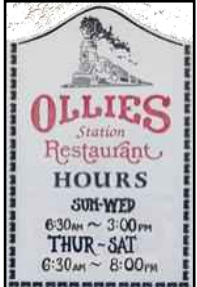


The Sidepipe is published monthly by the Oklahoma Chapter NCRS, Inc. • <https://ncrsokcontact.wixsite.com/ncrs-ok-chapter>

**December  
2024  
Newsletter**

**Monthly Meeting** — **Saturday, December 2<sup>nd</sup>**  
*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 2024 Chapter Dues are due on January 1, 2025. *(See last page of newsletter for Membership Application.)*



**BOARD MEMBER'S REPORTS**

**President's Comments**—The holiday season is here! All the Christmas lights are out in all the neighborhoods and businesses. The weather has turned colder. The flood of commercials and emails about holiday sales are overwhelming my senses. From a personal perspective, it is time for me to put my Christmas records in my jukebox so I can be "all in" for the holidays. I hope that all of our members get to spend time with family and friends this holiday season. One great opportunity to spend time with your NCRS friends is at our annual Christmas party. I know there is a separate article about it in this month's newsletter, but I want to encourage everyone to attend on December 14th. I especially encourage our new members to join us as it is a great opportunity to get to know members and their spouses. Mike and Nancy are excellent hosts and their place makes for a festive atmosphere! Please see Mike Aichele's article on page 3 for all of the details.

For those of you that weren't at the November meeting, here is an update on our 2025 officer situation. We opened the floor for nominations for 2025 officers. There were no official nominations. Elections will be held at our December 7th meeting. We desperately need nominations for secretary and newsletter editor. My November commentary went into detail about our chapter needs for officers in 2025. I won't repeat all of that here, but will say that the situation is unchanged since the last Side Pipe.

Speaking of the Side Pipe, I want to take a moment to say "THANK YOU!!!" to Mike Aichele for the years he has put into producing the Side Pipe for the club. Mike is stepping away from the club and is ready to hand over the reins to the Side Pipe to a new editor. Mike does an outstanding job every month and I know the

chapter members greatly appreciate his efforts. If possible, please join us for the December 7th meeting at Ollie's Station and let Mike know how much you appreciate him before he steps away from the club.

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

**Judging Chairman's Comments**  
**Flight Judging, Bonus Points & Standard Deductions**

When I talk with someone about Flight Judging a Corvette I always make sure that they have the latest copy of the Corvette Technical Information Manual and Judging Guide for their year and I suggest that they also get a copy of the latest Corvette Judging Reference Manual. We as NCRS members in my opinion have the best judging system in the car hobby. With the available literature we are able to judge our own cars before we get to a meet and know within a few points what we will score, if we are honest with ourselves about what we know about our cars. I also suggest to download the judging sheets from the national website and see what the deductions will be. If you are not sure about a possible deduction you can contact a fellow member that has "been there done that" and ask for help. I can also work with you and hold a judging school to go over your car to see what deductions we may find.

How many other originations will give you bonus points? We will give 10 bonus points if you have a battery cut off switch, a fire extinguisher and a NCRS window decal.

*(Continued on page 2)*

(Continued from page 1)

Believe it or not Corvettes were made to be driven and we give Driven Mileage Points. When a car is driven by the owner or a family member to an event it is eligible to receive additional points based on miles driven to the event so long as the car receives a minimum 75.0 net score. Mileage points are limited to 10% of net scoring, grand total cannot exceed 100 points, and mileage points are not applicable or counted toward either the 97.0 net prerequisite score or 97.0 net final score required for the NCRS Mark-of Excellence Awards. For example, a car driven 37 miles to an event would have .3 added, while a car driven 375 miles would have 3.7 points added.

We have Standard Deductions for engine block cylinder cases, batteries, tires, glass, headlamps, stainless or aluminum parts, altered cars, trim tag or service parts label, added or deleted options, body color, body paint, body fiberglass and component fit, GM service replacement and reproduction parts and non-OEM parts, GM approved dealer installed accessories and factory recall modifications.

Additionally, in NCRS Flight Judging, the addition of an aftermarket item, component or assembly will necessitate a full deduction on Operations, Originality and Condition for each and every line item affected by the owner-inspired (or dealer-inspired) addition or change. Example: aftermarket A/C

There has been some talk on the Technical Discussion Board about the point deduction for added side pipes on an AO SMITH body mid-year. First of all the point deduction is the same for added side pipes on a St. Louis body as an AO Smith body. It is just easier to tell a AO Smith body car because they did not make any because of the tooling at the plant. Also AO Smith did not make big block car's in 67 because of the hood stripe paint.

There was also talk about point deduction on added aftermarket Air Conditioning and someone asked about a standard deduction for both of the above examples. The problem with added side pipes and A/C is they cover many different line items and are different on each installation. The standard deductions we now have only covers 1 line item. In my opinion that is why we are only given guidance on the deductions of the above examples.

I hope this does not seem to complicated for someone that has not had a car Flight Judged but we can all work together to help you earn your award. It is worth it when you get that certificate to hang on the wall not to mention all the new friends you have made and the value of you Corvette may have gone up.

**NCRS Oklahoma Chapter Judging Chairman**

**Gene Holtz (NCRS #10606)**

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

**Membership Chairman's Comments**—We currently have 73 chapter members of which 31 have paid their 2025 dues, (8 by PayPal). 2025 dues may be

paid on-line through PayPal, you can mail me a check, or I will accept your payments at the December meeting, (reminder you must be a current member of NCRS National to be a member of the NCRS Oklahoma Chapter).

**NCRS Oklahoma Chapter Membership Chairman**

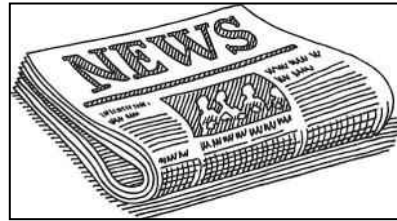
**Kelley Bolton (NCRS #20451)**

**Newsletter Editor's Comments**—The last newsletter that I will publish, will be the January 2025 issue. I am here to help whoever wants to take it over.

**NCRS Oklahoma Chapter Newsletter Editor**

**Michael Aichele (NCRS #11685)**

email [ikelee@cox.net](mailto:ikelee@cox.net) or 918-804-3105



**EDITOR'S**



**Help!!!**

**CORNER**

Thank you to all those who provide contributions to the Sidepipe Newsletter.

\*\*\* Please think about writing an article or contributing an item of interest for the newsletter. This can be a tech tip you've found, an article to reprint from another publication that would be of interest, a personal experience that would interest other members, or

an item of news about the chapter or its members. Remember, include pictures if you can. Your Corvette classified ads are welcome, too. You can mail, e-mail, text, or loan me a flash drive. **Remember!!** Your help is needed to make this newsletter a voice of our chapter!

Michael Aichele • Editor

16225 E 81st Ct N • Owasso, OK 74055-8426

mobile (918) 804-3105 • E-Mail [ikelee@cox.net](mailto:ikelee@cox.net)

## NCRS Communication

To keep up to date with the latest news from your Oklahoma Chapter NCRS, your Region VII Director, and National NCRS be sure to advise National of any email changes. This also applies to phone numbers and new mailing addresses. If your contact information is not current, then you will not receive the latest news and information

## **ANNUAL CHAPTER CHRISTMAS PARTY**

**Saturday, December 14, 2024 @ 4:00 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 #0417 (Must press the # sign.) on the keypad and the gate will open. If you have trouble, call (918) 770-1043.

The party will begin at 4:00 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 14, 2024.

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, December 7, 2024.





## **“Now It Can Be Told! The True Story of How Mickey Thompson Was the First to Race the Big-Block Chevy ...”**

*By David Kimble - Writer; Hot Rod Archives - Photographer Jun 15, 2016*

### **427 Mystery Motor Corvettes**

Zora Arkus-Duntov's high-performance engineering group was responsible for Corvette engineering and Chevrolet's high-performance V8 development when the 348ci W-engine debuted for the 1958 model year. The solid-lifter version of the 348 with triple two-barrel Rochesters was rated at 315 hp (*and was Chevrolet's most powerful engine*) while the Corvette's fuel-injected, 283ci small-block was only rated at 290 hp. Duntov resisted putting the 348 into the Corvette, arguing its additional 100 pounds on the Vette's front tires would compromise handling. By the time the second-generation Corvette Sting Ray came out for 1963, the W-engine had 409 ci and produced 425 hp with solid lifters and dual four-barrel Carters, but again, it wasn't on the new Vette's option list. Duntov didn't feel the "fat block" 409 could pull its own weight. But there was a 427ci V8 on the horizon he would be happy with in a couple of years. Hot rodder Mickey Thompson, however, wasn't going to wait.

In 1962, Mickey Thompson was under contract with Chevrolet to campaign four Z06 Corvette Sting Rays in international GT endurance racing. As part of that program, the 34-year-old Californian had two of his Sting Rays equipped with 427ci Mark II-Stroke (MKIIS) big-block Mystery Motors. These big-block cars were prepared like NASCAR Grand National cars of the day by Smokey Yunick for the American Challenge Cup, a 250-mile GT sports car race on Daytona's 2.5-mile tri-oval that took place on February 16, 1963—eight days before the Daytona 500 where most people think Chevy's Mystery Motors debuted. You've never heard about any of this because General Motors had a corporate ban on racing in place when all of this happened. Fifty-two years later, as HOT ROD celebrates the 50th anniversary of the big-block Chevy, it's time we tell you the whole story.

### **Mickey Thompson's Mystery Motor Corvettes**

Mickey Thompson had helped Pontiac shake its stodgy 1950s image and become thought of as a GM performance brand, using a line of speed equipment and attention-grabbing cars like the Challenger I powered by four Pontiac V8s he drove more than 400 mph at the Bonneville Salt Flats in 1960. Thompson had been a Pontiac contractor, working directly for Semon Emil "Bunkie" Knudsen, who was Pontiac's general manager at that time but was running Chevrolet by 1963. Thompson Enterprises was a front for Knudsen's factory Corvette team. Knudsen also brought Smokey Yunick back to Chevy from his Pontiac NASCAR racing program. Yunick had won the second Daytona 500 for Knudsen with a 1960 Catalina he prepared, which was driven by Marvin Panch.

Mickey Thompson received a Daytona Blue Z06 Sting Ray prototype from Knudsen via airfreight in July 1962. It would be the first 1963 Corvette to ever win a race—the Los Angeles Times Three-Hour Invitational at Riverside, California, on October 13, 1962. Both the Shelby Cobra and new Corvette made their racing debuts that day; driver Bill Krause dominated the race in his Cobra until it broke a stub axle, and Doug Hooper (*driving Thompson's Z06*) got the win.

Technically, 1963 Corvette Z06 production began in October 1962, with six cars painted either Ermine White or Sebring Silver, and three of them were soon heading west from the St. Louis Corvette plant, driven by the men who were to race them at Riverside. Two others, one painted white and the other silver, were sent to the FIA's New York office for homologation to make the Z06 Sting Rays eligible to compete as production cars. They were then shipped to Mickey Thompson's shop in Long Beach, California. These cars were soon joined by two more Z06s, again Ermine White and Sebring Silver, for Thompson to drive on the street. The silver Corvette that had been inspected by the FIA went to Smokey Yunick's "Best Damn Garage in Town" in Daytona Beach, Florida, where it was later joined by the white one, and both of them received rollcages, the 427ci MKIIS NASCAR Mystery Motors, and Saginaw three-speed transmissions that the Chevrolet Grand National cars ran on the oval tracks.

Yunick and his boys had the silver Z06 the longest and gave it the full NASCAR treatment, preparing it with Firestone Stock Car racing tires on reinforced steel wheels mounted on six-lug front truck hubs. They set up the front suspension with a straight antiroll bar that had splined actuator arms, spring rubbers, and two shocks per corner. The exhaust pipes were run inside the framrails and exited through the rocker panels just ahead of the rear wheels. Heat from the exhaust necessitated replacement of the rear portion of the fiberglass floor with an aluminum panel. The Sting Ray's rear wheelwell openings were shaved to keep the oversized tires from rubbing when the springs compressed on the banking, and the Z06 36.5-gallon fiberglass fuel tank was replaced with a 50-gallon metal one for the 250-mile race. To save weight, a Plexiglas windshield, side, and rear windows were fit to the cars and magnesium rear axle housings took the place of the stock cast-iron parts.

*(Continued from page 4)*

Despite its additional displacement, the MkII Mystery Motor was designed to fit into the same engine compartments as Chevy's small-block, with nothing but a notch in the front crossmember needed to drop into the Sting Rays. The only clearance problems were with the 427's magneto and Holley 4150 four-barrel carburetors, which stuck up through holes cut in the 1963 Corvettes' hoods and were covered by what may have been one of Thompson's blower scoops cut in half. The scoops faced forward when the cars rolled out for practice, but were turned around by the time they raced to take advantage of high-pressure air at the base of the windshield—the same principle that the Mystery Motor Impala's cowl induction system was based on. The only modifications made to these engines were headers that fit into the Corvettes, and replacement of their 409 Delco-Remy distributors with Vertex magnetos.

## 1963 Daytona Speed Month

NASCAR's Bill France was quite a showman, and by 1963 had turned Daytona Speed Week into a Speed Month with racing every weekend during February at his four-year-old Daytona International Speedway. The American Challenge Cup was presumably his idea and could have been inspired by the Race of Two Worlds, where Indy roadsters competed against Formula One and sports racing cars on the banked Monza oval track in Italy. Mickey Thompson signed two NASCAR stars who were driving Mystery Motorpowered Chevrolet Impalas in the Daytona 500 to drive his American Challenge Cup big-block Sting Rays. The 27-race-winner, Junior Johnson, was behind the wheel of the silver No. 3. Corvette, and Rex White, the 1960 Grand National Champion, who had also done the MkII engine program track testing for Chevrolet engineering, was driving the appropriately colored white No. 4 Corvette.

The Daytona Speed Month kicked off with a two-day Sports Car Club of America (SCCA) event on the combined tri-oval and infield road course, and most of these races were run in the rain. The following weekend on a dry track, Don Vesco became the first American to win the Grand Prix of the United States for Motorcycles. The action then moved entirely onto the tri-oval on Sunday, February 10, 1963, when there were two pre-qualifying races for the two Daytona 500 qualifying races and another race to qualify for the American Challenge Cup. Each of these was scheduled for 10 laps. Most of the American Challenge Cup and Continental cars hadn't shown up yet, and even with Mickey Thompson entering all four of his Corvettes, the car count was only seven; with the field so small, qualifying was shortened to five laps. To no one's surprise, Junior Johnson won this in 4 minutes, 39.40 seconds, followed by Rex White, both in Thompson's big-block Sting Rays. Paul Goldsmith in the Ray Nichels' 421ci Super Dutypowered Pontiac Tempest came in third.

Thompson's Corvettes were the fastest GT cars around Daytona's tri-oval, but they were a handful to drive and Junior Johnson had an easier time lapping at 164.083 mph in Ray Fox's 1963 Impala than he did averaging 162.220 mph driving the Corvette. Johnson felt the Z06 was capable of 180-mph laps "with the proper setup," but Thompson and his crew were primarily drag racers, and even though he was entering his own cars for the second time in the Indy 500, they "never found the handle," according to Johnson.

It was raining on Saturday, February 16, when the 250-mile American Challenge Cup race was scheduled to run on the tri-oval. Even though the SCCA races had run in the rain two weeks earlier, they had been on the road course and this was a NASCAR-style oval race. The Grand National cars never raced in the rain, but GT cars did, so the event started on schedule.

Thompson's pair of big-block Sting Rays started from the front row where they qualified, but with Bill Krause—not Junior Johnson—behind the wheel of the silver No. 3 car. The headline in the Daytona Beach News Journal read, "Car Didn't Act Right, Junior Got Out," and after morning practice, the car's handling was so evil that's just what he did. Thompson's crew had torn the Corvettes down in their motel parking lot the night before to look for problems, and in doing so had created new ones, not only losing what little progress they had made in the cars' balance but making Johnson's car worse than when it first ran.

The race started with Paul Goldsmith's Pontiac coming from the second row outside of Fire Ball Roberts' No. 22 Ferrari GTO and blowing past the struggling Corvettes on the wet track, to take the lead on the first lap, where he would stay to the finish in the white No. 50 421ci Tempest. As the race progressed, Thompson's Corvettes' floorpans started taking on water that sloshed around. The exhaust systems heated the aluminum floor panels, creating steam that fogged the cars' windshields. Handling deteriorated as the understeering monsters' front tires wore, and after driving inside what must have felt like a microwave oven for 38 laps (at speeds of more than 150 mph), Rex White pitted the No. 4 car and told Mickey it wasn't safe to continue because he couldn't see. Thompson grabbed a helmet and took the car out for a lap before a rear suspension lateral link broke, bringing

*(Continued on page 7)*

# Upcoming Events

## OKLAHOMA NCRS CHAPTER EVENTS:

- December 7th—NCRS Chapter Breakfast Meeting, Tulsa (See Front Page)
- December 7th—NCRS Chapter Board Meeting, Garage Condos of Tulsa, immediately after the breakfast meeting
- December 14th, —OK Chapter Christmas Party (see details open page 3)
- December 17th—Tulsa Attitude Adjustment Night (see Tulsa Happenings below)
- December 17th—OKC Attitude Adjustment Night (see Oklahoma City Happenings below)
- January 9th, —Ladies Night Out (see Tulsa Happenings—Ladies Night below)

## NCRS NATIONAL/REGIONAL/CHAPTER EVENTS:

- April 3-5, 2025—Regional, Pendleton, SC
- May 1-3, 2025—Regional, Glendale, AZ
- May 29-31, 2025—Regional, Lacrosse, WI
- September 7-11, 2025—NCRS National Convention, Las Vegas, NV

## CAR STUFF: *(Stuff for Car Guy's and Gal's)*

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

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

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

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

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

- *Tuesday* Cruise Night, McAlister's Deli, 91st & Memorial, *Tulsa, OK*; 4:00 PM-Sunset (March 14 – Oct)
- *Cars & Coffee*, 1 Remington Place NE 50th and MLK, *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



## TULSA HAPPENINGS-LADIES NIGHT

*(2<sup>nd</sup> Thursday of each month)*

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

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

**NO DINNER IN DECEMBER 2024!!!**

Future dates: January 9<sup>th</sup>, 2025

Future dates: February 13<sup>th</sup>, 2025

## TULSA HAPPENINGS

*(3<sup>rd</sup> Tuesday of each month)*

### ATTITUDE ADJUSTMENT Night TULSA, OK

**Tuesday, December 17<sup>th</sup>; 5:00 pm** at Bravos Mexican Grill, 6104 E 71st Street, Tulsa, OK. Hope to see you there.

## OKLAHOMA CITY HAPPENINGS

*(4<sup>th</sup> Tuesday of each month)*

### ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY

**December 17<sup>nd</sup>**, at Twin Peaks at 3109 W Memorial Rd. Oklahoma City, OK 73134. Arrival time is 5:30 with dinner at 6:00. Hope to see you there. *(Early, because of Christmas.)*

(Continued from page 5)

him back to the pits for good. Bill Krause had driven only 10 practice laps in the No. 3 car before the race started, but he toughed it out, and with his road-racing experience on wet tracks, came in a distant third to AJ Foyt in the Nickey Chevrolet's No. 17 small-block Z06.

After Krause's impressive drive in the Cobra at Riverside, Thompson had lured him away from Carroll Shelby with the promise of bigger things and Krause's Third Place was the team's best result of the weekend. For the three-hour Daytona Continental race the day after the American Challenge Cup, Pontiac somehow managed to homologate the 421 Tempest as a production GT car, and by virtue of having the largest engine in the field, Paul Goldsmith started on the pole with Bill Krause beside him. Goldsmith was out in three laps with a broken fuel pump while Krause stayed in the lead pack for half the race until his silver No. 4 Mickey Thompson Corvette's 327 fuelie threw a rod. This was a lot better than Doug Hooper in Mickey's Riverside-winning Daytona Blue No. 4 small-block Z06 fared, lasting only 14 laps.

Of the 12 Z06 Corvettes that started the Daytona Continental, only three finished, with Dr. Dick Thompson (*no relation*) coming in third behind a pair of Ferrari GTOs. This was the end of Mickey Thompson's Corvette team's short history, with it, as well as all of Chevrolet's other racing activities, falling victim to a GM corporate crackdown after the Daytona 500.



**NCRS - Oklahoma Chapter Contact Information**

<u>Role</u>	<u>Name</u>	<u>eMail</u>
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Vice-Chairman	Kelly Bolton	<a href="mailto:kellybolton@cox.net">kellybolton@cox.net</a>
Flight Awards Administrator	Travis Firey	<a href="mailto:rcrvmx@gmail.com">rcrvmx@gmail.com</a>
Secretary	Travis Firey	<a href="mailto:rcrvmx@gmail.com">rcrvmx@gmail.com</a>
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Judging Chairman	Gene Holtz	<a href="mailto:blue65L84@aol.com">blue65L84@aol.com</a>
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<b>Regional VII Director</b>	<b>Tony Stein</b>	<b><a href="mailto:anthonystein@att.net">anthonystein@att.net</a></b>



**OK Chapter  
Facebook QR Code**





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

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

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

**FOR SALE (Price Reduction)** - 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 \$700 or best offer. Contact Dallas Keller at (316) 200-4125.

**FOR SALE** - 1965 Close ratio Muncie 4 speed transmission. 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. \$800.00 Contact Gene Holtz (405) 317-3919.



**NCRS Chapter Merchandise**

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

**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:** Kelly Bolton, Membership Chairman  
Oklahoma Chapter NCRS, Inc.  
9440 E 109th St  
Tulsa, OK 74133