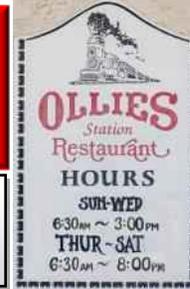


MONTHLY MEETING — 1ST SATURDAY MONTHLY

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 2023 Chapter Dues are due in January 2023. You Can bring them to the December meeting or mail them to the chapter.



**November
2022
Newsletter**

BOARD MEMBER'S REPORT

President's Comments—Our next meeting is **Saturday, November 5th, 2022** at our usual place.

Officers nominations at the November breakfast meeting and Officer elections at the December breakfast meeting!!!!

OUR VETERANS ARE SPECIAL

November should not have just one day set aside to honor our veterans; it should be the whole month leading up to Thanksgiving. Imagine a whole month of being thankful.

A thought crossed my mind recently. When you talk to a veteran about their service, most of them will share the humorous events that happen in their service even if they are combat veterans.

Growing up in a farm community in southeast Kansas, I didn't realize I was living amongst so many veterans from the Greatest Generation until my late teens', early twenties. My dad served in the Army Air Corps as a Sargent. He did not arrive in France until end of February 1945. More on his arrival in France later. His duty was to fuel fighter planes and guard prisoners on a small air strip. I once asked him what he did in the war. This was when Hogan's Heroes was a popular television show. He said, "You know Sgt. Schultz on Hogans Heroes, well I was the American version." The Sgt. that knew nothing and would see nothing.

Clyde Correll was a football hero in high school, a tough rugged character, graduating in 1942. When I was about eight years old, we had a crazy mean Herford bull. Dad got tired of dealing with that bull, so one day we got him loaded up and off to the local stockyards. That bull busted out of the corral and took off cross country. Dad enlisted Clyde, who was doing some steer roping in local rodeos, and a couple of Clyde's friends to capture the bull and return to the stockyards. I grew up with Clyde's two sons and I did not know until reading Clyde's obituary many years later that after high school he enlisted and served in the 82nd airborne, jumping behind enemy lines on D-Day.

Frank Zaccarello was the local Farmers Coop manager. Of course, living on the farm, dad and I would frequent the Coop quite often. Frank was a character, always joking around and enjoying life. Not until after my high school years, I learn that Frank had been a tail gunner on a B-17 Flying Fortress. I asked my dad about Frank, and he said one time Frank shared a story about going down in one of those B-17's. Dad asked Frank how bad it was going down? Frank answer, "Going down was not bad, that sudden stop at the end is what hurt." That was Frank.

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In my early 20's I found myself living back in my hometown. A couple of my friends owned a local pub where we would gather on Saturday afternoons to watch football. Jimmy Fanole and the aforementioned Frank Zaccarello, two proud Italians, would often frequent the same pub on those Saturday afternoons. Jimmy had also gone into the service after graduating high school in 1942, serving in the Army infantry. Every time I would see Jimmy on those Saturday afternoons he would ask me, "Buddy, did I ever tell you about the time I saw your dad in Paris?" No matter how many times I had heard the story, I would always tell him no. Jimmy would start, "I was riding in the back of a deuce and a half on a street in Paris. We stopped at an intersection, and I looked over and there standing on the corner of that intersection was your dad. You talk about a sight for sore eyes, to see someone from your hometown was the greatest feeling ever." Jimmy continued, " I jumped off that deuce and a half, grabbed and hugged him and boy did we party that night." Jimmy would then lean back in his chair with a twinkle in his eyes and a light smile fading back to the pleasant memories of his service. I asked my dad about the occasion, and he confirmed that it did happen about March of 1945. Dad went on to tell me Jimmy had just been pulled off the front lines, up there for six months, which would probably put him in the middle of the Battle of the Bulge. Jimmy never talked about his combat experiences; it was always about the fun times during his service.

Janet and I recently attended the monthly dinner with other club members at Smitty's Garage and Grill. I did not realize how many sitting there were veterans. The stories started to flow. Some had served in Vietnam. The stories were not about the dangers they had faced during their time of service, they were about the humorous times. As I sat there listening to their stories, I saw that twinkle in their eyes and slight smile on their face that I had seen with Jimmy Fanole many years ago.

I want to thank all our veterans and those currently serving, for their service to our country.

NCRS Oklahoma Chapter President
Bud Jessee (NCRS #55611)

Membership Chairman's Comments—Our current membership roster sits at 74 members with 74 *of those having paid their 2022 dues*. We are currently at a 100% renewal rate. I will be accepting your 2023 dues at the December and January 2023 meetings or by mail.

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

Judging Chairman's Comments

There were many opportunities in the region in October for Flight Judging and judging schools if you wanted to travel, including Kansas, Oklahoma and Texas. Starting on the 1st was a road trip to Salina, Kansas with the Midway USA Chapter from Wichita to Flight Judge a newly restored 1963 coupe, we had planned to judge a 1963 convertible also but it was sold and wasn't available for us to judge. Judges from Kansas, Oklahoma and Nebraska were on hand to inspect this fine silver split window.

On October the 15th was the Oklahoma Chapter road trip to Stillwater Oklahoma for a judging school on Larry Witt's 1958 Corvette. The fall weather was great for the drive with participation from Tulsa, Wichita and OKC. Larry provided breakfast for us when we arrived at his wonderful location for us to evaluate his 1958 for issues that might need to be addressed before future Flight Judging. After we finished we headed to Eskimo Joes for lunch before going home. We are planning a event there in the future, don't miss it, you won't be disappointed.

October 20-22 the Texas Chapter hosted a Regional in Frisco, Tx. It was located at the Embassy Suites Convention Center with all the Corvette inside for judging. A slightly smaller car count this year of approximately 50 cars with all judged generations of Corvettes were present with some Corvettes that you do not usually see, 63 A/C coupes, 65 396, several 67 435 HP, 67 L88, 69 L89, C4 ZR1, and a 1975 coupe with less than 700 miles. There was operation checks and PV's on Thursday along with a welcome reception that evening, Friday and Saturday were the Flight Judging days along with judging schools and a small swap meet. Saturday evening was the awards banquet with congratulations going to a new member Tra Pippin for the Top Flight on his 1967 435 HP convertible.

Looking Forward to next spring, if you are going to have your Corvette ready for Flight Fudging let me know so I can find a proper location, time, and get the word out to have enough judges.

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)



Oklahoma Chapter NCRS, Inc.



Christmas Party

Saturday, December 10, 2022 @ 6:30 p.m.

Mike and Nancy Phillips have again graciously agreed to host the Oklahoma Chapter Christmas Party at their home, 11721 S. Canton, Tulsa, 74137, in the Hunters Hills addition. The easiest way to their house is off East 121st. Canton is the second street east of Yale on the north side of 121st S.

It's a gated community and the gate should be open. If not, press the KEY button (looks like an old key) and then enter 041777 on the keypad and the gate will open. If you have trouble, just enter 041 on the keypad and their home phone will be dialed to open the gate. Their home is about the twelfth house on the right (east side of the street). The phone number is (918) 299-2562.

The party will begin at 6:30 p.m. with dinner. The Chapter will supply BBQ and soft drinks. Please bring potluck sides or a dessert. So, mark your calendars now for Saturday, December 10, 2022.

Plans are to have a gift exchange or "Dirty Santa" gift game, so bring a gift or two to participate in this fun game. Please limit your expense to \$10 per gift. If you would like, please bring an unwrapped toy that will be donated to the Marine's Toys for Tots campaign. Toys for Tots distributes toys to needy children across the Tulsa area. There will be a sign-up sheet at our breakfast meeting on Saturday, November 5, 2022.



Grand Sport Corvette at Green Valley, TX

Provided by Verle Randolph (NCRS # 14764)

Jerry Neville and I went to Green Valley race track (north of Ft Worth) in 1964 to sports car race. We were surprised to see a Grand Sport Corvette there. They were getting ready to go to Nassau Speed Week the following weekend.

I dug out the few pictures I have and scanned them.

First picture, Grand Sport in the pits at Green Valley

Back of first picture.



Second and third pictures: The intake system on the Grand Sport,

1963 Corvette Grand Sport
at Green Valley Race track
near Ft Worth, Tx the
week before Nassau Speed Week

large side draft Weber carburetors.



Third picture: Grand Sport on the track



There was another interesting car there. Mecom was also getting ready to go to Speed Week so they had a Chevrolet powered Lola. Didn't see it run all day, don't know what was going on.



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A 2007 write up about this Lola:

1963-64 Lola-Chevrolet Mk 6 GT

By Thor Thorson on January 1, 2007 in Race January 2007 issue

This stunningly beautiful car represents the beginning of the modern GT and will be extremely competitive in high-level vintage racing

His groundbreaking Anglo-American competition coupe, with its two sisters, marked one of the most significant landmarks in the entire history of world-class endurance racing. This rear-engined Lola GT is the second sister of the original Lola-Ford Mark 6 GT, which competed at Le Mans in 1963.

That car's evident potential persuaded the Ford Motor Company's management-recently rebuffed in its attempts to buy Ferrari-to take on Lola founder Derek Broadley's design as the basis of its epochal Ford GT racing program.

While that legendary four-time Le Mans-winning Ford program is so familiar today, here we offer something of a maverick daughter of that project. For while the original Le Mans coupe and its other sister car were absorbed into the Ford GT development program, this particular example had already escaped, having been sold to oilman-cum-racing team owner John Mecom Jr.

This is a magnificent mid-engined monocoque coupe with a fascinating history. It is unique in combining the chassis design that initiated the entire Ford GT 40 program with the rival Chevrolet V8 power unit. It's a car that won twice in the legendary Bahamas Speed Week, and it was raced by two of America's most iconic road racing drivers of the era-Augie Pabst and Walt Hansgen.

Evolution in competition car design doesn't happen uniformly across the sport, and often for surprising reasons. By the end of 1962, mid-engined design was utterly dominant in Formula car racing and the writing was on the wall for sports-racing cars, with early designs like the Cooper Monaco and Lotus 19 already being supplanted by second-generation mid-engine cars like the Ferrari 246SP and Lotus 23.

In spite of this, the endurance racers of the GT class were still front-engined. The obvious reason was that the GT class was, by definition, for production cars. Porsche was the only performance car manufacturer selling anything but front-engined cars (OK, Renault too), and they were in the under-two liter class. High-powered, mid-engined road cars didn't exist, and there was serious doubt as to whether it was a viable concept.

A major impediment to experimentation was that a mid-engine layout requires a transaxle (combination transmission and differential) and there wasn't anything commercially available that could handle more than about 2.5-liter engines.

In order to provide more exciting racing, the race organizers had long insisted on an "experimental" (later Prototype) race group that met the GT rules but without the production requirements. These were the marquee cars that provided the flash and sex appeal to big race events. In the early '60s, Ferrari dominated the prototype class first with their mid-engined 246SP and then with the 12-cylinder 250P cars.

Ferrari had the advantage because they, with the help of Colotti, built their own transaxles, so they weren't stuck looking for a

source. One of the side effects is that Colotti, an independent company, learned a lot about transaxle design.

Across the Atlantic, the Americans were fully committed to the idea of high-horsepower, mid-engined race cars, but were up against the same problem, creating a market need. In late 1962, Colotti rode to the rescue with the Type 37 transaxle, the first one designed to handle serious torque loads. Coincidentally or not, this became available just about the time Eric Broadley was starting to think about a V8-powered mid-engine racing coupe. It wasn't a new idea; designer John Tojeiro had already built a Buick V8-powered coupe (with a Hewland HD transaxle), but Broadley was able to assemble a ground-breaking package.

Technically, Lola broke new ground in that they used an aluminum monocoque chassis structure. Jaguar had pioneered the concept in the '50s with the D-type and was now producing the E-type. Monocoques had become standard-issue in Formula racing, but I think Lola was the first specialist builder to adapt it to racing two-seaters. Lola also recognized the dawn of the tire revolution and its implications.

Dunlop was beginning production of a new, wider tire that needed to be kept square to the road to work well, and the GT's suspension was designed to take advantage of this. Colotti's new transaxle allowed a very neat, dependable power package with a 256-ci Ford engine and very central mass distribution (unfortunately, the center shift lever with cable actuation was a disaster).

From the beginning, Lolas had been characterized by beautiful design, and the Mk 6 followed up in spades. The car was the undisputed star of the Olympia Racing Car Show where it was first displayed in January 1963. I recall as a high school kid being stunned when my car magazines first printed photos of one. It was just gorgeous and somehow it looked like the future.

The sensational introduction posed some problems for Lola because the world was now watching with high expectations. Lola was at the time a tiny company with very little money and getting from a non-running show prototype to competitive racer in a few months was daunting. My understanding is that they worked out enough bugs on the prototype to get it running and laid down two chassis (LGT1 and LGT2) to become the real racers, the intent being to field two cars at Le Mans.

Even that proved to be a huge strain, and when John Mecom came by and offered real money for the second car, the deal was quickly done. Shortly thereafter Ford came knocking, looking for a way to compete with Ferrari in the international arena, and found the same situation. Broadley was very aware that Lola didn't have the resources to make a production GT, and the market was clamoring for it.

Selling out to Ford was a reasonable solution and the GT 40 was born. In the end it didn't work too well, and by mid-1964, there was an amicable split with Lola back under Broadley's control and Ford Advanced Vehicles (FAV) building GT 40s nearby.

The three Lola GTs were the beginning of mid-engined GT cars generally and the Ford GT 40 in particular. The show car was shipped back to Dearborn for "testing & evaluation" and was eventually sold. Last I saw it was living outside Portland, OR, attending occasional vintage car shows. The second raced for Lola at Silverstone, Nurburgring, and Le Mans, then went back into the factory to become the basis for the GT 40, and I don't know what happened to it subsequently.

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The subject Lola-Chevrolet Mk 6 GT escaped and followed an independent path with the Mecom team, quickly acquiring a small block Chevrolet (lighter, more power), wider wheels, etc. It showed great promise (and remains to this day one of Augie Pabst's all-time favorite race cars) but never got the development it needed, so it was not consistently successful. After a huge crash at Riverside it was put away, eventually being restored and put into a museum until this auction.

So what makes this 1963-64 Lola-Chevrolet Mk 6 GT particularly collectible? Pretty much everything; the car is extremely rare, iconic, the beginning of the modern GT, and is

stunningly beautiful. On top of that, there is reason to expect that with contemporary race preparation, it will be extremely competitive in high-level vintage racing. It thus holds historic, aesthetic, and competitive trump cards. The cars it raced against (Corvette Grand Sport, Cobra, Ferrari) as well as its spawn, the GT 40, all carry far higher market values than this brought. Valuing any one-off is tough because there's never a perfect comp to look at, but to my mind this one is clear. I'd say very well bought.

Thor Thorson is president of Vintage Racing Motors, a Seattle-area collector-car dealer and vintage-racing support operation. He has been actively involved with racing for over 40 years, dealing with racers from Ferraris to Sprites, but is mostly seen driving Elva sports racers. He has been writing the race-car profiles for SCM since 2003.

1957 Corvette Factory Race Car Survivor

Provided by Verle Randolph (NCRS # 14764)

Written By [Joe McCollough](#) 5/9/2022

This is the amazing story of an experimental, factory built '57 Corvette race car that was instrumental in the development of the Rochester fuel injection, rubbed shoulders with the biggest racing names of the 50's, set records and earned class wins, then ended up on a used car lot before disappearing into a suburban Chicago garage for four decades. Pretty amazing, right? Well, there's a lot more to the story.



The Corvette looks right at home in the Museum of American Speed. It's shown here next to another Chevrolet product from 1957.

There are actually three story lines here that converge in an amazing and unlikely way. If one tiny piece of any of this had happened differently, it's very possible that we wouldn't be looking at this fantastic Corvette, currently on display at the Museum of American Speed. But thanks to the dedication and determination of Corvette collector and historian Joe Trybulec and some plain old fashioned good luck, we get to experience this one-of-a-kind piece of history.

Let's start at the beginning.

In 1956, Ed Cole was fresh off his stint as Chief Engineer at Chevrolet where he was in charge of developing a little thing that would come to be known as the small block Chevy. Now

promoted to General Manager of the division, Cole was fired up about getting an experimental new fuel injection system under the hoods of Chevrolet performance cars for the '57 model year. This, of course, is what we all now know to be the legendary Rochester Ramjet.



You're looking at one of the very first Rochester Fuelies ever produced, sitting in the car that was used to test its viability.

To make it happen, Cole needed a couple things. First, he needed some help from the best and brightest on the engineering team. Second, he needed some cars to test it on. Engineers John Dolza and Harry Barr provided the engineering talent, with a little help from the "Father of the Corvette" Zora Arkus-Duntov. Duntov's contributions were a bit impeded since he was still in a body cast from a racing crash.

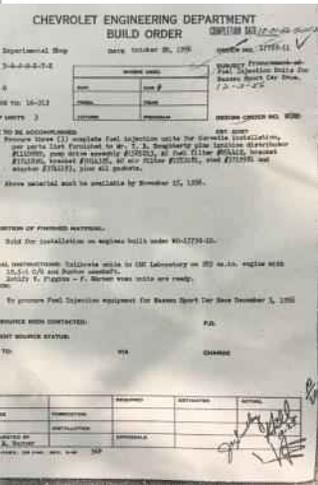
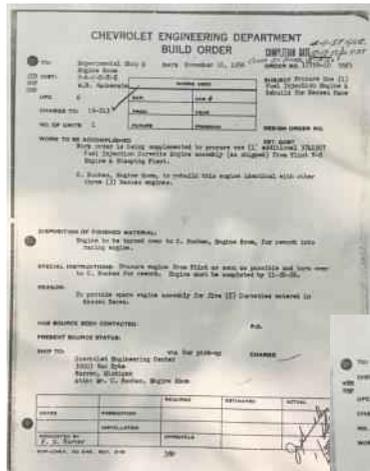
The cars would arrive to the GM engineering skunkworks in November of '56, fresh from the St. Louis Corvette plant. There, the three white Corvettes were met with a recipe meant to cook up some world-class race cars. This recipe was delivered as Engineering Work Order 17792 and it included some pretty darn cool hop-up parts from the GM parts bin. The cars were fitted with the aforementioned Fuelie 283's and 4-speed transmissions.

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Big brakes with cooling ducts bolted up front and rear, and the RPO 581 rear suspension was an experimental design with traction bars and Houdaille shocks that never reached production. A big 37-gallon fuel tank was added to keep the cars on the track and out of the pits. The radio and heater were deleted, and that neat chrome roll bar was added. A special short steering column was fitted, and a fast-steering adapter made the ratio a bit more racy. The engineers wanted a reliable tach, so that Sun tach you see in the center of the dash actually carries a GM part number. How cool is that? As a final flourish, the cars were painted with two blue stripes and blue fender coves, as had become standard practice on the factory Corvette race cars. This little detail will be important to our story later on.

This is something you're not going to see every day. With permission from the GM Heritage Center, here are a couple pages from Work Order 17792 that show parts for the fuel injection and instructions to "rework into racing engine." This is amazing.



In early December of '56, the three cars were loaded onto

the S.S. Nassau, bound for the Bahamas and Nassau Speed Week. Bill Mitchell, Harley Earl, and Zora Arkus-Duntov were present to watch their new hot rods go head-to-head with some of the biggest names in racing driving cars from some of the world's most storied marques. Remember, the Corvette was only a few years old at this point, and here it was going fender to fender with Ferraris, Porsches, and Maseratis. The Corvettes won their class, and a write up on the successful campaign made it into the first ever issue of Corvette News in an article titled "Corvette Introduces Ramjet Fuel Injection at Nassau." Not a bad showing for their first time out.

After Nassau, the cars were shipped to Smokey Yunick's shop for additional tuning before heading to Daytona for the big Speedweeks event on the beach. There, the very car that we're looking at in these pictures was driven by Paul Goldsmith to a new speed record on the beach, hitting 91.301 mph in the measured mile and clocking an impressive 131.941 in the flying mile. If that's not enough, Goldsmith and our hero car also turned in an impressive performance at the following weekend's road races held at the New Smyrna Airport. This was the first-ever NASCAR sanctioned sports car race, and Goldsmith finished first in his class and fourth overall behind Carroll Shelby in a Ferrari, Marvin Panch in a Holman-Moody Thunderbird, and

Lance Reventlow in a Maserati. Again, the Corvette proves itself against some legendary company.

The Corvettes were sent back to Smokey's once more before heading out to be used in practice at Sebring before new cars arrived for the actual event. From there, the trail goes cold for a while. Two of the three would disappear forever, but our hero car would resurface in 1958 wearing a new coat of paint and parked on a car lot in Chicago, of all places.



The Nassau Corvette on the day of its delivery to the Museum. It's almost jarring to see a car this significant sitting out on the street in broad daylight.

To be fair, this wasn't just any car lot. Dick Doane Chevrolet and the associated Dick Doane Raceway Enterprises was very friendly with GM and was known for getting rare and special cars, especially Corvettes. When it re-emerged, the Nassau-winning Corvette was wearing a fresh coat of white paint, covering up the blue stripes and making it look a bit more like a run of the mill Corvette and less like a factory-backed race car.

Erwin Rohrer was an engineer at Rockwell with an interest in cars and racing. And, he had some well-connected friends. In May of '58 he got a call from one them, letting him know that there's an ex-factory Corvette race car for sale at Dick Doane. He then becomes the "original owner" of a car that was already a year old and had seen its share of the world. Rohrer proceeded to use his factory race car as a regular street driver, even taking it on a family trip to Florida. Then, in 1961, he did something that profoundly changed the way this car's story would play out; he painted it gold. This allowed the very special Corvette to fly under the radar, hiding in plain sight as Rohrer drove it around on the street and commuted to work. As Corvettes became highly valued collectibles, few would have expected there to be a white and blue racecar hiding under a gold paint job, pattering around in Chicago traffic next to nondescript sedans and Volkswagens.



If you look closely, you'll see a green pan under the air filter. This was a one-off from GM engineering to test the prototype "airbox."

Let's rewind to 1957 and move our story to Houston, Texas,

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where there's another Corvette racing saga unfolding. A fellow named J.H. Rose has just placed a huge order for Chevy trucks for his trucking company. As a way to say, "thank you," Ed Cole flies in to have dinner with the Rose family. It happens to come up in conversation that J.H.'s son Ebb Rose is a local hotshoe race car driver, and that the family ranch happened to be next to one belonging to A.J. Foyt's family. This caught Cole's attention, because he was in the process of shutting down the Chevrolet sponsored racing program after the horrific '55 crash at Le Mans that resulted in the '57 AMA racing ban. The Rose family might just provide him with a way to unofficially stay in the racing game. So, Cole agrees to sell them the '56 Bill Mitchell SR-2 and a production Fuelie '57 Corvette for \$1 a piece(!). Ebb would go on to race both cars, but crashed the '57 some time later. The car was then given to his friend George Moore, who pulled the engine and transmission and transplanted them into a '54 Corvette. That car was then wrecked in 1967 and parked.

What do Ebb, George, and their exploits have to do with the faded gold '57 that's sitting in the museum? Sit tight, we're almost there.



For our money, this car is far more interesting as an unrestored specimen than it would be wearing shiny paint after a full resto.

Our story picks up in 1976 in St. Louis. Here's where we meet the hero of this story's second act. Joe Trybulec is on his way to work downtown and takes a different route than he would normally take. This causes him to spot a pair of old Corvettes for sale on the corner used car lot. The next day, Joe becomes the proud owner of a red '59 Corvette. This moment would become the catalyst for a lifetime spent collecting and researching Corvette history.

Years later, Joe is combing through a copy of Hemmings Motor News, looking for ads that included anything Corvette, when he spotted something curious. The ad read "1954 Corvette, 15,000 miles, Fuel-injected 4-speed, Houston." If you've been paying attention, you probably know where this is headed. Knowing that there was never a factory '54 with a V8, let alone a Fuelie, Joe's curiosity compelled him to call, and not long after Joe added the car to his collection. Joe had just purchased George Moore's old '54 with the Ebb Rose Fuelie 283 and 4-speed.

This is it. This is the critical moment where it all comes together. While researching his oddball '54, Joe meets Ken Kayser, a GM engineer who was involved with the Corvette program and, more

importantly, was literally writing the book on the Rochester fuel injection. He helped Joe figure out what was going on with that 283 in his '54 and the two stayed in touch. This brings us to the fateful day when Joe gets a call from Ken, "Joe, a car has surfaced in Chicago and you need to buy it." A few days later, Joe was on an airplane.



The red original interior was dyed black when the car was painted gold, further hiding the special car underneath. Dig the GM part-numbered Sun tach and radio/heater delete.

The year is 2004. Erwin Rohrer is now elderly and in poor health. The car is being sold by his son Erik, who appointed his brother-in-law to meet Joe and show him the car. When he arrived at what had been the Rohrer family home, Joe discovered a mid-century house with new development springing up all around. He was shown to an old garage with a dusty gold Corvette inside. It's important to remember here that Joe didn't yet know what he was looking at. He lifted the hood and saw the Rochester fuel injection, which was a good start. Then he saw the 4-speed and chrome roll bar, also signs that he was onto something special. But the clincher came when he looked under the rear of the car and saw that some of the gold paint had flaked off, revealing remnants of white paint with blue stripes. Bingo. Joe knew then and there that he had to make a deal.



Remnants of the blue stripes poking through the gold. Imagine seeing this for the first time, knowing that it meant you had just unearthed something incredible.

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Later that day, Joe discovered something else surprising inside the house. There in the basement was one of Erwin Rohrer's high school wood shop projects from Albert G. Lane Technical High School in Chicago. This would normally be an unremarkable detail, but Joe recognized it instantly because he had made the very same thing. Erwin and Joe had attended the same high school, albeit 20 years apart. This fateful detail further connected Joe to the family and the car, and would distinguish him in the bidding war that was about to ensue.

Anytime a one-of-a-kind survivor Corvette race car sees the light of day for the first time in four decades, you can bet there will be a few interested parties. Joe began discussions with Erik to secure the deal, though others were attempting to do the same. Keep in mind that at this point Joe didn't know that this was the long-missing Nassau Corvette, nor did the family. This important detail would come to light through one of the other interested parties, but Joe had already earned the trust and respect of the family. After some back and forth and a few scary moments, the car was his.

As word of Joe's discovery spread throughout the Corvette community, he started getting attention from some pretty important places, including the Bloomington Gold Corvette Show. Joe knew that the Bloomington Gold was known for pristine restorations and was reluctant to show his scruffy garage-find, but he agreed. As you can imagine, Joe's car was a hit at the show. It's not every day that you see a time capsule like this, let alone one so significant.

In the subsequent years and with a little help from the GM Heritage Center, Joe was able to secure a copy of Engineering Work Order 17792. This document shows without a doubt that his car was one of the three Nassau-Daytona-Sebring Corvettes. It also offers a rare look at the internal workings of GM circa-'57. Through his research, Joe also uncovered some interesting pieces on the car that make it even more special. You've heard of the mythical Airbox Corvettes? Well, this was the car that served as a test mule for that design. Those "pie pans" on the air cleaner are one-offs, made by GM engineering to hook it all up.



This car gives off a glow, and it's not just from the photographer's lights. It may be old and faded, but there's an energy about this car that must be experienced in person.

Last year the car was displayed at Amelia Island, followed by a stint at the Motorsports Hall of Fame in Daytona before being delivered to the Museum of American Speed. If you have the

chance to check it out, we strongly encourage it. Under a crumbling gold shell is a Corvette that was worked on and driven by some of the greatest names in the history of the American automobile. Standing in its presence, it's hard not to get goosebumps thinking about the ghosts of those legendary Corvette pioneers with names like Cole, Earl, and Duntov leaning over the fender, tinkering with that experimental fuel injector.

This car crackles with the energy of a machine that has more stories to tell than will ever be told. But Joe Trybulec is doing his best to collect as many of these stories as he can, and we're honored to have the opportunity to tell a few of them.



UPCOMING EVENTS

OKLAHOMA NCRS CHAPTER EVENTS:

- November 5th—NCRS monthly breakfast—Tulsa (See Front Page)
- **November 5th—NCRS officer nominations**
- November 10th—NCRS monthly dinner—Tulsa (See comments below)
- November 22nd—NCRS monthly dinner—OKC (See comments below)
- **December 3rd—NCRS officer elections**
- December 10th—NCRS Christmas Party (See page 3 for more info)

NCRS NATIONAL EVENTS:

- March 23-25, 2023 - NCRS Regional Tucson, AZ
- September 7-11, 2025 - NCRS National, South Pointe Casino, Las Vegas, NV

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

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

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

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

- November 24th-26th, 2022—Larry Maples Double Stuffings Thanksgiving Bracket Race

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

- Every Tuesday Cruise Night, Jason's Deli, 8321 East 61st Street, Tulsa, OK 4:00 PM-Sunset (March 15 – Oct)
- Last Saturday each month, Cars and Coffee, Stillwater OK, 3100 N Husband St, Stillwater 8:30AM-12:00PM

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 @ mjikelee@gmail.com.

TULSA HAPPENINGS (PLEASE RSVP)

LADY'S AND THE OTHER HALF DINNER TULSA—Thursday November 10th diner will be at Seigi's, 9104 S. Sheridan, Tulsa, OK. Arrival time is 5:30. Let Nancy Phillips know you'll be joining us, contact her at 918-770-1043 or nancy.phillips@isocentric.com. Hope to see you there.

This will be the last one for 2022, so come an join us!!!!!!!

OKLAHOMA CITY HAPPENINGS

ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY—Tuesday November 22nd 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.

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

Phone: (513)760-6277

Fax: (513) 201-8875

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



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

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.

FOR SALE—1982 Corvette Parts and Papers

4 Goodyear Eagle GT tires, P255 / 60 R 15 tires, removed in 05 from a 6,182 mile Collector edition. Stored inside and perfect for flight judging only. Code on back of tire. MKUT F20122 (*12th week of 1982 if I am reading properly, no info found in judging guide*) \$250.00 each. Kelsey Reproduction are \$515.00 each.

Center gauge and radio bezel, Collector Edition w/clock in radio. \$100.00. Corvette central \$132.60

Glove box black plastic tape racks (1 pair) \$20.00

2 1982 sales brochure \$10.00 each

2 1982 Collector Edition owner manuals \$50.00 each

2 ETR Sound System, Radio Owner's Manual \$25.00 each

Goodyear Tire warranty book \$20.00

1982 GM Maintenance Schedule \$20.00

FREE TO OWNER OF CAR VIN. # 1G1AY0781C5105588, 1982 COLLECTOR EDITION Warranty Information book. Sold new at Steve Burke Chevrolet 807 N. Broadway OKC

If interested contact me and we can make a deal on all or part of list. I can deliver to Tulsa and Wichita Club Meetings. [Gene Holtz 405-317-3919](#) blue65184@aol.com

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

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