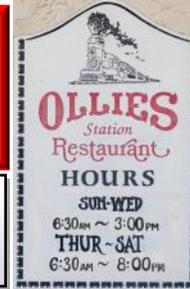


MONTHLY MEETING — 1ST SATURDAY MONTHLY

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)



**June
2022
Newsletter**

BOARD MEMBER'S REPORT

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

Happy Spouse/Partner Celebration Day at the June meeting, so make sure you bring your spouse/partner to the breakfast!

Thanks to all our spouses/partners for tolerating our weakness of a beautiful car. I thought the attached Jay Leno article summed it up.

See you Saturday for another educational and informative meeting.

**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

BATTERY DECISIONS

I had to replace the battery in my 65 coupe last month and I had a decision to make, like all of us have to do when restoring or maintaining our Corvettes, what battery to choose? That depends on what your goal is with you car, Driver, Flight Judging or going for Duntov? The batteries are judged under the “Standard Deduction Guidelines” in the “NCRS Corvette Judging Reference Manual” Section 4 #2. The 63-67 judging sheet list 25 points for Originality and 15 points for Condition, remember you need a minimum of 10% Originality to get any Condition points.

NO ORIGINALITY DEDUCTION for original or original-design reproduction indiscernible as installed, Delco as described in the appropriate year “Technical Information Manual and Judging Guide”, and if applicable appropriate plant and date stamp for the vehicle. Do not remove caps for inspection.

- Deduct 10% (-3 points) battery appearing as above with no appropriate plant or date stamping, if applicable.
- Deduct 30% (-8 points) reproduction differing from original design and construction in minor detail.

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- Deduct 50% (-13 points) Delco, appropriately-sized service replacement with appropriate top-post or side-post configuration
- Deduct 100% (-40 points) originality & condition for others

The reproduction battery that will get you the most points as listed in the Corvette Central website will cost \$436.00 with shipping and date code + Tax? and will take about a month to be shipped from the manufacture.

The Delco service replacement battery (*current size 24S*) that you can get the same day at you local AC Delco retailer will cost \$130.00 including tax.

Any other battery you may find at your local parts store will cost at least the same if not more than the AC Delco battery and might not fit under the heat shield properly. I also found that the local chain parts stores only want to sell there own brand of battery and did not want to get a Delco battery for me.

I decided to get the AC Delco service replacement battery at this time since I have Flight Judged my car in the past and using it now for local shows and weekend driving.

I have a few more battery notes. The current Delco service replacement size 24S has a built in handle in the middle of the top that will lay down flat and not get in the way of the 65 battery heat shield assembly. I also found a battery topper that looks like the original battery that fits under the shield, to make the engine compartment look more original. If you decide to go with the reproduction battery, I have found the when you install it, put it in 4 to 6 plastic Wal-Mart bags and use that as a handle to guide it in place and then remove the bags.

This is only one of the cost per point decisions you will have to make, so deciding what you want to do with your Corvette will guide you in your decision.

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)

Corvette Pace Car Collection Sells For \$1.375 Million At Mecum Indy

By Brett Hatfield — May 28, 2022

Last week's Mecum Auctions 35th Annual Indy Spring Classic saw 2,504 vehicles cross the block, with total revenue for the event topping \$126 million. The third most expensive lot sold was \$159, the Dr. Richard Foster Chevy Corvette Pace Car Collection that changed hands for \$1,375,000.

As we reported in late April, the collection was comprised of nineteen Corvette Pace Cars. No other car has been honored to be an Indianapolis 500 pace car as many times as the Chevy Corvette. Several of these pace cars have been reproduced as replicas and sold to the public, whereas others were built specifically for the event.



Dr. Foster has long been a dedicated fan of the Corvette Pace Cars, and has spent a number of years bringing together an exhaustive Pace Car collection which includes six Corvette Pace Car Editions, eight Indy Motor Speedway authorized replicas, and two Official Pace Cars. Four of the six Corvette Pace Car

Editions have received honors from Bloomington Gold or the National Corvette Restorers Society. Many of the Corvettes are exceedingly low-mileage examples, with several showing fewer than one hundred miles driven. The entire collection was sold as a single lot.

After 38 years of marriage Jay Leno says this is the key to success!

Published Mon, Sep 30 2019 in Success by Elizabeth Gravier

Jay Leno may be known for his affinity for cars—his auto collection includes over 100 vehicles—but his biggest commitment is to his wife of 38 years, Mavis. “You should always marry your conscience,” Jay says in the Times interview. “By that I mean, in show business, it happens in sports and politics, too, you go through the usual avarice, and you need someone who will go, “What are you doing? You don’t act like this! If you wind up with someone who enjoys those things, you go to hell pretty much together. I spent half of my life trying not to disappoint my mother and the other half trying not to disappoint my wife. I mean, you have to respect the standard. You need to be able to look in the mirror.”

In a recent Q&A interview with The Wall Street Journal, Leno said, “I always tell people that you should marry the person you wish you could have been. That’s a pretty good goal.”

He says he’s learned a key lesson: “The secret to a long marriage is realizing there’s nothing really worth fighting about.”



Mavis Leno on "The Tonight Show with Jay Leno" at the NBC Studios in Los Angeles, Ca. October 3, 2001. Kevin Winter | Getty Images Entertainment | Getty Images

The two met in 1976 at “The Comedy Store” in Los Angeles, where Leno was performing. Despite the length of their union, Leno revealed in a 2014 interview with the Los Angeles Times that their decision to get married wasn’t a romantic one—he didn’t even get Mavis an engagement ring until years later, because they had just bought a house at the time. Instead, they married because Jay had his own insurance policy and wanted it to include Mavis in case something happened to him.

“Might as well get married,” he says thought. They had a small wedding with just a few friends in attendance.

Being an equal partner with your spouse is advice some of the most successful take seriously. [Warren Buffett](#) says who you choose to marry is the most important choice you’ll make in life because, “you want to associate with people who are the kind of person you’d like to be.”

[Melinda Gates](#) says it’s, “even more important than what career you have” and her husband Bill Gates suggests, “try to pick very carefully and wisely.” Before marrying Melinda, he even once listed the pros and cons of marriage on a whiteboard, given the weight of the decision and its meaning.

Route 66 Road Fest Classic Car Show

Route 66 has been cruised by the finest of automobiles. It only makes sense that the Route 66 Road Fest would gather them together for a spectacular juried car show. With 14 classes of automobiles entered from car clubs around the country, you are sure to be thrilled whether you attend OKC, Tulsa or both weekends! Top Three of Class will be awarded as well as Best in Show.



Come celebrate the upcoming anniversary of Route 66 by participating in the first ever AAA Route 66 Road Fest Car Show!



June 25-26
9am to 6pm
Tulsa Fairgrounds, Tulsa, OK

The '66 Corvette Challenge'—Part 8: "Reunited and it feels so Good..."

Story By Pat Cavanagh (NCRS #57907)

In Part 7, of "The '66 Corvette Challenge" series, we reinstalled the restored power train along with the suspension, brakes, wheels shifter and fluids into my recently restored C2 frame.

With the help of Scott Pfuehler, Kelly Bolton and Charles Buxton we raised the body as high as possible, then rolled the frame out of my workshop, and lined it up under the body. Both Don and Mike Partridge also stopped by and assisted in mating the body to the frame.



We were concerned that we would not be able to lift the body high enough to clear the carburetor or be able to thread the shifter into the console... remember the engine and transmission were not installed when we removed the frame from

the body last year.

With the help of Charles Buxton pushing down on the rear of the body and raising the front end just a wee bit more we got the carburetor to clear the firewall.



Earlier, I had cut the heads off four, 5 inch long, 7/16 bolts to make body alignment pins for body mounts 3 and 4. I screwed the pins into those body mounts to assist in aligning the body to the frame. I had also taped four shims to the number 2, 3 and 4 body mount locations.

We positioned the frame, which was on roller skates, under the body and lowered it over the alignment pins. We also made sure the shifter slipped into the rubber boot on the console. My plan was to drop the body on the frame and determine if any of the shim packs in body mounts 2, 3 or 4 were loose. I would then add shims to the loose mounts until they were all were tight with the body sitting on the frame. I would then shim the number 1 and 5 body mounts to adjust the door gaps. Finally, I would install and torque the body mount bolts to spec in the following sequence 2, 3, 4, 1 and 5.

Using this approach, we found that only one additional shim in the passenger side number 2 body mount was

needed. We installed two shims in each of the front number 1 body mounts and one shim in each of the rear number 5 body mounts and the doors lined up perfectly after we tightened the mounting bolts. It was obvious the body liked the reconditioned frame, as the door alignment was better than from the factory.

After 5 months, I finally have the body back on the frame and we removed the gantry from the garage. I now have another whole space in my workshop!



The body fit the frame and the roll bar fit the body. Unfortunately, the roll bar did not quite fit under the hardtop! The roll bar was mounted too far rearward. The rear window in the



removable hardtop rested on the roll bar.

We are currently contemplating how to rectify the situation. The likely solution is to move roll bar towards the front of the car and set the height just below the roof. Fortunately, this is easy to deal with at this point since the roll bar is not welded to the frame. I am going to put this project lower on the priority list and get the car running and driving at this point.

Next, we installed the radiator, fan, hoses, and expansion tank for the cooling system. I also added the belts for the water pump, alternator and power steering pump. Finally, we connected the new brake lines to the new manual dual circuit master cylinder and bleed the system.

I decided to updated my clutch linkage with new spherical rod end bearings for smoother action and a more precise adjustment.



SCCA requires and emergency shut off switch on the exterior of the car. In case of an accident, a corner worker can easily shut down the car with this switch. I mounted a Flaming River, 450 amp switch on a plate

(Continued on page 5)

(Continued from page 4)

welded to the passenger side defroster grill. I positioned it so it clears the scoop in my '67 big block hood and still allows my wipers arms to function normally. I wired it directly to the positive lead of the battery so all power is cut to the car in the open position. I painted the handle bright yellow to stand out on a red car. It gives the car a real race

feeling and it looks dead cool!

Stay tuned for Part 9 where I resolve the roll bar issues and take it for a drive. If you have any questions on any of the articles in this series, you can contact me at pcavanagh2012@gmail.com

Green Country Car Clubs,

I am writing to inform you of an upcoming estate sale that may be of interest to your members and anyone interested in automotive collectibles. There's absolutely oodles of stuff-racing memorabilia

(NHRA, World of Outlaws, etc.), rock & roll posters, sporting collectibles (Mohammed Ali, Mickey Mantle), stereo equipment, car kits, etc.

The collection represents the accumulation of a racing fan and automotive enthusiast who once owned a '40 Willys, built his first motorcycle at age 16, and who appeared regularly on the John Henry radio show for commentary on his vast knowledge of classic rock 'n roll and rhythm and blues. *(His 1,800 vinyl record collection has already been sold.)*

I am considering having a pre-sale, open to automotive fans, in advance of a sale to the general public--ONLY if there is enough interest. The sale is yet to be scheduled but am expecting it to occur either the 3rd or 4th weeks in June.

Please share this information with your members and get back with me indicating your interest. More pictures are available upon request.

Jo Ratliff (joratliff76@gmail.com)



COMING SOON

A REAL GARAGE SALE

LIQUIDATION OF COLLECTOR'S RACING & ROCK & ROLL MEMORABILIA

AUTOGRAPHED MUSCLE SHIRTS **AUTOGRAPHED CAR KITS**

EVIL KNEIVEL COLLECTIBLES **STEREO EQUIPMENT**

POSTERS, PHOTOGRAPHS, BOOKS, SPORTS & WESTERN MEMORABILIA,
MID-CENTURY FURNITURE, VINTAGE HOT ROD & DRAGSTER MAGAZINES

RECOGNIZE ANY OF THESE NAMES?

"Big John" Mazamian, Jr. Thompson, Steve Kinser, Bobby Langley, Richard Petty, Bob Ids, K. S. Pittman, Sam Gianio "The Executioner," Kelly Chadwick "The Professor," Bernie Osborn "The Wizard," T.V. Tommy Ivo, Eddie Hill, Raymond Godman "Tennessee Bo-Weevil," Chester Andrews, E. J. Potter, Kurt Johnson, Harry Luzader, "Mouseie" Marcellus, Sam Cunningham, Bob Clidden, John Peters "The Freight Train," Vance Hunt, "Big Daddy" Don Garlits, Joe Amato, Paul Romine, Shirley Muldowney, Gene Snow, Linda Vaughn, John Force, Smokey Yunick . . . and the list goes on.



Happening sometime between mid to end of June

New Belts

By Verle Randolph (NCRS # 14764) 1990

The belts on my 69 Corvette were looking a little faded, after all, they were well over 20 years old and frayed in places. I had been using them as an excuse for not driving very far. My wife, Beth, and I spent some time looking at the belts trying to get part numbers. Two had legible numbers, the other two did not.

After talking to other enthusiasts, I decided to order reproduction belts from a well known company. I called, and after talking with a young lady while she went through their catalog, settled on a set of four belts. That company operates promptly because the belts arrived about four days later. That weekend, Beth and I started installing the new belts, working them around the fan/fan shroud. The alternator belt was too short, much too short. The power steering and air pump belts worked well but I was upset about the alternate belt. Another phone call produced another belt, too long. I brooded on the situation for a few days, (*cried, pulled my hair and lay on the floor kicking and screaming*). Since it was near the date, I used belts as an excuse to say we needed to go to Bloomington.

Beth and I both took off work early Friday and got on the road about 2 pm. To my surprise, traffic was fairly light, there were few delays through the multitude of construction zones and we made pretty good time; such good time in fact, we got to Springfield, Illinois shortly after 9 pm. That was almost 490 miles in just over seven hours, (*68 MPH average*); not too bad.

Several people from the Oklahoma Chapter had gone together to

rent a swap meet space. It turned out, their space was about thirty feet from the belt vendor. I took their new (*non fitting*) belt and the old (*worn out*) belt to their booth, had them measure the old belt, find a new belt the same length and swapped with them. It was a swap meet space, right? I ended up with a belt for a 66/67 BB Corvette. It is new and has a GM part number for a Corvette. When we got back, the new alternator belt fit well.

A short while later, I reinstalled the A/C compressor so I attempted to put the A/C belt on...too short! (*see above reaction*). Another phone call. This time I proposed to send their new (*too short*) belt and my old (*worn out*) belt to them so they may (*again*) measure and match. As an interim measure, I bought multiple belts from the friendly, local belt store, found one the right length, so I can drive the car. I included the length and part number of the new belt, an even better fit than the old belt. My hopes are high, my expectations low. The new belt arrived so, again, we went through the exercise of removing the air pump and power steering belts to get the (*wrong*) A/C belt off and try to install the new (*wrong*) GM part number belt. It goes on tight and adjusts out to a good location; not so far it rubs the lower radiator hose and far enough to clear the air pump. Yeeaaaaa!!!!

The moral of the story is: in reproduction belts, the right number may be wrong, and any GM number on a belt that fits may have to be good enough.

New Hoses or How to Launch a Radiator Cap into Orbit

By Verle Randolph (NCRS # 14764) 1996

I became concerned about the condition of the hoses on my 69 Corvette, after all, they were probably over 25 years old. I remembered replacing the lower radiator hose when the car was about a year old.

It was March 1970. Beth and I were driving from Las Vegas east toward Flagstaff, Arizona, still some miles away, when there was a cloud of steam and water around the edges of the hood. I shut down the engine, coasted to the side of the road, raised the hood and quickly identified the failure; the lower radiator hose had a hole in it.

After some thought, we decided to drive on to Flagstaff after "filling" the radiator with snow along the road. Have you ever tried to fill a radiator with snow using your hands as the container? It is time consuming, your hands get cold and a large handful of snow is not much water.

While we were working on this project, an Arizona Highway Patrol drove past, turned around and stopped behind the car. After sitting in the car a few minutes, he got out, and approached us carefully, trying to determine what we were doing before he got too close. He must have been satisfied with my explanation because he drove off, leaving us to our labors.

We finally got to Flagstaff, found a Chevrolet dealer who, of course, did not have the proper hose. After some discussion, they installed a universal hose (not under warranty) and we went on our way.

The culprit for the leaking hose was the A/C belt. Even when quite tight, the belt was close to the hose. Revving the engine produced enough flex in the belt caused it to rub on the lower hose, finally rubbing a hole in it.

Back to the present...

Beth, and I spent some time looking at the hoses trying to get part numbers. One had legible numbers, the others did not. After talking to other enthusiasts (Corvette crazies), I decided to order reproduction hoses from a well known company. I called, and spoke with a young lady while she went through their catalog, and finally settled on a set of four hoses. The new hoses arrived a few days later. It was quickly apparent there was a problem, the bends didn't match on the upper radiator hose. A closer look revealed one heater hose was too short by quite a bit. Another call, another person on the other end quickly established I had the wrong hoses, all of them. I boxed them up and sent them on their way while another set was sent to me. The new hoses had all the right bends, were long enough and were the right diameter. Best of all, they had the right ribs, markings and numbers.

Removing the old hoses was a mess, I never did like antifreeze running down my neck. Installing the new hoses was a pain, accompanied by shredded skin and blood. All together now, repeat the refrain, "The engineer who designed this should have

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to work on it.” After a struggle, all the new hoses were in place, with the tower clamps tightened down. Time to fill up the radiator and test for leaks. We filled the radiator, Beth started the car and then helped add antifreeze as the level dropped.

After fixing one leak, Beth started the car again. I leaned over to look in the radiator and knocked the radiator cap off the fender cover. The cap bounced off the heater hose and

disappeared, accompanied by a “clang” from the vicinity of the fan. A few seconds later, I heard something hit the far side of the building someplace. Beth shut off the engine and we started looking; all I could say was: “I think it went that direction,” waving vaguely south. Beth started hunting for the cap, finding it almost an hour later. It had only a small mark to show for its launch and flight.

The new radiator and heater hoses give me more peace of mind, now what excuse can I use to not drive it...tires?



**The Glory Years.
A Corvette Corral some place.
Look at that 60 in there backwards. A real nonconformist.
Not a stinger hood in sight.**

Scott Pfuehler



Shari
**Send these two pictures to Mike Aichele,
& I will send verbiage later.**

Scott Pfuehler

(Never got any verbiage, but I'll share the pictures so Scott will have something to talk about at the meeting!)

UPCOMING EVENTS

OKLAHOMA NCRS CHAPTER EVENTS:

- ??

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.)
- 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

- June 4-5, 2022—Formula Drift PROAM, Round 2
- June 24-26, 2022—Competition Motorsports Association Roadracing (COMMA), Round 3
- 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

- June 9-12, 2022—NHRA Division 4 Race
- June 26, 2022—Bracket Race / NHRA TV Challenge
- 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



**Time to start thinking
about a Summer/Fall
Picnic?????**



OKLAHOMA CITY HAPPENINGS

ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY—Tuesday June 28th 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.
16225 E 81st Ct N
Owasso, OK 74055