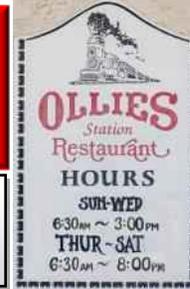


MONTHLY MEETING — 1ST SATURDAY MONTHLY

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)



**July
2022
Newsletter**

BOARD MEMBER'S REPORT

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

The C6 Corvette is on the brink of becoming a collector car

By Brandan Gillogly
17 July 2019

Over the Corvette's history, the biggest leaps in sophistication and performance arguably came at the introductions of the C4 and C5 generations. However, it was the C6 that truly cemented the Corvette's status as a world-class performance car, even if it took some time.

When it first debuted, the 2005 Corvette was seen as an evolution of the C5. With a more chiseled appearance than the softer C5, the C6 arrived with a 400-horsepower LS2 and two carryover transmissions, the wonderful Tremec T-56 six-speed and the ho-hum four-speed automatic.

In 2007, after a year-long hiatus, the Z06 performance package returned and brought with it the greatest naturally-aspirated small-block Chevy engine ever fitted to a production Corvette, the 7.0-liter LS7. With a lightweight valvetrain and rotating assembly that featured not just titanium rods—a first for a brought big-block of 505 horsepower. It also bodywork covering wider about and its performance Nürburgring lap time, set craze of Green Hell egos in Stuttgart and



For 2008, the base

horsepower LS3 and the automatic was upgraded to the incredibly adequate 6L80 6-speed, but the Z06 was still the talk of the Corvette world until 2009, when the ZRI debuted. Nicknamed the Blue Devil after GM CEO and Duke alumnus Rick Wagoner's favorite mascot, the ZR1 took Corvette performance to an even higher level with help from a supercharged LS9 V-8 that pumped out 638 horsepower. The Corvette became a world-beating supercar.

Splitting the performance gap between the base car and the Z06, the Grand Sport debuted in 2010 with a dry-sump oiling system on its LS3 V-8 and Z06-style wider fenders and haunches. It made the base Corvette look, well, basic.

Various special editions of the base, Grand Sport, Z06, and ZRI were built over the course of the C6's run, including 60th Anniversary, 427 Collectors Edition (the LS7 actually displaces 428 cubic inches, while Pontiac's 428 is truly a 427), Grand Sport

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Centennial Edition, and a GT I Championship Edition commemorating victories at Le Mans. All of them are worth at least a small premium over their standard run-of-assembly-line counterparts.

We spoke with Hagerty valuation expert Andrew Newton, who told us that the C6 Corvette is still depreciating for the most part and has not yet turned the corner from used car to collector car, although that may be poised to change, as the market may have finally bottomed out and several models have been flat over the past year.

The cheapest entry to C6 ownership are the early 2005-07 models with their short-lived LS2s. Expect to pay \$26,000 for one in #1 (Concours) condition and as little as \$13,000 for one in #4 (Fair) condition, not counting a 10 percent discount for an automatic.

Newton pointed out that, based on #2 (Excellent) values, a base car is worth 36.5 percent less than a Grand Sport, a Grand Sport is worth 16 percent less than a Z06, and a Z06 is worth 34 percent less than a ZR I, which goes for around \$80,000 in #1 condition, and higher, of course, for special editions.

Our insurance quoting data backs up the stereotype that Corvettes are Baby Boomer favorites; they make up just more than half of insurance policies, with Millennials making up less than 12 percent of policies, about half as much as the rest of the market.

Chevrolet looks as though it's trying to shake that image up with the C8, but only time will tell if the new mid-engine Corvette can turn the tide.

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

Membership Chairman's Comments—Our current membership roster sits at 97 members with 74 of those having paid their 2022 dues. We are currently at a 76% renewal rate. I will be accepting your 2022 dues at the next meeting or by mail.

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

Judging Chairman's Comments

NCRS FLIGHT JUDGING SCORING SYSTEM AND BONUS / MILEAGE POINTS

BONUS POINTS

As listed in the Corvette Judging Reference Manual 9th Edition (that is available online at the NCRS Store), the NCRS system is based on the deduction method of scoring. All cars begin the judging process with 4500 points. Whole-point deductions are made for those items whose operation or appearance fall outside the Judging Standard as determined by the various judging teams, At the completion of judging, the total points deducted are subtracted from 4500. The bonus scoring points outlined in Section 2 item #25 are added and the result is divided by 45 to arrive at a total net score based on a 100-point system.

What is Section 2 item #25 ? The following items, if present will be credited as scoring bonus points during Flight, Duntov, McLellan, Hill or Founders Award Operation Judging. Each listed item will be worth three (3) bonus points. If all are present, the bonus credited will be ten (10) points.

A. Small in-line battery cut-off switch requiring no modification of existing components. Two types are available at your favorite Corvette vender. A knob type and a lever type. They should be mounted on the negative battery terminal of the battery and used to open the circuit during the inside judging and at home during storage. Be careful hooking up the switch, on my 65 and if I remember correctly all 63 - 67 the positive cable color is black and the negative cable color is brown. Later cable color changed to black and red that is the standard we see now. Different battery locations and access to the battery terminal, side or top, will tell you what type of switch to use.

B. An appropriate size and type fire extinguisher, large enough to reasonably the capability of extinguishing an engine fire. At the Texas Lone Star Regional a few years ago there was a seminar on fire extinguishers and I purchased the one that I keep in my car. It is a 2.5 LB HALOTRON 1, HALGUARD tm brand. The A B C extinguisher you should have in your house will work but will leave a big power mess that the HALGUARD will not.

C. Small NCRS window decal. Available at the NCRS store or ask your Judging Chairman, most have them.

Total net score needed for all Flight Judging awards and max point deductions.

97.0% (-135) All Mark-Of-Excellence Award's (Duntov, McLellan and Hill)

94.0 % (-270) Top Flight

85.0% (-675) Second Flight

75.0% (-1,125) Third Flight

You can see how ten bonus points will help with your quest for MOA and Top Flight Judging.

DRIVEN MILEAGE POINTS

Since NCRS encourages driving, any car entered in Flight Judging driven by the owner or a family member to an event is eligible to receive additional points based on miles driven to the event so long as the car receives a minimum 75.0 net score. Mileage points are limited to 10% of net scoring.

Points are calculated using actual mileage driven to the event reported on the Judging Summary sheet by the owner. This mileage is multiplied by 1% (.01) Using this number and not rounding up figures beyond the tenth place are dropped and the result is added to the net score to arrive at the final Grand Total Score, Grand Total cannot exceed 100. For example, a car driven 37 miles to an event would have .3 added; while a car driven 375 miles would have 3.7 points added.

MILEAGE POINTS NOT APPLICABLE

Mileage points however may not be counted toward either the 97.0 net prerequisite score, or the 97.0 net final score required of those cars attempting to achieve the NCRS Mark-Of Excellence Awards.

We were fortunate at our Spring Judging Meet to have Jo Houlihan (Master Tabulator) and Jim Elder (Master Judge) in our Tab room to keep everything moving along. Sometimes people working behind the scenes get overlooked and we owe them our appreciation for keeping us all on track.

NCRS Oklahoma Chapter Judging Chairman**Gene Holtz (NCRS #10606)**email 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)****SMALL "FOR SALE" CORRAL**

Saturday, July 2nd, before the meeting there will be a small For Sale Corral across the street from Olies.

Gary Guinn will have on his trailer for your perusal a For Sale 1966 Red Red 300hp 4-speed PB coupe. I believe it is very original, pretty much unmolested but you interested buyers can make that decision. Gary lives in West Tulsa and likes to buy and sell C3s. Found this one on a recent trip to Florida. It has oil change door stickers from the west coast. Anyway Gary will be there with the 66. I think the distributor cap is original, carpet too, radiator is for sure. Headlight motors too.

Nice steering wheel and instrument cluster.

Scott Pfuehler

NEW JULY EVENT—1st Dinner Gathering (Please RSVP)

At the June breakfast meeting our group decided to add a new event to the current offerings. At the NCRS Christmas party in 2021 several of the ladies indicated they would like to get together more often, thus a new dinner option has been scheduled, no program just social interaction.

The first of these dinners is scheduled for Thursday, July 14, at Bravos Mexican Grill, 6104 E 71st St., at 5:30pm.

Since this is our first dinner, if you would be so kind as to let me know if you plan to be there (*so I can give the restaurant an idea of our numbers*) I would be most grateful. I've indicated I would advise them on Monday, July 11. Contact me via email – Nancy.phillips@isocentric.com or at 918-770-1043.

Guys, when you receive this newsletter, with all the July activities, please share it with the ladies so they can place the dinner into their schedule.

The '66 Corvette Challenge'—Part 9: "Running and Driving"

Story By Pat Cavanagh (NCRS #57907)

In Part 8, of "The '66 Corvette Challenge" series, the body was reinstalled on the restored frame and I began making the numerous connections between the body, drivetrain and frame. These included the radiator, electrical connections, ground straps, master cylinder, tachometer cable, emergency brake, steering, splash shields and all the other miscellaneous connections.

Once everything was connected, I decided I would completely disassemble the doors and lubricate both the side window mechanisms and door latches so they operated as new. I also adjusted the side windows and their stops. The window felts were replaced and the vent windows were adjusted to fit the new windshield door seal. Finally, I detailed and painted the door jams and installed new rubber weather stripping between the doors and the body.

I am planning to install a fuel cell in the future, but for the shakedown testing, we installed the original fuel tank with new straps and hardware. I used a high capacity fuel filter mounted to the rear cross member with a replaceable element. This allowed me to minimize the fuel line connections in the engine compartment. With under 500HP I felt the standard mechanical fuel pump was sufficient. I may upgrade to an electric fuel pump in the rear of the car when I install the fuel cell. An electric fuel pump would typically support more than 500 horsepower.

With the C2 Hedman side pipe headers installed on the engine, Scott Pfuehler and I began the fabrication of the side pipes. We started with two, 3 inch diameter, 90 degree long elbows, two 1 1/2 to 4 inch diameter cones and two 4 inch diameter 60 inch long pipes with turnouts at the ends. Once the pipes were cut and fitted, we tacked them together with my HF Easy Flux welder. We fabricated mounting brackets at the rear of the 4 inch pipes that mounted to the stock location on the frame. Ryan at Patriot Welding did the finish Mig welding of the side pipes. Ryan also fabricated custom low restriction, removable, mufflers that located inside the 4 inch pipes. These were made out of 3 inch ID glass packs purchased from Summit Racing. Ryan did a beautiful job as always. Finally, I painted the sidepipes with VHT high temperature flat silver paint. When the pipes were finished, I warmed up the car several times to cure the VHT paint....and those pipes sounded mean!



With everything connected, I began putting a few miles on the car. Driving the car was fun after all this time! With the large sway bars front and rear, Bilstein HD shocks, an



F41 rear spring, big block shortened front springs, HD rear camber bars, HD tubular pitman arms and the front strut bar I expected a harsh ride. Fortunately, I think the newly restored and stiffened frame with new body mount bushing mitigated the harshness that I expected. The car has a firm yet very controlled ride. It was not harsh but firm. The most noticeable thing when driving the car was the quickness of the power steering and the sound of the side pipes.

You may recall I installed a Borgeson Power steering setup with a Ride Tech frame brace. The steering was very quick, positive and it had great feel. With over 400HP combined with the wide ratio Muncie, a 3.73:1 rear gear and the lightweight flywheel too much throttle would light up the tires at any time in first gear.

Even though I had rebuilt the Muncie shifter and had it adjusted to perfection I decided to have Scott Pfuehler install a Hurst Competition Plus shifter. This was a great addition, I love the short, direct positive movement of the Competition Plus shifter. It certainly gave the car a real race car feel.



In Part 8 of the Corvette Challenge, I found that the roll bar interfered with the installation of the hardtop. I am not sure how that happen but suffice to say it was my fault and embarrassing. The roll bar had to be relocated to install the hardtop. To maximize the roll bar height under the

(Continued on page 5)

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hardtop we had to move the roll bar forward approximately 3 inches. While I liked the idea of bolting the roll bar to the frame I ultimately decided to weld the roll bar to the 3/8 inch steel pads we had welded to the frame. Ryan at Patriot Welding positioned and welded the roll bar to the pads maximizing its height under the hardtop. The final result left the roll bar 1/4 inch below the hardtop when it was installed and locked down! While we were adjusting the roll bar to fit the hardtop, we also welded brackets to the roll bar to mount the seat back and headrest. I also found a location on the down tube of the roll bar to install the Halon fire extinguisher. Once the roll bar was welded in I fabricated ABS covers for the fiberglass I removed for the roll bar, sealed them and reinstalled the carpet.



To finish the installation of the rear deck I had to cut clearance reliefs into the deck for the rear roll bar support braces. I surrounded the clearance reliefs in the rear deck



with aluminum sheet stock, bent to fit the deck lid and fastened to the deck with stainless button head hex screws for a nicely finished look.

The rear deck lid cable release mechanism, was removed because it interfered with the roll bar rear supports. We attached short wire pull-rings to the latch mechanisms on either side of the rear deck so it could be easily opened.

When I assembled the suspension to the frame I did a very rough alignment using a tape measure and a level. After driving the car for a few miles it was obvious I needed a professional alignment. I drove up to Andy's shop in Collinsville and left it over night with him. I had Andy align the car to the following specs.

	RF	LF	RR	LR
Toe In	1/32"	1/32"	1/32"	1/32"
Caster	2-5/8° Pos	2-5/8° Pos	--	--
Camber	1/2° Neg	1/2° Neg	1/2° Neg	1/2° Neg

I believe these setting will be a compromise between a track and street alignment but some track testing will give me a better idea. Andy was very complimentary on how easy the car was to align with the restored frame and new hardware. Driving the car home from Andy's with the new alignment was a real pleasure on the highway.

To meet the SCCA and SVRA rules, a racing seat and a 5-point racing harness is required for the driver. The rules are also very specific on how the racing seat and 5-point harness are mounted in a car. I purchased a Race Quip 5-point harness system with a quick release buckle and a Kirkey low back aluminum bucket seat with slots to accommodate the lap and crotch belts. I utilized the existing seat mounting points and had Ryan fabricated 1/4 inch steel floor bracket with a cross brace under the seat. The cross brace is designed to mount the crotch belt.

With the seat adjusted to a comfortable position, the back of the seat was attached to the roll bar with a fabricated bracket and the seat bracket was bolted to the new floor bracket. The lap belts were attached to the existing seat belt mounting points and the shoulder harnesses were attached to the roll bar cross brace behind the seat. Finally, the crotch belt was attached to the floor bracket cross brace on the seat bracket. Finally I adjusted the seat belts to fit very snugly.



(Continued on page 6)

Once the seat, harness and hardtop were installed, it became very apparent how difficult it was for me to enter and exit the car quickly. This was a result of the tall side seat bolsters that were designed to keep you in place during high G turns and the large diameter of the of the late model Corvette steering wheel.

I mentioned the problem to George Haddock at Fabulous Restorations who had built several C2 and C3 vintage racecars that had similar entry/exit issues. He gave some great advice along with several suggestions. I took the seat over to Ryan at Patriot Welding and had him bend the lower side seat bolster at a 45 degree angle to allow me to slide in easier. The seat cover still fit great. I also purchased a smaller diameter steering wheel from Summit and a quick release mechanism from Jegs that bolted to the splines on the Corvette C2 steering column. The quick release mechanism did not have provisions for a horn so I installed a push button on the side of the column so I could still have a working horn.

With the steering wheel removed and the modified seat side bolster getting in and out was much easier.



Stay tuned to Part 10 of the Corvette Challenge where I discuss how I painted the rear deck/hood in my garage, my racecar graphics and wheel/tire selection. As always, if you have any questions on the build just email me at pcavanagh2012@gmail.com.

General Motors Files To Trademark GM Restoration

By Sam McEachern June 26, 2022 "GM Authority"

General Motors has filed to trademark the term *GM Restoration*, *GM Authority* has uncovered.

Filed on June 20th, 2022 with the United States Patent and Trademark Office, the application is assigned serial number 97466832. The application was filed under multiple *Goods and Services* categories, including for "land vehicles and parts thereof," such as engine components, vehicle interior components, decals, radios and more.

Based on this trademark filing, it seems as though *GM* may be considering launching a restoration division or program for vintage cars. *GM Restoration* could be the name of a new restoration division that will professionally restore vintage *GM* vehicles, or it may be for a new line of officially licensed repair and/or replacement parts for *GM* products that are no longer being produced. This program could be particularly appealing to owners or fans of notable vintage *GM* vehicles like the Chevy Corvette and Camaro, or certain Cadillac products.

One of Chevy's rivals in the sports car

segment, Porsche, already has a vintage restoration program for its old vehicles. The German marque operates the Porsche Classic Factory Restoration facility out of its Experience Center in Atlanta, where vintage Porsche vehicle owners can take their vehicle to have it professionally restored. Only Porsche Classic Genuine Parts are used in the restoration process at this facility, while the technicians use original technical manuals and specifications, as well as original techniques, to complete the job. We could see a similar service being appealing to vintage Corvette or Camaro owners, as well as a *GM* equivalent to the Porsche Classic Genuine Parts catalog.

We'll have all the details on this rumored *GM Restoration* program once (or if) it becomes available. In the meantime, be sure to subscribe to *GM Authority* for more *GM* trademark news, *GM* vintage and restoration news, and around-the-clock *GM* news coverage.

The Pool of Gas on the Floor

By Verle Randolph (NCRS # 14764) 1994

I'm not sure which grew faster, the pool of gas or my dismay and alarm. The pool was under my 69 Corvette; the Corvette in the shop; the slope of the floor toward other cars, none of which could move quickly.

I had been to a club meeting and filled up on the way home. I knew there was about 15 gallons of gas to go. I opened doors for ventilation, avoided electrical switches and found something to start siphoning gas with and into. I have two 5-gallon gas cans, one of which was full. I started the siphon into a container, emptied the cans into other cars and switched the siphon over. When the tank was finally as empty as I could siphon, it still leaked gas for 15 minutes, probably the low spots. I decided to not put down floor dry, my theory being: the floor dry would be flammable longer than the floor would.

I waited until the next day for everything to dry and air out, then tried to inspect the gas tank...nothing. I could see nothing! I put the car on jack stands and started removing the tank. Getting the spare tire carrier off was straight forward. Getting the tank out was a little harder. You see, I have a very rare Corvette, it does NOT have side pipes. After loosening brackets and clamps on the original exhaust system that had never been touched, and with the help of my wife, Beth, I got the tank out.

With the tank out, I made a cursory inspection and still did not see the cause of the leak. I was about to blame the rubber hoses, but an inspection showed them to be in surprisingly good condition. There were a few spots of visible rust on the bottom. A closer inspection of the rust and a few passes with a piece of sandpaper disclosed the problem. The tank had one hole about ¼ X 1/8 inch and several other pin holes.

After waiting a few days while hoping the tank would heal itself, I started considering the options. I consulted several people with experience in this phenomenon. It boiled down to three possibilities: seal this tank; find a good, old tank; get a new tank.

There are several options for sealing the tank: JB Weld™, welding or brazing for the big hole and some "spread the liquid sealers" for the small holes. I talked with people who have done all of those and they work. Being basically lazy, I wanted to make a "one-time, long-term repair". I didn't want to do this again.

Finding a good, old tank proved to be possible, but produced uncertainties in my mind. How good would that tank be? Is there already rust underway? How long would it last? How much would it cost? I found two or three used tanks in various conditions. Prices ranged from reasonable for a good tank to outrageous for a very questionable tank.

Finding a new tank turned out to be easy, if not the cheapest. Chevrolet still has them. I called Don Partridge™, our friendly, neighborhood, Chevrolet parts manager and placed an order for a new tank. Since I procrastinated until our yearly chapter show was close, I borrowed a "good, old" tank from a friend, with the understanding I would return it about a week after the meet. I was getting ready to install the borrowed tank when Don called to say the new tank was in. Hallelujah!!! With the help of Beth and two friends, I installed the new tank on Thursday, finished the details on Friday night and drove to the show Saturday morning.

The new gas tank gives me some peace of mind. I should not have to fool with that problem for another 25 years. I plan to put gas conditioner in the tank from now on. Most gas conditioners are alcohol based and operate on the principal that alcohol absorbs water, therefore reducing the chance of rust.

The moral of the story is: Corvettes do rust, just not in places that are easy to see. This should be a concern when owning as well as when buying a Corvette. So, be conscientious in doing preventive maintenance. It can save a lot of work, money and anxiety, and maybe even prevent a disaster.



Want to know how to turn a 2019 "Sebring Orange Tintcoat" Corvette Convertible into a 2019 "Blood Red Tintcoat" Corvette Convertible in a matter of seconds?

Ask Michael Aichele at the next NCRS Chapter breakfast!

He will sell you the "secret" recipe for little or nothing!!!



NCRS Nebraska Chapter

"LAST BLAST 2022"

Two Day Super Chapter

Flight & Concours Judging Meet

Commonwealth Flight Hangar - Lincoln Nebraska



SAVE THE DATE!

Friday & Saturday, September 22 & 23, 2022

Registration Opens August 1, 2022

- Concours, Sportsman & MOE Corvettes welcome!
- Corvettes from all 5 Generations for judging
- NCRS members from 8+ states at this meet
- Three Judging & Tech Schools on Friday & Saturday
- 1953 Corvette under restoration on display
- **NEW FOR 2022:** Thursday night Welcome Barbecue & Social
- Friday Private tour "Speedway" Museum of American Speed
- Friday night banquet & charity auction
- All meals included with your registration
- More information: **www.NCRSNeb.com**

For all NCRS members attending Judging Schools & Judging both days, this will be a 5-point weekend

Event Contact:

Brad Hillhouse: Judging Chairman

BradHillhouse@yahoo.com 402-730-6898

UPCOMING EVENTS

OKLAHOMA NCRS CHAPTER EVENTS:

- July 3rd—Small “For Sale” Corral at the monthly meeting (See Scott’s note on page 3)
- July 14th—NCRS monthly dinner (See note on page 3)

NCRS NATIONAL EVENTS:

- 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.)
- September 22-23, 2022 NCRS Nebraska Chapter, Lincoln, NE ((Just a quick jaunt up the road.)
- October 27-29, 2022 NCRS Texas Regional, Frisco, TX (Just a quick jaunt down the road.)

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

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

- July 11-12, 2022—Hallett Race School

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

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

- July 2, 2022—Legendary Midnight Drags

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
- 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



Still time to start thinking about a Summer/Fall Picnic! Your Thoughts??



OKLAHOMA CITY HAPPENINGS

ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY—Tuesday July 26th 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.

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.

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” 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.

**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.
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Owasso, OK 74055