



OKLAHOMA CHAPTER



"Bob Clark" Editor Emeritus of the Side Pipe, may he RIP

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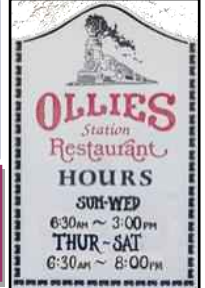
September
2024
Newsletter

Monthly Meeting — Saturday, September 7th

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 in January 2024. (See last page of newsletter for Membership Application.)



BOARD MEMBER'S REPORTS

President's Comments—August was a month that saw several of our members on the road. Roy Sinor attended the National Convention in Hampton, VA in early August and came home with a Duntov award for his '67 convertible. Congratulations Roy!! We also had a group of five members that attended Corvettes at Carlisle during the third week of August. Mike Smith, Pat McMichael, Jim Elder, Mike Martin, and Dave Clark should have some great stories and pictures to share, including pictures of the new ZR1 that is coming soon. I made it back from Colorado and will be at breakfast on September 7th to catch up with everyone before breakfast starts. I encourage everyone to join us and maybe even show up a little early so we can spend some time chatting in the parking lot before we head in for breakfast. With all the recent travel and the upcoming chapter judging event, there is a lot to catch up on. The business meeting will be somewhat abbreviated to allow us to get an early start on the judging school we are having at the Garage Condos of Tulsa clubhouse, immediately after breakfast. Our main topic this month is our fall chapter judging event on September 21. Gene has more about that in the Judging Chairman Commentary. Because of the judging school on September 7th, we have moved the next board meeting to October 5th. Get those Corvettes out of the garage and come to Ollie's Station and the Garage Condos of Tulsa on Saturday! I'll see you there!

NCRS Oklahoma Chapter President
Rob Wilson (NCRS #48348)

Membership Chairman's Comments— We are currently at a 82% chapter renewal rate for 2024 with 71 chapter members. I will continue to reconcile the unpaid chapter members and accept any 2024 dues at the September meeting.

NCRS Oklahoma Chapter Membership Chairman
Kelley Bolton (NCRS #20451)

Judging Chairman's Comments

—Judging School Saturday September 7th!

After breakfast we will be holding a judging school at Rob's garage condo to continue our evaluation on his 65 for future Flight Judging. We will be covering the trim, vin tags and engine pad and see what all the numbers mean and how they line up in the judging process and cover the operations section to see how everything works. This is a 1 point school with sign up on Saturday morning at the condo.

Oklahoma Chapter Fall Judging Meet will be held Saturday September 21st at the Garage Condos of Tulsa located at 8720 S. Elwood Ave, Tulsa, OK by the RL Jones Riverside Airport (RVS).

Below is the scheduled of events

Friday September 20th

Car placement on Judging field and event setup, with all attendees and judges invited to attend the Garage Condo Friday night happy hour from 4:00 till 6:00 pm.

Saturday September 21st

Check in 8:30 to 9:00 am. With possible car placement by 8:30am with approval from meet chairman.

Owner and judges meeting starting at 9:00 am with Flight Judging starting when meeting completed.

There will be 2 judging schools going on during the day. That way you will have something to do while waiting to get on the car's for your section. [Remember only one will count toward judging level points]

12:00 Lunch will be provided.

When all judging and tabulation completed the awards will be presented.



Chapter
Website

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The online registration will be open on August 1st and close on September 9th. I am limiting the Flight Judged cars to two. I am working with owners of a 65 and 68 for Flight Judging, and will update you in the September Sidepipe if there are any changes. Sportsman Award cars are always welcome and if anyone wants a Concours Car judged let me know.

Remember the judging spots will go to the online registrants first, plus I will have a sign up sheet at the September Oklahoma Chapter Club meeting for anyone who has not registered. Day of show sign up will go on a space available basis.

I hope to see everyone at the Fall Chapter Judging. See you on Saturday.

NCRS Oklahoma Chapter Judging Chairman

Gene Holtz (NCRS #10606)

email blue65L84@aol.com or 405-317-3919

Editor's Comments—Once again I sit in front of my computer trying to figure out what to put in the newsletter this month that will be of interest to the chapter. Newsletters don't just appear out of no where, they should come from the membership. They do not have to be a completed story, but simply a list of facts or anecdotes and pictures. Just enough information to give me a start in writing an article.

As the years have passed our membership has dwindled and our member's projects have lessened making it more difficult to get newsletter participation from the membership.

I know that a lot of time and effort was put in getting Neal Kennedy's 1962 Corvette back on the road again. That would make a great story, simply, because of the comradery that got it there. My understand is that it was a team effort from several of our members. What about a human interest story about a bunch of old guys hanging out helping a fellow member bring a dream of getting his beloved Corvette on the road again. Not so much about the car, but about the people. If someone will give me the facts and a few pictures I'll try and write a story about it.

I heard John Neas had another "cacklefest". In the president comments I heard about NCRS National Duntov Award and Corvettes at Carlisle, which could make interesting stories. Any picture or information about what went on? Send me something.

What is going on in your garage? Where have been in your Corvette lately? Racing, show your Corvette, working on your Corvette, or going for a drive to a super neat location could all make wonderful stories for the newsletter. Your fellow chapter members might find the things you do interesting. Take a few pictures, write a few words and send them to me. Heck just call me and tell me about it. I try to make something out of it.

Remember, I'm not in this newsletter alone this is a Chapter newsletter.

Maybe my decision to leave NCRS, but continue to publish the newsletter wasn't the best decision. Let me know.

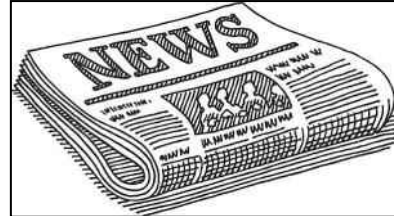
NCRS Oklahoma Chapter Newsletter Editor

Michael Aichele (NCRS #11685)

email ikelee@cox.net or 918-804-3105



FYI - Phil Gray (Our former Vice-President) is at Zarrow Pointe, (71st & Lewis) and continuing his physical and speech therapy. Phil's Son, Paul visits daily and you can reach him on Phil's phone - 918 606-7497.



EDITOR'S



CORNER

Help!!!

Thanks to 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!

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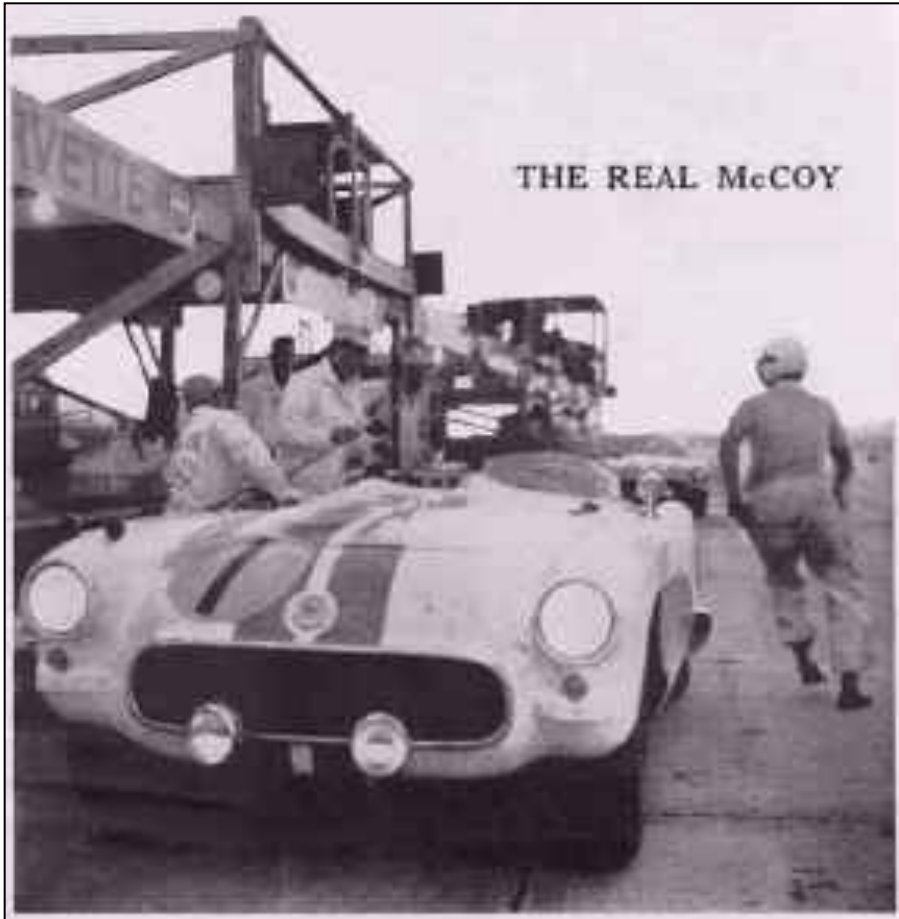
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NCRS Communication

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

“1956 Corvette Advertisement...”

By Michael Aichele (NCRS # 11685)



Here is the most remarkable car made in America today—the new Chevrolet Corvette.

Why remarkable?

Because it is *two* cars wrapped up in one sleek skin. One is a luxury car with glove-soft upholstery, wind-up windows, a removable hardtop (with virtually 360° vision), or fabric top, ample luggage space, a velvety ride and all the power assists you could want, including power-operated fabric top* and Powerglide transmission*.

The other is a sports car. And we mean the real McCoy. a tough. road. gripping torpedo-on-wheels with the

stamina to last through the brutal 12 hours of Sebring, a close-ratio transmission (2.2 low gear, 1.31 second) matched to engine torque characteristics, razor-sharp steering (16 to 1) that puts *command* into your fingertips.

Other people make a luxury car that has much the same dimensions as this. That's not so tough. And the Europeans make some real rugged competition sports cars —and that's considerably tougher. But nobody but Chevrolet makes a luxury car that *also* is a genuine 100-proof sports car.

It's a wicked combination to work out, and we didn't hit it overnight. But you'll find, when

you take the wheel of a new Corvette, that the result is fantastic — the most heart-lifting blend of all the things you've ever wanted a car to be.

If you find it hard to believe that one car could combine such widely different characteristics we can't blame you. And no amount of talk can tell you half so much as 15 minutes in a Corvette's cockpit —so why don't you let your Chevrolet dealer set up a road test of the most remarkable car made in America today? . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

**Powerglide and power-operated fabric top optional at extra cost.*

“The 1956 Corvette “The Real McCoy” That Saved The Brand...”

By General Motors High-Performance Blog, December 4, 2022



Just about anybody in the world who knows a little about cars knows that the Corvette was the first American sports car and is now the most popular, fastest, and most recognizable American sports car to date. But what a lot of people may not know is that this was not always true. In fact, by the year 1955, the Corvette almost saw its extinction.

Rumors about the move to drop the Corvette flooded out of Chevrolet's top offices with very sad sales numbers to back up what only seemed to be a good idea. Their competition, the two-seater Ford Thunderbird, which sold an astonishing 16,000 units in 1955—the Corvette—only sold a depressing 700 units.

Unfortunately for Ford, the same car that was taking so many sales away from the Corvette would be the inspiration for keeping the Corvette in the product lineup. The idea behind keeping the Vette and spending more money on a car that was obviously tanking was brought on by a few Chevrolet bigwigs, including former Corvette chief engineer Dave McLellan. McLellan released a statement concurring that, "if the Ford Thunderbird was doing so well, there is obviously a market for a two-seater sports car. With a solid change for the better and the right amount of marketing, the Corvette should be able to become a moneymaker."

In an ironic twist, the very car that Corvette planned to piggyback off of, the Ford Thunderbird, had already made future plans to market the car differently by doing away with the two-seater style and making it a four-seater touring car, thus leaving the American sports car market wide open for Chevrolet and its Corvette.

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"The Real McCoy"

As wide open as the market was, the Corvette needed some changes for success, ideally in the form of performance and a new body style. When Zora Arkus Duntov took the reins as Corvette Chief Engineer, he was ready to make those changes, but he knew first the chassis had to be redesigned to handle any horsepower upgrades.

Once engineers updated and strengthen the chassis, Chevrolet engineers went performance and horsepower hunting. First, they ditched the boring and heavy two-speed power-glide transmission and replaced it with an upgraded four-speed. They also took the original 265 cu.-in. motor and bored it out to a 307 that sported dual Cater carbs and a now-famous "Duntov High-Performance Cam."

Other upgrades were also included on the Real McCoy like a very rare set of Halibrand magnesium knock-off wheels, special heavy-duty brakes with cooling scoops, heavy-duty shocks and sway bars, an upgraded high-capacity fuel tank, and more—all newly implicated to help achieve the Corvette performance desired.

After all of those upgrades, top engineers slapped a new SR Prototype body on what was now known as project Corvette #6901. The engineers called it "The Real McCoy" and decided it was ready to head to the racetrack.

Dayton Speedway Record

The first stop for the "Real McCoy" was the Dayton Speed Week for a two-way flying speed mile. This is where the Corvette would make its first milestone. At the time, the record for the Corvettes class was 127 mph. With Duntov as the driver, the 255-horsepower Corvette sped to an average speed of 150.58mph to crush the record.

This was an extremely sufficient record because it occurred just weeks before the New York Motorama, where the Corvette would be on display to many potential buyers, most of which had already heard the news of the record-breaking performance.

12-Hour Sebring Race

A few months after Daytona, the ground-breaking Corvette made its way to the famous 12-Hour Sebring Race. This race was designed only for the toughest of the toughest—the fastest of the fastest. Only cars like Jaguars, Bentleys, and Aston Martins graced the racetracks for these events. But with a chance to prove that the Corvette has changed and deserved respect along with the other powerful sports cars, Chevrolet did not shy away, instead, they joined in on the action.

Race car drivers John Fitch (*August 4, 1917 – October 31, 2012*) and Walter Hansgen (*October 28, 1919 – April 7, 1966 died in a crash testing for the 1966 24 Hours of Le Mans*) were brought on board to take on the challenging race. When the green flag dropped, the race was on. But early on in the race, the Corvette experienced mechanical problems, so much so they did not think it would finish the race. In the end, not only did the Real McCoy Corvette finish, the Corvette finished first in its respective class and 9th overall. This was an incredible accomplishment, especially considering 60 cars entered the event, but only 24 crossed the finish line.

With another huge milestone under Corvette's belt, Chevrolet exploited it by printing ads like this "A Tough, Road-Gripping Torpedo On Wheels" and "The Most Remarkable Car Made In America Today."

Those ads were to send a message: Corvette had finally arrived as a force in the international sportscar racing circuits, and they proudly called this particular Vette "The Real McCoy."

Between all of its accomplishments and Chevrolet's ad campaigns, the '56 Corvette sold 3,467 units, and in '57 they nearly doubled that with 6,339 sold. One of the main reasons the Corvette saw such selling success was if they were to race the Vette in its respected class at the 12-hour Sebring race, every part that was changed or modified for the race had to be documented and later made available to the public. This process made potential buyers very excited about being able to buy a Corvette and beef it up to run and look just like the "The Real McCoy"

In any event, if it was not for the #6901 '56 PJ Prototype "Real McCoy" Corvette, and possibly the success of the Thunderbird, Chevrolet may have never gone forward with the Corvette and, the automobile industry would definitely not be the same today.

Upcoming Events

OKLAHOMA NCRS CHAPTER EVENTS:

- September 7th—NCRS Chapter Breakfast Meeting, Tulsa (See Front Page)
- September 7th—NCRS Chapter Judging School, Garage Condo's, Tulsa, OK
- September 12th,—Ladies Night Out (see Tulsa Happenings—Ladies Night below)
- September 17th—Tulsa Attitude Adjustment Night (see Tulsa Happenings below)
- September 21st—Oklahoma Chapter Fall Judging Meet and Judging School, Tulsa Garage Condos located at 8720 S. Elwood Ave., Tulsa, OK
- September 24th—OKC Attitude Adjustment Night (see Oklahoma City Happenings below)

NCRS NATIONAL/REGIONAL/CHAPTER EVENTS:

- September 21st, 2024—is the tentative date for Oklahoma Fall Chapter Judging Meet
- October 17-19, 2024—Regional, Frisco, TX
- 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)

- September 28th, 2024—Caffeine & Chrome at Gateway Classic Cars, 10010 E 71st St, Tulsa, OK 74133. 9:00 am - Noon
- October 17-19, 2024—Chickasha Antique Auto Club Swap Meet, 712 E Choctaw Ave, Chickasha, OK
- October 26th, 2024—Caffeine & Chrome at Gateway Classic Cars, 10010 E 71st St, Tulsa, OK 74133. 9:00 am - Noon
- December 7th, 2024—Caffeine & Chrome at Gateway Classic Cars, 10010 E 71st St, Tulsa, OK 74133. 9:00 am - Noon

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)

- 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 OUT (2nd Thursday of each month)

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 12th, 2024 diner location will be at Fish Daddy's 10624 E 71st St, Tulsa, OK 74133. Gathering time is 5:00 PM, dinner at 5:30. We hope to see you there!!!

Future dates: October 10th, 2024

TULSA HAPPENINGS (3rd Tuesday of each month)

ATTITUDE ADJUSTMENT Night TULSA, OK —Tuesday, September 17th; 5:00 pm at Bravos Mexican Grill, 6104 E 71st Street, Tulsa, OK. Hope to see you there.

OKLAHOMA CITY HAPPENINGS (4th Tuesday of each month)

ATTITUDE ADJUSTMENT NIGHT OKLAHOMA CITY—September 24th, 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.

2024 OKLAHOMA CHAPTER CALENDAR

September 7th - Breakfast
 September 7th - Chapter Judging School Garage Condo's
 September 17th - Attitude Adjustment Tulsa
 September 21st - Chapter Judging Event
 September 24th - Attitude Adjustment Oklahoma City
 October 5th - Breakfast
 October 5th - Board Meeting
 October 15th - Attitude Adjustment Tulsa

October 22nd - Attitude Adjustment Oklahoma City
 November 2nd - Breakfast
 November 19th - Attitude Adjustment Tulsa
 November 26th - Attitude Adjustment Oklahoma City
 December 7th - Breakfast
 December 7th - Board Meeting
 December 14th (tentative) - Christmas Party
 December 17th - Attitude Adjustment Tulsa

C2 ... The mid-year Corvettes Trivia ...

- a. Luxury amenities such as power steering, air conditioning, and leather seats were first available in the 1963 Corvette.
- b. The earliest serial number air conditioned Sting Ray has a production build date in October, about 6 months before the rest of the A/C cars. It seems the owner was a GM executive who had the car returned to Chevrolet for refitting with A/C.
- c. The 1963 roof panel molds were built using wrong dimensions, such that all roof panels were too small. This left a gap seen in the door pillar above the door latch in all but a few cars. The ones where it is not found were cosmetically covered up with body filler.
- d. The famous "split" rear window for the new Corvette almost never came to be. It seems that Bill Mitchell and Zora Arkus-Duntov argued over the design. Bill Mitchell won out for the 1963 Model, but it was removed for 1964 never to be seen again.
- e. The 1963 Grand Sports, while originally looking much like the production coupes, had no body parts in common. The fiberglass body panels were roughly half the thickness of production panels to save weight.
- f. The 1963 Grand Sports originally were released without fender flares, using the stock look. However, they were wider to allow a wider tire 8.25x15 rather than the stock 6.70x15 tire.
- g. Aluminum knock off wheels only cost \$322 for a set of 5 in 1964.
- h. Only the driver's side vent on the 1964 Corvette is functional.
- i. Side mounted exhaust systems first appeared in 1965.
- j. The first major tire size change in Corvette history occurred in 1965. Tire size changed from 6.70x15 to 7.75x15
- k. While the 427 was developed first, the 396 went into the Corvette, Chevrolet, and Chevelle in 1965 due to a GM policy restricting them to less than 400 cubic inches.
- l. The 1965 396ci 425hp engine option lasted only one year.
- m. 1965 was the first year to have two separate hoods - the smooth small block hood and the big block hood with a "power bulge."

(Continued on page 8)

NCRS - Oklahoma Chapter Contact Information

Role	Name	eMail
Chairman	Rob Wilson	ncrsokcontact@gmail.com
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Flight Awards Administrator	Travis Firey	rcrvmx@gmail.com
Secretary	Travis Firey	rcrvmx@gmail.com
Treasurer	Charles Buxton	cbuxton@cox.net
Judging Chairman	Gene Holtz	blue65L84@aol.com
Judging Administrator	Gene Holtz	blue65L84@aol.com
Membership Manager	Kelly Bolton	kellybolton@cox.net
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Newsletter Editor	Michael Aichele	mjikelee@gmail.com
Webmaster	Mike Partridge	lostnaustin@sbcglobal.net
Regional VII Director	Tony Stein	anthonystein@att.net



**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

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.



FOR SALE—2013 60th Anniversary 427 Convertible. Arctic White with silver stripe and Diamond Blue interior. Loaded 1SC car with carbon fiber package and battery protection package. Original sticker of \$91,925, Current mileage is 18,500. Recent service of all fluids, new clutch master cylinder in January 2024. Tires have less than 4k on them. Extras include car cover, 60th anniversary trunk lid mats, Lloyd floor mats, convertible wind deflector. All documents and vehicle history included. \$57,500 Contact Rob Wilson (918) 407-7940

C2 ... The mid-year Corvettes Trivia ...

(Continued from page 7)

- n. 1966 marked the last year for knock off wheels but the first for shoulder harnesses and headrests.
- o. The 1966 Corvette was not eligible for the SCCA Trans Am, due to the upper limit of 5.0 liter on engine displacement. Chevy's only eligible car was the Corvair.
- p. Only 20 RPO L88 427 engines were opted for in 1967. To discourage street use, GM rated these engines at a conservative 430 hp (5 HP less than the L71 engine option) although they actually pumped out well in excess of 500 ponies.
- q. 1967 was the first year to have three hood styles: the small block hood, the big block hood, and the L-88 hood, even though externally the L-88 looked like the regular big block hood.
- r. In late February/early March, 1967, some small blocks received the big block hood due to an manufacturing problem with the small block hood mold. These were not given the hood stripe.
- s. The "GM Mark of Excellence" sticker appeared, placed on the inside driver's door jamb, appeared in 1967 only.
- t. Federal law mandated the removal of spinners from wheels in 1967, so the knock off wheel of 1963-66 was replaced with a bolt on wheel.
- u. 1967 was the first year "vinyl" was offered as an optional exterior covering for the hardtop.
- v. The '67 model was the first to have the "tank sticker", or the build sheet, attached to the gas tank.
- w. A 36 gallon fuel tank, the largest ever offered, was available as an option in the Corvette from 1963 to 1967.
- x. The speed warning indicator option lasted for only three production years... 1967, 1968 and 1969.
- y. The '67 LeMans Racer was "DRIVEN" to the track from the airport (in place of being trailered) because the trailer was chuck full of parts!

NCRS Chapter Merchandise

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

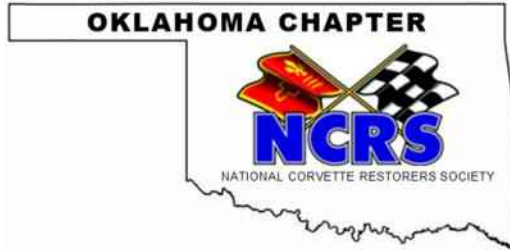
NATIONAL MEMBERSHIP INFORMATION

National Corvette Restorers Society
 E-Mail: info@ncrs.org
 Phone: (513)760-6277
 Fax: (513) 201-8875
<https://www.ncrs.org/join/ncrs-benefits.php>



CHAPTER MEMBERSHIP APPLICATION

OKLAHOMA CHAPTER NCRS, INC. MEMBERSHIP APPLICATION



Date: _____

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: (____) _____ Work Phone: (____) _____

Cell Phone: (____) _____ eMail: _____

How did you hear about Oklahoma Chapter NCRS? _____

What are your special areas of interest? _____

NCRS National Membership #: _____ Expiration Date: _____

Signature: _____

Corvette Information (Optional)

Year	Model	Color	Engine/HP
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Annual Dues are \$30.00 with membership expiring on December 31st. You must be an active member of the National Corvette Restorers Society before you can be a member of the Oklahoma Chapter N.C.R.S., Inc. Make checks payable to **Oklahoma Chapter NCRS, Inc.**

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