THE LEGEND

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Feature Items

View From the Chair — by John Foster

Can it really be September already? Where has the summer gone? The good news is that we still have events planned or being planned for the fall and early winter. Details will follow soon on a fall road tour to Pere Marquette Park, always a great time; a technical session; and, a few hours volunteering to assist one of our charities, Nurses for Newborns followed by lunch and a cold drink.

Most importantly, we still have a fall judging meet at Love Park on October 11. We currently have three cars registered for judging and expect a fourth. Once again we hope to see a large turnout of members to participate. The chapter has been developing a knowledgeable corps of judges and our judging events continue to become more finely tuned. As usual we will start at 8:00 and there will be lunch at midday. Everyone is encouraged to bring a side dish to share.

I want to sincerely thank all of the ladies and gentlemen of the St. Louis and Kansas City Chapters who volunteered their time and energy to make the national convention a huge success. Everyone from the NCRS Board of Directors, to the convention delegates, and even enthusiastic visitors to the convention, raved about the cars, the venue, and the dozens of volunteers who organized and staffed the many functions necessary to put on a first class event.

Congratulations to Kelly Waite and Frank Bloemke for achieving their Top Flight awards at the national convention.

The strength of the NCRS is the camaraderie and knowledge our great membership. The St. Louis Chapter is a medium size chapter with just under 70 families current registered. This number has varied only slightly over the past few years but I believe that in order to remain an active and successful chapter, we need to continue to recruit new members. While I have several recruitment initiatives that I will propose to

the board at the September board meeting, I ask each of you to think about what each of us can do to continue to support and grow our chapter.

Our next dinner meeting will be at JJ's Restaurant at 6:30 PM on Thursday, September 11. 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.

Articles

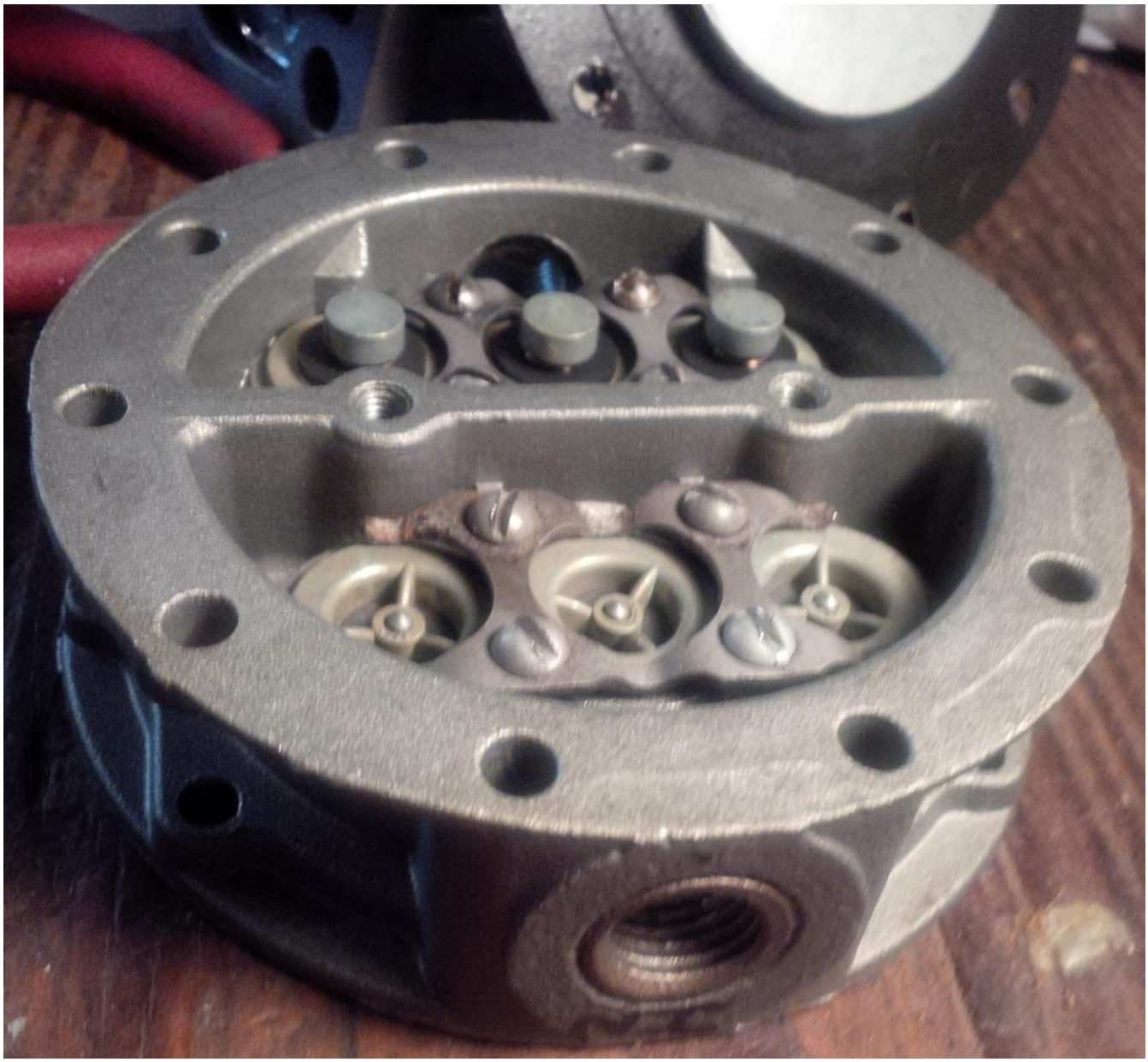
a. How to fix a C1 Fuel Pump without taking it off the engine by Kelly Waite

Yep…..you can actually fix your fuel pump with-out taking it off the engine!!! You know the hassle with taking a fuel pump off the engine…. You have the rod that wants to keep falling out….and that darn spring on the fuel pump arm is strong.
For 56 and 57 corvettes….and perhaps other C1s as well you don't have to take the fuel pump off to fix. Don't think it will work on the C2s.

These fuel pumps have a plate on the bottom that can be removed and the input / output valves can be replaced.

You simply remove the 2 black screws on the bottom……and then the other screws around the base. See picture 2 and 3.

GM was smart….and you can't put the input / output valves in the wrong side….as they will not fit correctly….. See picture 3.



There are two brackets that hold the input / output valves in place. They are attached with 4 screws each. Simply replace the input / output valves….and put the brackets back….and then re-attach the bottom plate. Works best to attach the two black screws first…..and then the screws around the base.
It is that simple!!

b. Repairing an Original C-2 Defroster Duct by Doug Johnson

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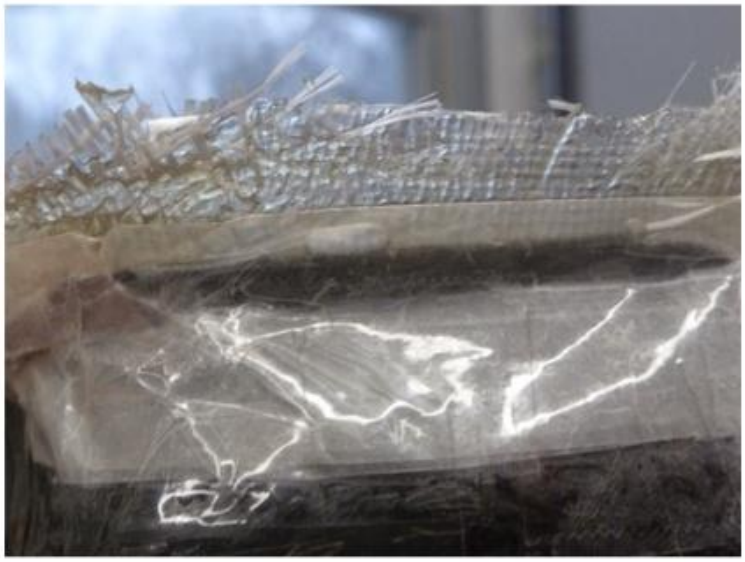
Repairing an original C-2 defroster duct

On doing my restoration I have found that there are very few replacement parts that are finished, assembled or most importantly fit like an original part.
So you find out quickly that it is time well spent to try to repair the original parts. The part in repair at this time is the defroster duct.

Having corvettes over the years and also repairing corvettes I have noticed that the defroster ducts seem to all be damaged in the same areas. Was it due to factory assembling, from a radio replacement or from the heater cable or was it just fatigue over the years?

Seeing the color and texture of the finish, and type of rivets used, I wanted to reuse and repair the damaged original part. Road racing for 15 years, you learn quickly how to do fiberglass repairs.

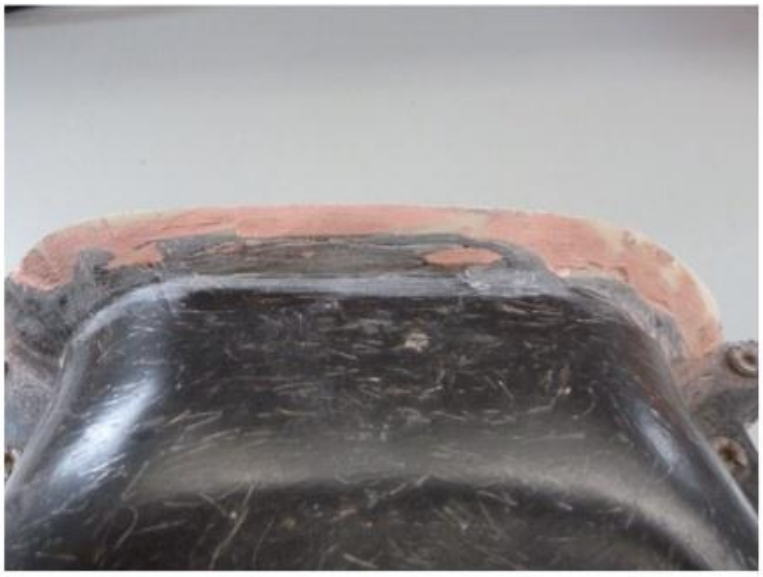
Step One- sand area of repair, removing any loose pieces in order for the fiberglass to bond to



Step Two-form a backing for the fiberglass to rest on by using wax paper and tape. Trim and shape close to undamaged side (form on outside)

Step Three- Build layers of fiberglass along area leaving it long hanging over wax paper and deep to the inside of the duct. Let it cure

Step Four- remove wax paper and tape (fiberglass does not bond to wax paper) Draw line along the area to be trimmed leaving it slightly longer to shape later. (recommend using a dremel tool with small cutoff wheel) While trimming, try to catch and save the dust and fiberglass pieces on clean piece of paper etc. to be used later.



Step Five-Fill in low spots and voids with tube body putty (red color was used, trying to help with the tinting of the original color

Step Six- Sand and trim to final shape desired trying to match other side. When finished sanding and it is smooth, part was dusted with black primer and was sanded to final finish.

Step Seven- Using 80 grit sand paper lightly, score line in primer area to resemble lines of fiberglass hair through out part

Step Eight-Again dust part with different shades of black paint (satin, flat, ultra flat), test and spray to achieve close color and while paint is still tacky (remember the dust of fiberglass you saved in step four) sprinkle on fiberglass in scored lines from sand paper

Step Nine-After part is dry smooth out by rubbing with small amount of wax to blend finish

This part was restored for less than twenty dollars and a little time to have an original part that fits and has correct rivets and color. Save the original part when you can
Doug Johnson Member #21195

c. History of the Car Radio author unknown submitted by David Grayson

Seems like cars have always had radios, but they didn't. Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference.

When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator," a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal he had his men install a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioneers could hear it. That idea worked -- He got enough orders to put the radio into production.

What's in a name?

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about $110 uninstalled, at a time when you could buy a brand-new car for $650 and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about $3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the

floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to $55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under $200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

Whatever happened to the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

d. C2 Dash Cluster Restoration, Part 2 by John Hinckley, Michigan Chapter

Here's part two of another excellent article by John Hinckley. The topic is mid-year dash cluster restoration.

C2 Dash Cluster Restoration, Part 2

Thanks John!

e. NCRS Classifieds

It was covered in the last three newsletters, but we thought we would plug it all year.

Events

a. Fall Judging Meet Application by Kelly Waite

St. Louis NCRS Chapter Judging Meet & Picnic
Saturday, October 11, 2014 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 presentations following completion of 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

* Judging applications accepted on a first come, first served basis. 2934 Woodlands Rd
Fees are not refunded for cancellations after Sept 11th. Wildwood, Missouri 63038
Please enclose check with application to 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. Kansas City National Convention co-hosted by St. Louis Chapter

3
DX
Firestone
DX
3

c. Bloomington Gold

d. St. Louis NCRS 2014 Remaining Calendar

When	What	Where
Sep. 7, 11 am to 3:30 pm	All Chevy show	Museum of Transportation
Sep. 11, 6:30 pm	St. Louis Chapter Dinner Meeting	JJ's, St Charles
Sep. 18 - 21	Corvette Funfest hosted by Mid America Motorworks	Effingham, IL
Sep. 25 - 28	New England Regional	Marlborough, MA
October 9, 6:30 pm	St. Louis Chapter Dinner Meeting	JJ's, St Charles
October 11, 8 am	St. Louis Chapter Fall Judging Meet	Mary's Shelter, Love Park
October 23 – 25	Lone Star Regional	Frisco, Texas
Nov. 13, 6:30 pm	St. Louis Chapter Dinner Meeting	JJ's, St Charles
Dec. 11, 4:30 pm 6:30 pm	Board Meeting St. Louis Chapter Dinner Meeting	JJ's, St Charles

e. NCRS Calendar

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

f. Local Car 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

Buy, Sell, Trade

C1 body dolly, designed, built and used by Frank Bloemke during the restoration of his 57.

It can be easily modified for mid-years and maybe even Sharks! I have it apart right now. I might be persuaded to deliver it. $100.00 or best offer. Contact Joe Raine at 314-799-7513 or j.r.raine@gmail.com

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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.

Club Information

a. Meeting Minutes

The June 12th meeting of the St Louis NCRS was preceded by a Board Meeting. It was held at J J's in St Charles at 5 PM. The meeting was called to order by Chairperson John Foster. John mentioned that we still need a Technical Article as well as a Road Tour in order to complete our requirements for Chapter Top Flight. It was mentioned that another trip to Pierre Marquette would be great in the fall. The trip last year was successful and everyone had a good time.
Greg Simon mentioned that everyone should bring a jack to one of the next meetings and we can compare them. That way everyone will know how to judge them in the future.
Carol Kleinhenz brought it to our attention that she is working on something for Nurses for Newborns. As soon as she has a project set up and a date, she will be asking for volunteers. It is usually a fun time plus helping a good cause.
The next Judging Event is October 11th at Love Park. Kelly is thinking that a judging school held the night before would work better than trying to do both at the same time. There will be more info on this at a later date.
Greg Simon mentioned that he has some ideas on ways to increase the membership. As soon as he has more details, he will present it to the membership.
Joan Burnett will issue checks for Wounded Warriors and Nurses for Newborns in the amount of $250.00. She also updated the Board on the National Convention. At this time, we have 472 families. The buses have been assigned for the tours, race car displays set up and volunteers in order. In order to work, you must be registered at the Convention. Volunteers will be registering on Saturday morning at the Sheraton.
Kelly Waite is working on next April Judging Meet. It will probably be April 11th, thus missing the Easter Holiday.
The July meeting was cancelled due to the fact that a lot of members will be headed for Overland Park either that day or the next.
The regular meeting was held directly after the Board Meeting. We welcomed new members Mark and Gina Kessinger to our group.
John quickly covered the need for a road tour and technical session. We will get these scheduled after Convention. He also mentioned the idea of bringing some jacks to a meeting and comparing them to help with the judging.
Joan gave her financial report of $5481.61. She will issue the charity checks before November 1st. She also mentioned the need for as many volunteers as possible. We are co–hosting this Convention and should make sure we do our share. There are almost 500 families registered. The trips are all set up and she is working on the final volunteers.
Kelly advised that anyone wanting a car judged in October, they should sign up now. He is working on the meet for next April.
Joe Raine needs all information for the Newsletter by August 1st. Please take a few minutes and help him make our newsletter interesting by sending him articles.
Carol Kleinhenz is working on Nurses for Newborns Christmas wrap that we have done each year as well as another event. More information to follow.
50/50 was won by Don Pickles. $35.00 for Don and $35.00 for Nurses for Newborns.

Motion to adjourn by Jerry Luck with a second by Casey Shea. Meeting adjourned.

Respectfully,
Kay Augustus

August 14 meeting minutes

John Foster called the meeting to order and begin calling for committee reports.

Minutes: There were no minutes to report as there was no July meeting due to the National Convention.

Finances: Joan Burnett reported that the Chapter currently has $5,201.96 on hand and no outstanding bills. In response to a question regarding any possible profit from the National convention, Joan advised that National is still reconciling the accounts and the financial status of the event is unknown at this date.

Events: Event chair Dave Buescher will make arrangements for a fall road tour to Pere Marquette State Park. The trip will take place in late October or early November as available.

Judging: Judging chair Kelly Waite spoke about the successful national level judging at the recent national convention. Kelly reminded everyone of the chapter judging meet which will be held on October 11 at St. Louis County Love Park. There are currently two cars registered and a third one is verbally committed. Love Park has also been reserved for a spring judging event in April, preceding the Joplin regional meet. John Foster noted that both Kelly Waite and Frank Bloemke earned top flight awards at the national convention.

Membership: Co-chair Greg Simon had no report; Co-chair Jeff Peters was not present.

Newsletter: Editor Joe Raine was not present but John Foster reminded everyone to submit articles and photos as soon as possible for the September edition. We still need technical articles for the September and December issues.

Charity: Chair Carol Kleinhenz discussed a chapter "work day" at the Nurses for Newborns facility. A show of hands indicated support and Carol will coordinate a date with the charity for November. Participants will join together for lunch and "refreshments" after the work. Carol will also check on the dates for the annual Nurses for Newborns holiday gift wrap project at Plaza Fronentac.

Old Business: Joan Burnett summarized the national convention. John Foster reported that he spoke with Tom Green, of Key Sport, and Tom is willing to create new artwork and manage our chapter shirts. After discussion on the types it was decided that John will ask Tom for sample polos for the September meeting.

New Business: Joan Burnett asked for a poll of the chapter members who would support allowing the Oklahoma chapter to co-host the Joplin regional along with St. Louis and Kansas City. Joan explained that at the time the application was originally submitted for approval by the national board, there was not time to involve the Oklahoma chapter which in past years co-hosted the event. The Kansas City chapter will

conduct a similar poll. A majority of our members present indicated their support. If the KC chapter does likewise, the co-chairs will invite the Oklahoma Chapter to join in.

b. Club Officers

2014 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	dbuescher@mktpileman.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 Editor & Web	Joe Raine	j.r.raine@gmail.com	314-799-7513
Charity	Carol Kleinhenz	ackleinhenz@gmail.com	636-293-8367
1 year Board Member	Doug Johnson	barracing@charter.net	314-469-7223
2 year Board Member	Steve Gissy	stevengissy@yahoo.com	314-520-3013
3 year Board Member	Denny Marshall	dcorvettekid@charter.net	314-458-8019

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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