



MONTHLY MEETING — SATURDAY, SEPT 2ND

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!



**September
 2023
 Newsletter**

Dues Reminder—Your 2024 Chapter Dues are due in January 2024.

BOARD MEMBER'S REPORT

President's Comments—After recently returning from the 2023 Corvettes at Carlisle event, I can confidently say that the Corvette hobby is alive and well on the east coast! For those of you that have attended in the past, you know that it is a great event. This was my first time and I was in Corvette heaven! Corvettes at Carlisle has been happening since 1982 and is one of the biggest Corvette events in the country. 2023 set a record for the number of cars in the show field (over 3000). Even with three days, I don't think I was able to see every Corvette that was there. Add in the special displays, the Manufacturers Midway, the Car Corral (vehicles for sale), and the swap meet and there was something for every Corvette lover. For the fans of race history, there was an incredible collection of Corvette race cars on display, including all three Cunningham cars that ran in the 1960 24 Hours of LeMans. This was the first time that all three cars were together in 63 years!



At the Chevrolet tent, I was able to see the new E-Ray in person and see it in the new colors for 2024: Sea Wolf Gray, Riptide Blue, and Cacti Green. While looking at the new E-Rays, I had the opportunity to speak with a couple of the development

engineers about the Z06 and the E-Ray. What incredible machines! Even though we just returned, I am already looking forward to going back August 22-24 in 2024. We have a group from our chapter that goes every year. Dave Clark even bought a car from the Car Corral this year. If you are like me and have always wanted to go, I highly recommend you make plans to go in 2024.

Speaking of making plans, we have a lot of plans that are a little closer to home. Over the next two months, we have a judging event on September 23 and the Lone Star Regional in Frisco October 19-21. If you haven't registered for one or both, please do! We need participation to keep our chapter going! Please come to the breakfast on September 2nd and let us know what else you would like to see from our chapter.

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

Membership Chairman's Comments—Our current membership roster sits at 69 members with 69 of those having paid their 2023 dues. We are currently at a 100% renewal rate. I will be accepting your 2024 dues at the December 2023 meeting.

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

Judging Chairman's Comments—

NOT JUST A BREAKFAST CLUB

At our last board of directors meeting, we were discussing what activates to plan for the rest of the year for our Oklahoma NCRS

(Continued on page 2)

(Continued from page 1)

Chapter. According to the by-laws we must meet a set of requirements to remain an active chapter of the NCRS. Some of them are, having a minimum number of members, hold meetings, have a newsletter, hold judging schools and judging meets, along with social activities, etc. We decided to hold a fall chapter meet and after looking at the national and regional NCRS schedules along with the OSU and OU football game schedules we decided on Saturday September 23rd. The location will be 8515 East Skelly Drive in Tulsa at Dominic White's building. I have moved the judging meets around the state from Tulsa to Edmond and Stillwater so every member around the state can have access to a close judging meet. I am also trying to get the OKC area National NCRS members to think that we are the Oklahoma Chapter NCRS not the Tulsa Chapter NCRS as many people call our chapter when I talk to them.

The Chapter Meet registration is open on the national website ncrs.org under coming events, event registration. There is no cost to register to judge and the club will provide pizza for lunch. I will also be passing around a signup sheet at the club meeting this Saturday if you have not registered. I like to set the judging schedule 2 weeks before the event to let everyone know what they will be judging, so you can refresh your knowledge. The old days of showing up on the judging day morning to find out what you are judging doesn't give the owner a good assessment of their car and takes longer to judge. I can't guarantee you will get the year car that you requested to judge on your entry form, but you will get the section. We have a limited number of cars and not all are available. PLEASE BRING A CHAIR TO THE MEET.

We have elections coming up, our regional representative election will be open soon. We have had both candidates Bill Mulder and Tony Stein at our club meeting and information in our August newsletter and you need to decide which person you think will move us forward. Please Vote.

We also have club elections coming up at the end of the year and I wanted to get everyone thinking about the board members we need to keep the club current with National NCRS and moving forward. As we all know Phil Gray will not be coming back as our Vice-Chairman, I would like to thank Phil for his many years of service to the Oklahoma Chapter NCRS. The Vice-Chairman duties are to work with and fill in for the Chairman when he can't be at a meeting and Flight Award administrator who keeps us in line with what we need to do as a chapter to keep current, be a Top Flight Chapter and send the end of year reports to our regional representative. Our Membership Manager / Administrator position is also going to be open. They will be responsible to keep track of our members, collect dues contact new members that join national and invite them to join the chapter.

The last position we will have open is the Newsletter Editor, thanks Mike for doing such a good job and hard work on the newsletters and the transition from paper to electronic. I know it will be hard to find someone with Mike's knowledge to carry on. I would like for OKLAHOMA CHAPTER SIDE PIPE to stay a monthly publication, but if I am correct our newsletter can be quarterly and remain in the guidelines of the by-laws. Texas Chapter has a quarterly newsletter with monthly emails for local activities that are going on. The Newsletter Editor is not tied to the Membership Manager and Mike has been doing both jobs for

several years.

So please consider judging, having a car judged, host a picnic or party and running for one of our open positions, remember we are NOT JUST A BREAKFAST CLUB.

OKLAHOMA CHAPTER FALL JUDGING EVENT AND SCHOOL

The Oklahoma Chapter NCRS Fall Judging event will be held Saturday September 23rd in Tulsa at Dominic White's building located at 8515 East Skelly Drive. Arrival time will be 8:00 -9:00 AM. Judging School starts at 9:00. Judges and owners meeting starting by 10:00 then Flight Judging will begin. Pizza will be provided at noon and when all tabulations are finished awards will be presented around 3:00.

Registration will be open on the National NCRS Website Saturday August 5th through Saturday September 9th. Car registration is limited, so register early if you want your Corvette Flight or Concours judged. Preregistration for judges is appreciated.

NCRS Oklahoma Chapter Judging Chairman
Gene Holtz (NCRS #10606)
 email 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

NCRS Oklahoma Chapter Store on the NCRS Apparel Store web page at <https://www.ncrsapparel.com/>



5 Best/Worst Corvette Features of All Time!

Corvette Forum—By Joe Kucinski - August 1, 2023

Intro

The Corvette has been with us for **70 years now**. It has endured because it has remained one of the **best sports cars** that you can buy. It is greater than the sum of its parts. However, its parts are important. And for the most part the Corvette has been blessed with some terrific features that have allowed it to stand above the competition. That being said over the course of seven decades there have been a few Corvette features that have not been so great. There is no question that the number of great Corvette features far outweighs the number of bad. But we like parity so what we have done is selected five of the best and five of the worst Corvette features of all time.

Worst # 5 – DCT Only

Folks can debate all day on the pros and cons of the C8 going to a mid-engine design. But the one thing that brings us all together is that we all lament the loss of the manual transmission. The DCT in the C8 is a great transmission. It is faster than any human can shift a manual transmission. And it is more comfortable and easier to use in traffic. But buying a sports car is also about emotion and involvement. And there is no question that a big portion of that has been lost with the paddles and buttons on the C8 compared to the stick and clutch pedal in the C7 and older generations.

Best # 5 – Mid-Engine Design

Some Corvette diehards are not thrilled with the C8 going to a mid-engine design. Since 1953 the Corvette always had the engine up front, and power sent to the back. That was the formula and it worked well. But with the C8 that all changed. And like it or not the performance benefit has been profound. From an acceleration and handling perspective the base C8 Stingray is simply in another class when compared to previous generations.

Worst # 4 - Active Fuel Management

Nobody wants a 4-cylinder Corvette. Especially when you pay for a V8. But again, in the name of fuel efficiency Active Fuel Management (AFM) was developed. What it does is shut down half of the engine's cylinders during light driving conditions. It is designed to be a seamless transition between the two modes. And for the most part it is. But that doesn't mean people have to like it. There have even been reports of the AFM *decreasing* fuel economy. Also, a number of engine failures have been attributed to the AFM system. A number of people look to have the AFM system disabled in order to avoid the headaches.

Best # 4 – Pop-up Headlights

For decades the front of the Corvette was defined by its lovely pop-up headlights. They gave the car a smooth look when down and looked cool when turned on and twirling into place. Pedestrian safety concerns have removed pop-up headlights from the automotive landscape. But we miss them, and they were a distinctive Corvette feature for a long time.

Worst # 3 – Seats (C5/C6)

Corvette seats have been a common source of complaints for years. The truth is in most situations the seats are fine. But the seats in the C5 and C6 cars are a bit of a low point. The problem is the performance of those cars took a leap forward compared to previous generations. But the seats didn't keep up. If you are driving the car aggressively or on the track the seats don't do a

great job of holding you in place. They also tend to squeak and rattle.

Best # 3 – MagneRide

Cadillac was first to get the MagneRide suspension, but the C5 Corvette got it a year later in 2003. It was a revelation. Shocks are filled with a fluid containing iron particles. These particles can be magnetized at different strengths which varies the thickness of the fluid. It can be adjusted many times per second. The result is a car that smooths out rough roads for a comfortable ride while also offering up a firm suspension for attacking corners. The system is still available on the Corvette today and has also been adopted by a number of other automotive manufacturers.

Worst # 2 – Skip Shift

For years manual transmission Corvettes were saddled with a first to fourth skip shift feature. Under certain low speed, low rpm conditions second and third gears were locked out. So, the driver was forced to shift from first to fourth. GM did this to avoid the gas guzzler tax as the feature saved a bit of fuel. Corvette owners universally hate this feature. The good news is that it is easily avoided by shifting at higher rpms, which you probably want to do anyway in your Corvette. There are also some inexpensive upgrades you can purchase to disable this feature. Nonetheless it is one of the worst in Corvette history.

Best # 2 – Z51 Package

The Z51 package has historically bundled a number of performance enhancing features into a single option. And that continues today with the 2024 Corvette. For \$6,345 you get an upgraded suspension, an electronic LSD, a different gear set, upgraded brakes, a power and sound improving performance exhaust, a larger rear spoiler, an upgraded cooling system, and high-performance summer tires. It is a lot of bang for the buck and one of the best packages that the Corvette has ever offered.

Worst # 1 - 1980 California 305

On the other side of the LT6 spectrum we have the somewhat tragic 305 ci V8 fitted to all 1980 Corvettes sold in California thanks to emissions standards at the time. This engine managed only 180 horsepower and worst still it was mated to a 3-speed automatic transmission. The 1980 California cars are regarded as one of the low points in Corvette history. The good news is that they are cheap to buy. Like this example that recently sold at **Streetside Classics**. These make excellent donor cars for your restomod project.

Best # 1 – Cross-Plane Crankshaft

The entire world has gone absolutely gaga over the C8 Z06. And the main reason is the incredible LT6 engine that powers it. Since the first V8 was put into the Corvette back in 1955 they have used a cross-plane crank design. And to be fair most V8 engines use that design. But with the 2023 Z06 GM installed their first ever flat-plane crank V8. Due to the lighter weight, and higher and faster revving nature of these engines, it transformed the personality of the Z06. It is now a screamer that sounds more like an F1 car than a regular Stingray. It produced what many consider to be the first true Corvette super car.

10 Most Expensive Options in Corvette History!

Corvette Forum—By Joe Kucinski - August 15, 2023

Intro

These 10 RPO codes represent the 10 most expensive Corvette options in history as a percentage of the base MSRP. The top 3 are INSANE!

Who doesn't love picking out the options on their new Corvette? It is one of the best parts of ordering a brand-new car. And the option list for the Corvette goes far beyond just paint colors. Over the years there have been appearance packages, engine and suspension upgrades, and a whole lot more. There are so many options that it is almost impossible to find two Corvettes that are exactly the same. However, these options are not free. In fact, some of the options can be quite expensive. But which options have been the most expensive in Corvette history? We dug through 70 years of options to find the ten most expensive options ever offered.

We determined the list by calculating the original cost of the option as a percentage of the original base MSRP of the car itself. If there was an RPO code for it, we counted it as an available option. However, we did not include any "1Y" options as they were technically separate models. We also didn't factor option prices that forced you to add another option. For example, on a new Z06 if you want carbon fiber wheels, you are forced to get carbon ceramic brakes. In that case we didn't include the cost of the brakes in the calculation. Also, we only put a specific RPO on the list once even if it was offered for several model years. With that in mind, these are the most expensive Corvette options you could order.

#10—2018 Carbon 65 Edition. RPO Z30 \$15,000. 19.7% of \$76,235 MSRP

The Carbon 65 Edition package was offered on the 2018 Grand Sport 3LT and Z06 3LZ models. It would set you back \$15,000. So, if you ordered the package on the Grand Sport that option would represent nearly 20 percent of base MSRP. Only 650 Carbon 65 Edition cars were built. They all included Ceramic Matrix Gray paint, several visible carbon fiber elements, and several other unique touches. It was a good-looking car, but it didn't come cheaply.

#9—1967 427 L88. RPO L88 \$947.90. 21.6% of \$4,388 MSRP

Ordering the most powerful engine in the Corvette lineup for just \$947.90 would seem like a no brainer. But in 1967 that would represent 21.6 percent of the base price of the car. That is one of the reasons why only 20 1967 Corvettes with this engine were ever built. Of course, if you have one of these cars today it is worth upwards of \$2 million so that \$947.90 investment really paid off.

#8—1957 283ci Airbox. RPO 579E \$726.30. 22.9% of \$3,176.32 MSRP

In 1957 GM offered RPO 579E. This was the 283ci V8 engine with a cold air intake. The Corvettes with this option are known as "airbox" cars. Only 43 Corvettes were equipped with this rare option. A \$726.30 air intake represented a whopping 22.9 percent of the base price of the Corvette in 1957. That would be the equivalent of GM charging \$15,000 for an air intake on the C8 Stingray. That would not be an easy pill to swallow.

#7—1957 Heavy Duty Racing Suspension. RPO 684 \$780.10. 24.6% of \$3,176.32 MSRP

There were some expensive options for the 1957 model year. Selecting RPO 684 would get you the heavy duty racing suspension. It included a thicker anti roll bar and heavy duty springs. It also came with larger shock absorbers, and a tighter steering ratio. Even metal brake linings with finned ventilated drums were included. So, it was a comprehensive package. But it added nearly 25 percent to the price of a base 1957 Corvette.

#6. 2016 Z06 C7.R Edition Coupe. RPO ZCR \$23,055. 26.1% of \$88,345 MSRP

In 2016 GM offered the Z06 C7.R Edition under RPO code ZCR. Only 500 examples were built, and they all included the Z07 Package with carbon ceramic brakes. The package was available on a Z06 coupe or convertible with the 3LZ trim. A 3LZ coupe had a base MSRP of \$88,345 which is an expensive car, so adding over 26 percent to the cost in a single option isn't easy. However, the ZCR option was a staggering \$23,055. You did end up with a car that looked like a C7.R race car, but you paid handsomely for it.

#5. 1971 Special Purpose LS6. RPO ZR2 \$1,747. 31.8% of \$5,496 MSRP

In 1971 GM offered the ZR2 option that combined the 454ci big block V8 with Muncie M22 "Rock Crusher" 4-speed manual transmission, and other details that made this the performance Corvette to buy. Unfortunately, the option cost \$1,747 which represented 31.8 percent of the base MSRP. As such, only 12 Corvettes with this option were built. And of the 12, only 2 were convertibles like this one that recently sold at Mecum Auctions.

#4. 1963 Z06. RPO Z06 \$1,818.45. 45% of \$4,038 MSRP

The 1963 Corvette with the Z06 package is a legendary car. Today the Z06 is its own model, but in 1963 it was not. It was ordered by selecting the RPO code Z06. 199 people made that selection even though it at \$1,818.45 it tacked on 45 percent to the price of the car. Those lucky individuals essentially had themselves a factory-built race car. And considering a C8 Z06 GT3.R would cost you \$735,000 which is nearly 7 times the cost of a base Z06 the Z06 option in 1963 looks like a downright bargain.

#3. 1991 Special Performance Package. RPO ZR1 \$31,683. 97.7% of \$32,455 MSRP

The options that land on the podium for the most expensive ever offered have some truly staggering prices when measured against the MSRP of the base car. In 1991 the Corvette ZR1 was not a separate model per se. There was an RPO code for it and that code was naturally ZR1. Selecting that option would nearly double the price of your Corvette. But for that price you got a 375 horsepower Corvette that could hit 60 mph in less than 5 seconds and top out at 171 mph. Numbers that were on par with the nearly twice as expensive Porsche 911 Turbo of the day. This example sold on Bring a Trailer a couple of years ago, but prices have been climbing since.

(Continued on page 5)

(Continued from page 4)

#2. 1969 L88. RPO ZL1 \$4,718. 98.7% of \$4,781 MSRP

The ZL1 option alone in 1969 cost nearly as much as a base Corvette. And because of the outrageous price, only two Corvettes with this option were ever built. But the option could justify its outrageous price thanks to the incredible all-aluminum 427ci engine. The engine was officially rated at 430 horsepower but that was a joke. This was a race engine that in reality made closer to 600 horsepower. The ZL1 Corvette is one of the most valuable models in the Corvette world. This example sold at RM Sotheby's recently for over \$3.1 million.

#1. 1991 Callaway Twin Turbo. RPO B2K \$33,000. 101.7% of \$32,455 MSRP

The most expensive Corvette option ever was the famous RPO B2K in 1991. Ordering this code got you the iconic Callaway Twin Turbo Corvette. It is the only option in Corvette history to cost more than the car itself. But this option got you an entirely different car. The aerodynamic bodywork made the Callaway look like no other Corvette. And thanks to over 400 horsepower and 575 pound-feet of torque it performed like no other Corvette. It was a staggering option with a staggering price.

An American Love Affair: 70 Years of Corvette

National Corvette Museum 70th Anniversary Presentation

By Bill Mulder (NCRS # 60998) St. Louis Chapter

If you have been to the National Corvette Museum in the past and do not believe it is worth going again, it is not the same. Their investment in audio, video, new displays, and people are well worth a second visit. If you have never been, thinking it is just an old car museum, it is worth the time to go – it will be time well spent and a memory that will last.

For the 70th anniversary of the Corvette, the National Corvette Museum has invested heavily in technology and new displays to provide a never before experienced exhibit. The event opened to the public on June 30th, the 70th anniversary of the first Corvette. The event was heavily attended by NCRS members such as Mark Tully and Mike Ingham with many of the new cars being sourced by Vito Cimilluca.

The exhibit is all new with upgraded technology including an eight and a half feet tall LED display that covers the outer perimeter of the Skydome where the cars are displayed and exceptional audio to provide the largest T V viewing presentation you will encounter short of a jumbotron at an NFL football game.



The presentation was designed by the National Corvette Museum team and takes you through the early creation of the Corvette but quickly brings back our memories of the 60s, 70 and 80s and America's love affair with the Corvette and notes that Barbie didn't drive a Mustang. It shows the Corvette featured in various shows, songs and movies like Route 66 which take many of us back to a time when we were younger and could not wait to buy a Corvette or the pride of owning one. It reminds us of our love affair – 70 years of the Corvette.



When you enter the Museum, you first encounter 1953 Corvette number 231 off the line which has a Duntov Award from 2022. For the purist, it does have lacquer paint.

But this '53 car is only the start of the experience. Of more interest is the 'Entombed 1954 Corvette' that is an all-original car with 2,000 miles on it. The owner's wife hated the looks so much that her husband entombed the car with a brick wall in one of the grocery stores he owned until it was recovered.



But don't stop there as the Museum has 53 special cars. Probably

(Continued on page 6)

(Continued from page 5)

the most special is John Neas' (NCRS #171 of the Oklahoma Chapter) 1956 Corvette SR-2. Part of what is so special about the car is that Chevrolet designed it in-house and built it in-house, which shows how important this was to them. They took their best people from improving cars like the Belair with 1.5 million cars produced a year to work on this car. Ford, with say, their 1969 NASCAR 429 Mustang, sent things out-house to Kar Craft. Ford kept their top people working on design and build improvements to their bread-and-butter cars. Chevrolet put their best people, their in-house, on the project and with Shop Order 90179 by Bob Mclean, head of experimental styling, and designed it in-house and with engineering #6911 built it in-house.



In addition to the cars, each year, a leader is inducted into the Corvette Hall of Fame from one of three categories: GM-Chevrolet, Racing and Enthusiast. The 2023 members-elect are:

- GM – David Wichman
- Racing – Dan Banks
- Enthusiast – John Amgwert



Enthusiast – John Amgwert, a Founding Member of National Corvette Restorers Society

In 1974, John Amgwert became member #3 and co-founder of the National Corvette Restorers Society. Amgwert's passion for Corvette translated into a 25-year stint as the editor-in-chief of The Corvette Restorer magazine – a go-to resource for Corvette history. Amgwert's efforts with the NCRS to form a technical library ultimately resulted in what would become the National Corvette Museum. Amgwert's passion for and commitment to seeking out the truth about key cars in Corvette history continues to this day.

These winners will be formally inducted into the Corvette Hall of Fame in a ceremony on Saturday, September 2, 2023. This will be extra special as Corey Peterson from the Utah Chapter is hoping to drive likely 1953 Corvette VIN 001 into the museum in an unrestored condition to view the construction of this early car. I hope Corey can 'Get'er Done' in time.

My wife and I thoroughly enjoyed our visit and every person we met was polite, knowledgeable, and helpful from the first person you met at admissions to staff in the halls who answer questions on then on to the retail shop. It was a mark of true southern hospitality. We even spotted the President and CEO, Sharon Brawner, who had time to stop and talk to just two attendees. We found out she was a true car gal from the start with her dad owning, restoring and maintaining '55-'57 Chevys.

We stopped at the Stingray Grill which is an incredibly upscale restaurant – no Steak and Shake. My wife had their 2nd favorite meal, the Stingray Burger, which features Wagyu beef, Bison, Elk, and Boar. I had their most popular meal, the Blackberry Grilled Cheese which is cheese, blackberry jam, bacon and jalapenos. It is not traditional, but it is incredible. The heat of the jalapenos is offset by the sweet of the blackberry jam. You are not going to find this high of quality food and upscale menu at any chain restaurant.

The trip was well worth the time and a memory was created that will last a lifetime.

PLAN YOUR VISIT TO THE NATIONAL CORVETTE MUSEUM IN BOWLING GREEN, KY!!!!

UPCOMING EVENTS

OKLAHOMA NCRS CHAPTER EVENTS:

- September 2nd—NCRS Chapter Breakfast Meeting—Tulsa (See Front Page)
- September 14th—Ladies Night Out (see Tulsa Happenings—Ladies Night below)
- September 19th—Tulsa Attitude Adjustment Night (see Tulsa Happenings below)
- September 23rd—Tulsa, OK at Dominic White's building (see Judging Chairman's Comments)
- September 26th—OKC Attitude Adjustment Night (see Oklahoma City Happenings below)

NCRS NATIONAL EVENTS:

- 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

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

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

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

- October 19-21, 2023 - Chickasha Auto Swap Meet, Chickasha, OK
- 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 Cruzrs Cruise In, 12900 E 86th St N, Owasso, OK; 2nd Wednesday monthly, 4:30PM-8:00PM



TULSA HAPPENINGS—LADIES NIGHT OUT

PLEASE RSVP—to Nancy Phillips! Contact her at 918-770-1043 or 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, September 14th's dinner will be at Fish Daddy's, 10624 E 71st St, Tulsa, OK. We always encourage our "singles" to join in the fun. Gathering time is 5:30 PM. We hope to see you there.

Future dates: October 12th, 2023

TULSA HAPPENINGS

ATTITUDE ADJUSTMENT Night TULSA, OK —**Tuesday, September 19th; 5:00 pm** at Bravos Mexican Grill, 6104 E 71st Street, Tulsa, OK. Hope to see you there.

OKLAHOMA CITY HAPPENINGS

ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY—**Tuesday September 26th** 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

FOR SALE - (4) Kelsey Hayes KO wheels dated 1966 in good condition. Mounted with dated Goldline tires. Aftermarket spinners and cones. New 7lb lead hammer. Photos available if interested. \$4,500 OBO—Contact Butch Holtgrieve at (405) 906-3833

FOR SALE - Corvette “Body Dolly” and “Rotisserie” located in Wichita, Kansas \$3,000. Contact Dallas Keller at (316) 200-4125

FOR SALE - 4 NOS Goodyear Eagle GS-CR Radial Tires for C4 Corvette; 2 are P255/45ZR17 both dated 2201; and 2 are P285/40ZR17 dated 4500 and 4400. Pick up in Wichita, Kansas \$1500. 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!

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

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	robertwilson2@cox.net
NCRS Contact Person	Rob Wilson	(918) 407-7940	robertwilson2@cox.net
Vice-Chairman	Phil Gray	(918) 492-2519	philipgray@earthlink.net
Flight Awards Administrator	Phil Gray	(918) 492-2519	philipgray@earthlink.net
Secretary	Travis Firey	(918) 637-3257	rcrvmx@gmail.com
Treasurer	Scott Pfuehler	(918) 437-5292	fogaley@sbcglobal.net
Judging Chairman	Gene Holtz	(405) 317-3919	blue65L84@aol.com
Judging Administrator	Gene Holtz	(405) 317-3919	blue65L84@aol.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
Activities Chairman	Bud Jessee	(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