THE LEGEND

Volume 28, Number 4 | NCRS St. Louis Chapter | Fourth Quarter 2016

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Feature Items

View From the Chair by John Foster

Tell someone you belong to the NCRS and, unless you're talking with a Corvette enthusiast you might get a quizzical response, like…so, it's just about old Corvettes? If you're talking with a Corvette owner at a car show you might even get a smirk or a comment about judging. Whatever the response, there are plenty of examples we can share to explain that the NCRS is about friends sharing an enthusiasm for America's iconic sports car. Yes it's about Corvettes but, it's really about the people. Corvette hobbyists developing friendships through sharing their interest and knowledge of the Corvette. I am thankful for the friends I've made in both the St. Louis Chapter and throughout the NCRS.

The St. Louis Chapter has grown to 80 memberships and the level of Corvette knowledge and experience among our members is amazing. The ability of our judges has increased tremendously and that can be attributed in large measure to the sharing of knowledge and the leadership of our Judging Chairs who ensure solid judging schools and tech sessions as well as our acclaimed judging events.

We will continue our monthly dinner meetings at JJ's Restaurant on the second Thursday evening of each month in 2017, *except January*. Attendance fluctuates each month but there is always a great group of knowledgeable friends ready to share some Corvette chat over a bite and a drink. If you haven't been to a meeting for a while, join us soon! We'd love to hear about your latest acquisition or project and, we might even pick your brain a little to help us with ours.

The January meeting is replaced with our annual holiday and award dinner which will be held at Spazio's Westport on Saturday, January 7th. Last year we had nearly fifty members attend and everyone had a great time. This year we will again have music, great food and of course our Corvette friends. RSVP Joan Burnett by December ASAP.

At the December Board meeting we will begin put together the initial calendar of event for 2017. The Board meeting, at 5:00 PM immediately before the dinner meeting on December 8th, is open all members. If you have ideas for events, please pass them along or join us at the Board meeting.

Lastly, I would like to wish everyone a Merry Christmas and the very best in 2017.

THE LEGEND

Volume 28, Number 4 NCRS St. Louis Chapter Fourth Quarter 2016

Articles

a. C2 Hard Top Restoration by John Foster

During the 1963-67 model years, Chevrolet manufactured 35,892 Corvette convertibles equipped with optional auxiliary hardtop, RPO C07. How many C2 Corvettes do you see today sporting the hardtop?

I've owned a '67 roadster since 1999 and until recently the auxiliary top had never been on the car. For 17 years the top sat on a table in the basement, or propped in the corner of the garage, in need of a new headliner, back Plexiglas, and some weather strips, not to mention some new paint and a good polishing of the stainless trim. In 2008, while at Corvettes at Carlisle, I ordered a restoration kit from Glassworks thinking it would make a great winter project. Yeah, right. So for the better part of eight years the restoration kit sat in the basement next to the hardtop.

Last year, while contemplating a repaint of the car, I finally took the first step toward restoring the hardtop, disassembling the top, bagging and labeling all of the latches, fasteners, clips, and screws. I took a number of photos during the disassembly to document what went where. You can never take enough photos and I didn't. The top was stripped to bare fiberglass and prepped for paint. And again, the hardtop went back into the corner of the garage for a while. All of the exterior stainless trim pieces were buffed and polished and wrapped for later.

Finally, this year the car and the hardtop were repainted. After the car was completely reassembled, it was finally time to restore the top. I heard from a lot of people that this is a pain-in-the-butt project but it really didn't sound all that difficult. I had the photos taken during disassembly and my '67 Corvette Assembly Instruction Manual, which has several pages of drawings and notes for RPO C07. Unfortunately the AIM lacks instructions on the correct order for assembly of the parts and some of those drawings are pretty difficult to decipher. I turned to the internet and found snippets here and there but no step-by-step on the reassembly. I did find a very useful video on YouTube of a technical session hosted by the Michigan Chapter of the NCRS and featuring the guys from Glassworks assembling a 63 hardtop. While the video skips many steps of the process it was extremely helpful to see how the pros at Glassworks do this. I highly suggest watching the video before you start assembling a hardtop. You can find it here: Glassworks 63 Hard Top Restoration Video

As my workbench in the garage is along a wall at typical workbench height, and my portable parts stand just didn't leave me comfortable holding the freshly painted hardtop shell, I opted to roll the hardtop around to the walkout basement on its storage cart. Using a blanket and couple of flannel sheets for padding, the "counter height" bar in the basement turned out to be a great work surface and the back bar allowed me to lay out all of the bags of parts, new weather strips, caulking, sealants, etc. Let's not tell Mrs. Foster about my new granite topped work bench.

The first step in the assembly was to install the new white headliner. I slid the front edge of the headliner under the edges of the shell and forward under the front edge, leaving the vertical flaps loose at the rear. The Glassworks headliner was almost a perfect fit but I trimmed a fraction of an inch form the left front corner in order to get it to slide all the way under the edge of the shell. Then I simply tucked the rear vertical flaps into place and smoothed out the headliner. As demonstrated in the You Tube video, I lifted the rear edge of the headliner and applied some adhesive to the center of the rear portion. A couple of bottles of a nice California Pinot Noir from under the bar served as weights until the adhesive set.

The next step was the stainless trim around the front of the shell. I lined the edges of the shell with 3M strip caulk and began loosely attaching the trim. The left and right verticals followed by the curved corners connecting the vertical and horizontal side pieces. Before attaching the horizontal and header trim pieces, it is necessary to install the small clips that will hold the front outer weather strip in place. The clips slide into slots in the three pieces of stainless with the flat side of the clip on the underside of the trim and the tab and curved edge on the face of the trim so that the outer header weather strip can later be slid under the clips. I applied tape to the underside of the trim to hold the clips in place and prevent them from falling out while I was working with the trim. I then installed the left and right horizontal moldings, slipping them into the rounded corner trim that connects them to the vertical pieces and loosely screwing the back screw into each horizontal piece. Each end of the header stainless slide into the horizontal side pieces and then all of the trim can be secured to the shell with the bright screws.

The weather strips went on next. I started with the vertical pieces on both sides and then the extensions to the inner header pieces and then the left and right horizontal pieces under the roof line. All of these pieces went on with no trimming required and I chose not to use any weather-strip adhesive under any of these pieces as they fit snug. Next I attached the inner header weather strip that has the plastic push pins already installed in it. I applied just a touch of adhesive along strip and used the butt end of a screwdriver to press the weather strip at each pin, securing the pin in the header frame. Lastly I attached the outer header weather strip by slipping the inner edger under each of the clips and butting the flares at each end up against the previously installed side weather strip extensions.

I ran a bead of adhesive under the front edge of the outer header strip to secure it in place. In hindsight, and like in the You Tube video, this outer header strip should have gone on at the very end of the project because now I was about to turn the top over to install the back glass and that meant resting the top on the front header. Okay, now I had to leave it alone a couple days while the adhesive on the outer header strip set up.

I held off on installing the Plexiglas as long as I could to avoid any mars or scratches while handling everything else. To install the new Plexiglass, I turned the top over and began by installing new retainer clips for the outer stainless moldings around the top and side of the back window. After comparing the original retainers with those supplied by Glassworks I saw no remarkable difference and chose to use the new clips. I placed 10 clips around the window in the same locations that the original clips had been in before disassembly. I then laid a bead of 3M caulk strips all the way around the outer edge of the window opening, running the caulk over the retainer clips. Next I started the rear window seal in the bottom right hand corner and worked my way up and around the window opening, fitting it over the caulking and the retainer clips and pressing it firmly into place. The seal supplied in the Glassworks kit was a perfect fit.

I mixed up some liquid dish detergent with a little water and brushed it very liberally into gap in the seal that holds the Plexiglas in place. Starting again in the lower right hand corner, I pressed the corner of the Plexiglass into the seal and lined the glass up to the entire seal as close it would lay. I then began in the bottom right hand corner with a stiff one inch putty knife, sliding it between the Plexiglass and the outer edge of the window seal, slowly and carefully working the outer edge of the seal up and over the edge of the glass while firmly pressing the glass into the rubber where I was working at the moment. Working my way all the way around the glass took a while as I was patiently working to not scratch the glass. A word of caution here, I managed to put a few blemishes on the Plexiglas with my bare hands just from pressing the glass into the seal. Be very careful handling the Plexiglas or you'll end up polishing out the glass when you're done.

Once the Plexiglas was seated I installed the two upper stainless trim pieces. As you can see in the photo, the yellow tape indicated where the retainer clips were located under the window seal. The two overlapping trim pieces fit into place with the outside edge positioned between the painted surface of the roof and the outer edge of the window seal. I simply pressed the trim onto each retainer clip. Although the You Tube video indicated that a little more persuasion might be required, mine snapped right into place with no coercion required.

I found the installation of the new rear bow weather strip and lower stainless steel trim the most complicated part of the project. The first step is to fit the rubber weather strip onto the bow with the wider lip of the weather strip on the outside and the slightly narrower lip to the inside. The weather strip needs to be notched out to fit around the two deck lid mounting brackets, just three little cuts with a razorblade. The weather strip I was using was also a little long and both ends had to be trimmed to fit tightly against the horizontal weather strips on the bottom of the roof shell.

The next step was drilling the holes through the weather strip to accommodate the retainers on the back of the lower stainless trim and the attaching screws on the inside of the top. Knowing that a normal high speed drill bit would not cut a clean hole in the soft rubber, I pondered a couple of options. At first I tried marking the location of the holes by pushing an awl through the weather strip at a couple of the holes in the bow and then removing the weather strip and using a quarter inch hollow punch to create the hole but, lining the up the hole in both lips of the weather strip was difficult. I decided that drilling the holes through the weather strip while it was mounted on the bow would be more accurate. I shopped around for a hollow drill bit and decided to order the one that Glassworks sells. Using this bit I was able to drill cleanly through the both lips of the weather strip and the existing hole in the bow.

Once all of the holes were drilled I was able to start attaching the outer stainless trim molding. I slid a retainer clip into each of the two corner pieces that attach to the vertical stainless moldings and slid the corner pieces onto the previously installed moldings. With the retainer strips on the inside of the weather strip and lined up with the holes in the bow and the weather strip, I used an awl from the inside of the top, align the holes with the retainer on the back of the stainless trim. It was difficult to push the retainer clip through the hole in the weather strip but with a lot of squeezing, I was able to start the attaching screw from the inside. I did not tighten any of the screws until all of the stainless molding was in place.

Once both corner trim pieces were loosely screwed into place, I slid retainer clips into the right and left lower stainless moldings and lined them as close to the correct locations of the screw holes in the bow as possible. I then slid the right side molding into the corner piece of molding and again used the awl to more exactly line up the retainer clips with the holes in the inside retainer strips, weather strip and bow. Again, pressing the trim retaining clips into the weather strip far enough to get the screw started took a good squeeze. With all three inner retainer strips and both the left and right lower stainless molding pieces loosely screwed into place, I attached the center molding piece, overlapping both the right and left side moldings. The two center-most screws also attached the plate to center of the bow that will later be attached to the Plexiglas. With all of the screws started and the stainless properly lined up, I tightened all of the screws to draw the stainless tight to the weather strip. I did not apply any caulking or sealer to the bow weather strip or the inside of the stainless trim.

The interior painted trim pieces went on next, loosely attaching each piece, starting with the rear-center and then the right and left rear-side pieces. The trim screws include two longer screws, one for both the left and right vertical pieces where they attached to the top horizontal piece. At this point the trim sits a little further off of the shell so the longer screw is necessary. The front header trim pieces slipped on last and then all of the screws were tightened and the interior trim was complete.

After cleaning and buffing the latches I attached those using new screws because I couldn't get the original screws to polish up nicely enough. I also replaced the left and right header guide pins and screws as the old pins were pretty chewed up and pitted.

The last assembly step was to drill the Plexiglas for the screws that secure the glass to the plates at the top and bottom of the frame. Since all of the hard work was already done and it was too late in the game to screw it up at this point, I made sure to use a bit for Plexiglas. These bits have a steeper angle to the point and the grooves are more open than a general high speed drill bit.

I buffed the two small triangular stainless trim plates that slip under the outer lip of the window seal and the two spanner nuts that go on the outside of the glass. I applied a dab of sealer to the underside of the spanner nuts to seal the holes in the Plexiglas and inserted the screws through the plate on the inside of the Plexiglas.

Overall this project took me less than 12 hours, not including the paint work for the shell and the interior trim pieces. A little more time was spent studying the AIM and Michigan Chapter's YouTube video.

Finally, I bolted the restored hard top to the car!

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b. Fungus Among Us by Jeff Wittmaier

I bought a beautiful ’68 roadster last winter. Problem was, every time I drove the car I got a headache. My first thought was I had an exhaust problem. Then I realized it was mold or mildew. I guess I developed quite an allergy over the years. Now what do I do?

This was really disappointing, as this car had rarely, if ever, been driven in the rain. The prior owner put less than 1,600 miles on the car in thirteen years. The birdcage was pristine. There was very little rust on the undercarriage. I eventually discovered that the mold was in the carpet, the jute, lightly covering the underside of the dash, and the worst part, in the seat foam. Maybe being covered all those years in a humid Missouri garage was the cause. We’ll never know. But how was I to fix it?

My first steps were ‘minimally invasive’. After some research I tried putting a lighted incandescent bulb in the car to remove moisture. No luck. I placed a desiccant bucket in the car for a couple weeks. No luck. Still a strong odor. I bought an air ionizer, running it for fifteen-minute intervals once an hour for several cycles. The car didn’t smell quite as bad, but the mold remained.

I concluded I had to pull the carpet (it wasn’t original, was bleached in places, and had been installed somewhat carelessly). Replacing the carpet was not what I wanted to do (I wanted to DRIVE the car, not begin a project immediately). Pulling the carpet took about thirty minutes, maybe an hour. Removing the jute and mastic took a very long time. I somehow convinced myself that I needed to remove every last remnant of jute. That required that I remove the mastic, and the last installer had gone a little crazy with that stuff. Using a soybean-based liquid, after many hours of soaking and scrubbing I got down to the fiberglass throughout the car. I removed the soybean residue with a mild detergent. Along the way I found some of the grommets had not been placed in the floor. I also found a couple small cracks in the floor pan under the driver’s pedals (that gave me a chance to practice my fiberglass repair skills). I found my car had seat belt retractors installed without any springs; a design GM improved later with a larger retractor spring. The primary seat belt bolts were frozen in place, necessitating my using an easy-out to remove them. I found the

wires leading to the convenience light in the storage compartment were worn through and likely shorting, the fiber optic manifold for the rear lights was broken in a couple places and my emergency brake and brake housing were aftermarket replacements, as was my shifter console. The mold problem was teaching me OTHER things about my car. Some of those things I didn't really want to acknowledge, but it was part of the journey.

While not simple, installing the new carpet was relatively straightforward. I chose to fit it into place, making sure everything was properly aligned and covered, leaving the seat installation for the last step. That proved to be interesting as finding the bolt locations was a bit of an issue. NCRS guidelines say the carpet should be cut, creating a tab that folds over the seat adjusters/tracks. How does one properly cut the carpet tab when the bolt-holes are hidden? My solution was to poke icepicks up through the bottom of the car, align the seat tracks with the icepicks, outline the tracks with masking tape, remove the tracks, and cut the tabs. Try to avoid cutting the tabs incorrectly as I did in haste on one of the rear tabs. (Luckily it was the rear.)

But what about the seats? I knew I wanted to eventually restore them but I also wanted to drive the car as spring was rapidly approaching. The seats were original: original basket-weave vinyl covers, original springs (with the original dated installation tags), and original foam. I wasn't sure I wanted to replace the seat covers – one had a small burn - - some of the stitching was loose in a few places - - but more importantly, I didn't want to invest the calendar time to properly restore the seats. But they were filled with mold (or mildew). How do I deal with that? 'Back to the Internet for more research.

I visited dozens of sites with subjects ranging from automotive to boating to house water damage remediation. Suggestions ran the gamut. "Put the seats in the sun." "Wash them well and let them dry out." I found lots of opinions and answers and not many verifiable solutions. I decided to experiment with four options: hydrogen peroxide, alcohol, bleach, and a product that removes pet urine scents (thinking it was some kind of enzymatic cleaner – which it was not). Those were the four that came up the most. I segmented one of the seat bottoms into four sections and applied my four treatments, letting them dry. In the end, my family of four each did a 'smell test'. The alcohol was declared the winner.

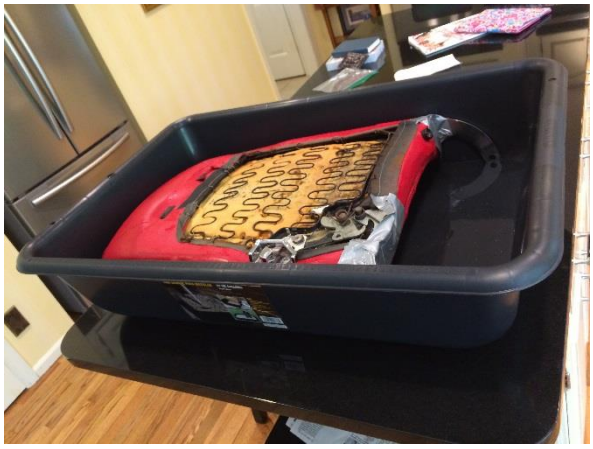
Now, how does one treat the deep recesses of the foam without removing the covers? You saturate it, of course.

The seat bottoms are simple; when turned over they effectively form a bowl. I mixed 100% denatured alcohol 50:50 with water, making two gallons of liquid. I poured that into the seat bottom and let it sit for an hour. When I poured the liquid out of the seat, it was tinted green, obviously bringing at least some of the mold with it. The rest of the alcohol evaporated away over a couple days. After it fully dried the smell was gone. Looking back this makes sense. Alcohol is used to sanitize surfaces, effectively killing any organism it encounters. And for those who wonder, alcohol does not interact with vinyl. I performed a test myself to prove this, creating a small reservoir on the surface of the seat using butyl rope. I let the alcohol remain in contact with the vinyl for an hour. When the alcohol was removed, the surface was not different in any way from the adjoining areas. Will the foam change over time? I don't know. It didn't seem to change in any

way, but we'll have to see. One note of caution, if your seats have been dyed, the alcohol MAY soften or remove the dye. My seats have been dyed on the perimeter, but as I did not rub the surface after exposing it to the alcohol, the finish remained the same. For me it didn't matter anyway as my plan is to eventually restore the original color in these areas.

So, how does one do this with a seat back that is over three feet long? The seat backs also have a slot that extends down the side for the chrome seat mounting hinge "blade." How does one fill a 'bowl' that has a hole in it? Answer: You close the hole and use more liquid. In my haste, I closed the hole with cheap duct tape. If I were to do it again, I'd use a higher quality tape. Regardless, I taped the slot 'closed' to form a large 'bowl' in the back of the seat. I placed the seat back in a tub I bought from the local home supply center; a tub made to mix concrete. It was similar in size to the seat back, just slightly larger. Ideally, it would be best to completely fill the tub, but when I did that math, the quantity of alcohol was higher than I wanted to 'afford' (25 gallons). Instead I used the tub to catch the leaking alcohol. Each back used about six gallons of the 50:50 mix. I chose to NOT reuse the mix from seat to seat, thinking that the alcohol efficacy was falling. I only wanted to do this once. Again, I let the alcohol sit in the seat back for an hour, pouring off the excess at the end. My memory is hazy but as I recall, only about half of the alcohol came out. The rest had to evaporate off.

A couple days later the seats were dry and odor-free. The remnant mixture was returned to the original containers. (I eventually used that material to kill mold that lightly covered my deck. It's an expensive deck cleaner, but less dangerous for my dogs; be careful to let it dry before exposing animals or children – denatured alcohol is poisonous).



Before installing the carpet and seats, I sprayed the underside of the dash (yes, including the gauges) with a light coat of 50:50 alcohol/water mix, wiping it down as best I could. I did that AFTER disconnecting the battery. I didn't reconnect the battery until several weeks later, knowing the alcohol had evaporated. I also used a rag to apply the mix to the entire interior fiberglass surface and all of the vinyl and plastic interior components (front and back). The last step was to do the same with the convertible top.

What an expedition this turned out to be, but the car is now mold free. After sanitizing the seats with eight gallons of water and eight gallons of alcohol, I'm sitting on the originals (and their foam). I got to know the interior of the car VERY well early in our relationship. Probably far too well, given how little we knew each other. But we're rollin'. Oh, and yes, like Tom Bodett, I'm leaving that [incandescent] light on. ☺

Events

a. Tech Session words by Mike Hanley pictures by John Foster / Joe Raine

What a beautiful day to have a NCRS Corvette tech session outside. We had about a dozen members show up for coffee and donuts. Tom Kreyling offered to review his fiberglass repair/restoration on his 67 Corvette. Tom is doing a complete frame off restoration on a big block red/black convertible. Tom showed us his repaired transmission area as well as his in work tail light panel repair. Tom received some positive feedback on his repair process from some club members who have been through this process in the past. We finished the event with lunch at the 54 street grill.

I want to thank Tom Kreyling for the hospitality and all the members who participated in this event, a great time was had by all.

I think Tom's frame storage method is ingenious!

b. Spring Judging Meet by Mike Hanley

St. Louis NCRS Chapter Judging Meet and Picnic
Saturday, April 29, 2017
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: 8:15 A.M. Registration; 8:30 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 **$55.00** * $_____

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 March 30th. Please enclose check with application and mail to ChapterJudging Chair – Mike Hanley.
For questions email mhanley@century.net or call (636) 578- 8889.

Mail to:
Mike Hanley
3508 Post Valley Drive
O'Fallon, Missouri 63368

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: _____

c. Holiday Awards Dinner

Holiday Awards Dinner

Please join us as we celebrate another year of great cars and great friends.

Date: Saturday, January 7, 2017

Time: 6:00 PM – 9:30 PM - Dinner Buffet at 7:00 PM

Location: Spazio Westport
12031 Lackland Road - St. Louis, MO 63146

Cost: $30 per person (Cash Bar)
$10 Children Under 12

Live Music by Brandon Salter

Bring a gift or donation to help Nurses for Newborns

RSVP with lower section & check *payable to NCRS St. Louis Chapter*
no later than December 16

To: Joan Burnett
250 West Highway U
Troy, MO 63379

Name: _____

Adult(s) Attending _____@ $30 = $_____

Children Under 12 _____@ $10 = $_____

d. Lone Star Regional by Joan Burnett

Once again the Texas Chapter did a wonderful job hosting the Lone Star Regional in Frisco, TX. They had a total of 86 cars registered. There were 69 Flight Cars, nine PV's, seven Sportsman and one Duntov Display. Congratulations to St. Louis members, Tom and Alisa Green who took a Top Flight with their Black 67 Coupe with a score 99.9%. Other St. Louis members in attendance were David & Mary Gulley, Mike Hanley, George Williams and myself.

Texas Chapter NCRS
LONE STAR REGIONAL

e. St. Louis NCRS Remaining Calendar

When	What	Where
January 7	**Holiday Awards Dinner**	Spazio Westport

f. NCRS Calendar

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

g. Car Clubs, Shows and Cruises, etc.

National Corvette Museum, Bowling Green, KY

National Council of Corvette Clubs

Corvette Racing

St. Louis and Southern Illinois car shows and cruises

Museum of Transportation car shows

Local car clubs:

Horseless Carriage Club

Boone Trail Corvette Club

Lookingglass Corvette Club

Original Corvette Club of St. Louis

St. Louis Corvette Club

Buy, Sell, Trade

There is nothing to buy, sell or trade 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.

a. New Chapter Shirts Available by John Foster

The new official Chapter short sleeved polo shirts are available! The shirts sport the new Chapter logo embroidered in full color on the light blue polyester polo shirt from our friends Tom and Alisa Green, owners of Key Sports in Rolla, MO. Contact Joan Burnett at 636-462-4401 for your shirt. Joan has a limited number in stock. Shirts are only $30 for all sizes (except 2xl for $32). Currently in inventory are sizes M through 2XL.

Club Information

a. Meeting Minutes by Bill Mulder

Meeting Date: 11/10/16

John Foster – Chair
John opened the meeting at approximately 6:30PM

Joan Burnett – Treasurer noted that the current balance in our account is $6,206.37. She notes she recently paid the $250.00 to the USO for a donation for Thanksgiving. No questions were asked.

Dave Buescher – Events was not present. Annual holiday awards dinner is scheduled for 1/7/17 at the same place as last year which is Spazio's Westport. Cocktails start at 6PM and dinner starts at 7PM. Also, a Nurses for Newborns event will be a gift wrap fundraiser from 10AM to 9PM a Plaza Frontenac on 12/15/16. Contact Joanne Burnett to volunteer.

Mike Hanley – Judging was present and noted he has reserved Mary's Shelter in Love Park, Ballwin, MO for 4/29/17 for the next judging event.

Joe Raine – Editor of Newsletter was not present. He is looking for any technical articles for the quarterly newsletter that is to go out 12/1/16.

Jeff Peters and Greg Simon – Membership were not present. No new members were at the meeting.

Correspondence: None Discussed.

Old Business: None Discussed.

New Business:
Open positions

1) Board Position
2) Secretary
3) Vice Chairman
4) Treasurer
5) Chairman

We will need to have a vote for these positions. John Foster is considering a vote by email as that worked well for the decision to make a donation to the USO. No objection by the attendees.

Joan Burnett recommended we close the meeting and Mike Hanley seconded it. Meeting adjourned at approximately 7:30PM.

b. Region VII Director's Report by Dave Ewan

Region VII Director Report

The last major event of 2016 "the Texas Regional" is finished and what a great event it was! We had over 89 cars and over 220 registrants, there were 21-1967 corvettes. They did guided tours of the cars for the people who paid to see the show which went over very well.

I am also proud to tell you that our transition from the Cincinnati is now complete and it has been running very well. We owe a lot to Marilyn Heitzman, Paul Oslansky and Vinnie Peters for stepped up to the plate and getting the job done. The board is interviewing possible employees to these new positions as we have several applications for all positions except one. Results should be in soon.

At this time the Texas chapter led by Bob Demmel and Gary Chesnut and the National Team, Mark Lincoln, Dave Brigham, John Tidwell and Dave Ewan are putting the final touches on the 2017 National in San Antonio. We will need a lot of members help to do another great job like we did in 2006. We hope all chapters will volunteer to help. The event will be outstanding as there are many great trips planned, inside trailer parking and a brand new convention center which has tons of space. As Bob and Gary say they are going for 100 67's so if you know someone who has a 67 please get them to bring it. The "piece de resistance" of the event will be a private tour of the Alamo and dinner in Alamo Hall on Tue. and Wed. nights, this event will be limited.

Please take note that registration will start Feb 1st and the host hotel will not give out rooms with the NCRS rate till Feb 1st. I will be attending the Florida Regional where we should have an informal board meeting. If you know of someone who should qualify for a president's award to be approved by the board Please let me know.

Thanks

Dave Ewan

VP NCRS

Region II Director

c. Donation to USO Missouri

The Chapter has made a donation of $250 dollars to the USO of Missouri to assist in feeding the thousands of military service members passing through St. Louis International Airport during the Thanksgiving holiday period. The donation was coordinated by Mike Hanley and made through the Boeing Corporation's *Thanksgiving For the Troops* program. Boeing matched donations made through this program and therefore our contribution was doubled.

This was also the first time the Chapter used electronic voting on an issue. The idea was first proposed at the October dinner meeting and was met with unanimous support. Unfortunately there was not a quorum present and therefore the membership could not vote on this or any other issue that evening. As there was a deadline to make a donation to this program in time to receive the Boeing match and there appeared to be broad support, the Chair conducted an electronic board meeting. A motion was made and seconded and in accordance with provisions in the By-Laws that allow for electronic voting, the issue placed before the Chapter membership by email with a voting deadline. Members voted 29-0 in favor.

d. 2016 Club Officers

Chair	John Foster	foster.johnfjr@gmail.com	636-530-9812
Vice-Chair	Mark Kessinger	markek5@gmail.com	314-341-5664
Secretary	Bill Mulder	billMulder123@gmail.com	513-305-8949
Treasurer	Joan Burnett	joanieburnett@gmail.com	636-462-4401
Judging Chair	Mike Hanley	mhanley@centurytel.net	636-625-8480
Events Chair	Dave Buescher	dbuescher1@gmail.com	618-692-0679
Board Member 1st Year	Bill Mulder	billMulder123@gmail.com	513-305-8949
Board Member 2nd Year	Kelly Waite	kswaite@sbcglobal.net	636-284-0500
Board Member 3rd Year	Denny Marshall	dcorvettekid@charter.net	314-458-8019
Newsletter Editor	Joe Raine	j.r.raine@gmail.com	314-799-7513
Membership Co-Chair	Greg Simon	gsimon767@sbcglobal.net	636-262-9911
Membership Co-Chair	Jeff Peters	jeff295@sbcglobal.net	314-809-8343

e. 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 likely 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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