

## MONTHLY MEETING — SATURDAY, JULY 1ST

Ollie's Station Restaurant, 4070 Southwest Blvd, Tulsa, OK 74107  
 7:30 AM to 08:00 AM—Parking Lot Gathering; 08:30 AM meeting starts indoors!

**Dues Reminder**—Your 2023 Chapter Dues were due in January 2023. If you haven't paid them yet, you can bring them to the breakfast meeting or mail them to the me.



**July  
2023  
Newsletter**

## BOARD MEMBER'S REPORT

**President's Comments**—Summer is here and the Corvette related activities are heating up along with the outside temperatures! There are car shows and car related events every weekend right now. Last weekend was the Route 66 Road Fest at Expo Square in Tulsa. Our very own Roger Meyer won Best in Class at the car show with his '66 convertible! I encourage you to get your Corvettes out there and show them off. We have some incredible cars in the chapter and I love it when I see them out and about.

At our June breakfast we talked a little about the upcoming NCRS National Convention, July 23-28. If anyone is going, please let me know. I'm not going to be able to go because of a family vacation that was planned for the end of July, but I'm anxious to hear from any of our members that go. Even if you don't go to the convention, there is still an opportunity for us to meet up with some of our fellow NCRS members as they caravan to French Lick in July. The Southern California caravan is stopping in Edmond the evening of Thursday, July 20 and will be in Tulsa at 10am on Friday, July 21. I'm hoping we can get a few people to meet up with them in both Edmond and Tulsa. Give it some thought and we'll talk about it at Ollie's on Saturday.

I'm hoping for a good turnout at Ollie's for our July breakfast. Besides discussing meeting up with the caravan to the National Convention, we are going to have a special guest from the St Louis chapter, Bill Mulder. With Harry Ledgerwood stepping down as our regional rep, Bill is running for that position. He would like to hear what is important to our chapter and give his perspective on what is needed in the national organization.

**NCRS Oklahoma Chapter President**  
**Rob Wilson (NCRS #48348)**

**Membership Chairman's Comments**—Our current membership roster sits at **81** members with **66 of those**

*having paid their 2023 dues.* We are currently at a 81% renewal rate. I will be accepting your 2023 dues at the June 2023 meetings or by mail.

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

**Judging Chairman's Comments**—Corvette Colors from the 60's and early 70's



**WAR BONNET PARK RACEWAY**

**AN AUTOMOBILE RACING COMPLEX DESIGNED EXPRESSLY FOR SPORTS CAR AND FORMULA CAR COMPETITION**

**Length:** 5.7-mile road course; 2.7-mile short course; 5,300-foot drag strip.

**Location:** Mannford, Oklahoma, on Lake Keystone (14 miles west of Tulsa)

**Race Facilities:** Covered pits for 100 cars; three-story control tower housing drivers' briefing room, drivers' shower and locker rooms, meeting room, individual press and broadcast rooms, snack bar and central communications control room; underground wiring for corner communications.

**Spectator Facilities:** Covered spectator boxes over pits; glassed-in VIP boxes in control tower; permanent bleachers for 20,000 spectators; additional infield and track-side facilities for 80,000 people; three walk-over bridges and one drive-over bridge; campgrounds; public address system to all spectator areas.

**Planned Facilities:** Country club and 18-hole golf course; horseback riding stables; boat landing; airplane landing strip and hanger.

**FUELS SUPPLIED BY SUNRAY DX OIL COMPANY** 

The above list of amenities and the proposed map of the track are from promotional material prepared by Bob Moore and distributed at an Oklahoma Region Membership Meeting in April or May of 1966. Obviously the changes made to finish the short track in time for the inaugural Drivers School required changes to the long track. Compare this track diagram with the one provided by Mike Halley later in this article.

[http://gasketgazette.org/index.php?option=com\\_content&view=article&id=158%3Athe-war-bonnet-story&catid=18&Itemid=119](http://gasketgazette.org/index.php?option=com_content&view=article&id=158%3Athe-war-bonnet-story&catid=18&Itemid=119)

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There were a lot of Corvette colors that were named after racetracks in the 60's and 70's below is a list that I made from the Corvette color chart from 1963 - 1972. I may have missed some.

Bridgehampton Blue	Marlboro Marron
Brands Hatch Green	Mille Miglia Red
Can-Am White	Mulsanne Blue
Daytona Blue and Yellow	Mosport Green
Elkhart Blue and Green	Monaco Orange
Goodwood Green	Riverside Red
International Blue	Sebring Silver
Laguna Blue and Gray	War Bonnet Yellow
Lemans Blue	

The one I am talking about today is War Bonnet Yellow that was named after the War Bonnet Park Raceway in Mannford, Oklahoma. It was a 2.4-mile road course located about 25 miles west of Tulsa. It hosted a single Trans-Am Series event in 1968, two open-wheel SCCA F5000 events in 1967 and 1968 as well as various sports car races organized by SCCA between 1967 and 1970. Some of us may member the track or have raced or attended a race there.

I knew of the name War Bonnet Yellow but did not know about the location until I was reading about a yellow Corvette on "Bring-A-Trailer" and the discussion talked about it.

The track is no longer in use, but the surface is still there and is used as an access road to housing subdivisions and personal driveways. You can go on YouTube and find a drive around video (*not at race speed*) of the track and how it was set up.

There is a lot of information on the internet about the raceway if you want to know more about the time when Oklahoma had a road course worthy of a Corvette color name.

**NCRS Oklahoma Chapter Judging Chairman**

**Gene Holtz (NCRS #10606)**

email [blue65L84@aol.com](mailto:blue65L84@aol.com) or 405-317-3919

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

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



## NCRS Chapter Merchandise

At our June meeting, we had a discussion about NCRS Oklahoma merchandise. For those that weren't at the meeting, Dave Leash is putting together an NCRS Oklahoma Chapter Store on the NCRS Apparel Store web page at <https://www.ncrsapparel.com/>

The plan is to have it up and running before our July 1st chapter breakfast. He may only have a few items up by that time but will add more soon. This gives members a chance to buy chapter apparel without the chapter having to invest any money. In fact, the chapter will earn a 15% commission from every purchase.

To make our chapter logo available for the new chapter store, I needed to get our logo edited from the logo on our web page to a clear background (versus white) and into a different format. After getting this done, I decided to get some cups made at my own expense. I had three different styles made. See the pictures with this article. The 30 oz cup was won by Gene Holtz as our door prize. The other two styles are 20 oz cups. One is the more traditional style you see from Yeti and other cup manufacturers. The other 20 oz cup is the taller, thinner Pilsner style cup. I'm going to put together a group order for more cups for any members that are interested. The 20 oz cups are \$21 with one logo or \$26.50 with two logos. The 30 oz cup is \$27.50 for one logo and \$33 for two logos. Prices include sales tax. I had my member number added as a second logo on another cup. If you want your member number, Corvette flags, or something else, just let me know. They can do other colors besides blue as well. If you are interested in purchasing a cup, send me an email at [robertwilson2@cox.net](mailto:robertwilson2@cox.net) or let me know at the July 1st breakfast.





# WAR BONNET PARK RACEWAY

<http://www.speedwayandroadracehistory.com/war-bonnet-park-raceway.html>

<https://www.youtube.com/watch?v=PPEzx4wO9mw>

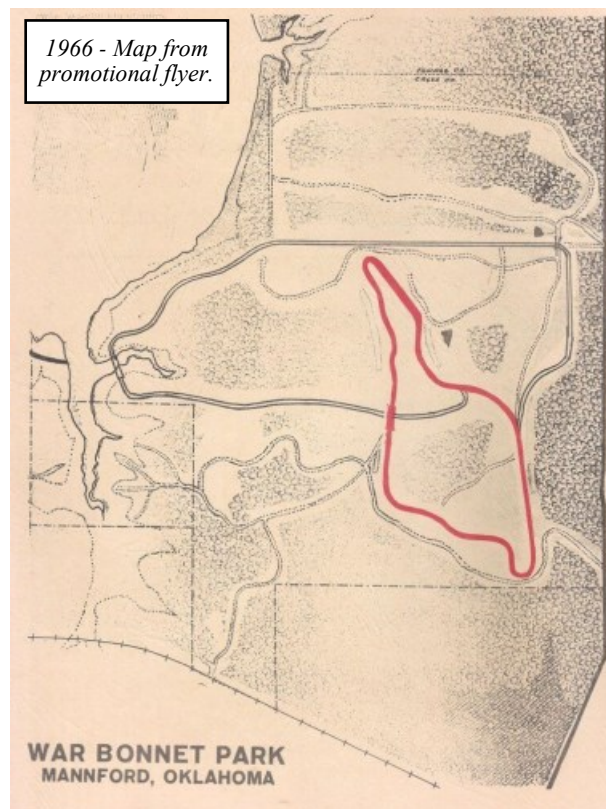
War Bonnet Park Raceway opened (1967) as a one mile paved road circuit in the late 1960's. By 1968 the track had been lengthened to two point four miles in length to host the 1968 Trans-Am Series.

The tracks life was very short lived as when Keystone Lake Reservoir was built, The town of Mannford was moved to higher ground, next to the race track, this sealed to death of the venue.

The track did close (1970) to make way for a new housing development, The race track was named Keystone Loop.



1969 - Ralph Morrison's Sunray DX L88 Corvette.  
Photo: John Hansford.



## 1969 - TULSA WORLD MAGAZINE REPORTED

*Below: Fall 1968, James Garner makes a surprise visit to War Bonnet Raceway just outside Tulsa Oklahoma for one of the season ending SCCA races. Dan Yenko had just won the race on Sunray's home track, in his Sunray DX sponsored "showroom" L-88 Corvette, and makes a parade lap with Garner who has the race queen sitting in his lap while he proudly holds up the trophy for all the spectators to see.*



1968 - War Bonnet Park Raceway pit area.  
Photo: John Hansford.

I found an interesting note in the SCCA Oklahoma Region Gazette (April 2015)— "Our very own NCRS John Bernadine of Tulsa is writing a book about War Bonnet." Don't know if it was ever published- Mike Aichele

# A Short History of the Chevrolet Corvette

From Haynes Manuals Website



General Motors launched the Chevrolet Corvette in 1953, as the first and only American sports car, at a time when all their other products were full sized, six passenger family cars (up to nine of you choose a wagon), or practical hard working trucks. The public reaction on seeing such a radical, low slung, two-seat coupe on the show circuit from staid Chevrolet was overwhelming and they quickly rushed it into production, which showed.

## Chevrolet Corvette - C1 1953-62

This first-generation Corvette ran from 1953 to 1962 and went through a number of changes to both the bodywork and drivetrain. Unfortunately, the Corvette launched with the only engine Chevrolet had at the time, the pedestrian "stovebolt" straight six, jazzed up with 3 side draft carburetors, and a hotter cam. The only available transmission was the two-speed Powerglide automatic. Corvette was almost history in 1955, but the introduction of the 255 cubic inch small block Chevy V8, and the option of a manual transmission transformed the car, and sales took off. A fuel-injected V8 option was introduced in 1957 which produced 283 horsepower from its 283 cubic inch engine (*one of the first engines to achieve 1 horsepower per cubic inch*) and a four speed manual transmission finally became available.

It took five years, but by 1957 the Corvette was a true sports car and one of the fastest money could buy.

## Chevrolet Corvette - C2 1963-67

The C1 Corvette, with a platform based on the Chevy passenger car with origins just after WWII, was replaced by a very different second generation model in 1963. The front suspension was based on the clean sheet 1958 Chevrolet design, and in the rear was an advanced independent set up that would be revised and remain until the end of 1982. The radical styling, dubbed the "Sting Ray" and styled after a fish, looked more like a jet fighter than a passenger car, and unlike any other car on the road.

The hard top coupe version featured fastback styling with the iconic Sting Ray split rear screen, though this was replaced with a single rear window in 1964, or you could choose a convertible. The Sting Ray was the first Corvette to feature pop-up headlamps, an iconic feature which continued right up until 2005.

This was the era of big engines and big power outputs as the small block grew and the big block was introduced. 1964 brought a maximum power output of 375 horsepower out of just 327 cubic inches, and in 1965 the big block 396 cubic inch motor with up to 425 horsepower debuted. The power mad engineers at GM continued, and culminated with an optional L88 engine in 1967 rated at 430 horsepower, but estimated by some to be over 550.

## Chevrolet Corvette - C3 1968-82

The third generation C3 Corvette ran from 1968 to 1982, with styling changes but no significant platform updates, but our cutaway image is of a 1969. This was the generation where the Corvette grew up and become more responsible. The C3 Corvette had curved, muscular lines and introduced removable T-top roof panels. The engine and chassis components were mostly carried over from the previous generation but the body and interior were all new for 1968.

1969 brought a new all-aluminum ZL1 big block motor officially rated at 430 horsepower but reported even stronger than the original L88, giving the ZL1 a reported standing quarter mile time of under 11 seconds. And in 1970, the engine lineup reached its zenith, with the 454 cubic inch big block (rated at up to 460 horsepower) and the iconic 350 cubic inch LT-1 (rated at 370 horsepower).

But the C3 generation would be hit by the oil crisis, safety regulations, and toughening emissions rules. In 1971 GM lowered compression ratios to cope with the change over to low-lead fuel, which led to reduced power ratings – the 350 cubic inch base model went from 300 horsepower down to 270, and similar reductions were felt across the range.

And then in 1972 General Motors (bowing to government regulations) switched from reporting gross horsepower to SAE net power ratings, which lowered the ratings still further – the cars still made the same power, of course, but the quoted numbers fell. When

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catalytic converters had to be added in 1975, along with other smog concessions, the base ZQ3 engine produced just 165 horsepower, a long way from the pre smog big block days.

### **Chevrolet Corvette - C4 1984-96**

The C4 Corvette brought a complete redesign in 1984, with a whole new platform updated with all the latest advances in suspension geometry, handling and brakes. The Cross-Fire Injection was carried over from the previous generation for the first year, but other modern innovations were all over it, like an electronic dash, with LCD displays for the speedometer and tachometer. In 1986 anti-lock brakes and electronic climate control were introduced, and in 1992, Acceleration Slip Regulation brought a state of the art system for traction control under acceleration.

For 1985, the standard engine became the 230 horsepower 5.7 liter (350 cubic inch) Tuned Port Injection L98, but 1987 brought the option of the Callaway modified 345 horsepower twin-turbo B2K motor, later pushed up to 450 horsepower, which actually carried full GM warranty coverage. This high-performance model was joined and eventually replaced by 1990's ZR-1 model, with a Lotus engineered 32 valve DOHC motor. In 1992, the new LT1 engine brought the power up to 300 horsepower, a useful boost over the L98 motor. The Corvette was getting its mojo back thanks to advances in smog tuning and computer controlled fuel injection.

### **Chevrolet Corvette - C5 1997-04**

The fifth generation Corvette ran from 1997-2004, with smoother lines and the most complete exterior redesign since the original 1963 model. It brought better aerodynamics, improved fuel economy, 50/50 weight distribution thanks to a new rear mounted transaxle, new suspension geometry, 'active' handling and an all-new hydroformed box frame chassis to replace the old ladder frame design. The C5 also introduced a new notchback body style, with a fixed roof and trunk, which was lighter and stiffer than the fastback or convertible, for better performance. This new body style was used in 2001 for the higher performance Z06 model with a 386 horsepower LS6 motor, which in later years was upgraded to 405 horsepower.

### **Chevrolet Corvette - C6 2005-13**

The sixth generation Corvette was touted as 'all new' but under the skin it was really a refinement of the existing design. Cosmetically there was a new body with regular headlights instead of pop-up units and an improved interior. A new LS2 engine provided 400 horsepower from an increased 6.0 liter capacity, and the option of a 7.0 liter small block engine producing more than 500 horsepower arrived in 2006 with the Z06 model. Then, in 2007, a new ZR-1 model was announced with a supercharged 6.2 liter engine producing 638 horsepower for a supercar-like top speed of 205 mph.

### **Chevrolet Corvette - C7 2014-Now**

The seventh generation Corvette was launched in 2014 featuring the most significant platform update since the introduction of the C5. The best performance so far comes from the Z06 with its 650 horsepower supercharged 6.2 liter V8. It might be unrecognizable next to the cute 1953 convertible that kicked off the whole line, but the 'Vette is still going strong with its core values as a low-cost, high-powered, all-American sports car.

Rumors have been swirling around, and many spy shots are already online, of the next generation C8 Corvette which may be throwing away 65 years of tradition and switchein to a mid engine design.



## UPCOMING EVENTS

### OKLAHOMA NCRS CHAPTER EVENTS:

- July 1st—NCRS monthly breakfast—Tulsa (See Front Page)
- July 13th—Ladies Night Out (see Tulsa Happenings below)
- July 18th—Tulsa Attitude Adjustment Night (see Tulsa Happenings below)
- July 25th—OKC Attitude Adjustment Night (see Oklahoma City Happenings below)

### NCRS NATIONAL EVENTS:

- July 23-27, 2023 - NCRS National, French Lick, IN
- August 24-26, 2023 - NCRS Gallery at Corvettes of Carlisle, Carlisle, PA
- September 14-16, 2023 - NCRS Regional, Ontario, Canada
- September 7-11, 2025 - NCRS National, South Pointe Casino, Las Vegas, NV
- October 19-21, 2023 - NCRS Regional, Frisco, TX

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

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

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

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

- August 11-12, 2023 - No Prep Kings, Tulsa Raceway Park

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

- Tuesday Cruise Night, McAlister's Deli, 91st & Memorial, Tulsa, OK; 4:00 PM-Sunset (March 14 – Oct)
- Cars & Coffee, 13230 Pawnee Dr, Oklahoma City, OK; First Saturday monthly, 8:30AM-11:00AM
- Cars & Coffee, Kicker Facility, 3100 N Husband St, Stillwater, OK; Last Saturday monthly, 8:30AM-12:00PM
- Owasso Cruzers Cruise In, 12900 E 86th St N, Owasso, OK; 2nd Wednesday monthly, 4:30PM-8:00PM



## TULSA HAPPENINGS PLEASE RSVP—to Nancy Phillips! Contact her at 918-770-1043 or [nancy.phillips@isocentric.com](mailto:nancy.phillips@isocentric.com).

**Monthly Dinner**—Everyone is welcome—Chapter Member's, spouses, partners, or singles to get together and mingle. It is a good time for all! Please come join us.

**Thursday, July 13<sup>th</sup>**'s dinner will be at Hideaway Pizza, 10461 S Memorial, Tulsa, OK 74133. We always encourage our "singles" to join in the fun. **Gathering time is 5:30 PM.**

**We hope to see you there. Future dates: August 10<sup>th</sup>—2023**

## TULSA HAPPENINGS

**ATTITUDE ADJUSTMENT Night TULSA, OK** —**Tuesday, July 18<sup>th</sup>; 5:00 pm** at Bravos Mexican Grill, 6104 E 71st Street, Tulsa, OK.

## OKLAHOMA CITY HAPPENINGS

**ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY**—**Tuesday July 25<sup>th</sup>** will be this month's 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.

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

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

**FOR SALE** - Corvette "Body Dolly" and "Rotisserie" located in Wichita, Kansas \$3,000. 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** - 1965 Close ratio Muncie 4 speed. Main-case # 3851325, mid-plate #3857584, side cover #3831707. Date P0312 (March 12th) NO V.I.N. ON CASE. 7,000 miles on rebuild by Tom Parsons with upgrade to 1" cluster shaft and 26 spline input. Comes with new power torque pressure plate and good clutch disc and rear yoke. \$1,000.00 Gene Holtz (405) 317-3919

**WANTED** - ??

**Continue to keep [Phil Gray](#) (Our Chapter Vice-President) in your thoughts for a quick recovery!**

Phil Gray  
Zarrow Pointe  
2025 E 71st St, HC Room #200A  
Tulsa, OK 74136

Zarrow Point is just West of Lewis on 71st street. Turn North at the first light west of Lewis. In the complex, turn left just past the pool and park in the small parking lot. Sign in at the desk and go down the hall until you must turn. Turn left then keep going down the hall until it ends with double doors to the Health Center. (HC) on your right. **Note:** to exit the HC, the code is next to the keypad.

**OKLAHOMA CHAPTER**

Don't forget to visit our website for some up-to-date information about what is going on in the Chapter.

<https://www.ncrs.org/ok>

**NATIONAL MEMBERSHIP INFORMATION**

National Corvette Restorers Society

E-Mail: [info@ncrs.org](mailto:info@ncrs.org)

Phone: (513)760-6277

Fax: (513) 201-8875

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

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

<u>Role</u>	<u>Name</u>	<u>Phone</u>	<u>eMail</u>
Chairman	Rob Wilson	(918) 407-7940	<a href="mailto:robertwilson2@cox.net">robertwilson2@cox.net</a>
NCRS Contact Person	Rob Wilson	(918) 407-7940	<a href="mailto:robertwilson2@cox.net">robertwilson2@cox.net</a>
Vice-Chairman	Phil Gray	(918) 492-2519	<a href="mailto:philipgray@earthlink.net">philipgray@earthlink.net</a>
Flight Awards Administrator	Phil Gray	(918) 492-2519	<a href="mailto:philipgray@earthlink.net">philipgray@earthlink.net</a>
Secretary	Travis Firey	(918) 637-3257	<a href="mailto:rcrvmx@gmail.com">rcrvmx@gmail.com</a>
Treasurer	Scott Pfuehler	(918) 437-5292	<a href="mailto:fogaley@sbcglobal.net">fogaley@sbcglobal.net</a>
Judging Chairman	Gene Holtz	(405) 317-3919	<a href="mailto:blue65L84@aol.com">blue65L84@aol.com</a>
Judging Administrator	Gene Holtz	(405) 317-3919	<a href="mailto:blue65L84@aol.com">blue65L84@aol.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>
Activities Chairman	Bud Jessee	(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>

# CHAPTER MEMBERSHIP APPLICATION

**OKLAHOMA CHAPTER NCRS, INC.**

## MEMBERSHIP APPLICATION

**OKLAHOMA CHAPTER**



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