THE LEGEND

Volume 27, Number 1 | NCRS St. Louis Chapter | First Quarter 2015

Contents

Feature Items 1
View From the Chair by John Foster 1
Articles 3
a. 57 Corvette 3-Speed Transmission Overhaul by Frank Bloemke 3
b. Holley Carburetors by Mike Hanley 14
c. 1960 Corvette Forensics Part 2 by David Dawdy 16
d. Tom Ames Shop Visit by Tom Kreyling 19
Events 20
a. St. Louis NCRS Spring 2015 Meet 20
b. St. Louis NCRS 2015 Remaining Calendar 21
c. NCRS Calendar 22
d. Local Car Clubs, Shows and Cruises 22
Buy, Sell, Trade 23
Corvette Humor 23
Club Information 23
a. Meeting Minutes by Kay Augustus 23
b. Club Officers 25
c. Editors Note by Joe Raine 26
Fine Print 26

Feature Items

View From the Chair — by John Foster

As I write this, there is about four inches of snow on the ground outside my window and it is about 15 degrees. However, that doesn't mean that our Corvette hobby is dormant.

A number of our members at the Chapter dinner meeting last week shared stories about their recent Corvette get away to the NCRS Winter Regional at its new location in Lakeland, Florida. Although not exactly next to the hotels, the new venue was spacious and the event was well attended. Several members raved about the scope of the swap meet and how it is second only to Corvettes at Carlisle.

Joe Raine has posted the Chapter's 2015 calendar of event to the web site. You can find it at: http://stlouisncrs.org/calendar.htm
We've tried to include something for everyone, starting with a February tech seminar and ending with a fall road tour. Our next upcoming event is a judging school at 10:00 am on March 14, hosted by Steve and Betsy Gissy at their home and garage in Innsbrook. Kelly Waite will lead a presentation on the NCRS judging matrix, "CDCIF." This presentation will be based on the same material and slides used at the National Convention in Overland Park last summer. CDCIF is the acronym for Configuration, Date, Completeness, Installation and Finish and is the basis for proper scoring at all levels of NCRS judging. Whether you are interested in becoming a better judge or in knowing more about how the judges will be scoring your Corvette, everyone in the Chapter will find this judging school very informative. Please RSVP to the Gissy's so we can estimate attendance. For those who are interested, Steve has offered to arrange lunch on our own at the Innsbruck clubhouse.

Your new judging knowledge will be useful as we hold our spring Chapter judging event on April 11 at Mary's Shelter in St. Louis County's Love Park. Flight judging will begin promptly at 9:00 AM and as usual we will have lunch at mid-day. Check the driveline, or contact Judging Chair Kelly Waite, for further information. Editor's note: More information is also available in this newsletter.

Once again our chapter is co-hosting the Heart of America Regional at Joplin, May 14-17. Registration is now open on the NCRS website. Our co-hosts are the Kansas City and Oklahoma Chapters. Event volunteers will represent all three chapters. This event has always been very successful and well attended and I hope that our St. Louis Chapter will be well represented in both volunteers and cars on the judging floor. The 30,000 square foot indoor judging floor is very nice and the Holiday Inn Hotel next door is only $99 a night but your reservations must be made by April 14. Joan Burnett is the point person for the St. Louis Chapter. Please contact Joan to volunteer a few hours of your time during the event.

Dave Buescher is asking for suggestions for a Chapter garage tour, or two, preferably one in both Missouri and Illinois. If you would like to host a tour of your Corvette nursery, or know of a great garage / collection we can peak into, contact Dave and let's make it happen.

St. Louis Chapter membership currently stands at 71 families. We see a constant ebb and flow in membership with a few members each year not renewing their membership as they no longer own collector Corvettes, but with new members joining almost monthly throughout the year. Most of our new members visit first as a dinner guest. Consider bringing a Corvette friend to our next meeting or event!

Our next dinner meeting will be at JJ's Restaurant at 6:30 PM on Thursday, March 12. There will be a board meeting at 5:00 PM and all members are invited to attend both meetings. I hope to see you there.

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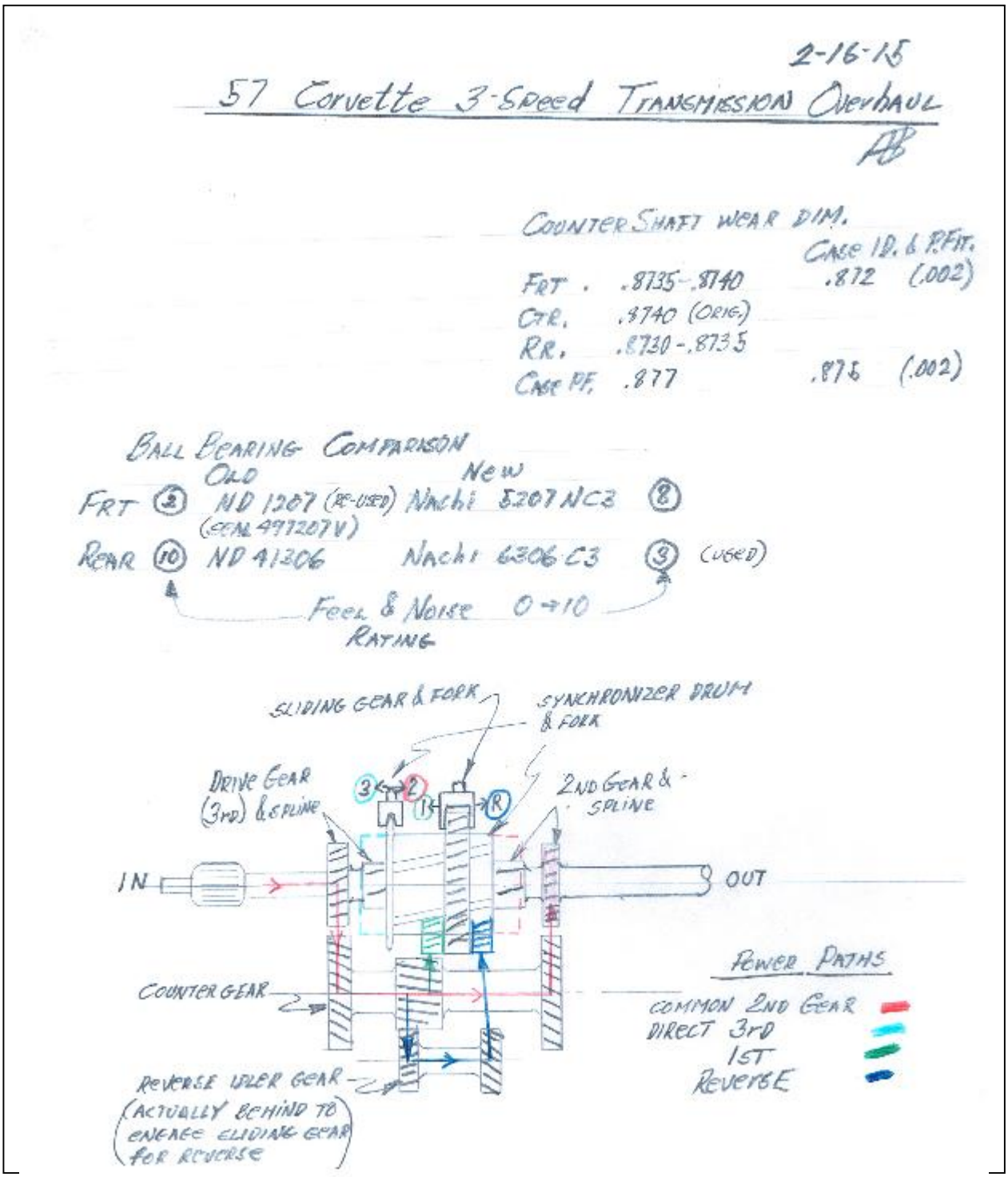
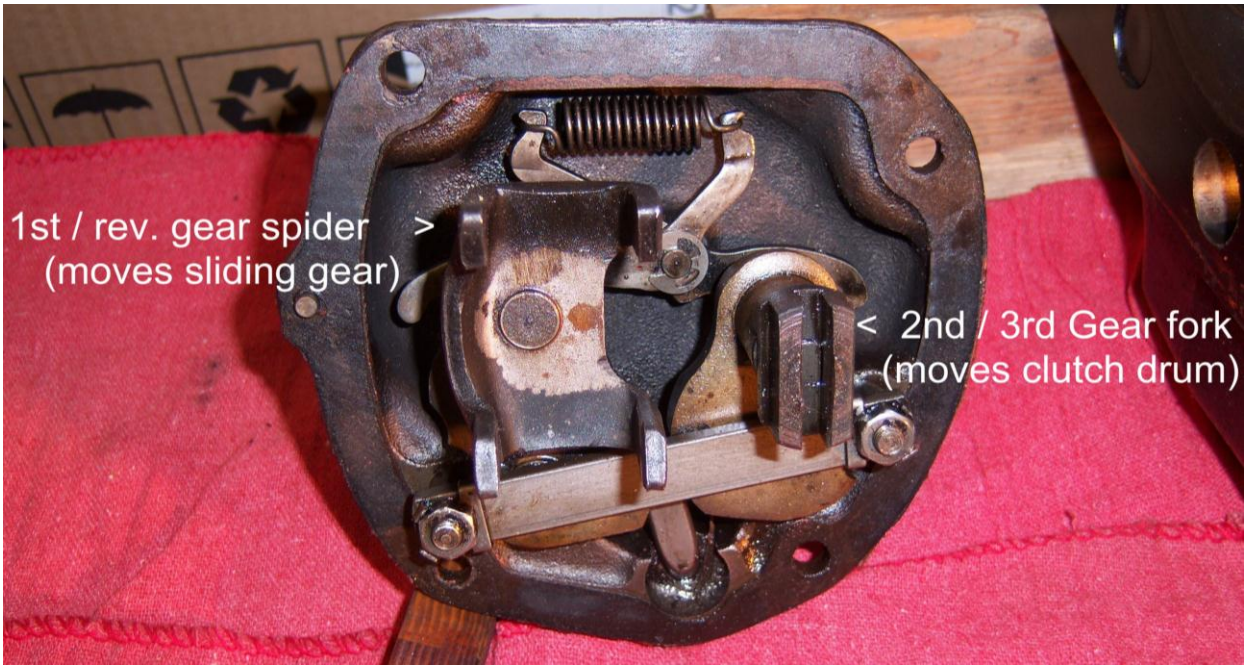
Articles

a. 57 Corvette 3-Speed Transmission Overhaul — by Frank Bloemke

A. How I think it works:



1. The first thing for me to get my head around is that there is no 3rd gear! The drive gear on the input shaft always drives the counter gear (so named because it always turns counter-clockwise), the reverse idler gear and 2nd gear which is free on the output shaft.
2. In neutral the shifter fork holds the synchronizer clutch-drum in mid-position, only engaged to the output shaft through its internal splines to the splines on the output shaft.
3. Also, in neutral the sliding gear on the clutch-drum is held in mid-position by the shifter spider.



4. For 1st gear the sliding gear is pushed forward to engage the rear half of the center counter gear. This drives the drum and output shaft.
5. For reverse, the sliding gear is moved rearward to engage the rear reverse idler gear.
6. For 2nd gear the drum is moved rearward so that its internal splines engage the 2nd spline gear while still being engaged to the spline gear on the output shaft.

7. For 3rd (really 1 to 1 direct drive), the drum is moved forward engaging the spline gear on the input shaft, while still being engaged to the spline gear on the output shaft.

8. Synchronizing to and from 2nd and 3rd gear is done by the small cone clutches in each end of the synchronizer drum. The dogs of the synchronizer rings at each end are always engaged with the spline gear of the input shaft and 2nd gear spline. When the drum is moved from neutral to 2nd or 3rd the dogs on the ring bump into the energizer spring then the cone clutch is engaged to bring the input shaft speed down to the speed of the next gear (when upshifting). When downshifting the input shaft speed is increased to match for a smooth shift. See below for an illustration from the passenger manual.

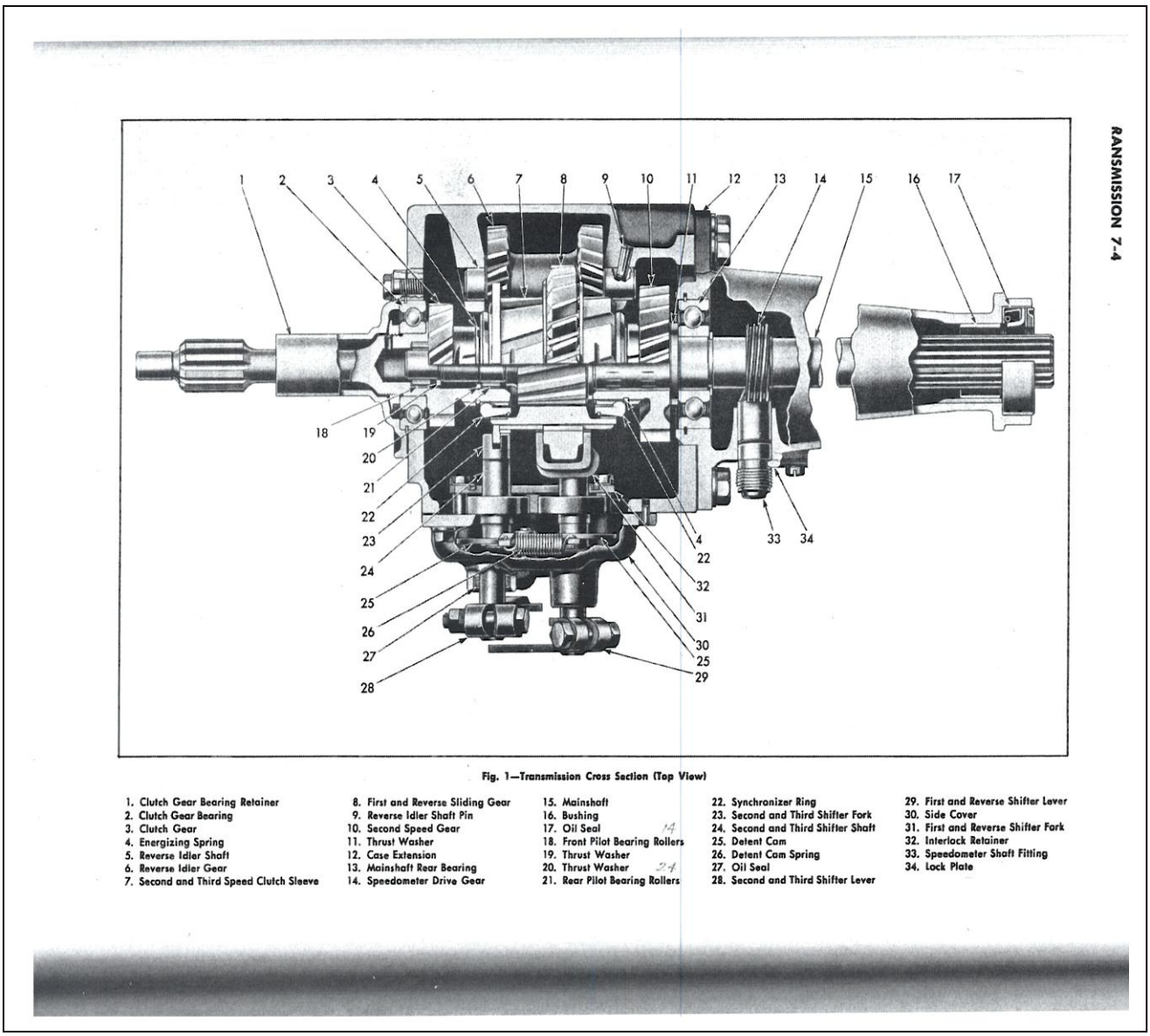


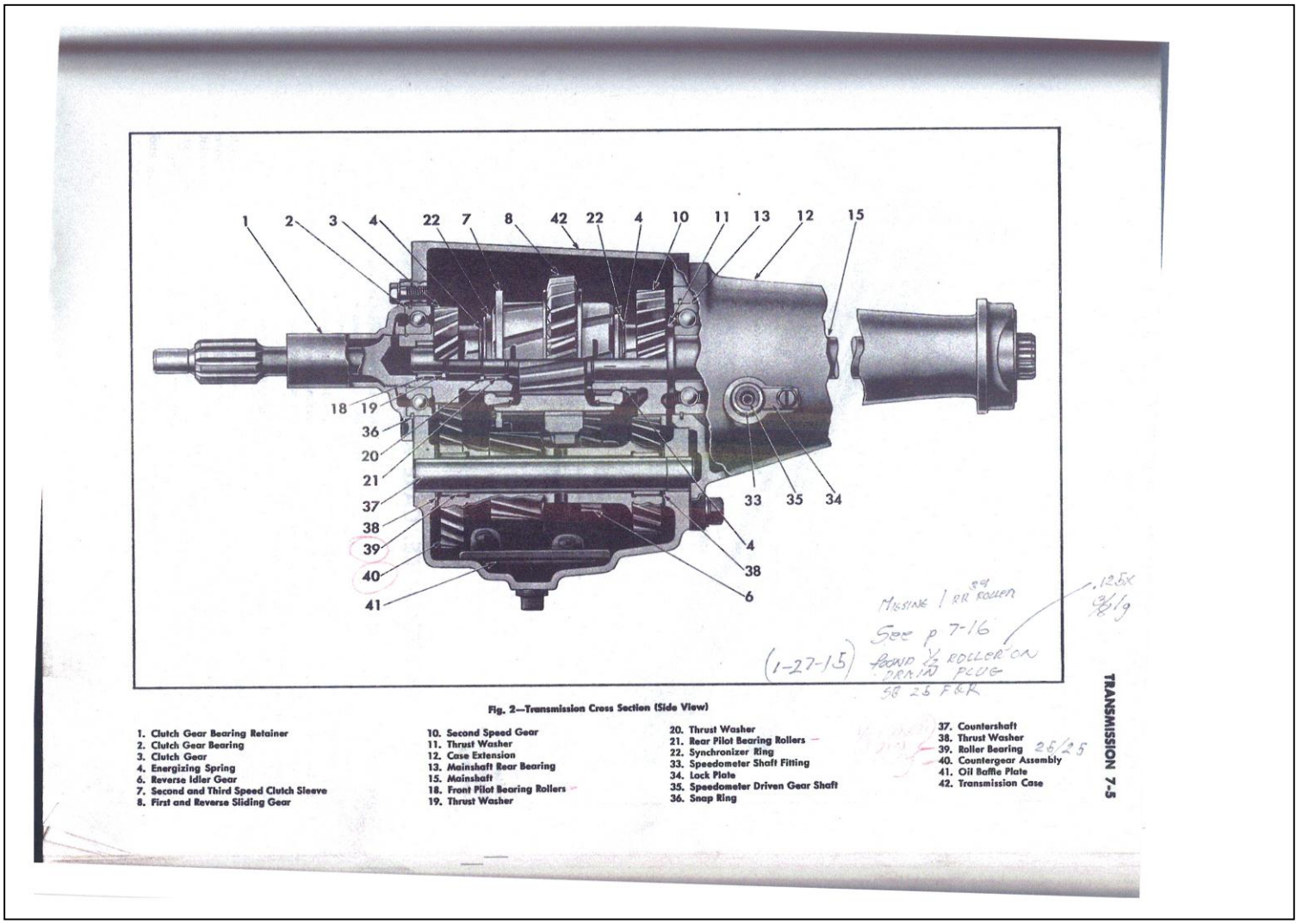
Fig. 1—Transmission Cross Section (Top View)

1. Clutch Gear Bearing Retainer
2. Clutch Gear Bearing
3. Clutch Gear
4. Energizing Spring
5. Reverse Idler Shaft
6. Reverse Idler Gear
7. Second and Third Speed Clutch Sleeve
8. First and Reverse Sliding Gear
9. Reverse Idler Shaft Pin
10. Second Speed Gear
11. Thrust Washer
12. Case Extension
13. Mainshaft Rear Bearing
14. Speedometer Drive Gear
15. Mainshaft
16. Bushing
17. Oil Seal
18. Front Pilot Bearing Rollers
19. Thrust Washer
20. Thrust Washer
21. Rear Pilot Bearing Rollers
22. Synchronizer Ring
23. Second and Third Shifter Fork
24. Second and Third Shifter Shaft
25. Detent Cam
26. Detent Cam Spring
27. Oil Seal
28. Second and Third Shifter Lever
29. First and Reverse Shifter Lever
30. Side Cover
31. First and Reverse Shifter Fork
32. Interlock Retainer
33. Speedometer Shaft Fitting
34. Lock Plate

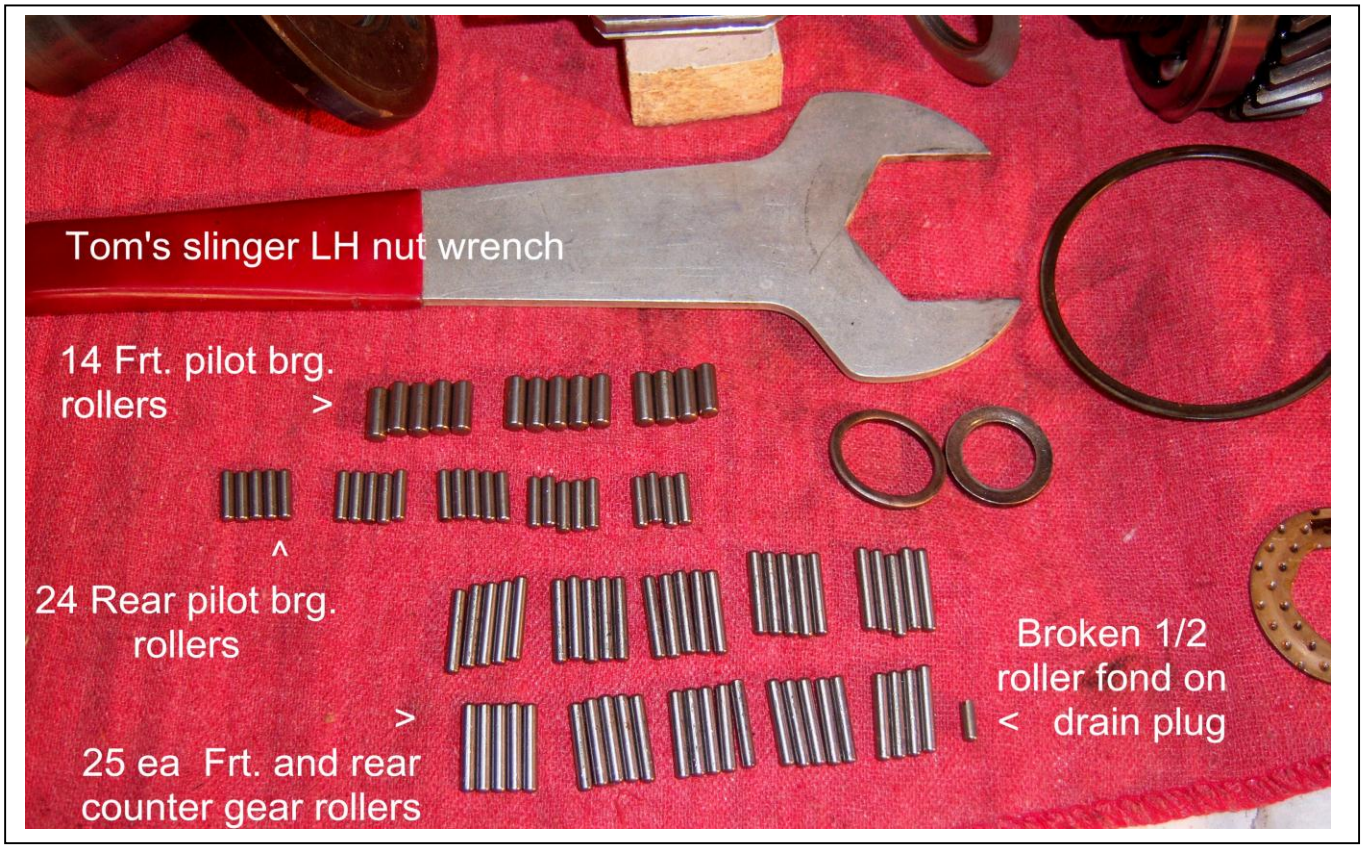
B. How it comes apart and goes back together for rebuild (with tricks)

Back when the car was new I let some "hot-rod kid "drive it. The kid forced a shift and started problems that I lived with for fifty plus years. As long as I can remember it has always been noisy in 1st gear and would not shift smoothly from 1st to 2nd. When I fully restored my 57 (2005 to 2011), I removed the shifter cover to rinse out the transmission, discovered a badly bent 1st - reverse spider fork and straightened it, hoping this would fix the problems. No luck. Since then I have recently acquired a fatal disease, called "Duntov Dreams." I knew I had to rebuild the transmission.

1. I could not find any good info on the "56-57 NCRS CD," most articles were focused on numbers and dates. The "57 Corvette Shop Manual" only covers removal and install to car and linkage adjustments. The "57 Passenger Car Shop Manual" has some really good cross-section illustrations and helpful info. Here is one of the cross-section illustrations:



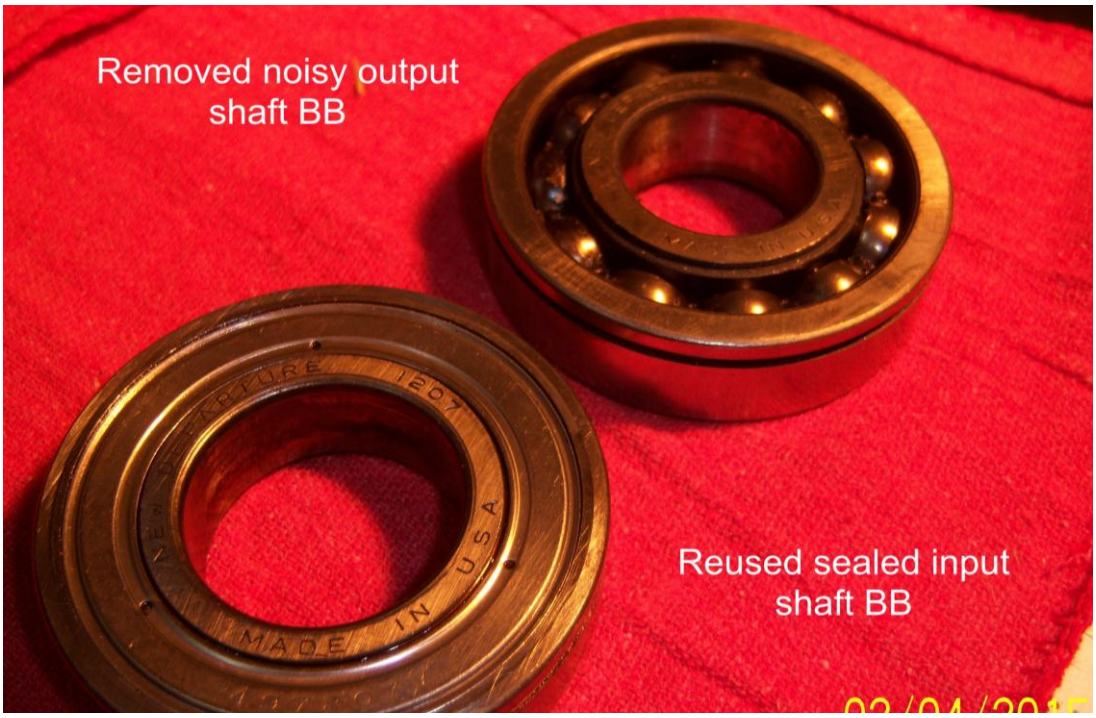
However the dis-assembly procedure called first for a special puller to pull the input shaft, bearing and drive gear out of the front of the case. I could see that this was not possible since the gear was larger than bearing hole in case. Since I had already discovered half of a broken roller bearing on the drain plug, I knew I needed parts so I called Tom Ambrose # 16634.



Tom explained that on the Corvette 3-speed, the rear extension and output shaft had to be removed first so the input shaft bearing and gear assembly could come out the rear of the case. A broken half roller could not fall out of the race, and had to have been broken during original assembly. Here it is disassembled:

2. I also discovered that the LH thread oil slinger nut was loose on the input shaft and had backed out and chewed itself up and the surface on the back side of the bearing retainer cover. I resurfaced these with a Dremel tool.

Tom mentioned that the purpose of the oil slinger was to return oil that came through the bearing and return it to the case. There should be a notch at 7 o'clock in the front bearing bore. When I checked my case it had no notch; although the retainer cover did have a matching cast –in channel.

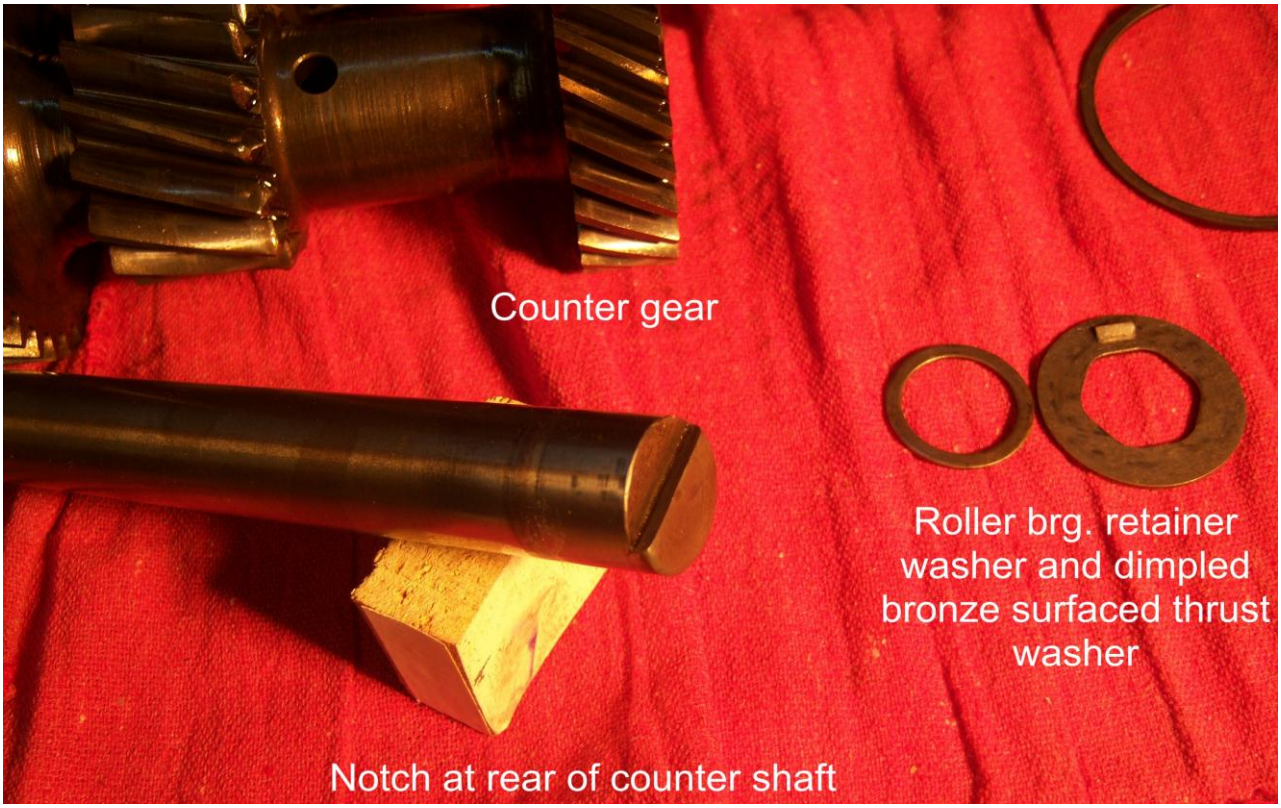


When I received my rebuild kit and bearings from Tom and compared them with the old bearings, I realized my original front bearing was totally sealed front and back and did not really need a return notch or for that matter, an oil slinger either.

Tom had never seen a case without a notch. We guessed it was from some long forgotten engineering trial that failed because the sealed bearing cost too much. Later on in the assembly process, when I had all the bearings pressed off their shafts, I compared them for feel and noise with a mechanics stethoscope. The old New Departure 1207 was better than the new replacement so I reused it, also avoiding machining a new oil return notch.

3. The counter gear shaft was driven out, from front to rear using a soft steel rod and dead blow hammer. The roller bearing surfaces showed very little wear (see chart on my diagram). Amazingly the rear surface (where the broken roller was missing from) showed only .0005" more than the front, so I re-used the shaft also. The missing rear roller was probably the cause of the 1st gear noise. For assembly the new rollers were positioned using some stiff old wheel bearing grease I inherited from my grandfather. The passenger manual suggests a special tool to hold the new rollers and align the counter gear, but a piece of cleaned up 1/2 " pipe will do. I accidentally found an old kingpin that I saved from about 1970 when I overhauled the front end on the Corvette, it was already the perfect length and diameter!

The notch on the rear of the shaft must be oriented to match the boss on the rear extension casting



The reverse idler gear was OK and did not need to be removed for new bearings.

4. I was able to use a friend's small arbor press to remove the bearings from the input and output shafts. He also had a wedge tool which was necessary to separate the rear bearing from 2nd gear on the output shaft. New shaft ball bearings must be pressed on by the inner race and will require two pieces of pipe (1 ½" ID x 8" lg. and 1 3/16" ID x 15 " lg.) All other dis-assembly and assembly details are covered well in the passenger manual except no good method is given for assembly of the rear extension assembly to main case.

5. Tom warned me this would be toughest and trickiest part. I prepared by blocking up and leveling the main case on my work table. I hung up and leveled the rear extension with a small block and tackle and centered it over the

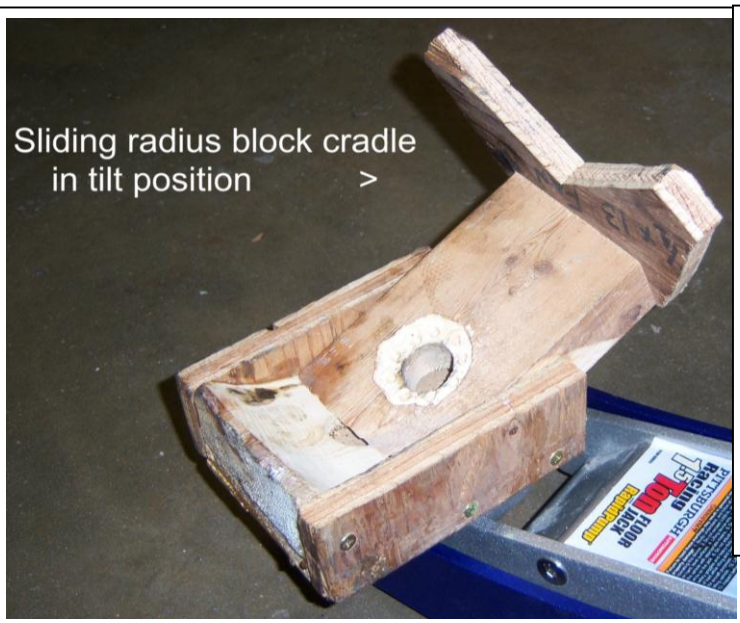
case below (Sorry, I forgot to take pictures of this). Now I could sit and see in the shifter cover opening while I lowered the extension with one hand on the rope.

I positioned the pilot rollers and washers with stiff grease, installed the synchronizer drum and sliding gear. After many, many tries only once did it go together and then it wouldn't turn! However; because of the block and tackle rig I never dislodged any of the pilot roller bearings. I pulled out the sliding gear and drum and examined them.

I discovered that the cone clutches at both ends of the drum were jammed so tightly together I couldn't turn either one; even after I made a key to engage the dogs and used a wrench. Finally, I was able to release them by tapping from inside the drum with a small screwdriver. I had only rinsed off and re-oiled the assembly without checking to see that the synchronizer cone clutches were spinning free. This time I sprayed from the inside out with brake cleaner and WD-40, blew out and re-oiled with light oil. My rough shifting into 2nd was probably caused by a jammed cone clutch. This also solved the assembly problem. It is essential that the cone clutch dogs rotate freely to follow the 2nd gear splines as the extension assembly is lowered into the case. It went together on the first try, just like it knew where to go, with no problem at all. Next, I raised it ¼" with block and tackle to apply silicone gasket compound before bolting it together.

6. Removal and installation of the transmission was done on jack stands with 15" frame clearance to floor. Removal was accomplished using a small rolling hydraulic jack with a wood cradle to support the transmission while withdrawing it from the clutch. Rope was used across frame for safety while tipping and lowering. The transmission was rolled over onto a small 4 wheel dolly to remove from under the car. The wood cradle had to be removed before rolling it over and I could see this wouldn't work for installation.

A new wood cradle was made with a sliding radius surface. The center of this radius is the center of gravity of the transmission. The transmission was placed on the cradle attached to the jack swivel pad, rolled under, tilted, jacked and installed, with no problem by an 81 year old, except for one. I had forgotten about the anti-rattle springs on the throw-out bearing fork and kept knocking it off because it wasn't snapped in properly. I went to my NCRS meeting that night and my buddies straightened me out.



7. I finished up the next morning and went for a test drive, shifting up and down in all gears was nice and smooth. Still a little noisy in 1st (about 25% of what it was), maybe this is normal, I hope. Many thanks to Tom Ambrose for spending hours on the phone helping me through this process, I really enjoyed it.

b. Holley Carburetors by Mike Hanley

Here are two charts dealing with mid-year Holley carbs. The first one is for torque values and adjustment settings when rebuilding a Holley carb and the second one identifies part numbers for replacement parts. Both of these charts are to be used a guide. Note that the Holley 3810 was used in 1967 only.

GENERAL TORQUE SPECIFICATIONS

"Target" torque is defined as the torque which the assembler strives to attain and will be measured by turning the screw in at inspection. Minimum torque is that value which must be met at the plant inspection stations. The values are based on a dry non-lubricated application.

STEEL FASTENERS

SCREW SIZE	TARGET (In. lbs.)	MIN. (In. lbs.)
No. 4	5.0	4.0
No. 5	7.0	5.0
No. 6	10.0	7.0
No. 8	18.0	12.0
No. 10	30.0	20.0
No. 12	50.0	30.0
1/4"	80.0	40.0
5/16"	125.0	90.0
3/8"	190.0	125.0

FITTINGS, CAPS, PLUGS

SIZE	TARGET (In. lbs.)	MIN. (In. lbs.)
1/16" - NPT	60.	50.
1/8" - 27 NPT	150.	100.
1/4" - 18 NPT	240.	150.
1/8" - 27 Dry Seal	100.	80.
5/16"	110.	90.
3/8"	130.	100.

TORQUE RANGE – SPECIFIC APPLICATIONS

12 - 24	Bowl Screws	25 - 30 inch lbs.
1/4 - 32	Main Jet	30 - 40 inch lbs.
1/4 32	Adjustable Needle and Seat lock screw	50 - 60 inch lbs.
5/16 - 24	Manifold/Carburetor Flange nut	60 - 80 inch lbs.
5/16 24	Fuel Inlet Valve Seats	60 - 80 inch lbs.
7/16 - 24	Fuel Inlet Valve Seats	70 - 90 inch lbs.
1/2 - 28	Power Valves, (Drilled Type) Spark Valves and plugs	40 - 50 inch lbs.
9/16 - 24	Fuel Inlet Fitting	175 - 200 inch lbs.
7/8 - 20	Fuel Inlet Fitting	200 250 inch lbs.
1/2 - 28	Power Valve (Window Type)	100 inch lbs.

NOTE

It is important that the proper power valve gasket be used when installing a Holley Power Valve. Power valves with multiple drilled fuel openings see arrow "A" must use the 8R-669 gasket. Power valves with two "rectangular" fuel openings see arrow "B" must use the 8R-1597 gasket. Use of the improper gasket will result in fuel leakage around the power valve.

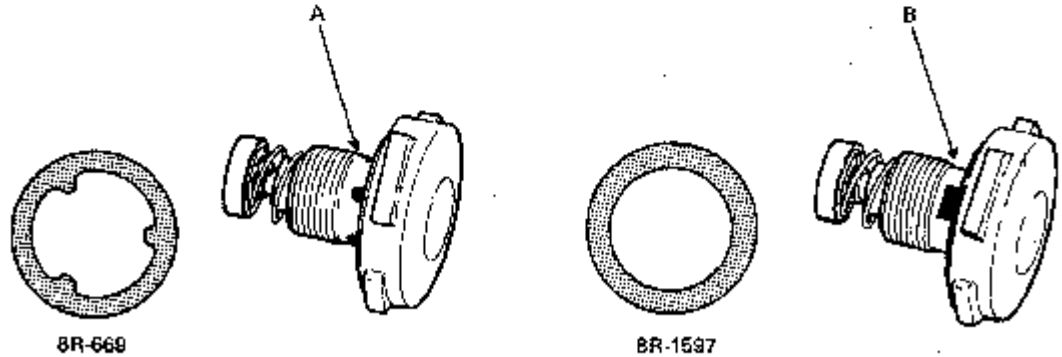


Figure 1

THE LEGEND

Volume 27, Number 1 | NCRS St. Louis Chapter | First Quarter 2015

Holley Carburetor Part Number Comparison 3810 vs Other

Variable Part Description	No.	Holley Part No. 3810A	Holley Part No. 3139-1	3810 Match X=NO	Holley Part No. 3367A	3810 Match X=NO	Holley Part No. 3140-1	3810 Match X=NO	Holley Part No. 3916A	3810 Match X=NO
Choke Plate	1	2R-388								
Choke Shaft Assembly	2	3R-510A								
Choke Control Lever	5	4R-847							4R-82(	X
Fast Idle Cam Lever	6	4R-852							4R-95(	X
Choke Plate Screw	10	5R-4								
Throttle Stop Screw	12	5R-155								
Throttle Plate Screw-Pri	27	5R-535								
Throttle Plate Screw-Sec	28	5R-535							6R-581	X
Fuel Pump Cover Ass. Scr.&LW	34	5R-371								
Flange Gasket	61	8R-1331							8R-1382	X
Throttle Plate Pri	62	8R-106							8R-205	X
Throttle Plate Sec	63	8R-110							8R-202	X
Throttle Body & Shaft Assembly	64	12R-3712A	12R-3551A	X	12R-3425A	X	12R-3328A	X	12R-3632A	X
Float & Hinge Assembly-Pri	68	16R-463A							16R-464A	X
Float & Hinge Assembly-Sec	69	16R-463A							16R-464A	X
Fuel Inlet Valve & Seat Assembly	72	8-86 PRI	8-83 PRI	X	8-83 Pri	X	8-83 Pri	X	8-85	X
Fuel Inlet Valve & Seat Assembly	72	8-86 SEC	8-81 SEC	X	8-7 Sec	X	8-81 Sec	X	8-85	X
Fuel Inlet Fitting	74	19R-370	19R-343	X			19R-343	X		
Pump Discharge Nozzle	77	21R-572-25	21R-572-21	X					21R-572-32	X
Main Jet Primary	78	22R-40-85	22R-40-85	X			22R-40-87	X	22R-40-84	X
Air Vent Valve	91	23R-453								
Power Valve Assembly-Pri	93	25R-591A-55AS	25R-591A-85AS	X	25R-591A-85AS	X	25R-591A-55AS	X		
Sec Diaphragm Housing Cover	95	34R-1334								
Main Metering Body-Pri	101	34R-4743A	34R-4829A	X			34R-4829A	X	34R-597bAS	X
Metering Plate -Sec	102	34R-2007-22	34R-2007-17	X			34R-2007-17	X	34R-2007-27	X
Pump Cover Assembly	103	85M-4085								
Fuel Bow & Plugs Ass. -Pri	104	34R-5973A	34R-5803A	X	34R-5803A	X	34R-5803A	X	34R-5809A	X
Fuel Bow & Plugs Ass. -Sec	105	34R-5972A	34R-5861A	X	34R-5861A	X	34R-5861A	X		
Sec Diaphragm & Rod Assembly	106	35R-235A							35R-747A	X
Choke Diapregm Ass. -Complete	109	8-16							9-81	X
Float Retainer	111	36R 169								
Secondary Diaphragm Spring	117	38R-597	38R-694	X			38R-477	X	38R-825	X
Pump Lever Adj Screw Spring	120	38R-782								
Air Vent Rod Spring	121	38R-760								
Float Spring -Pri	124	38R 803							38R-757	X
Float Spring- Sec	124	38R-757							38R-757	
Pump Cam	135	41R-240					41R-215	X	41R-219	X
Fast Idle Cam Assembly	136	41R-539							41R-603	X
Choke Rod	138	43R-363							43R-425	X
Air Vent Push Rod	140	43R-261								
Baffle Plate Secondary	164	56R-87							--	
Metering Body Vent Baffle	165	56R-37								
Diaphragm Lever Assembly	168	63R-554A	63R-384A	X					63R 764	X
Pump Operating Lever	169	63R-740	63R-472A	X	63R-472A	X			63R-742	X
Pump Operating Lever Stud	180	57R-257	--	X			--	X		
									Other Parts Listed	
SETTINGS:									94,176, +spec	
Float Setting	1b	5/16"	VAR		VAR		VAR		15/64"	
Float Setting	1c	11/32"	VAR		VAR		VAR		17/64"	
Pump Cam Position	VI	NO. 1	NO. 1		NO. 2		NO. 1		NO. 1	
Choke Unload Setting WOT	VII	25-.28"	.25-.28"		25-.28"		.25-.28"		.375"	
Air Vent Valve Clearance	VIII	.070-.10"	.070-.10"		.070-.10"		.070-.10"		.055"	
Choke Qualifying Dimension	IX	18-.20"	.17-.18"		.18-.20"		.17-.18"		.290"	
Accelerator Pump Adjustment	XIII	.015"	.015"		.015"		.015"		.015"	
Fuel Pressure	XIV	6 PSI	-						5 PSI	
Gasket		4-197	4-188		4-188		4-188		4-199	
Renew		3-305	3-331		3-372		3-331		3-397	
Master		NA	88R-2678		88R-2678		88R-2678		88R-3002	
Use:		67Corv 327 300/350hp	65-86Chev396 8427 S/T		66Corv327 300/350hp		65-98Chev427 A/T		88 Chry,Dod,Ply 440	

c. 1960 Corvette Forensics Part 2 by David Dawdy

After many years of looking and asking, I went ahead with the rebuild of the car. My list of contacts grew, I spoke with Mac Yates, Jack Knabb, Dick Guildstrand, Mike Ernst, John Neas, Loren Lundberg, Jim Gessner and many others asking if they remembered a car such as mine. Little did I know just how close I was when I visited with Mac Yates years ago! I used a race program from the 1960 Garnet lake SCCA races to contact St Louis entrants. I garnered new friends but no info about my car. Years past, I thought I would not find race history or I would discover that there was no race history. Bill Williamson and Bob Jourdain kept pushing and encouraging me, saying that with the evidence left behind, it had to have race history! Thank you friends!

Then one afternoon I received this e-mail:

From: Jim Gessner
Sat, Mar 15, 2014 at 12:36 PM
To: Dave Dawdy
IS THIS YOUR CAR????????????

Begin forwarded message:

From: WILLIAM KEOGH
Subject: Important: discussion with Ed Hamill
Date: March 14, 2014 8:08:49 PM PDT
To: Jim Gessner
Reply-To: WILLIAM KEOGH

Jim

Important: discussion with Ed Hamill

I had my first discussion with Ed Hamill and will be phoning him back tomorrow. Here are the results:

(A) He would welcome you contacting him as I explained who you were and the Corvette Registry.

He said he has pictures of his 1960 Corvette and would be glad to send them to you when you contact him.

(B) His 1960 Corvette B/P SCCA race car

-car was white exterior, red interior Fuel injected with all GM race options (i.e. heavy duty brakes and suspension)
-car had metallic blue racing stripe down middle as well as side cove area painted same metallic blue
-car was convertible only car with never any hardtop
-car had windshield removed and small blue plexiglass driver only windshield

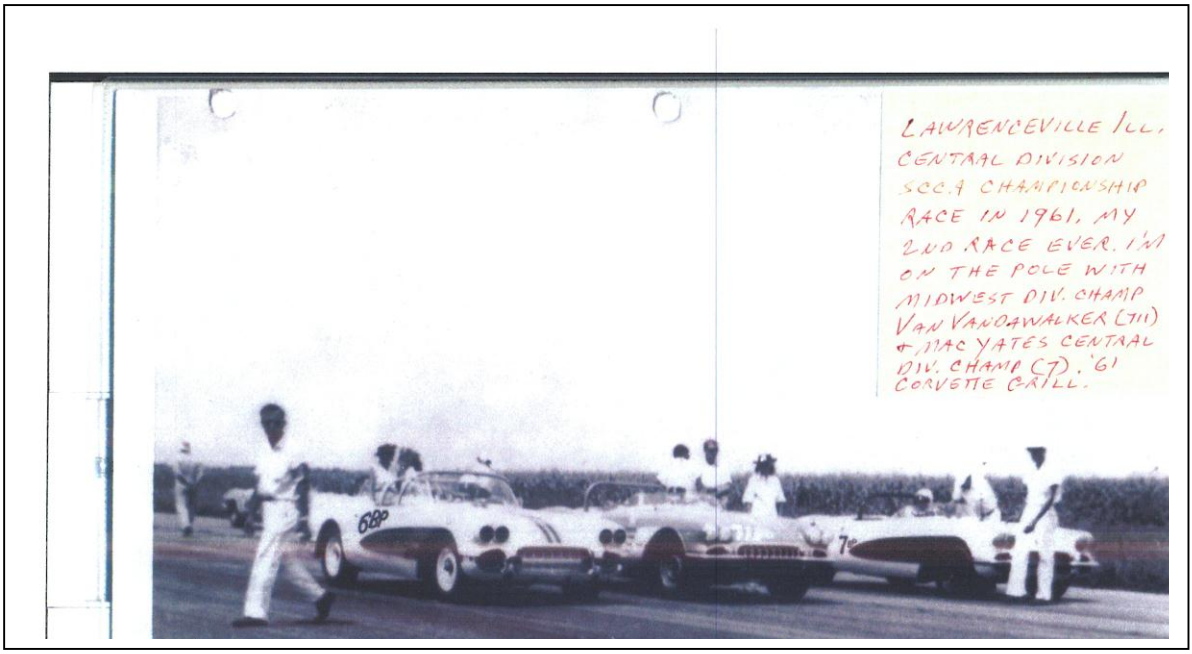
He purchased the car used from his brother Charles Hamill. He drag raced the car in NHRA at Alton Drag strip in the Midwest prior to going sports car racing. He set a track record of 12.9 seconds with speed of 108 mph.
He got his Novice SCCA license and regular SCCA license in the SCCA Southern Illinois Region (i.e. St. Louis area).
He raced his first National race in the 1961 Lawrenceville race and raced against Roy Kumnick there.
(note: In that race he said a very unusual thing happened in that in order to determine the pole position for the A/P & B/P race they actually had a 1/4 drag strip setup and went with the fastest times in the 1/4 mile for starting order in the SCCA race. He said this was the only time he ever heard of this).
The car was purchased by his brother Charles Hamill from a dealer in Clayton.
The Ed Hamill 1960 Corvette he said did not get SCCA raced after he sold it. He said he sold the car to a young teenager type who used it on the street.

Can you believe it??!! Here it is, an e-mail from Canada to California to Illinois!

Needless to say, I got very excited and immediately called Mr Hamill! I left the message and received a prompt return call. I agreed to call the next day to talk more about his old race car. I didn't sleep well that night, wondering if my car could possibly have been his old race car.

The next day my conversation with Ed Hamill, who grew up in Belleville, IL, was very exciting. He identified my old car to a 'T' and was eager to tell about his race experiences. He purchased the car in early spring of 1961 from his brother and began racing it at the Alton Drag Strip, where he held a class record of 108 mph with a time of 12.9 seconds. He then became involved in SCCA racing events and campaigned the car during 1961 and 1962.

This photo shows Ed in B Production with his favorite number 6 entry number. Also in the photo is Mac Yates (far right) B Production with his favorite number 7 entry number. The note on this photo is documentation from Ed Hamill, indicating the location of Lawrenceville, IL, SCCA championship race in 1961.



This photo shows Ed once again in B Production with his favorite number 6. It was taken at Indianapolis Raceway Park in 1962.

Ed went to college in California and took the car with him. He continued his racing interests and became an early employee of Carroll Shelby. Our conversation covered his employment with Carroll Shelby, the presence of my car in early Shelby driving schools, the ride with Shelby around Riverside Raceway, CA. in my car, etc. Mr Hamill continued to be involved in the design, build and racing of Can Am cars as well as

an Indy racer in 1964. His cars continue to be raced in vintage racing events in America, Canada and England.

Wow, nearly thirty years later the puzzle continues to go together. Am I ever lucky to have good friends who kept pushing and kept me in mind throughout this unbelievable ordeal, working from a pile of unknown parts to a complete car with a wonderful racing history.

d. Tom Ames Shop Visit by Tom Kreyling

I had the opportunity to attend the Tom Ames paint seminar at the National last July. Tom is truly a very knowledgeable expert on Corvette paint. Since I am in the process of restoring my 67 roadster, I was particularly interested in all that he had to say about painting our beloved Corvettes from the bare fiberglass up to the final top coats. After the seminar I had a few additional questions for Tom. During our conversation I mentioned that we travel through his area each year on our way to Port Aransas, Texas. He said that if I was ever in the area to stop by his shop. In December I was passing through Longview, Texas where Tom's shop, Automotive Specialties, is located. Towing a large RV with a cargo trailer behind it presents some parking challenges, but Tom had assured me that would not be a problem. We arrived and I was able to park out front on the street shoulder, and go into his shop for a visit.

I entered his front office and waited for someone to greet me. While I was waiting I had the chance to see pictures and magazine articles of various Corvettes that Tom had worked on. After a few minutes, when no one greeted me, I proceeded through the door marked "Employees Only" only to be greeted by two large dogs (think guard dogs) and then a few moments later by Tom. I reintroduced myself and was greeted with the same friendly welcoming enthusiasm that he had demonstrated at the seminar.

He took me on a tour of his shop and talked about some of the projects he is currently working on. The car of most interest to me was the C-2 that had been sprayed with Ecklers sprayable gel coat. He had talked at the seminar about the merits of using gel coat on bare fiberglass and I was very interested in using that. My car has some fiberglass that has been stripped since 1982 and Tom had assured me at the seminar that gel coat was the way to go.

After I left I realized that I had not taken any pictures, but I did learn a lot in a brief visit. If you ever have the opportunity to visit Longview, Texas, be sure to stop by Tom's shop. It is a great place and he is a great host even if you are unexpected, as I was. He was very willing to stop working and talk about Corvettes and offer suggestions to a do it yourselfer like me . I don't know if time will permit a stop on the way back home, but Tom did mention that he hoped to make it to the Regional Meet in Joplin this May.

Events

a. St. Louis NCRS Spring 2015 Meet

St. Louis NCRS Chapter Judging Meet and Picnic
Saturday, April 11, 2015 9:00 AM

Mary's Shelter, Love County Park
2239 Mason Lane Manchester, MO 63021

Directions: Manchester Rd. west from I-270 two blocks past first stop light to Mason Lane. Left on Mason Lane to the park. Follow signs to Mary's Shelter. Schedule of Events: 8:00 A.M. Registration; 9:00 Flight Judging and Picnic, awards after judging.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ NCRS Number: _____ Expires: _____

Spouse / Guest: _____ E-mail: _____

Attendance is FREE but we request you pre-register FREE

Flight® Judging Entry : Fee **$45.00** * $_____

Sportsman Entry: Chapter_____ Fee **$20.00** $_____

Special Display: Bowtie, Crossed Flags, Duntov, McLellan (Circle One) FREE

Make check payable to: NCRS St. Louis Chapter **Total:** $_____

Car Info: Year: _____ Coupe/Conv: _____ Engine: CI_____H.P. _____

Complete VIN: _____

Ext Color:_____ Int: Color:_____ Int Fabric: Standard/Leather: _____

Following Applies To 1963 - 1996 Only: Trim Tag or Service ID Label Info:

Paint Code____Trim Code:____Build Date: ___Body Number (63-67):_____

Do you want to tabulate, judge or observer judge? Tab: Y / N Judge: Y / N

OJ :Y/N ~ Class: ____ Int: ____ Ext: ____ Chassis: ____ Mech: ____ Tab:____

Judging Level: _____ (If known)

Mail to:

Kelly Waite
2934 Woodlands Rd
Wildwood, Missouri 63038

* Judging applications accepted on a first come first served basis. Fees are not refunded for cancellations after March 11th. Please enclose check with application and mail to Chapter Judging Chair - Kelly Waite. For questions email kelly.waite@att.com or call: 636-284-0500

I agree to insure my vehicle and property for loss, damage & liability and to provide proof of such insurance to NCRS. I agree to assume the risk of any and all damage or injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees and chapters for any actions or acts of omission which may result in the theft, damage or destruction of my property or injury to me or others occurring during or as a consequence of this event, wherever located.

Signature: _____ Date: _____

Insured by: _____ Policy no.: _____Expires: _____

b. St. Louis NCRS 2015 Remaining Calendar

When		What	Where
February 21	9 am	Technical Session	Sig's Automotive 14 Elaine Dr. O'Fallon, MO
March 12	5 pm 6:30 pm	Board Meeting St. Louis Chapter Dinner Meeting	JJ's, St Charles
March 14	10 am	Chapter Judging School	Steve & Betsy Gissy's Innsbrook, MO
March 19 – 21		Arizona Regional	Tucson, AZ
April 5		HCCM Easter Car Show	Forest Park
April 9	6:30 pm	St. Louis Chapter Dinner Meeting	JJ's, St Charles
April 11	8 am	St. Louis Chapter Spring Judging Meet	Mary's Shelter Love Park
April 23 – 25		Carolinas Regional	Concord, NC
May 14		No Monthly Dinner Meeting	
May 14 – 17		Heart of America Regional	John Q Hammond Holiday Inn And Convention Center Joplin, MO
June 11	5 pm 6:30 pm	Board Meeting St. Louis Chapter Dinner Meeting	JJ's, St Charles
June 25 – 27		Bloomington Gold	Indy Motor Speedway
July 9	6:30 pm	St. Louis Chapter Dinner Meeting	JJ's, St Charles
July 19 – 24		National Convention	Denver, CO
August 13	6:30 pm	St. Louis Chapter Dinner Meeting	JJ's, St Charles
August 28 – 30		Corvette's at Carlisle	Carlisle, PA
September 10	5 pm 6:30 pm	Board Meeting St. Louis Chapter Dinner Meeting	JJ's, St Charles
September 10 – 12		Wisconsin Regional	Oconomoc, WI
September 17 – 20		Corvette Funfest (Road tour travel date TBD)	Mid America Motorworks Effingham, IL
October 3	8 am	St. Louis Chapter Fall Judging Meet	Mary's Shelter Love Park
October 8	6:30 pm	St. Louis Chapter Dinner Meeting	JJ's, St Charles
October 22 – 24		Lone Star Regional	Frisco, Texas

When		What	Where
October TBD	**9 am**	**Pere Marquette State Park Road Tour**	**Grafton, IL**
November 12	**6:30 pm**	**St. Louis Chapter Dinner Meeting**	JJ's, St Charles
December 10	**5 pm** **6:30 pm**	**Board Meeting** **St. Louis Chapter Dinner Meeting**	JJ's, St Charles
January 9, 2016	**6 pm**	**St. Louis Chapter Holiday Party**	**TBD**

c. NCRS Calendar

Click here to see the **NCRS Upcoming Events for the Next 90 Days** (scroll down to see the list).

d. Local Car Clubs, Shows and Cruises

Here's a pretty comprehensive list of car shows and cruises in the St. Louis and Southern Illinois region:

St. Louis and Southern Illinois car shows and cruises

Check out the Museum of Transportation car shows:

Museum of Transportation car shows

Local car clubs:

Horseless Carriage Club
http://www.hccmo.com/id2.html

Boone Trail Corvette Club
http://www.boonetrailcc.com/Calendar_2011.htm

Lookingglass Corvette Club
http://www.angelfire.com/retro/lookingglass/

Original Corvette Club of St. Louis
http://www.occofstl.com/Events/2015/events_2015.htm

St. Louis Corvette Club
http://www.stlcorvettes.net/#ShowCalendar

Buy, Sell, Trade

There are no items for sale at this time.

Note: We run ads for one quarter. We publish newsletters on the first of March, June, September and December. If you would like your add to run again, please notify me at least one month prior to publication time.

Corvette Humor

Club Information

a. Meeting Minutes by Kay Augustus

BOARD MEETING, DECEMBER 11, 2014

On December 11, 2014, the St Louis Chapter of NCRS held its quarterly Board Meeting which was followed by a general membership meeting. The meeting was held at J J's Restaurant in St Charles at 6:30PM. The meeting was called to order by Chairman John Foster.

The first order of business was from Joan Burnett on the standing of our treasury. We have $4292.58 at the present time and dues are still coming in.

The next item was about the spring judging event which will be held on April 11th at Love Park. At this time, Kelly is going to have had a CDCIF training in March so that we have more time to do the judging. There will also be a judging event on October 3rd. Make sure and get your car entered early because there is a limit on the number of cars that we can judge in one day.

Greg Simon mentioned that we need to start attending car shows so that we can hand out flyers. This would help promote our organization and maybe pick up some new members.

Carol Kleinhenz reminded everyone of the gift wrap day of December 16th. We are covering the entire day, so make sure and let her know if you are not able to arrive on time for your shift.

Joan announced that the Joplin registration is in the Driveline. We will have a meeting or conference call early in 2015.

John recognized Brenda and Ernie Durlas for their cooking at the judging events. John also reminded everyone to be thinking about the calendar for the following year.

Meeting was adjourned.

GENERAL MEMBERSHIP MEETING, DECEMBER 11, 2014

The General Membership opened with a welcome to new member Harold Lutz and his 1967 Roadster.

Joan repeated the treasurer balance of $4292.58. She also mentioned that there were no write-in ballots for the elections. It was also mentioned that our $500.00 seed money has been put in a Joplin fund.

Election resulted were announced. Mark Kessinger is our newest Board Member and has a 3 year term. All other offices remained the same:

A preliminary calendar of events for 2015 was discussed.

The membership was reminded of the gift wrapping for Nurses for Newborns on December 16th.

The Joplin registration is now on line and a planning meeting will be announced after the first of the year. Alan Kleinhenz will be the Judging Chair and Joan Burnett will be in charge of registration. The group also agreed that we need to get a committee together to rewrite the by-laws. There will be further discussion at a later date. Everyone was reminded of the New Year kickoff party at the Little Hills Winery on January 10th as well as no regular meeting on January 8th.

50/50 drawing was won by Mike Hanley. $40 to Mike and $40 to Nurses for Newborns.

Mark Markel made a motion to adjourn that was seconded by Jim Augustus. Meeting was adjourned.

THERE WAS NO JANUARY MEMBERSHIP MEETING due to the Holiday Party

GENERAL MEMBERSHIP MEETING, FEBRUARY 12, 2014

The St Louis Chapter of NCRS called its February 12 meeting at J J's in St Charles. Chairperson John Foster called the meeting to order after dinner.

Joan Burnett announced that we received a check from National for $1500.00. This was our share of the profit from the National Convention in Overland Park, KS this past summer. She said our new balance was $6098.14. There are at present 71 paid members and all taxes, etc. have been paid.

Events chair Dave Buescher requested a garage tour host for some time this spring. There could be more than one and on either side of the river. Dave also reminded everyone about the HCC Easter Show. Anyone planning on attending with a car, should let Dave know.

Judging chair Kelly Waite reported that has set up a judging school for March 14th at Steve Gissy's house. He is planning on covering CDCIF. There will be more information at a later date. He also reminded everyone of the Judging Meet at Love Park on April 11th. If you would like your car judged, you need to sign up as soon as possible.

John thanked Allen Kleinhenz for his commitment as Judging Chair for the Joplin Regional. That is a big job and everyone appreciates what he does.

Carol Kleinhenz thanked everyone for their donations to Nurses for Newborns. Clair appreciates it.

Joan Burnett reminded everyone to keep May 14 – 17 open for our Heart of America Regional in Joplin. Our club is in charge of communications, judging school coordinator, printing, and coordinating the welcome reception. Please volunteer to do your part. We have 12 cars registered so far. We also need door prizes, items for the foundation, display cars, tech sessions and just helpful ideas to make this a good show.

John read correspondence from Dave Ewan, NCRS Region VII Director, in which he requested all chapters consider a donation to the Hendrick Marrow Program in recognition of the ongoing support of the NCRS by Hendrick Motors. Hendrick Motors is a huge sponsor at all of our National Conventions. Denny Marshall made a motion to give them $250.00. The motion was seconded by Kelly Waite. Joan will get the check off to them.

Mike Hanley reminded everyone of the tech session at Sig's in O'Fallon on February 21st. It will start at 9 am with a Federal Mogul representative followed by some videos. Bring your parts that you like to talk about and join the fun. Coffee and donuts will be served.

Joe Anthes drew the 50/50. Joe Anelle won $52.00 and $52.00 goes to Nurses for Newborns.

Allen made a motion to adjourn that was seconded by Carol. Meeting was adjourned.

b. Club Officers

2015 Officers

Chair	John Foster	JF244@aol.com	636-530-9812
Vice Chair / Top Flight Coordinator / Technical Events	Mike Hanley	mhanley@centurytel.net	636-625-8480
Secretary	Kay Augustus	63forme@centurytel.net	636-462-4231
Treasurer	Joan Burnett	joanieburnett@gmail.com	636-462-4401
Events	Dave Buescher	dbuescher1@gmail.com	618-692-0679
Judging Chair	Kelly Waite	kswaite@sbcglobal.net	636-284-0500
Membership Co-Chair	Jeff Peters	jeff295@sbcglobal.net	314-809-8343
Membership Co-Chair	Greg Simon	dryblo@sbcglobal.net	636-262-9911
Newsletter & Web Site	Joe Raine	j.r.raine@gmail.com	314-799-7513
Charity	Carol Kleinhenz	ackleinhenz@gmail.com	636-293-8367
1 year Board Member	Steve Gissy	stevengissy@yahoo.com	314-520-3013
2 year Board Member	Denny Marshall	dcorvettekid@charter.net	314-458-8019
3 year Board Member	Mark Kessinger	markek5@gmail.com	314-341-5664

c. Editors Note by Joe Raine

The newsletter and web page are great ways to keep everyone in the club current on our latest activities. I am already working on the next edition of *The Legend*. Please send in your articles just as soon as you can. The newsletter will be published quarterly as close as possible to the first of March, June, September and December. I need articles that include pictures one month prior to publication time.

Our web page (http://stlouisncrs.org/) and newsletter are available for posting classified ads for cars and parts you would like to sell, or parts wanted. Member classified ads will automatically run for one quarter, unless I am notified to run it again.

Classified Ads:

- Free for members – 50 words or less
- $10 for non-members

Commercial advertising is also available for the newsletter (includes a link on our web page). All commercial ads will be included in four consecutive newsletters.

Feel free to drop me a note if you have any suggestions for improving our newsletter or webpage (j.r.raine@gmail.com).

Fine Print

Membership in the NCRS is open to persons interested in the restoration, preservation, and history of Corvettes produced by the Chevrolet Motor Division of General Motors Corporation from 1953 through 1999. NCRS is not affiliated with Chevrolet or General Motors.

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