

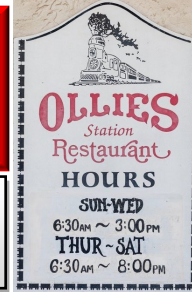
OKLAHOMA CHAPTER



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)



**January
2022
Newsletter**

BOARD MEMBER'S REPORT

President's Comments—Our next meeting is **Saturday, January 8th, 2022** at our usual place. - **HAPPY NEW YEAR**

Yes 2022 is here and I am excited how the Tulsa NCRS is kicking off the year. Part of the foundation of NCRS is judging. Gene Holtz is kicking off the year with a judging agenda that you can reference in this newsletter. If you are currently qualified to judge or wanting to start judging, this is the time to get involved. Gene's plan and agenda shows his commitment to the NCRS judging platform. I am personally going to get involved as a rookie so I can better understand what I am seeing when I look at any Corvette.

After I purchased my 66, I was introduced to the Tulsa NCRS by Ed Bedore who has moved away to Wisconsin. Wonder how many months out of the year he gets to drive his classics there? He encouraged me to have the 66 judged. I realized quickly that I knew very little about the intrinsic needs to purchase any classic car let alone a Corvette.

At that time Brett Driscoll was our judging chairman. I approached Brett about having my car judged. Not knowing me very well, Brett approached my request with caution. He was not sure how I would handle the judging results, good or bad. I assured him that I only wanted to have our judging experts inform me of what I had purchased. They went over my car with a fine-tooth comb. The results did not earn an award, but the results were not terrible. I appreciated the hard work and effort the judges provided. I did not take the results personal; I viewed the results as constructive. It was an educational experience that gave me a list of what I could do to improve my 66. I told Brett it was also a test for the judges to judge a car that had not had any preparation to be judged.

Having my car judged was a great experience. If you have never had your car judged, I encourage you to have it judged and take the results as constructive with an open mind. If you have never judged before, I encourage you to get involved and this will help you learn more about your own classic.

Hope to see everyone there and encourage you to get involved.

See you Saturday.

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

INSIDE THIS ISSUE

- 3 OKC Attitude Adjustment Night
- 2 Still Out There
- 3 '66 Corvette Challenge'
- 6 Up Coming Events
- 7 Members Classified Page
- 8 Hail No!
- 8 Board Members Contact Info
- 9 Chapter Membership Application

(Continued on page 2)

JANUARY'S PRESENTATION!

At our meeting on Saturday Jan 8 and the upcoming meetings, Gene will be conducting another training session in preparation for our judging event in April. **NCRS OK Chapter President, Bud Jessee (55611)**

BOARD MEMBER'S REPORT (*CONTINUED*)

(Continued from page 1)

Membership Chairman's Comments—Our current membership roster sits at **94** members with only **28 of those having paid their 2022 dues**. We are currently at a 32% renewal rate. I will be accepting your 2022 dues at the next meeting or by mail.

Welcome new member **Donald Brittin from Davis, OK with 1960 & 1962 Corvette convertibles.**

NCRS Oklahoma Chapter Membership Chairman
Michael Aichele (11685)

Judging Chairman's Comments—I have looked at the April 2022 calendar and found Friday 22nd and Saturday 23rd I think will work the best for our Oklahoma Spring Chapter Meet. Barrett-Jackson Palm Beach is on April 7-9, along with the Louisiana Regional, Easter is the next weekend on the 17th, and the Indiana Regional on the 28th-30th.

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. The Hotel information and event price will be on the registration form.

Friday the 22nd.

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 Dinner (BBQ; Mexican or ?) (<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.

I will need help with Registration on Friday and Saturday, and the Catered Dinner on Friday night, along with drinks and ice and the pizza order on Saturday. We will also need tables and chairs

The Judged Cars need to be limited to 4 to allow for a thorough inspection. Anyone wanting a Flight or Concourse Judging let me know so I can put you on the list.

NCRS Oklahoma Chapter Judging Chairman
Gene Holtz (10606)

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

NCRS Oklahoma Chapter Treasurer
Scott Pfuehler (20940)

They Are Absolutely Still Out There!

Story by Gene Holtz (NCRS #10606) and Scott C Pfuehler (NCRS #20940)—about Alan Brown's 1963 Corvette.

What holes
Not possible
Never checked
Ya never know
No way
Way
POS
Not twice
Here we go

Just two can prove it
Now What
You sure
Oh No
What's this going to cost
Could triple the value
Fellow Oklahoma NCRS Members, the above were just a few

(Continued on page 3)

(Continued from page 2)

exclamations that were expressed last month when Gene & I went to remove the entire front-end fiberglass from Alan Browns 1963 Red/Red Convertible in Edmond.

As the story goes, Alan bought this Corvette so he could make a nice drive around Corvette. It needed much which was OK, and those things were being bought and installed in a nice progressive manner.

The front end was junk though. So, Alan bought a new pre-assembled press-molded one and asked me to help him remove the old one and install the new one. So here we go on the removal which involves hammers and several good strong putty knives and cut off discs and maybe a saw, some wedges, a 4" grinder with heavy sandpaper and or grinding discs. A little knowledge of what's under there and how its glued together and an Assembly Manual.

And we are hacking, cutting and putty knifing away when we decided to talk about how neat it was that Alan found a Red/Red 63 convertible to buy and that there is another in Tulsa just like it. Can't get much better, well maybe a Red/Red coupe would be better but it's not a coupe. Well maybe a Red/Red Fuel Injected convertible would be better. Yes, it would be but it's not.

As I was taking the front end off, Gene asked Allan to not discard the old fiberglass as you will need it for a guide to drill new holes to mount the exterior emblems and inner fender wiring harness clips. As we were looking inside the inner fenders, we saw three FI emblem holes below the side flag's that looked to be filled with putty but plainly there. I think that's when we collectively said some of the above.

So, while the cutting and hacking and putty knifing was still going on Alan took some lacquer thinner after the top layer of red paint. With it off we are to primer. Then when the primer is off there is green featherfill covering the flag and FI emblem holes area. When that came off there is original red paint with

three putty filled holes just under the fender side flags.

And that's kind of when those comments began in earnest. The same thing happened during the restoration of his 62, but that is another story for another time. When you see Alan give him some guidance and advice on what to do about the holes when he gets ready for that new press-molded front end.

Here is our found proof it is a factory FI car. 63's thru 67's have very little indicators as to what options they came with especially when the engine has been replaced. So, you work with what the car can give you. We already talked about the 3 FI emblem holes. Well, the radiator support is special to the FI but remember the "front end is junk" because all the crashes and repairs and the original radiator support was gone. Well, the FI air cleaner bolts to the radiator support and to the inner fender by three bolts, so up on the lift the 63 went, tire off and Gene is in there with a light, magnifying glass, assembly manual and the Judging Guide. The inner fenders had a very light application of undercoating applied by those factory guys and Gene is on it. The top two bolt holes have an imprint of the air cleaners mounting bolts reinforcement plate and the single lower hole has the imprint of a 1/4" fender washer. Now, this 63s beat up, crashed, badly repaired front end is all of that, but it has never been taken off. The side panels and inner fenders are original to the car.

That's it. We are done.

Colorado Champagne for all, we found a 1963 Red/Red Fuel Injected Convertible. To be brought out of forced retirement and back to its original FI standing in the community of Corvettes.

Also, one more piece of the puzzle is there too. The 340hp and the 360hp have the same high RPM tach which Alans' 63 has. So, we are off to the races.

And Alan is saying "You guys know what this is going to cost me?"

The '66 Corvette Challenge'—Part 3; "By the Numbers"

Story By Pat Cavanagh (NCRS #57907)

In the March/April issue of "The SIDE PIPE", I began a series of restoration and modification articles on my '66 Corvette, "The '66 Corvette Challenge". In Part 1 I covered the purchase of my '66 Corvette and as much of the history as I could unearth. You can easily reference this article on our chapters' website. I thought I would be farther along by now but life gets in the way.

In Part 2, in the September/October issue of "The SIDE PIPE", Diane and I spent last winter in Florida and the summer in Wisconsin where we are building a new lake home and my dream garage, the "Pat Cave". More on these projects later.

In Part 3, I am going to review the date codes and part numbers so you will understand the starting point for my project.

Trim Tag

Style: B26 66 467

B26 = Built Tuesday, October 26th, 1965



66 467 = Model year
1966 Corvette
Convertible

Trim: 407BA

407 = Red Vinyl
Interior

BA = Base ELC code
from the start of
production until
December 1, 1965.

This exception code eliminates the following options: A82 headrest seats, C07 auxiliary hardtop, A31 electric windows and M35 power glide automatic. My car has no headrests, an auxiliary hardtop, manual windows and a wide ratio four speed.

Body: S1316: The 1316th 1966 convertible body built in St. Louis

(Continued on page 4)

(Continued from page 3)

Paint: 972AA: Ermine White (my car was painted Rally Red in the 1990's but there are remnants of Ermine White in many locations throughout the car).

Engine

Engine Pad Stamp:
6104070: 6=1966
Corvette, 4070
Production number
which matches the
transmission and
vehicle VIN.



Engine Code:
F0914HT: F=Flint
Assembled, 0914=
Sept 14, 1965
(Tuesday) HT=350HP Casting date of September 6, 1965
(Monday). Vehicle build date of October 27, 1965. (32nd
working day

Engine Casting Number: 3858174 Indicates 1966 350HP 327 and
300HP 327 Correct. Used in high horsepower and commercial
truck applications. It was used interchangeably with Engine
Casting Number 3858180

Engine Casting Date: I65 = September 6, 1965 (Monday) fits
with the engine build date.

Aluminum Intake Manifold

Intake Casting
Number: 3890490
1966 Corvette
327CI 350HP with
a 9/20/66 casting
date, correct for an
L79 and this car.



Right Cylinder Head

Right Head Casting
Number: 3782461
327CI 350HP for
1966 with 2.02
intake and 1.60
exhaust valves

Date Code: F75 =
June 7, 1965
(Monday) Correct.



Left Cylinder Head



Left Head Casting
Number: 3782461
327CI 350HP for 1966
with 2.02 intake and
1.60 exhaust valves

Date Code F85 = June
8, 1965 (Tuesday)
Correct.

Valve Covers



Casting Number:
3767493 Casting
Flaw in March of
1966 so this is not
correct as the car
was built in
October 1965.

Alternator

Part Number: 1100693 37A, 350HP 1966

Date Code: 5J29 – 12V Neg = September 29, 1965 Correct for
this car.

Carburetor

Holley Carburetor: List# 3367= This is the correct list number for
a 1966 327ci 350hp engine.

Date Code: 1590 Correct replacement carb for a 350HP 327 built
June 8th the 159 day in 1980.

Part Number: 3884505 – DA

Ink Stamp: 47050

I rebuilt the carburetor in December of 2013 using 68 primary
jets, adding a secondary metering block with 76 jets, a new 135-4
diaphragm and a .28 acceleration pump nozzle. I also added a
long yellow soft spring to open the secondary's sooner.

Distributor

Part Number: 1111926 with a date code of 8 J 30 which translates
to a 1969 Corvette 390/400 horsepower application built on
October 30th 1968. It had a B1 vacuum can.

Engine Overview

While many of the stampings and casting numbers are correct for
a matching numbers 1966 Corvette with an L-79 engine. I did not

(Continued on page 5)

(Continued from page 4)

buy the car as a matching number car (sub \$40k in 2012). Even though the engine stampings are correct I don't believe this is the born with engine. The engine stampings look suspicious to me and the car has a 300HP tachometer, with a redline starting at 5300 RPM and finishing at 5500 RPM.

Transmission

Tag Number:
3870354:
300/350/390 HP Wide
Ratio in 1966 -
correct for this car.

Case: 6S104070:
Model Year 1966,
matches engine VIN
Code - correct for this
car.

Casting Number:
3865010 used from 1965 to 1979.



Transmission Date Code

Passenger Side
Transmission Stamp
is P1022 which
translates to the
Muncie Plant with
build date October
22, 1965 (Friday). I
believe this is the
original transmission.



Rear End

Code: AM 3 23 65
is a 3:36 ratio built on
March 23, 1965 with
Posi-traction. The
date code is 7 months
before the car was
built. It is doubtful
this is the original
rear end.

I had the rear end



rebuilt in March 2014 and had a 3.73:1 ratio gear installed and a rebuilt posi-traction unit.

Front End

In the fall of 2015, I disassembled the front end of the car and found it needed a refresh. I noticed that the ball joints were not original and I replaced them with new Moog HD ball joints. The passenger side A-arm had an early pre-1966 shaft and on the drivers side it had a late model C2 shaft. I replaced both shafts with new Moog off set (positive camber) A-arms shafts and slotted them 1/8 inch to gain more positive caster. I installed new Moog HD bushings.

I believe the car had been in an accident at some point in its history. It looks like the front of the car was hit and subsequently repaired based on the look of the inner fender fiberglass and the updated front end components.

I also discovered that the front spindles and rotors were not from a C2. They were C3 spindles and rotors with larger bearings and later model heavy duty steering arms using 1/2 inch bolts. The brakes calipers were later 1973 type with matching shields and caliper brackets. I rebuilt or replaced everything with Moog components and SKF bearings including new brake calipers and rotors. I used replaced the brake pad all around with Hawk HPS performance brake pads. In addition, all of the brake lines were replaced with braided steel hoses.

I hope the first three episodes of "The '66 Corvette Challenge" gives you an idea of the history, pedigree and my starting point for my dual purpose project. This Corvette is not perfect but it is a solid, rust-free Corvette with a nice well-worn interior.

In Part 4, I will specifically detail my plan for this car and the progress that Scott Pfuehler and I have made so far. I want it to be a fun dual purpose Corvette inspired by some of the vintage Corvette race cars I saw at Fabulous Restorations in early 2020.

Stay Tuned! For Part 4 of "The Corvette Challenge" where the fun begins...I hope. If you have any questions on any article in my series please email me at pcavanagh2012@gmail.com.

Pat Cavanagh NCRS #57907

What in the News!

Earlier this month, GM's Bowling Green Kentucky factory and the Corvette Museum were hit by a tornado. The destructive force of nature left more than 120 units of C8 Corvettes severely damaged. Chevrolet had to scrap all units that show any signs of damages



UPCOMING EVENTS

OKLAHOMA NCRS CHAPTER EVENTS:

- April 22-23—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 January 25th 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.

Corvette Trivia (and maybe some other)

- Which year did the Corvette introduce the transaxle?
- What United States city has the highest per capita Corvette population in the world?
- What was the official last year of the car, Mako Shark?
- What was the first year a Corvette could be ordered with a big-block engine?
- In 1970, what was the fastest stock produced car?
- What was the first big block available in the Corvette?
- What was the first year Corvette had roll-up windows?

(See Answers on page 7)

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](#).



National Corvette Museum News!!

During the historic storms on December 11, 2021, the National Corvette Museum was spared any significant damage. All staff – National Corvette Museum, NCM Motorsports Park, and NCM Insurance – were reported as safe.

Fifteen hours after the events, the curatorial team verified that all the artifacts and vehicles in the collection were reported secure. Thirty-six hours after the storm, all individuals with an artifact on loan to the Museum were notified that their loaned items were not in harm's way.

While much of the storm damage was isolated to the Museum's Amphitheater, the Museum was closed over the weekend while crews restored power, cleared roadways of debris, and ensured that our areas were safe once again. We appreciate the calls, e-mails, and check-ins on our staff and institutions.

Our closure was necessary due to the circumstances, but we apologize for any inconvenience you may have encountered and appreciate your patience as we work

through this unprecedented situation.

Unfortunately, the NCM Motorsports Park did not have the same fate as the Museum. The Motorsports Park is temporarily unsafe to welcome guests, and all activities are suspended until further notice. Insurance adjusters and crews have begun the assessment and clean-up efforts to help determine our rebuilding plan of the affected areas.

Our hearts are with those across the Commonwealth who these storms have impacted. Anyone who wishes to assist the Bowling Green community can learn to support by visiting bgky.org.

***Note:** The Museum nor Motorsports Park can comment on the status of the Assembly Plant but appreciate all of those asking about their condition.

TRIVIA ANSWERS:

A-1997; B-Sioux Falls, SD; C-198; D-1965; E-Buick GS; F-396; G-1956.

Hail No!! Or A trip to Bowling Green

Story by Scott C Pfuehler

First about why we went, then into the other thing.

In a garage far, far away, which to me is Broken Arrow, a 59 Corvette was restored by our own Landy Sparks but probably paid for by Sandi and any of the rest of us who use Sparks Extermination. Now, in this world of ours, there are a lot of people who can do the talk but that's about all, they just can't back it up. Landy is one of those who can most definitely back up his talk. His red exterior, red interior, red covers Corvette is perfect. Okay, so lots of restored cars look perfect but I'm telling you this one is perfect. Go out to that garage and see if I'm wrong. You too will love the way it looks. Landy knows he did a great job but I still need you guys to help me tell him he built a perfect Corvette.

All together now. You built a great Corvette Landy!

Okay, so that's why we went to Bowling Green. The first ever judging of any kind, at any event was going to happen to Landy's 59. Loaded that red puppy up and off we went.

We took the St. Louis route instead of I40 since I40 is such a POS road. Eleven or so hours later we pulled into the National Corvette Museum. We went to the Corvette Plant for a tour the next day and got to see them make two 2006 Z06s. You will be able to spot them in the future because of the big honkin red six piston front calipers. Then we unloaded the 59 and Landy placed it on the Judging Field. We got this done before the 5pm Thursday deadline, put the cover on the car and since it looked like rain and Landy figured that since the 59 had not seen rain in 15 years or so and it might leak so we went and got a tarp to put over the cover. Silver side up so the blue wouldn't clash with the red Corvette.

Did I say we got the Corvette on the Judging Field before the 5pm deadline? Well this would have been a good day to have had a flat on the trailer or on the Corvette or a dead battery or some such nuisance because a little after 6pm with all of the Corvettes, about 50 of them on the Judging Field, covered for the night and ready for Judging in the morning, it started to Hail. We were across the street at the motel standing in Landys' folks room and you could hear the hail coming our way, noisily stripping the leaves off of the trees. First it started with the normal pea-sized hail that went on and on. Then since volume wasn't sufficient to make your heart sink, the size grew to about quarter size. It did that for a while, then back to pea size and on and on for 20 minutes. It's bouncing off of my truck and Landys Dads' truck and into our room, several feet into our room. The hail finally ceased and off we went to the Judging Field to see the damage.

Corvettes are an interesting automobile, being fiberglass an all. The metal cars in the motel parking lot got the crap beat out of them, as you guys are used to seeing since we live in Oklahoma and hail is kind of normal here. 50 or more Corvettes on the Judging Field were hailed on for over 20 minutes but it seems that only one reported actual paint damage or body damage. Now the stainless steel trim on most of the Corvettes, the convertible tops on a bunch of them, several hubcaps, a couple of windshields and anything aluminum did receive their lumps or rather bumps. The classic car insurance companies will not like this date 2005. Landy's 59 had hardtop stainless damage along with the fender top stainless trim beat up but he got a top flight none the less. It's not perfect now but he will no doubt fix it so he can continue his potential quest for that Duntov Award.

If you discount that 20 minutes we had a great trip with great results. Glad we went, huh Landy?

Scott C Pfuehler, NCRS #20940

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

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

Phone: (513)760-6277

Fax: (513) 201-8875

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



CHAPTER MEMBERSHIP APPLICATION

OKLAHOMA CHAPTER NCRS, INC.

MEMBERSHIP APPLICATION



Date: _____

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: (____) _____ Work Phone: (____) _____

Cell Phone: (____) _____ eMail: _____

How did you hear about Oklahoma Chapter NCRS? _____

What are your special areas of interest? _____

NCRS National Membership #: _____ Expiration Date: _____

Signature: _____

Corvette Information (Optional)

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

Annual Dues are \$30.00 with membership expiring on December 31st. 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 81st Ct N
Owasso, OK 74055