

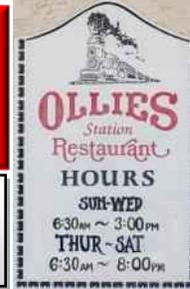
OKLAHOMA CHAPTER



## 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)



May  
2022  
Newsletter

## BOARD MEMBER'S REPORT

**President's Comments**—Our next meeting is **Saturday, May 7th, 2022** at our usual place.

### Huge Success!!!!!!!

Our judging meet was a great success. The venue, thanks to Dominic White, the cars and their owners, our judges, participants from other states, and members made it a great weekend. We were also blessed with the presence of our regional leader, Harry Ledgerwood. Harry updated us on a mini state of the NCRS. Thanks to Harry for his dedication to NCRS and all the work he contributes. Also thanks to Roy Sinor and David Houlihan for their presentations. Both were very informative.

Our owners Colton Silvey with his 88 35th anniversary coupe, Peter Pritchett with his 65 convertible, Roger Myer with his 66 convertible, and Roy Sinor and his 67 convertible. Their hard work was visible in their cars as all were in tip top show condition. Beautiful cars.

Gene Holtz did a fantastic job organizing and running the judging meet. It was great fellowship, important knowledge, great food and great cars to judge. Gene put a great deal of effort into this judging meet, and it showed in the quality and precision. In addition, Gene had great presentations at the last four club meetings preparing everyone for this judging meet. Thank you Gene for a job well done.

If anyone has a program for our May meeting, let me know. Also, **our June meeting will be spouse appreciation month**. Let your spouse know, hoping to have a huge turnout.

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**—Oklahoma Chapter Spring Judging Meet!

I would like to thank everyone who attended our Chapter Judging meet on April 22nd and 23rd in Tulsa. With special thanks to Dominic White for the use of his wonderful building and Scott Pfuehler for getting the judging floor ready to go. We had entrants

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

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from Kansas, Missouri, Arkansas, Texas and Oklahoma, a seminar by Roy Sinor, roundtable discussion with Harry Ledgerwood, judging school's by David Houlihan and Tony Stein a catered BBQ dinner from Rib Crib on Friday and Mazzio's Pizza on Saturday.

Our judged Corvettes for the weekend were.

- 1965, Pete Pritchett, Concours Stock Class, Blue Ribbon
- 1966, Roger Meyer, Flight Judging, Third Flight
- 1967, Roy Sinor, Flight Judging, Top Flight
- 1988, Colton Silvey, Flight Judging, Top Flight



If anyone has an idea to make a future event better or something you would like to change let me know. I am always looking for corvettes to judge in the future, so if you are finishing up your restoration or wanting to know more about the Vette you have, contact me.

**NCRS Oklahoma Chapter Judging Chairman**

**Gene Holtz (NCRS #10606)**

email [blue65L84@aol.com](mailto: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)**

# More Pictures from the Chapter Judging meet on April 22nd & 23rd, 2022



## The '66 Corvette Challenge'—Part 7: "Back together again..."

Story By Pat Cavanagh (NCRS #57907)

In Part 6, of "[The '66 Corvette Challenge](#)" series, my C2 frame arrived back at my workshop from [Rogers Frame Restoration](#) in Ada, Michigan.

The frame was beautifully restored and powder coated in satin black similar to the original. Better yet, it was restored on a frame jig and it is laser straight and dead accurate. You may recall, I had Roger install a removable C3 crossmember so I could take out the transmission and clutch without removing the engine. In addition, the crossmember has the correct E-brackets to make it compatible with my other '66 Corvette hardware.

Once unwrapped, we put the restored frame on jack stands in my workshop and began the assembly. In this article, - WE - means Scott Pheuhler, Kelly Bolton and myself or some combination of the three of us.

Fortunately, as you may recall from earlier articles in this series, many of the major components had been restored or rebuilt in the last several years, these include the engine, transmission, rear end, trailing arms, and brakes. This considerably accelerated the reassembly.

### Frame

A new big block fuel line, a new stainless front to back brake line and new stainless steel E-brake cables were installed in the frame. New stainless steel braided brake lines were also installed at each wheel using all the correct clips and hardware.

### Rear End

The rear end had been rebuilt several years ago at [Axles, Transmissions and Transfers](#) in North Tulsa. The rear end has new 3.73:1 gears with posi-traction. The half shafts have been balanced and they have the stronger universal joints without grease zerk fittings. The trailing arm were completely rebuilt by [V-Tech](#) in Rockford, Illinois, but we installed longer wheel studs in the hubs.

I used my new [Harbor Freight](#), Easy Flux 125 welder to relocate the emergency brake brackets to the top of the trailing arms from the side so I would have room for wider wheels and tires.

I used special ¼ inch thick mounting tabs with grade 8 bolts from [Duntov Motors](#) to securely mount the rear end housing to the crossmember. Aluminum 6 inch disks were installed over the rubber donuts on the crossmember to eliminate any movement between the frame and crossmember. Adjustable rear strut rods were installed to facilitate easy camber adjustment. A C3 Corvette camber bracket was used with a ½ inch spacer between the camber bracket and rear



housing to improve the rear suspension geometry. A 5/8 inch rear sway bar was installed from [Addco](#) with factory brackets and polyurethane bushings. This rear bar compliments the 1-1/8 inch front sway bar.

I had Ryan from [Patriot Welding - patriotweldingandfabrication.com](#) fabricate an aluminum rear tow bracket that I designed to replace the factory steel spring retainer.

Finally [Bilstein](#) Heavy Duty shocks were installed along with a 7 leaf F41 spring with extra long bolts for easy ride height adjustment.



### Front End

In the front, all new [Moog](#) components were used combined with big block springs that were shortened 1 ½ inches. Heavy duty tubular tie rod ends were also installed. [Moog](#) offset upper A-arm shafts were used but we slotted them ½ inch to increase the available caster with the new [Borgeson](#) power steering box. To eliminate flex with the [Borgeson](#) power steering gear and wider race tires a [RideTech](#) steering box brace was mounted between the frame and the steering box.

An aftermarket 1 1/8 inch [Addco](#) front sway bar was installed using polyurethane bushings.

We also extended the wheel studs and added [Bilstein](#) Heavy Duty shock absorbers to match the rear end. Rebuilt calipers with steel sleeves and O-ring seals were installed in both the front and back.

I decided to add a strut bar to the front of the frame to eliminate any frame flex in hard cornering. I designed support brackets that attach to the upper offset A-arm shafts to mount an aluminum strut bar with heim joints



that clears both the fan and water pump. I had Ryan from [Patriot Welding](#) fabricate these custom

brackets using his plasma table and TIG torch. At the same time I had Ryan also make special reinforcement plates for the sway bar. All the parts were powder coated at [Precision](#)



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Finishing which is just around the corner off Detroit Ave. in Broken Arrow.

## Roll Bar

I had acquired a older used Autopower roll bar. It had part number 7014 along with SCCA=1 stamped into one of the feet. I called Autopower but they were unable to identify it. I was told the roll bar was designed for a C2 Corvette but it needed some work on its passenger side rear support brace. Ryan from Patriot Welding repaired the rear support of the roll bar by inserting a steel sleeve and MIG welding everything back together so it was stronger than new and the repair was undetectable....His work is outstanding!

I did not want to weld the roll bar into the car because it would require cutting it out if I decided to remove the roll bar or take the body off again. Kelly Bolton secured four 2 1/2 inch by 7 1/2 inch 3/8 steel plates to match the feet on the roll bar. I drilled and tapped them for 3/8 inch grade 8 bolts. Before I removed the frame from the body, I marked both the body and frame in the appropriate locations for the roll bar. I used my 12 ton press and 3, 1/2 inch round pins to the bend the 3/8 inch plates to match the frame. I then matched the roll bar feet to the plates with a little persuasion.



the plates to the frame.



After ensuring that everything fit I took the roll bar to Precision Finishing and had it powder coated to match the frame. After some

touch up it looked like my frame was born with a roll bar. Lets just hope it fits with the body when we put it all back together!



## Drivetrain

When we installed the engine, transmission and driveshaft this time, they dropped right in! A better outcome than before...The Lakewood steel bellhousing and scattershield fit without issue and the rebuilt clutch cross shaft fit perfectly with the frame mount.

I installed the Hedman side mount headers from Summit, which I also had ceramic coated at Precision Finishing.

The stock Corvette shifter was installed on the transmission and adjusted along with the backup light switch.



After some research I found a way to install a two fan belt system on the engine using my existing double deep V pulleys. I use one belt for the power steering, water pump and crank and one belt for the alternator, water pump and crank. This

eliminated the water pump to crank pulley. It took some aftermarket parts and fabrication because of the headers but it is an elegant solution....instead of installing that obnoxious extended crank pulley and a third belt just for power steering.

I installed stainless steel AN lines in the engine compartment from the fuel pump to the carburetor and from the power steering gear to the pump. They were easy to fabricate as all the fittings were available on Amazon. The only issue was the installation of an AN fitting on the power steering pump return line. I had to remove the power steering pump housing and have Ryan from Patriot Welding TIG weld a 6 AN bung in place of the drain tube. A lot of work, but well engineered solution that I am proud of!

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I am adding all the fluids before we install the body on the frame.

This is so much easier now with the body off. I am filling the engine/

Aviaid road race oil pan with 7 quarts of Champion 10W/30 racing oil and a WIX 51061 filter. In the Muncie M20, I am using Driven 80W90 GL-4 gear oil and in the rear end I am using Lucas Oil 85W-140 GL-5 gear oil with 6 ounces of Yukon friction modifier for the posi. It will be ready to run when the body goes back on the frame.



Stay tuned for Part 8 where the body goes back on the frame! If you have any questions on the articles in this series, you can email me at [pcavanagh2012@gmail.com](mailto:pcavanagh2012@gmail.com)



**THANKS PAT FOR ANOTHER GREAT ARTICLE!**

## "GM's Corvette Is Going Electric"

Story By David Welch, April 25, 2022, From Hyperdrive

Here's a clear sign that internal combustion engines are on the long road to oblivion: The Corvette is going electric.

General Motors Co. President Mark Reuss said Monday in a LinkedIn post that the automaker's nearly 70-year-old sports car will offer a hybrid model as soon as next year with an electric motor and gasoline engine. An all-electric version using GM's Ultium battery will follow, though he didn't specify a timeline.

"We will offer an electrified and a fully electric, Ultium-based Corvette in the future," Reuss wrote. "In fact, we will offer an electrified Corvette as early as next year."

GM also showed a video of the electrified version of the car driving in snow.

The Detroit carmaker has been working on expanding the Corvette line, including a crossover SUV, according to people familiar with the matter, as it transitions to an all-electric future. But Reuss's post was the first time GM has officially confirmed plans for an electrified Corvette model.



## UPCOMING EVENTS

### OKLAHOMA NCRS CHAPTER EVENTS:

- ??

### NCRS NATIONAL EVENTS:

- *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/>)

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

- *May 27-29, 2022—Central Motorcycle Roadracing Association (CMRA) Round 4.*
- *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](mailto:megan@tulsaracewaypark.com)

- *May 5-7, 2022—Throwdown in T-Town / Summit Mid-West Drag Racing Series*
- *May 13-14, 2022—Streetcar Takeover*
- *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*
- *May 14, 2022—Illstyle Annual Show & Shine, Buffalo Wild Wings, 9263 N Owasso Expressway, Owasso, OK 5:00-9:00 PM*
- *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*



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



## OKLAHOMA CITY HAPPENINGS

**ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY**—Tuesday May 24th will be this months Attitude Adjustment Night at RUDY'S BBQ. Located at 3437 W Memorial Rd. Oklahoma City. Arrival time is 5:30 with dinner at 6:00. Hope to see you there.

If I've missed an event that you would like to see posted, please e-mail me directly and I'll get the word out. Contact Mike Aichele @ 918-804-3105 or [mjikelee@gmail.com](mailto:mjikelee@gmail.com).

**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](mailto: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 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