THE LEGEND

Volume 27, Number 3 | NCRS St. Louis Chapter | Third Quarter 2015

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Feature Items

View From the Chair by John Foster

I want to start by apologizing for missing four consecutive Chapter meetings. It's hard work being retired! In June I was at the FBI Academy for two weeks, coordinating a youth leadership program there; in July I was in Midland Texas assessing the police department there; in August I was at Monterey Car Week, checking the top item off my bucket list (see the story in this issue); and in September the coast of Maine for a family vacation. I've realized there are only five states I've never been to, so there is a little more travel to be done. I appreciate Mike Hanley and the other members of the executive board chairing the meetings and continuing coordinating Chapter activities in my absence. I'm sure my absence was hardly noticed.

I did manage to join a group of Chapter members who attended the Bonne's Trail Corvette Club (BTCC) show August 29 in St. Peters. Attending a non-NCRS show as a Chapter event is a requirement for the Chapter Top Flight Award. It was also a lot of fun and the BTCC raised a lot of money for the Children's Miracle Network. Thanks to Mike Hanley for coordinating our participation, and extra kudos to George Williams who drove his '61 fuelie 161 miles from Mount Vernon, Illinois to join us. Nice, Doc!

We have a few activities remaining for 2015, including most importantly, our Chapter judging event at Love Park on October 17. Our judging chair, Kelly Waite, has been instrumental in developing a remarkably talented pool of judges and our chapter, as well as the national organization, benefits from our Chapter's judging enthusiasm. Our judging events have become incredibly popular, drawing a full field of cars and over 50 attendees. Maybe it's the cars, maybe it's the people, maybe it's the judging points or maybe it's the food. I believe it's all of the above. Regardless, plan to join us at Love Park on October 17 and help us judge some great Corvettes.

Mark your calendars now… the annual Chapter holiday party will be Saturday, January 9, immediately following the holidays. We are already working to make this year's party special. Additional details will be available soon.

THE LEGEND

Volume 27, Number 3 NCRS St. Louis Chapter Third Quarter 2015

Achievement

Congratulations to George Williams as he obtained his 400 point Master Level Judge at the Wisconsin Regional. Way to go George!!!

Articles

a. 67 Ignition Shield Ground Tab Replacement by Mike Hanley

My 67 Ignition top shield had a damaged ground tab attached to it so I decided to replace it. Should be simple right? So I ordered the replacement tab from Long Island Corvette supply and now I'm ready to install it. First I had to remove the old ground tab which required me drilling out the old rivets. When doing this make sure you use a undersize drill like a 3/32" or .096" as the hole in the ignition shield where the rivet goes is .125 dia. and you don't want to make this hole larger or oversize.

Once the old tab and rivets are removed you can re-install the new ground tab and rivets.

The rivets that are used are called a semi-tubular rivet, they are .125 in dia. with an oval head. Just so you know there are many different types of rivets and you need to make sure you have the right tools to make them look correct. Now how do you rivet them? You need to buy a special squeeze set to roll the rivet correctly on the back side. The rivet set has two part numbers (SM200-4504 & SM200-4OVAL).

So I bought these off of e-bay after doing a lot of research. This squeeze set will now be installed (snap into place) in a 3" deep throat hand squeeze.

Once that's done I'm ready to squeeze the rivets just like they did at the supplier.

If anyone needs help in doing theirs please contact me as I have the tools to do the job.

b. Ignition System by John Hinckley, Michigan Chapter

Here is another of John's fine articles, this time on how the ignition systems works:

Ignition System

Thanks John!!!

c. Demolition of Carter Carburetor Factory in St. Louis

This is sad news indeed!

http://blog.hemmings.com/index.php/2015/08/26/demolition-of-carter-carburetor-factory-in-st-louis-begins/?refer=news

d. Checking Off the Bucket List at Monterey by John Foster

My best friend passed away three years ago this month at age 62. Each time I visited him in the hospital he would say, we need to go to this, or go do that, things we would never again do together. That caused me to begin to draft my own "bucket list." And, naturally, Corvettes and "car stuff" would have to be at the top of my list. Having seen the movie, I think I associate more with the character played by Morgan Freeman than that played by Jack Nicholson, so from the perspective of "Carter Chambers," it was a no brainer to put Monterey Car Week at the top of my bucket list. All I had to do was talk my wife, Sara, into the adventure.

Monterey Car Week originated 65 years ago with the Pebble Beach Road Race and a concours which was a local social event. It has evolved into a week of the ultimate automotive activities scheduled across the Monterey Peninsula of California every August. It is a Mecca of automotive indulgence with more than a half dozen major car shows and concours, automobilia shows and sales, auctions by most of the major automotive auction houses, vintage racing at Laguna Seca Raceway (Okay, Mazda Raceway to be correct), car cruises and lavish parties.

In early 2014 I began to investigate the possibilities but I quickly learned that Car Week is so huge that good lodging and tickets to many of the popular events were hard to acquire. I realized that to achieve my true "bucket list" goal, I was going to need more lead time so I began to plan my trip for 2015. By February of 2015 I had purchased hotel reservations in Carmel and tickets to three of the major events. We were going!

As our daughter lives in Hollywood, we started our trip with a flight from St. Louis to Los Angeles on Friday, August 14. We spent time with Liz on the beach at Santa Monica, exploring from Venice Beach to Malibu. I chose to go ahead and get my sunburn out of the way early and was pretty well done by Sunday evening.

Monday morning we climbed into our rented Mustang convertible and began our trek up the Pacific Coast Highway to the Monterey Peninsula. Yes, a Mustang. We could have actually rented a C7 Corvette convertible from either Hertz or National Rent a Car at LAX, but not for drop off at a different airport and we planned to fly back home from San Francisco.

The six hour drive up the two-lane PCH, California State Route 1, was very cool, especially with the top down. You begin to feel like you are in one of those car commercials with the sporty car winding along the bluffs of the Pacific Ocean. The water disappears for a while around Oxnard, but from San Luis Obispo north through Big Sur and onto the Monterey Peninsula you are almost always along the ocean. There are some pretty good switchbacks and grades as you traverse the winding road and scenic overlooks. This alone would make an awesome Corvette road tour.

We arrived in Carmel Monday afternoon and checked into our historic downtown hotel, La Playa Carmel, then set off to explore. We walked down to the pet friendly municipal beach and then in and out of the shops along Ocean Avenue. Later we took advantage of the hotel van and went to dinner at the Clint Eastwood's nearby Mission Ranch Inn where I was shocked to see a real 427 Shelby Cobra, with Carroll Shelby's signature on the glove box door, parked on the lot. There was also an XKE and a couple of Porsches, but who parks a million dollar Cobra on a parking lot? Dinner was good and you could hear the people at surrounding table discussing cars and auctions. After dinner we decided to walk off our meal and strolled the mile back to the hotel. There are no street lights in most of Carmel and the walk back through the residential neighborhoods was fun.

Tuesday morning we walked back over to Ocean Avenue for the "Concours on the Avenue." Ocean Avenue and the first blocks of many of the cross streets were closed to traffic. The tree-lined streets with the dozens of shops, galleries and restaurants were lined with over 200 cars representing multiple marques from 1940-1973 plus Porsches and Ferraris through 1989. There were a dozen or more Shelby Mustangs in full race trim all of which were registered to celebrate the 50th anniversary of the cars at Laguna Seca Raceway during at the "Rolex Motorsports Reunion" races later in the week. We even found a half dozen really nice C1 and C2 Corvettes.

Thousands of people converged on Ocean Avenue. Sara even had a good time and by early afternoon, with a little help from Barry McGuire, she too was becoming "Car Crazy."

After strolling Carmel some more on Wednesday morning we checked out of our hotel and headed out to the Carmel Valley Ranch, for next five days. The ranch is a 500 acre golf resort on a hillside in the San Lucia range. Carmel Valley Road was flooded with Lamborghinis and Ferraris and when we stepped out onto the balcony of our hillside suite overlooking the valley, we heard the whine of the Italian cars enjoying the mountain roads.

Wednesday afternoon we dropped the top on the Mustang and drove over Laureles Grade Summit to the Monterey Jetport where we attended Gordon McCall's "Motorworks Revival." The McCall's party, limited to 3,000 attendees, is one of the hot tickets of Car Week and a major fundraising event for the CHP-11-99 Foundation which supports the families of California Highway Patrol officers killed in the line of duty.

McCall's party is spread across the tarmac and into two hangers of the Jetport. It showcases local wines and a unique mix of vintage automobiles and aircraft, as well as manufacturer's displays of new supercars and

business aircraft. Honda premiered its new HondaJet personal aircraft. Even Dana Mecum's personal Cessna Citation was on display with "Mecum Sold" sticker on the tail.

There were a couple of Corvettes in the hangers, including Gordon McCall's personal and very beautiful 1963 split window and the restored *Purple People Eater*, a 1959 SCCA B-Production racer.

Thursday was pretty much a day off but an opportunity to watch portions of the "Tour d'Elegance." Many of the participants of the Concours d'Elegance drive their entries from Pebble Beach over 17 Mile Road, through the valley, down to Big Sur, and then back up to Carmel where they stop for lunch and display their cars on Ocean Avenue. The tour is important because if two cars tie for judging in the Concours on Sunday, the ribbon goes to the car that completed the tour on Thursday. We also ran back over to the Jetport where Sara test drove the new Toyota Mirai, a hydrogen fuel cell sedan that will debut in October. Then it was drinks by the pool and some relaxation.

Friday morning we headed just down the road to the Quail Lodge Golf Resort for "The Quail, A Motorsports Gathering," the other hot ticket on the Peninsula, and limited to only 4,000 attendees. Once again, a garden party of top shelf drinks and gourmet treats as we wandered among more beautiful classics and manufacturers new car displays from the Cadillac ATS V and all new CS6 to the McLaren X1. There was a lot of German and Italian iron at this event, old and new, but no Corvettes.

However, American muscle reigned at noon when California Highway Patrol motorcycles escorted a parade of about 25 race prepped Shelby Mustangs as they roared into The Quail from Laguna Seca Raceway. The Shelby's lined up a two hour display before returning to the track.

Everyone's attention was on the Mustangs. Well almost everyone. Leave it to Sara to find the most popular automotive celebrity on the grounds. Actually Sara had searched every nook and cranny at the McCall's party Wednesday evening looking for Jay. Thank God he found us at The Quail! Come on honey; ask if we can see the garage!

Most of the major auction houses set up shop at Monterey, including R&M, Bonhams, Mecum, Russo and Steele, and Gooding Company. Over a thousand cars crossed the blocks during the week, 600 at Mecum alone. Mecum listed 70 Corvettes and sold 49 of them, the most expensive a 1969 L88 convertible that sold for $275,000. Although the total sales are not all documented as I write this, Haggerty Insurance estimates the total sales exceeded $390 million dollars, a slight drop from $430 million in 2014. Gooding and Company alone gaveled $128.1 million including $16.8 million for a '61 Ferrari 250 GT SWB California Spyder, and $231,000 for a '63 Corvette FI Coupe.

Bonhams venue was at The Quail so we spent Friday there. There was only one Corvette listed among the 111 cars in their catalog. It was a three owner '63 fuelie, Daytona Blue coupe, with 27,621 original miles. The car was restored by the second owner in 1983 at a cost of $33,000 and purchased by the third owner, Tony Hart, in 1989 for $50,000. Bonhams estimated the value of the car between $130K-$150K. I really liked this car. It was gorgeous and had a great history.

After watching a number of the vehicles cross the block substantially under the catalog values I was wondering is there might be a bargain to be had. We left to explore The Quail some more. We came back a couple hours later to find that the star of the auction, a 59 Ferrari 250 GT Competizione alloy body, estimated between $9-12 million, sold for only $8.5 million. Did I just say, *only* $8.5 million?

It wasn't too late to register to bid and Sara was telling me I might regret it if I didn't register and bid on the Corvette. When the Vette rolled in, bidding started and quickly reached $100K. A group of guys sitting near us appeared also to be interested in the car and were equally surprised when the bids shot upward of $150K. With only two bidders remaining in the game, the car sold for $190,000 plus the commission. People gasped at the sale price. I definitely had no regrets and after an exciting day at The Quail and Bonhoms, we headed to our resort pool to chill out with some drinks and relax while listening again to the Italian opera whining throughout Carmel Valley.

Saturday morning we dropped the top once again and sped 15 minutes over the mountain roads again to attend the "Rolex Monterey Motorsports Reunion" at Laguna Seca Raceway (Okay, Okay… Mazda Raceway at Laguna Seca). One of the most historical road courses in the world, Mazda Raceway is now a county park and famous for its "corkscrew" that combines two turns with a descent and a blind crest.

Walking through the paddock was like walking through a road racing museum. An amazing collection of vintage race vehicles from the past century like the 1939 Lagonda V12 Le Mans and the 1955 Corvette pictured here.

Even more amazing was the tenacity of the owners/drivers who competed full throttle over the three day event. Among the most competitive races were the two 20 minute heats for a field of 38 1965-1970 Shelby Mustangs. No mustangs were injured but a couple of them found their way into the pastures. There were a dozen or so Corvettes entered in various race classes including a 1977 Greenwood Corvette from France that finished second in the '73-'81 IMSA GT-GTX heat. There were also a dozen Vettes, from C2 to C7, in the "Corvette corral" on the parking lot.

After a mild week, the temperatures on the peninsula hit a record high of 98 on Saturday, so, after another top down ride back over the summit to Carmel Valley, it was time to relax and unwind. We visited a quirky little restaurant in the village of Carmel Valley, appropriately named The Corkscrew where enjoyed a tasty cheese plate, salad, great pizza and a really nice local Pinot Noir.

Sunday was the last the last day of our adventure, culminating with the "Pebble Beach Concours d'Elegance." The drive from the valley to Pebble Beach took only 20 minutes and covered parts of the famous 17 Mile Drive, winding through the Del Monte Forest and the golf courses of Pebble Beach. We were directed along the beaches adjacent to the Links at Spanish Bay where we parked on the road with a thousand or so other cars. There were no shoulders, just sand, rocks and vegetation right up to the roadway. People were parking Porsches, Ferraris, C7s, and everything else right into the "rough." Motor coaches shuttled everyone over to the 18th fairway of the Links at Pebble Beach.

We arrived at the gate at almost 10:00 A.M. sharp and joined 20,000 other people exploring their way through the 219 exceptional motorcars that comprised the 29 classes on the show field. Nope, no Corvettes here either but the field did include a host of the best by Pope, Moon, Mercer, Stutz, Duesenberg, Bugatti, Cunningham, Bentley, Rolls, Invictia, Packard, Lincoln, Jaguar, Maserati, Ferrari, Alfa and more. In keeping with the theme of the week, there were eight '65-'66 Shelby Mustangs.

We opted to beat the crowd and sneak away during the awards presentations, but the Best of Show award went to a 1924 Isotta Franchini Tipo Cabriolet (right) pictured here in a photo provided by the Pebble Beach Concours d'Elegance.

There were so many other car events throughout the week that we simply couldn't attend because many overlapped. There were the other auctions and automobilia shows; the "Concours d'LeMons," a show in Seaside that celebrates misfits and clunkers; the Classic Americana in Carmel; "The Little Car Show" in Pacific Grove for small cars of all kinds, various events for Ferraris' and Lamborghini's; and, even the AutoMoto International Film and Arts Festival. Only one thing was missing… ***Monterey Car Week would be an awesome venue for an annual NCRS judging event.***

Monday morning we drove Highway 1 up to San Francisco and flew back to St. Louis.
It was a great adventure and we had a lot of fun. The Monterey Peninsula is a beautiful area and with no shortage of great lodging, food and wines. Throw in a few thousand great cars and a couple dozen amazing car events, and what's not to like. I would love to do Monterey Car Week again someday but at least I can scratch it off my bucket list, for now.

Events

a. Boone Trail Corvette Club Charity Car Show by Mike Hanley

I would like to thank all the members that attended this non-NCRS car show to benefit the Children's Miracle Network. The Boone Trail Corvette Club (BTCC) put on a good show with over 100 cars in attendance. We had 9 members in attendance and we all had a good time. Thank you Mark Markel for shooting pictures for the club newsletter.

We did have some show/raffle winners:

Carol & Doug Johnson won 1st place with their 2009 in C6 stock class
Larry Lipsitz won 3rd place with his 1957 in C1 stock class

Lisa Markel won a $20 raffle and a wine basket.

I would like to thank George Williams for driving his 1961 fuelie from Mt Vernon, Illinois.

Again, thank you all for attending this Charity Corvette Show, and it didn't rain after all.

b. St. Louis NCRS 2015 Remaining Calendar

When		What	Where
October 17	8 am	St. Louis Chapter Fall Judging Meet	Mary's Shelter Love Park
October 22 – 24		Lone Star Regional	Frisco, Texas
October 25	10:30 am	Pere Marquette State Park Road Tour	Grafton, IL
November 7	10 am to noon	Nurses for Newborns work day	Nurses for Newborns office
November 12	5 pm 6:30 pm	Board Meeting 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
December 15	10 - 8	Holiday gift wrap	Plaza Frontenac
January 9, 2016	6 pm	St. Louis Chapter Holiday Party	TBD

c. Fall Judging Meet

St. Louis NCRS Chapter Judging Meet and Picnic
Saturday, October 17, 2015
8:30 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: 8:30 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)

* Judging applications accepted on a first come first served basis. Fees are not refunded for cancellations after Sept 17th. Please enclose check payable to St. Louis NCRS with application and mail to Judging Chair - Kelly Waite.
For questions email

Mail to:

Kelly Waite
2934 Woodlands Rd
Wildwood, Missouri
63038

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.:_____ _____

d. NCRS Calendar

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

e. 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.

Club Information

a. Meeting Minutes by Kay Augustus

On July 7th, 2015, the St. Louis Chapter of NCRS called its meeting to order at JJ's in St Charles. Mike Hanley was acting chairperson in the absence of John Foster. There were no new possible members in attendance.
Dave Buescher reminded everyone of the upcoming Carlisle Corvette Show at the end of August. He also is checking into a road trip to Tim Thorpe's Shop in Illinois.
Boone Trail Corvette Club is holding a car show at the end of August as well. The proceeds will go to the Children's Miracle Network. It is open to non NCRS members as well as members. The cost is $10. 00 per car. There will be more information to follow.
Kelly reminded everyone that we have a judging meet on October 17th at 8:30AM in Love Park. As of this time, there are no cars registered.
Joe was not able to attend but the newsletter is out and he did a really good job. We need to remember to let Joe know that we appreciate the good job that he is doing.
Joan was not able to attend the meeting but she sent word that our share of the Joplin Regional was $2106. This is above the $500 that we put up in the beginning for seed money.
Mike reminded everyone that we still need a Technical Seminar and a Technical Article in order to complete the requirements for Chapter Top Flight Award.
50/50 was a total of $72.00 which was shared with Pam Lueker and Nurses for Newborns.
Allen made a motion to adjourn that was seconded by Kelly.
Meeting adjourned.
Respectfully Submitted,
Kay Augustus

b. National Board Meeting Minutes

Here is a link to the minutes.

c. 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	gsimon767@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

d. 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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