt-ish paint-like substance not of earthly origin. Surprisingly, this section went better than expected and the only unexpected event came when one of the judges rolled out from underneath the car and handed me a fastener asking if I was looking for it. Urn, no. they should all still be attached to the car...

A little over an hour or so later the exterior team arrived. Again this was better than expected and I learned that my car did indeed have lacquer paint reapplied to it when it was repainted in 1987. I suspected it was lacquer when I bought it, but had since changed my mind. Now I'll change my mind back again.

About 11am the mechanical team, who would scrutinize the engine and under hood areas, approached. No real surprises here either and again one of the judges did hand me another random fastener from inside the car. Who's leaving these things in there?

The interior team made the penultimate inspection of the day beginning around 1pm. I knew this section would score well since the interior is still largely original and in great shape.

Finally about 2:30pm the operations team stopped by to subject my car to the ultimate annual doctor's physical. This section of the judging process is where points evaporate the fastest. Items either



work or they don't. Other than a stubborn alarm system and a sticky glove box lock, the operations checks were over faster than a Kardashian marriage.

Just after 3pm my judging day was done. Based on my calculations, a Top Flight award was within my reach. And so, at the awards dinner later that night my name was called and I walked up to accept my Top Flight certificate and blue ribbon. The final tally was for my 1972 Corvette was 96.2%, much higher than I was expecting. Not too bad for a car I never intended to run through NCRS judging.

So what's next? Well it's nearly summer so those boulders known as bias-ply tires are coming off and radials have already taken their place. Next stop Woodward Avenue, it's cruising season!

## The '66 Corvette Challenge'—Part 4; "Where the Fun Begins ..."

*Story By Pat Cavanagh (NCRS #57907)*

In Part 3 of the '66 Corvette Challenge, I provided the reader with a sense of the originality and condition of my '66 Corvette Convertible. This was the starting point for my build. My vision is to turn the car into a true multi-purpose hi-performance C2 Corvette, but not a resto-mod. I want this car to look and handle like a vintage B production Corvette road racer but also be tame enough to be street driven and capable enough to autocross or enjoy on an occasional track day. Maybe someday I might take the final step and turn it into a not-so-serious vintage racer.

My inspiration for this build was the '67 L-88 Corvette that Cliff Gottlieb raced at the 24 hours of Daytona in 1970. Gottlieb drove the '67 Corvette from Kansas to Daytona, took 2nd place in the GT class and 11th overall and then drove it home. This was a 1600-mile trip each way. In the book "Against All Odds" by Stephen Cox told the story of young Cliff Gottlieb and his '67 Corvette Daytona odyssey.

My car will have similar graphics to the '67 L-88 Rally Red road racecar I saw last spring at Fabulous Restorations in Fort Lauderdale, Florida. I plan to install a '67 big block hood, a roll bar and a vintage low-back racing seat with 5 point racing belts.

The drivetrain will consist of a very healthy 327 small block, aggressive gearing and an upgraded suspension to complete the package.

My '66 Corvette was a nice driver with an L-79 (327ci/350hp) engine that had been rebuilt several thousand miles before I bought the car in 2013. Unfortunately, it had a rather mild stock replacement cam and flat top TRW low compression pistons. I needed more power!

During in my ownership, I had the posi-traction rear end rebuilt by Axles, Transmissions and Transfers on North Lewis Ave in



Tulsa. A new 3.73:1 ring and pinion was installed in place of the 3.31:1 gear during the rebuild. The trailing arms were also rebuilt by V-Tech Corvettes in Rockford, Ill.. I added a 3/4-inch anti-roll

*(Continued on page 4)*



(Continued from page 3)

bar with factory brackets, aluminum stiffing disks over the rubber mounting donuts, an F-41 seven leaf rear spring, adjustable camber struts and HD Bilstein shocks to complete the rear end rebuild.

I also rebuilt the front suspension with new Moog components, larger C3 spindles/bearings, offset and slotted A-arm cross shafts, an adjustable A-arm brace, C3 HD drag link, HD Bilstein shocks and a 1 ¼ inch roll bar. I am also adding Borgeson power steering.

For brakes, I am using a '67 manual dual master cylinder, Hawk HPS brake pads, stainless steel sleeved calipers, O-ring piston seals and new stainless steel brake lines.

To enhance the performance of my 327 and retain the original look I purchased a '69 Z-28 aluminum high-rise manifold. It was modified by removing 1 inch from the center divider below the carburetor as described in the Chevrolet Performance Power Manual. I also purchased a factory Chevrolet LS-6, 780 CFM Holley with vacuum secondaries and center pivot floats. This carburetor came with the stock choke mechanism that mated directly to the choke stove on the Z-28 manifold.



During the rebuild of the carburetor, I installed road race phenolic floats, fuel bowl vent baffles, extended jet tubes and Viton seats to help facilitate hard cornering and braking without fuel starvation. I used #76 jets on the primary side, #85 jets on the secondary side.

8.5 InHg power valves were used on both the primary and secondary sides. A yellow spring was installed in the vacuum diaphragm to facilitate early opening of the secondaries. Finally, I used a very nice quick-disconnect fuel line from Summit on the dual inlet Holley.

In my pursuit of more power I pulled the L79- 327 out of the car and removed the heads and other components from the engine compartment. I took the heads and short block to Kent Cannady at K & S Engines & Machine Works. I asked Kent to rebuild the engine, increase the compression and add a performance oriented hydraulic cam. I also decided to break in the engine on his dyno and work out any issues before I installed the engine back in the car.

The stock fuelie heads received a performance valve job and were machined for screw in rocker studs and guide plates. Finally they were machine surfaced and hot tanked before assembly.



New Sealed Power valve springs (VS-677), Comp Cams roller tip rockers (RP1412-16), along with performance hydraulic lifters and HD pushrods were installed. Low profile locking rocker arm nuts with extra thick valve cover gaskets were used to clear the

stock aluminum Corvette valve covers for that nostalgia look.

The block was disassembled, hot tanked, decked, line bored and honed. The old TRW pistons were replaced with lightweight forged aluminum RaceTec pistons with an 11:1 compression ratio. Total Seal piston rings, Scat I-beam forged rods and ARP fasteners made up the rest of the short block.

Kent then balance the assembled rotating assembly. Since this car is going to be frequently street driven, I wanted a hydraulic cam with decent street manners. I decided to use the GM L-82/L-46 performance hydraulic camshaft. The cam was installed, 4 degrees advanced with a HD truck timing set. On the bottom end I used a Melling hi-volume oil pump and an Aviad road race 7-quart oil pan with built in oil scrapper.

On the exhaust side I purchased a set of Hedman headers that were designed for use with C2 side pipes. They have a 1 5/8 inch primary tubes and 3 inch collectors. We plan to fabricate side pipes with internal mufflers that have a similar look to the L-88 car shown above.

Once the engine was fully assembled, we moved it to the dyno room and installed the 780 CFM Holley and headers. The dyno headers had the same size primary tubes and collectors as the Hedman headers I purchased for the car. I plan to run 100 octane low lead fuel in the car so I brought 10 gallons to K & S for the break in and power runs. We filled the engine with 7 quarts of Champion, 30-weight break in oil and installed Autolite, AR-72 non-resistor racing spark plugs gapped at .035. My distributor was rebuilt several years ago and runs a Crane XR-I ignition module with a rev limiter set at 6500 RPM. 7mm black Pertronix's plug wires were used add to the vintage look.



We primed the oil pump and carburetor and the engine fired up immediately. We set the timing and ran the engine for 30 minutes at 3500 RPM. It sounded healthy and was very responsive to throttle inputs. I was surprised at how smoothly it idled at 750 RPM.



We made several runs on the dyno up to 6000 RPM's. The engine sounded great, the air/fuel ratio was close to stoichiometric with the 76 primary and 85 secondary jets. 36 degrees of total advance yielded the best power and torque. We ran the engine without the vacuum advance connected on the dyno.

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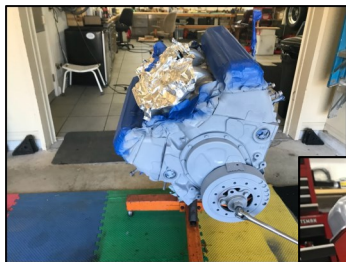
The 327 delivered 390 horsepower at 5800 RPM and 389 foot-pounds of torque at 4500 RPM. The engine delivered over 350 foot-pounds of torque from 3000 RPM to 5800 RPM. There may be even more power on tap with some additional tuning. I believe that this will make a very reliable and potent combination with that classic small block appearance.

The dyno results are below:

RPM	Torque	HP
3200	360.7	219.8
3400	371.7	240.6
3600	366.9	251.5
3800	371.3	268.6
4000	372.5	283.7
4200	379.7	303.6
4400	383.6	321.4
4600	389.2	340.9
4800	384.2	351.1
5000	380.9	362.6
5200	370.9	367.2
5400	362.1	372.3
5600	357.5	381.2
5800	353.2	390.1
6000	336.1	384.0

When we finished the dyno work I brought the engine home and began preparing to reinstall it in the car.

I applied two coats of Duplicolor engine primer and then applied three coats of Duplicolor Chevrolet Orange-Red engine enamel.



After the engine was painted, we installed a new oil impregnated crank pilot bushing, a lightweight 15 pound, L-88 (GM) flywheel with a McLeod performance clutch assembly and a Lakewood

Safety bellhousing. My wide ratio Muncie transmission completed the drivetrain.

Earlier, I had taken the transmission to Lester's Gears on Lewis Ave. to have it inspected and resealed. I also rebuilt the stock shifter with new bushings, rods, pins, springs and C-locks. When the transmission was back, I fitted and adjusted the shifter to the transmission. This will make shifter installation easy when the transmission is back in the car.



I am optimistic that this drive train combination; high performance 327, wide ratio transmission and a 3.73:1 rear end ratio will provide spirited performance while being well mannered on the street. This combination is comparable to a close ratio transmission with a 4.11:1 rear gear!

To minimize engine movement in the chassis we installed solid steel motor mounts on the engine and prepared to drop it in the car. This is where the real fun began.....The engine would not fit back in the car? When the engine was installed on its mounts in the frame, the transmission mount was four inches to the passenger side of the cross member mount. No amount of persuasion would get the transmission to line up in the frame.



As always, I am so grateful to Scott Pfuehler and Kelly Bolton for their expert advice and immense help and support with this project. When I say we....read Scott and Kelly.

Stay tuned for Part 5 of the '66 Corvette Challenge!

I hope. If you have any questions on any article in my series please email me at [pcavanagh2012@gmail.com](mailto:pcavanagh2012@gmail.com).

Pat Cavanagh NCRS #57907

## What in the News!

### 2023 Chevy Corvette Z06 VIN 001 Sells at \$3.6 Million for Veterans' Charity

The first Z06 off the line was a sale for charity at the massive Barrett-Jackson Scottsdale auction.

By Sebastian Blanco, Jan 30, 2022—Car and Driver



## UPCOMING EVENTS

### OKLAHOMA NCRS CHAPTER EVENTS:

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

### NCRS NATIONAL EVENTS:

- *February 23-26, 2022 NCRS Florida Regional, Lakeland, FL (Has always been a fun time.)*
- *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/>)

- *March 25-27, 2022—Competition Motorsports Association road racing (COMMA) Round 1.*
- *April 1-3, 2022—Central Motorcycle Roadracing Association (CMRA) Round 2.*
- *April 9, 2022—Karters of America Racing.*
- *April 23-24, 2022—SCCA Supper Hoosier Tour.*
- *April 29-May 1, 2022—Competition Motorsports Association road racing (COMMA) Round 2.*

### 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*
- *February 18-20, 2022—Starbird Car Show, Tulsa, OK—Expo Square (Indoors)*
- *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 February 22nd 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).

## ***Wholesale Tool Endorsement***

Wholesale Tool is a business that has been around a while and was well used until that HF tool company showed up in town. Mostly known for industrial machining tool products it has changed with the times.

Their shelf inventory was pretty poor the last couple of years.

Well that's all changed now.

I went there last week for my normal tap and die purchase. Their shelf's are full. Really full. Go and walk the isles, I'll bet you cannot tell me what each item they have is for or will do or its name. Go on try them again, its fun.

They also have a printed catalog to take home with you and look stuff up in.

*Scott C Pfuehler, NCRS #20940*



## 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](#).

**FOR SALE**—2002 Corvette Convertible - Red on Red; 40,600 miles; Asking \$ 21,500 - [Contact Ron or Judy Palmer at 918-630-4795](#).



## Papercraft Dream Garage!! - 2020 Corvette Stingray

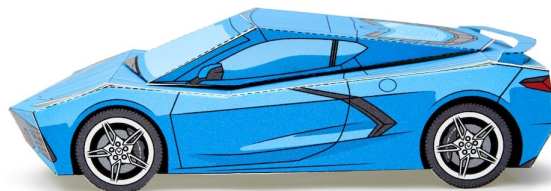
Build the Corvette of your dreams without even leaving home.

The joy of building a model of your favorite vehicle transcends age. For kids and adults alike, it's a way to exercise your right-brain creativity while getting in touch (literally!) with the design points of the cars, trucks, and SUVs you know and love. Now, thanks to our series of papercraft templates, you can fulfill that desire with some of the most iconic Chevrolet vehicles available today.

This papercraft model brings the sleek yet muscular design of the mid-engine 2020 Corvette Stingray Coupe right to your desk, coffee table, or wherever you've got paper, scissors, and a creative spark. Download the design, cut and fold where indicated, then tape or glue to hold the model together. It's that simple! And when you're done, don't forget to show off your creation for other Chevrolet fans: Stage a miniature photo shoot of your papercraft Corvette, and share your photos on your favorite social media channels using the hashtag [#ChevyLove](#).

### Print your Corvette

Choose from three of Corvette's most vibrant colors—Torch Red, [Rapid Blue](#),† or [Accelerate Yellow Metallic](#)†—then download and print the template to get



<https://www.chevrolet.com/new-roads/performance/papercraft-corvette>

Provided by Mike Partridge, NCRS # 60752

started.

Your papercraft creation will let you get up close with the exotic shape and aggressive styling cues of the mid-engine Corvette Coupe. With its powerful 6.2-liter LT2 V8 engine now positioned behind the driver, the 2020 Corvette Stingray has dramatic new proportions while retaining traditional Corvette styling cues. Several design elements, faithfully replicated in paper, hint at the car's impressive performance, including large side air intakes; wide, purposeful bodywork; a vented glass cover over the mid-mounted engine; and a rear wing for increased downforce. And with an impressive available 495 horsepower† and 470 pound-feet of torque† Corvette has the performance to back up its striking stance.

Once you've completed your paper model, take it to the next level and design the real-world 2020 Corvette Stingray of your dreams, right down to picking every option and color you love, with our ["Build & Price" tool](#).

STORY: JAKE HOLMES / ILLUSTRATION: CHRIS PHILPOT / PHOTOGRAPHY: JENNY RISHER

## "Lady Blue"

Story by Fred Benenati, NCRS #36383

Hi, Mike, and Happy New Year.

I just received the January 2022 issue of the Side Pipe, and it made me recall a major event that I experienced this past year in selling my '66 coupe and following its continuing saga. I thought

I would like to share her interesting journey from OK to MS and finally TX, all in the span of about six months.

Attached are a Microsoft Word Document file (Sorry for the goofy title of the file, you can ignore that title) story and three attached photos, which include:

1. Me and Lady Blue,
2. Two photos of her in her MS private collection with a few other nice C2's
3. A "centerfold" photo of her in her present exclusive collection in northcentral TX.

If you have room for the article and photos and feel it is worthy of publishing, I would be grateful, but if not, I totally understand.

Wishing you a healthy and happy 2022.

Regards,



Fred Benenati, NCRS #36383  
Norman, OK

\*\*\*\*\*

Most of us, at one time or another, have pondered about a prior and prized possession, and wondered, "Where it is it now?" I am guilty of that predicament, and to cut to the chase, this is a story of such wondering regarding my former '66 Nassau Blue coupe, Lady Blue. Many of you are familiar with her, in former Side

Pipe stories spanning nearly 20 years. What follows is an update on her whereabouts since February 4<sup>th</sup>, 2021, the day she left Oklahoma and my guardianship. Sporting credentials of an Oklahoma Chapter NCRS Top Flight in 2004, plus the extremely rare still functioning Air Injection Reactor required of 1966 California cars, and over eighty prizes from in state and regional car and all Corvette shows, she was sold to a gentleman

in Mississippi who was starting a fledgling classic Corvette collection. I was relieved to find this new owner whom I was convinced would take care of and respect her. True to his word, he sent a few photos of his latest addition (Lady Blue) to his growing collection of C2's.

(Continued on page 9)

### 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>





*(Continued from page 8)*

Fast forward to September of 2021, and a planned stop to visit Lady Blue and the collection while Susie and I and two other Corvette couples were enjoying a Corvette cruise on the Natchez Trace Parkway in Mississippi. As the plan to visit her was agreed upon in June, I texted the owner in September, a few days before our arrival to confirm our impending visit. Imagine my reaction when I essentially received a “dear Fred” reply, informing me that “a lot had happened since June”. Translation: he had decided upon a desirable business venture, but in order to fund it, he had to sell his collection!! He told me with assurance that my former car had gone to a special collection in the DFW area and offered the name of the new owner.

After pondering this news, I decided to contact the new owner. Although I was not able to meet him, I was given special permission, only as a former owner, to come down and visit Lady Blue in her new digs. I took a Corvette friend with me, and we headed down there from Norman in my 2016 Corvette to the collection location on a prescribed day this past October. Neither of us was ready for what we were to behold. A very ordinary, plain exterior would deceive any uninformed eye, because once we got through the gate and gained closely guarded entry into the building, our eyes bulged with disbelief. The enclosed photo of Lady Blue in the center does not do justice to the blinding light high gloss of all very rare and



special cars. There were about eight or nine C2's, including two '65 fuelies, two '63 SWC's, a C8 and about a dozen or more other very rare real deal classic cars. Each of them was polished to a level unmatched by anything I have seen in my now 21 years of Corvette experience. Notice the cropped, flattened dimensions of the photo that I was allowed to take, carefully leaving out any identifying words or marks, at the curator's request, which would identify the collection owner. Lady Blue lives in an exclusive, not for public viewing collection. And lastly, the question virtually all of us (me included) would ask, “Does she ever get driven?” has a relieving, heartfelt answer, “Yes”.

I hope that Lady Blue continues to adorn that amazing collection in north central TX for many years to come!



## ***“The First on the First”***

*Story by Donald J Brittin, NCRS #13649*

“Texhoma Area Corvettes” is a club located in southern Oklahoma and northern Texas. They sponsor the first corvette show of the year, Aka “*The First on the First*” as a fundraiser for the Pottsboro (TX) Kids Club. Because of the weather forecast and the omicron outbreak, they sent notice that rather than nose to nose, the show was decided to be virtual.

38 cars sent their pictures, descriptions and the modest entry fee.

There were 38 really nice cars entered. They will be posted on the website over the next few days. You can see them all at the club website: <http://www.texomaareacorvettes.com/>



I am grateful to have the 1960 recognized as the # 1 number favorite in the virtual show. “**1st Place Winner!!!!**”

The picture was taken Christmas Day at Lake of the Arbuckles, Murray County, OK.

Thanks to the club and to Paul and all for their work.

# 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