THE LEGEND

A Quarterly Newsletter of the St. Louis Chapter of the National Corvette Restorers Society

Volume 32, Number 4 **4th Quarter 2020**

ST. LOUIS CHAPTER REMAINS ON THE COVID DOWNLOW

PREPARING TO ELECT NEW OFFICERS

Unfortunately, the COVID-19 pandemic continues to rain on our Corvette parade. Most Chapter activities remain cancelled out of cautiousness for the health and safety our members. While we have managed to conduct an outdoor and socially distanced Board Meeting in this quarter, as well as one general membership meeting outdoors at Love Park on September 10th, we had to cancel out fall Chapter Judging Event and at this time, we are postponing our Holiday Awards Dinner until later in 2021.

In the meantime, it is almost time to hold elections for Chapter officers. In December we will elect a new Chair, Vice-Chair, Secretary, Treasurer, and one new Board Member. The incoming Chair will then appoint the Judging Chair, Event Chair, Editor, and Membership Chair. All members in good standing are eligible and invited to be nominated for a position. ***If you are interested in any of the five elected positions, or you would like to nominate someone, please send your name to Randy Howard*** Rhc6427@yahoo.com ***no later than November 30, 2020.***

The election will be held virtually in December in conjunction with the annual dues notice. If you are interested in one of the appointed positions, please let the incoming Chair know as soon as the election results are announced.

NEW IN THIS ISSUE…

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NCRS ST. LOUIS CHAPTER OFFICERS 2020

Chair, Allen Kleinhenz	636-696-9753	ackleinhenz@gmail.com
Vice-Chair, Randy Howard	314-960-7949	rhc6427@yahoo.com
Secretary, Bill Mulder	513-305-8949	billMulder123@gmail.com
Treasurer, Joan Burnett	636-462-4401	joanieburnett@gmail.com
Board Member, Frank Bloemke	314-962-0580	ekmeolb@gmail.com
Board Member, Mike Hanley	636-625-8480	mhanley@centurytel.net
Board Member, Dennis Hardesty	618-344-0021	dhardesty67@gmail.com
Immediate Past Chair, Mark Kessinger	314-341-5664	markek5@gmail.com
Judging, Chair Kelly Waite	636-284-0500	kellywaite@att.net
Events Chair, Dave Buescher	618-692-0679	dbuescher1@gmail.com
Membership Chair, Greg Simon	636-262-9911	gsimon767@sbcglobal.net
Charity Chair, Carol Kleinhenz	636-293-8367	ackleinhenz@gmail.com
Webmaster, Joe Raine	314-799-7513	j.r.raine@gmail.com
Newsletter Editor, John Foster	314-277-2204	foster.johnfjr@gmail.com

FROM THE CHAIR *by Allen Kleinhenz*

As I stated in the last newsletter, I am still not sure when we might hold another monthly meeting and or judging event. There has been no new update from NCRS for the status of future events. The St. Louis area still is listed as a “hot area” so both Carol and I are staying pretty close to home. I know we are all looking for a quick return to our “normal life” but we need to keep members safe.

I did have an emission inspection on my 2004 Corvette for plate renewal and it did not pass. I was told I needed to drive the Corvette so I said I would drive around the block and bring it back in. They said no I needed to go through a cycle and reset all of the little sensors in the car and engine. Apparently my mechanical skills are not as good with these newer cars. So we drove over to Illinois and took it back in and it finally passed. Again, I know I should not complain, I am lucky to have the ability and means to enjoy a newer and older Corvette.

CHAPTER FINANCIAL REPORT *by Joan Burnett*

2020 NCRS St. Louis Chapter Financial Report

Opening Balance, January 1st of reporting year:			**$9,499.88**
INCOME:	**(Gross Income)**		
	Membership Dues		**$515.00**
	May/Oct Judging Meet Cancellation	$160.00	
	Easter Show Cancellation	$150.00	
	Holiday Party 2020	$140.00	
	Total Events Income		**$450.00**
	50/50 drawing for Charity	$85.00	
	Charity Auction	$765.00	
	Interest	$28.52	
	Badges	$20.49	
	Total Other Income		**$899.01**
Total Income:			**$1,864.01**
EXPENSES:			
	2020 Holiday Party	$1,529.67	
	Annual Awards	$211.67	
	PPE Supplies	$60.19	
	St Louis County Park Reservations	$160.00	
	Charity-NFNF & NCRS Foundaation	$1,000.00	
	Memorial Contribution-Jim Augustus	$100.00	
	Easter Show	$150.00	
	Total Event Expenses		**$3,211.53**
	Dues Related Expenses		
	Website/Newsletter Expense	$161.35	
	Badge Expense	$31.46	
	Postage / Paypal / Misc	$55.34	
TOTAL EXPENSES:			**$3,459.68**
Account Balance	**10/31/2020**		**$7,904.21**

Thank You's received for Charity contributions made to Nurses for Newborns and the NCRS Foundation
Thank You received for Memorial contribution made in honor of Jim Augustus

CHAPTER CHARITIES *by Carol Kleinhenz*

Nurses for Newborns this year is doing a more limited gift wrapping at Plaza Frontenac this year. After contacting several members who usually help when we participate each year, we have decided to opt out this year. Several of us felt the exposure to the corona virus was too great a risk.

JUDGING REPORT *by Kelly Waite*

Well…. we were planning to have a Judging Event on November 7th at Jim Trenary Chevrolet… but we ended up cancelling. Very challenging… but better to be safe.

We cancelled due to concerns over the Corona virus. As you know the cases have been climbing quite a bit. We had 4 judges back out for Corona virus concerns or other conflicts. I talked with each of our Board members… for their input… and the consensus was to cancel the event. The last thing we want to do is get somebody sick.

On a side note… we are all hearing more about increases in Corona virus cases. My daughter just tested positive for the Corona virus. Fortunately, her symptoms so far have been pretty mild.

I am sure that we are all looking forward to things getting back to normal. I am optimistic that we can have a Judging Event outside this Spring. Our backlog of cars to be judged includes the following: 1953 Corvette, 1954 Corvette, 1964 Corvette, 1965 Big Block Convertible, and 1972 Corvette all for Flight Judging, and a 1964 Corvette for Concours Judging.

Stay safe!!

HEARTLAND REGIONAL MEET - VOLUNTEERS WANTED

The NCRS Heartland Chapter is hosting the 2021 Heartland Regional Meet, currently scheduled for June 9-12, 2021, at Hawkeye Downs Speedway and Convention Center, in Cedar Rapids, IA.

Successful regional meets are large scale events and require a lot of volunteers, not only from the Host chapter but from among NCRS members attending the event. If you plan to attend the Heartland Regional, and want to get involved and have even more fun, **there are several ways you can volunteer:**

1. You do not need to take a key role if you volunteer --- you can simply volunteer to help *on the days of the event (Tues-Saturday*), helping out one of about 10-12 key event aspect project leaders in a variety of ways. This is a 0-pressure volunteer option.
2. The other option is that you volunteer to be on a key event aspect project team, assisting/supporting that event aspect project leader in their area of focus (Signage, Sponsorship, Registration, etc…). This volunteer option is still low pressure, but you will be helping in some manner from now all the way up to the event.
3. Volunteer for a key aspect of the event and be leader for one aspect of the event. I have quite a few of these already assigned, but there are some open slots we need someone to be a project leader for. I will be working closely with all project leaders, so you are not on your own. But the project leaders definitely have to be focused and responsible.

If you can assist, please reach out to Todd Gifford, Chairman of the Heartland Chapter. His email address is **tgifford@dee-inc.com**

MINUTES OF SPECIAL CHAPTER BOARD MEETING *by Secretary Bill Mulder*

A Chapter Board Meeting was called to discuss Chapter activities and business during the COVID-19 pandemic. Allen provided adequate advance written notice of the Board Meeting to all board members. The meeting was held at Love Park in Manchester, MO. And all members present followed social distancing guidelines as prescribed by the CDC and the NCRS.

National Corvette Association St. Louis Chapter Board Meeting Minutes
Date: 9.17.20 Starting at 5:30PM
Location: Love Park, Ballwin Missouri
Attendees:

Position	Name	Present
Chair	Allen Kleinhenz	Y
Vice Chair	Randy Howard	Y
Secretary	Bill Mulder	Y
Treasurer	Joan Burnett	Y
Immediate Past Chair	Mark Kessinger	N
Events Chair	Dave Buescher	N
Membership Chair	Greg Simon	Y
Charity Chair	Carol Kleinhenz	Y
Newsletter Editor	John Foster	Y
Judging Chair	Kelly Waite	Y
Board Member	Frank Bloemke	Y
Board Member	Mike Hanley	Y
Board Member	Dennis Hardesty	Y

Miscellaneous:
Due to COVID-19 we have had no chapter meetings since March and one board meeting (held 7/19) at Love Park. Allen provided timely advance written notice of the 9/17/20 Board Meeting to all board members.

Treasurer Reports:
Joan notes we have in the bank $8,141.78. No immediate expenses.
The contributions that were approved during the 7/19/20 Board meeting of $500 to the NCRS Foundation and $500 to Nurses for Newborns. In addition, the annual State Filing was completed at a cost of $10.50.

Chapter Meetings and Judging Events:
Judging. Following discussion on rescheduling a Chapter Judging Event, a motion was made by Joan Burnett to make an inquiry of holding an indoor judged event on Saturday, Nov 7 which motion was seconded by Greg Simon and unanimously approved. It was decided to determine a location by having Kelly Waite call St. Louis Car Museum and Mike Hanley check with Jim Ternary Chevrolet starting at 9AM for likely 3 cars. Kelly is also to confirm with the owners that they would be willing to

Chapter Board Meeting continued…

bring their cars. Kelly will also contact chapter members as to their willingness to be judges following the then current NCRS COVID-19 rules. If the event is held, each person would bring their own food, drinks and chair.

Chapter Events.
Following discussion on the possibility and logistics of holding a Chapter meeting, a motion was made by Joan Burnett to hold a Chapter Meeting on October 10 at Love Park in Ballwin, MO which motion was seconded by Kelly Waite and the motion was unanimously approved. Kelly Waite will reserve the shelter at Love Park in Ballwin, MO for a chapter meeting on 10/10/20 starting at 11AM. Bring your own food, drinks and chair. The board discussed and tentatively decided for this event that JJ's Restaurant may be too small of a venue to have social distancing (depending on the number of attendees). Love Park is outdoors and more space for our first COVID era chapter meeting.

Holiday party was discussed:
Discussion took place regarding the possibility of a holiday/awards dinner. At this time, we will not book any reservations at any location. Spazios restaurant which is the site of prior events is open and taking reservations but once made, the financial commitment cannot be reversed.

Nominations of 2021 officers was discussed:
There are 4 officer (chair, vice-chair, treasurer and secretary) and one board (Mike Hanley) positions which will come for election for 2021 and we will continue to have a vote by email. Per the By-Laws the Vice Chair is responsible for the Nomination and election process. Mike is willing to re-run for his board position. The Chair position is open and neither Randy nor Allen wish the position. Kelly recommended Joan as the Chair. The Vice-Chair position will also be open and Kelly recommended Bill. It was decided to obtain input from the members at the October member meeting and also send an email to all members to encourage more participation and nominations.

Website was discussed:
Allen expressed his desire to revamp the Chapter website before his term of office ends. He would like some support from Joe Raine in making changes. John Foster has investigated options to potentially upgrade our current website by taking both an HTML (current operating system) and Word Press class. John, Allen and Joan will investigate costs to move from our current system of HTML to WordPress which is the more modern and easy method of creating and updating websites. The committee will come back to the board with a proposal.

Charitable Events:
Charities need assistance as much if not more than businesses. Carol will keep us updated but there is no need for cleaning at Nurses For Newborns this year as we have in the past as they are moving to a new location. As to the gift wrap profit maker at Plaza Frontenac which is held each fall, it is still up in the air and Carol will keep us updated.

1966 CORVETTE, BOUGHT WHILE SERVING IN VIETNAM

By George Williams 18607 and Ben Buchanan 65011

I am a NCRS 400 level judge, travel to many Meets and most people call me Dr. George. I have loved all corvettes since I saw my first one which was a 1953 on display back in 1953. What excitement I felt. I didn't like the six-cylinder truck engine in it but we had not met the Chevy V-eight-cylinder engine yet, either. I wanted one!! Well the good news is I am retired now and, for the most part, do what I want and I have owned 18 different corvettes in my career including purchasing six of them new. Presently I own four Vettes. The bad news is I'm old. Many of you can relate to old… I am an example of what Roy Signor meant in his statement, "I came for the corvettes, but stayed for the people". Ben Buchanan of Saint Albans, MO is one of the outstanding people I have met. Also, I met his unique 1966 Vette.

Recently at a St. Louis Chapter Meet while judging C2's, the chapter judging chair, Mike Hanley, came up to me and said, "Dr. George, "you got to see the 1966 roadster on the end." What is special about it I asked? Mike said the car is all original and the owner bought it new and he is "new blood". All NCRS judges know "new blood" means the car owner has never attended any NCRS meet or has never had their car judged. Wow, I thought, I can relate to that because I bought a new 1966 Sting Ray off the showroom floor when I got out of the Army. I wish I still had it today. Another thought many of you can relate too! So, here is the deal, the owner bought the car new in '66, still has it and it has never been judged until today. Wow, I got to meet this guy I thought.

I walk up to the car, look it over and introduce myself to the owner, Ben Buchanan. I presented myself with my best "judge behavior" because this was Ben's first judging meet and judges should make owners feel welcome and comfortable during the judging process. As I often say, "If you can't learn from a judge, what good is he." Ben smiled, said hi and handed me the requested judging sheet. I started the conversation with a couple of "comfort questions" like how long have you owned this car and have you ever had it judged before?

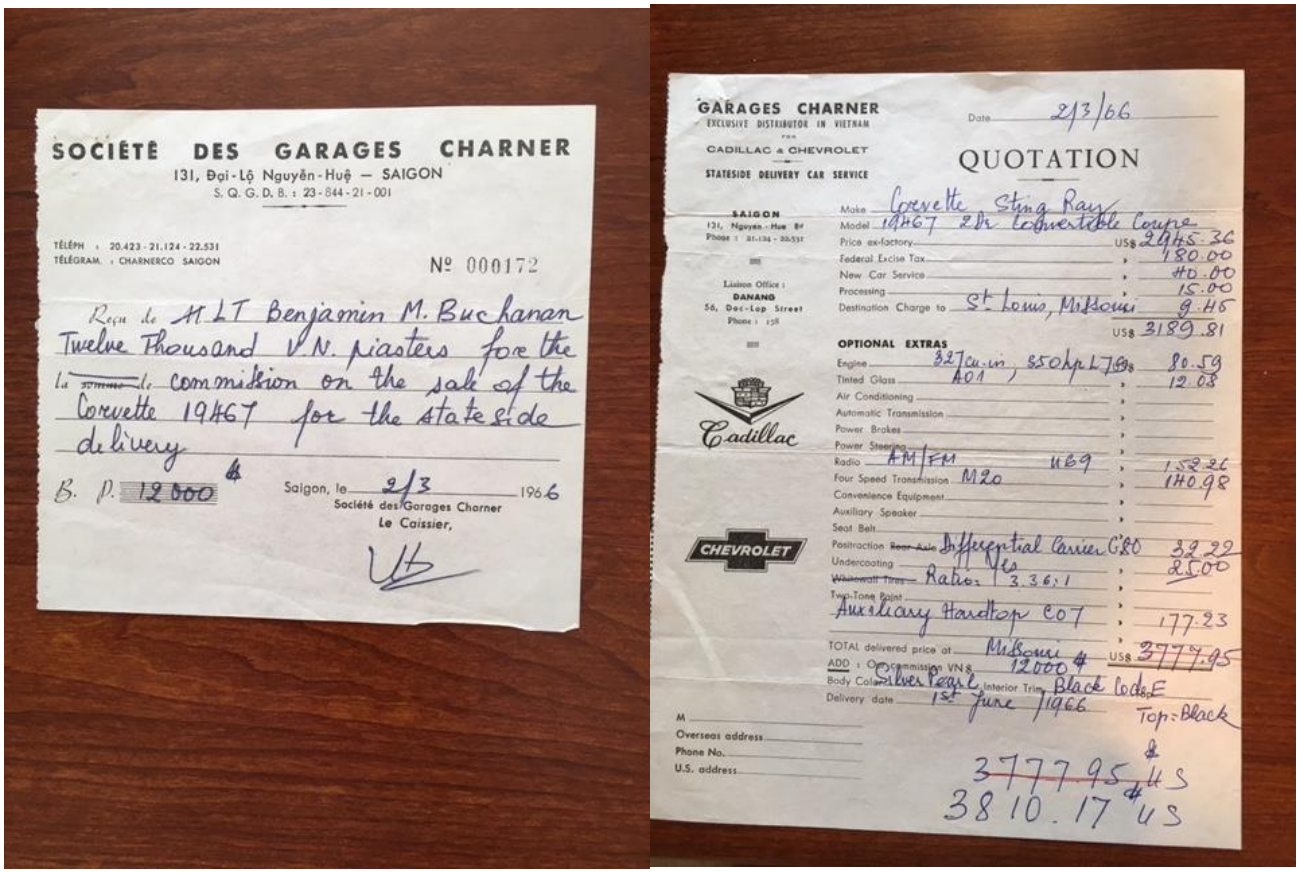
Ben posing with 1966 Sting Ray he bought while serving in Vietnam as a 2nd Lieutenant with the First Infantry Division 1stBn. 18thInf. in the Bien Hoa area of South Vietnam.

While we chatted I noticed that the car had a Purple Heart license plate. I asked Ben where did you get the Purple Heart. He said in Vietnam. Ben told me he was a "butter bar" (that is a 2nd Lieutenant to military personal) in the First Infantry Division in the area of Bien Hoa South Vietnam. I said the 1st Inf. Div. got their ass kicked in Vietnam. Ben replied we kicked some ass there too. That is when I knew he was one of me!!

Bought While Serving in Vietnam, continued…

Pictures of Ben Buchanan's 1966 Corvette Sting Ray he ordered in Saigon, South Vietnam. Missouri plate RVN-66 stands for Purple Heart earned in the Republic of Vietnam.

As I judged the car Ben showed me file data and paperwork showing the '66 Corvette was ordered/purchased in Saigon South Vietnam in 1965. It was delivered to his dealer in Saint Louis when he got home in June, 1966. Wow, and I didn't know there as a corvette dealer in Saigon, South Vietnam.



SOCIÉTÉ DES GARAGES CHARNER
131, Đại-Lộ Nguyễn-Huệ — SAIGON
S. Q. G. D. B. : 23-844-21-001

TÉLÉPH : 20.423 - 21.124 - 22.531
TÉLÉGRAM. : CHARNERCO SAIGON

Nº 000172

Reçu de M LT Benjamin M. Buchanan Twelve Thousand V.N. piasters for the la ~~somme~~ le commission on the sale of the Corvette 1967 for the stateside delivery

B. P. 12 000 $

Saigon, le 2/3 1966
Société des Garages Charner
Le Caissier,

GARAGES CHARNER
EXCLUSIVE DISTRIBUTOR IN VIETNAM FOR CADILLAC & CHEVROLET
STATESIDE DELIVERY CAR SERVICE

SAIGON
131, Nguyen-Hue Bd
Phone : 21-134 - 20-531

Liaison Office :
DANANG
56, Doc-Lap Street
Phone : 138

Date 2/3/66

QUOTATION

Make Corvette Sting Ray
Model 1967 2dr Convertible Coupe
Price ex-factory US$ 2945.36
Federal Excise Tax 180.00
New Car Service 40.00
Processing 15.00
Destination Charge to St. Louis, Missouri 9.46
US$ 3189.81

OPTIONAL EXTRAS
Engine 327 cu.in, 350hp L79 US$ 80.59
Tinted Glass A01 12.08
Air Conditioning
Automatic Transmission
Power Brakes
Power Steering
Radio AM/FM U69 152.26
Four Speed Transmission M20 110.98
Convenience Equipment
Auxiliary Speaker
Seat Belt
Positraction Rear Axle Differential Carrier G80 32.22
Undercoating Yes 25.00
Whitewall Tires Ratio: 3.36:1
Two-Tone Paint
Auxiliary Hardtop C07 177.23
TOTAL delivered price at Missouri US$ 3774.95
ADD : Our commission VN$ 12000 $
Body Color Silver Pearl Interior Trim Black Code E
Delivery date 1st June 1966 Top: Black

M
Overseas address
Phone No.
U.S. address

3777.95 $ US
3810.17 $ US

Copies of Bens work order in native language and price quote in good ole English.

Bought While Serving in Vietnam, continued…

At this point I feel the need to mix a little "war story" into this judging article. I inquired as to how Ben was able to order the '66 in Saigon as I did not know Chevy had a dealer in Vietnam and the original order form was printed in "Charlie-in-ese", copy enclosed. I found that the system of events were as follows:

Ben told me that "*In 1965, I was a 23-year-old 2nd Lieutenant just out of Officers Candidate School, with the US Army's First Infantry Division, 1st Battalion 18th Infantry, near Bien Hoa, South Vietnam. One day in the fall of that year, I was assigned responsibility for an armed truck convoy from our base camp to Saigon to pick up supplies*."

A likely serrano would be like this. Ben's Battalion CO (Commanding Officer), likely a Lt. Colonel told Ben's Infantry Captain that he needed a "butter bar" to volunteer to lead an armed truck convey to Saigon to pick up supplies for Battalion (remember they are expendable because many 2nd "lieues" died in Vietnam). After he was volunteered, Lt. Ben likely replied, "Yes sir, my schedule is such I can carry out that assignment, saluted and went to the Motor Pool to check out the necessary duce and a half (2 ½ ton trucks) and other vehicles for the trip. He also got some grunts to ride shotgun on the road to Saigon. (Remember you never volunteer for an assignment, but some time you get volunteered…little humor here). Ben and his armed convoy got on the road from Bien Hoa which is on the bank of the Doug Nai River to travel the 19 miles into Saigon; hopping the bad guys would be on "break time" and all would go well on this venture to Saigon. Making it to Saigon, Ben got his supply trucks loaded for the 19 mike trip back to Battalion HQ.

Ben stated that, "*By time the trucks were loaded, it was late afternoon and too risky to travel back to base camp after dark so we spent the night in Saigon. After spending 3-4 months in the "boonies" this was a real treat! As I wandered around the streets of this French-influenced city that evening, I saw a familiar sight, a "bowtie"! There at 131 Nguyen Hue was not only the Chevrolet logo on the front of the building, but the Cadillac logo as well. Also, there was a white Cadillac in the showroom. The business was the French-owned Societe des Garages Charner, a GM Foreign Distributor. I went inside and inquired about the possibility of ordering a Corvette for stateside delivery. They replied that was possible. Right then the wheels started turning*."

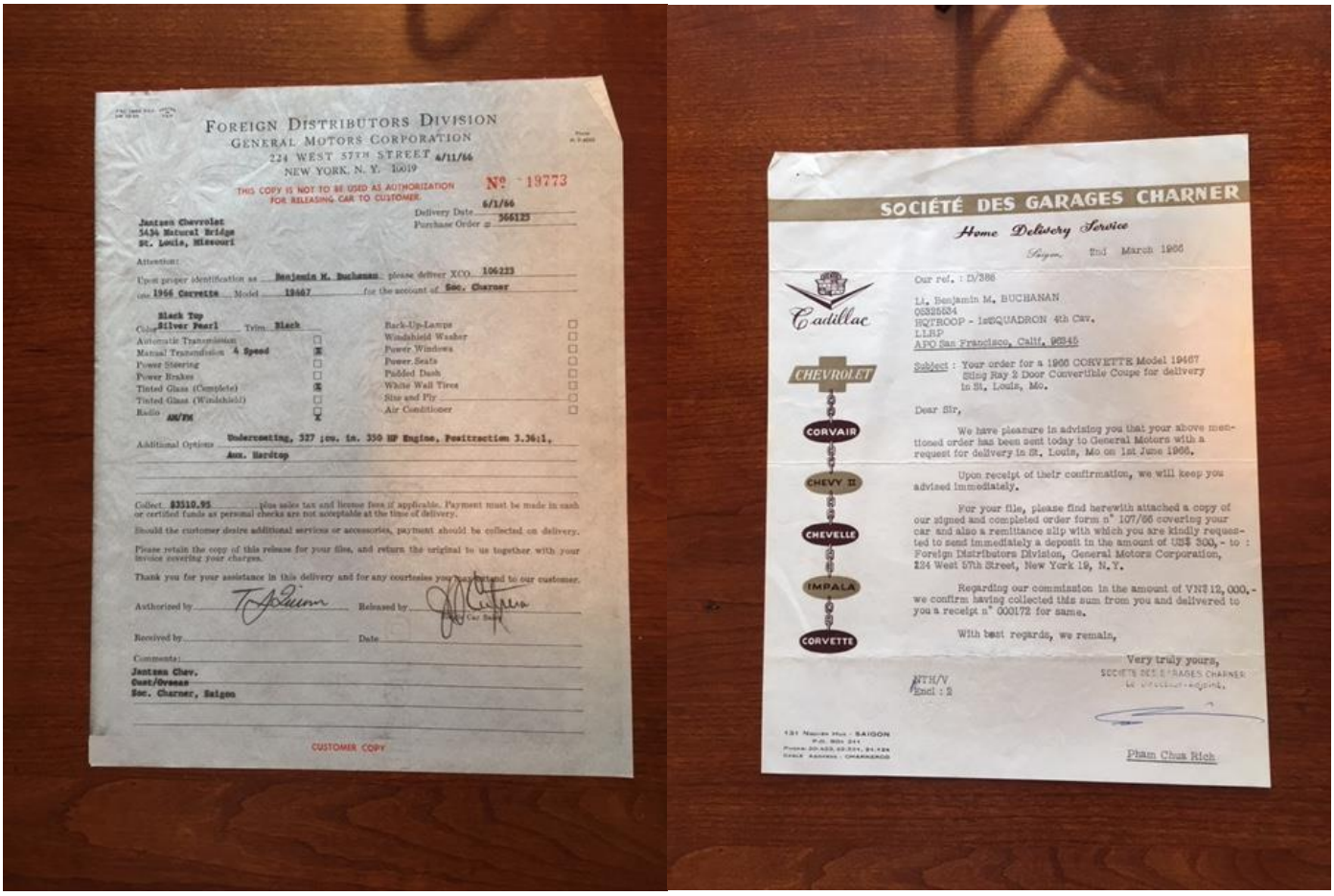
Ben adds… Like most of you who read this, I have had a love affair with Corvettes since my teenage years. A customer on my morning paper route had a '55 or '56 in their carport and every morning I would admire that car. My high school friend's parents had a black '57 fuelie (totaled in 1958) and then a 59 fuelie, both of which I had driven on a number of occasions. But in my wildest dreams I never thought of owning one

A 2nd Lieutenant's pay in 1965 was around $300 per month. Combat pay was $110. Since June of that year almost all of that pay was being sent to my savings account in my hometown of Oil City, PA. By fall of 1965 I had about $2000 in that account so I was thinking I might be able to buy a Corvette. Only problem was, as a Rifle Platoon Leader, I was usually out on Operations and couldn't get back to Saigon to get pricing, literature, etc. So my Dad stepped in to help. He was always a "Chevy guy", a former mechanic who loved kicking tires and was excited to assist. He priced Corvettes in the area and mailed me all of the sales and pricing information. The price of a Corvette in that area of PA was about $5100 depending on options."

In early 1966 I explained to my Company Commander what I was doing and asked for a day off between operations. On February 3, 1966, armed with the pricing information and literature I caught a morning helicopter ride to Saigon.

Bought While Serving in Vietnam, continued…

As I walked into the dealership, I was greeted by a Vietnamese guy, (dressed in a business suit) who seated me at a small table and said a sales representative would be there shortly. Like my previous visit to this dealership, they were not the least bit concerned that I had a loaded M16 on my lap and a holstered .45 on my hip. When the sales rep appeared, I was very concerned! She was a young Vietnamese girl dressed in the traditional, formal "ao dai" female dress. My first thought was regarding color preference. I told her that I wanted Glen Green. Without notes, she told me that Glen Green was a 1965 color and not available in 1966. (all the literature I had from the states was 1965) I then told her that I wanted a 327/350. Again, without notes she wrote L79 on the Quotation Form. (Copy attached) And so on right through all the options I ordered. She never referred to any paper work!! Turned out she knew more about corvettes that I did!



FOREIGN DISTRIBUTORS DIVISION
GENERAL MOTORS CORPORATION
224 WEST 57TH STREET 4/11/66
NEW YORK, N. Y. 10019

THIS COPY IS NOT TO BE USED AS AUTHORIZATION FOR RELEASING CAR TO CUSTOMER.

Nº 19773

Delivery Date 6/1/66
Purchase Order # 366125

Jantzen Chevrolet
5434 Natural Bridge
St. Louis, Missouri

Attention:

Upon proper identification as Benjamin M. Buchanan please deliver XCO 106223
one 1966 Corvette Model 19467 for the account of Soc. Charner

Color: Black Top / Silver Pearl Trim: Black

Automatic Transmission		Back-Up-Lamps	
Manual Transmission 4 Speed	X	Windshield Washer	
Power Steering		Power Windows	
Power Brakes		Power Seats	
Tinted Glass (Complete)	X	Padded Dash	
Tinted Glass (Windshield)		White Wall Tires	
Radio AM/FM	X	Size and Ply	
		Air Conditioner	

Additional Options Undercoating, 327 cu. in. 350 HP Engine, Positraction 3.36:1, Aux. Hardtop

Collect $3510.95 plus sales tax and license fees if applicable. Payment must be made in cash or certified funds as personal checks are not acceptable at the time of delivery.

Should the customer desire additional services or accessories, payment should be collected on delivery.

Please retain the copy of this release for your files, and return the original to us together with your invoice covering your charges.

Thank you for your assistance in this delivery and for any courtesies you may extend to our customer.

Authorized by T. Quinn Released by J. Cutler (Car Shop)

Received by Date

Comments:
Jantzen Chev.
Cust/Orders
Soc. Charner, Saigon

CUSTOMER COPY

SOCIÉTÉ DES GARAGES CHARNER
Home Delivery Service
Saigon, 2nd March 1966

Cadillac
CHEVROLET
CORVAIR
CHEVY II
CHEVELLE
IMPALA
CORVETTE

Our ref. : D/386

Lt. Benjamin M. BUCHANAN
05325534
HQTROOP - 1stSQUADRON 4th Cav.
LLSP
APO San Francisco, Calif. 96345

Subject : Your order for a 1966 CORVETTE Model 19467
Sting Ray 2 Door Convertible Coupe for delivery
in St. Louis, Mo.

Dear Sir,

We have pleasure in advising you that your above mentioned order has been sent today to General Motors with a request for delivery in St. Louis, Mo on 1st June 1966.

Upon receipt of their confirmation, we will keep you advised immediately.

For your file, please find herewith attached a copy of our signed and completed order form nº 107/66 covering your car and also a remittance slip with which you are kindly requested to send immediately a deposit in the amount of US$ 300,- to : Foreign Distributors Division, General Motors Corporation, 224 West 57th Street, New York 19, N.Y.

Regarding our commission in the amount of VN$ 12,000,- we confirm having collected this sum from you and delivered to you a receipt nº 000172 for same.

With best regards, we remain,

Very truly yours,
SOCIETE DES GARAGES CHARNER

NTH/V
Encl : 2

131 Nguyen Hue - SAIGON
P.O. Box 241
Phone 20.453, 20.454, 21.125
Cable Address : CHARNERCO

Pham Chua Rich

Copies of invoice papers for delivery of Ben's corvette to St. Louis, MO

The price for that Corvette was $3,810.17 in US dollars. I left a deposit of Vietnam 12,000 piasters which is $300 US dollars with Garages Charner. (copy included) In March General Motors sent me a confirmation of the order."

Bought While Serving in Vietnam, continued…

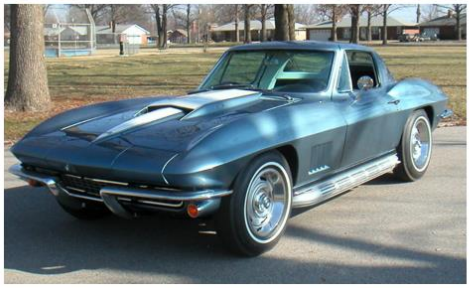
Ben returned from Vietnam and in July 1966 he picked up his new Vette at Jantzen Chevrolet on Natural Bridge Avenue in St. Louis, across the street from the St. Louis Corvette assembly plant. It was his only car through 1968.

Since then it was garaged and driven for pleasure only. Today it is almost entirely original (i.e., paint, convertible top, hard top, spare tire, etc.). During the St. Louis Chapter NCRS judging meet at Love Park it was judged for the first time and it received a Top Flight award. It had some issues that can be corrected such as the right headlight moves slow, and the windshield washer and clock don't work.

There you go, "It earned a Top Flight the first time judged after almost 53 years; it don't get any better than that; you da man," said Dr. George.

In summary, Ben is very proud and fortunate to keep the car as the original owner. George is honored and pleased to judge this very unique time capsule. We hope you enjoyed this "war story corvette" from Vietnam as much as we did living it.

DO YOU KNOW THIS CAR? By Chet Brabin



Do you know this car?

This 1967 Corvette was order by Rauscher Chevrolet in Kirkwood, MO and delivered to the dealership in Nov/Dec 1966.

It is a Lynndale Blue, 427, 4-speed coupe with white interior that was did not have the side pipes when ordered (note the vintage photo).

It appears to have been held by the dealership (perhaps driven by a member of the Rauscher family) for 2 years until it was first titled in November 1968 by Motor City Motors, a used car lot in Kansas City, MO.

I have all the owners from 1968 onward, and am seeking the original owner which I believe was the dealership (since it was not titled until 1968 by Motor City Motors).

If you have any information that may help me, please call 281.928.1427 or email me: c_babin@yahoo.com

I appreciate your help!
Chet Babin

THE BODY DROP FOR MY '67 BIG BLOCK by Tom Kreyling

To say the least 2020 has been a very unusual year for us. We didn't get to go on our usual winter retreat to the south for warmer winter weather due to medical issues. So, I took the spare time that I could fit in to work on my ongoing 67 roadster restoration with a goal of being able to drive it by the end of summer.

Well, I got all excited when we had some nice weather predicted for the beginning of March. On March 7th I had a great group of St Louis NCRS members and family gather at my house to assist/observe the planned body drop. It didn't take long to have the rug pulled out from under my grand plan. Once a group of our much more experienced members started looking at my progress, they started questioning why several things that should have been already finished were not, and how was I going to do those things, I was convinced that I had jumped the gun and was not ready. However, I did get a lot of great information and a list that my daughter Laurie made for me, and a fantastic wealth of knowledge. Wow, thanks to all that were there that day.

Well loaded with this great bank of knowledge, we left two days later for spring break in Port Aransas, Texas with our daughter and her family from San Antonio. A week to relax and enjoy the beach. In the middle of that week COVID hit the fan! We finished our week and flew back home and made it without getting COVID. I began working the things on the list and slow progress on the car was being made. Then a family emergency took us out of town for a month and a half. Then they came to stay with us until mid-October. Somehow, I managed to get that list from March finished, and on very short notice, I was excited to get a small group together on October 10th to finally put the body back on my 67 Corvette. It took about two or so hours including bolting and final shimming.

I owe special big thanks to Dave Buescher, Dennis Hardesty, and Bill Naeger. They were there when I had questions or problems. They made it possible to get there on such short notice. There was a total of 6-chapter members and five family members. This was early on the Saturday that the chapter had their informal gathering at Love park.

While there is still a lot of work left to finish the car, I can start it now and hear it run. My new deferred goal is now for mostly complete in 2021. *Go away COVID and other time-consuming problems*.

The Body Drop for My '67 Big Block, continued…

Muncie Four Speed Shifter Mash-Up

by Tom Dingman NCRS 4889

"A mixture or fusion of disparate elements."

One afternoon long ago, I was invited to drive a fairly new 1969 Corvette along the Erie Canal in Medina, NY. Since then, I have known that the '69 four speed "Muncie shifter" had a taller handle and thus a higher knob. The very similar, but shorter, shifters were introduced prior in the 1964 Corvettes. Those were used until the end of 1967 model production.

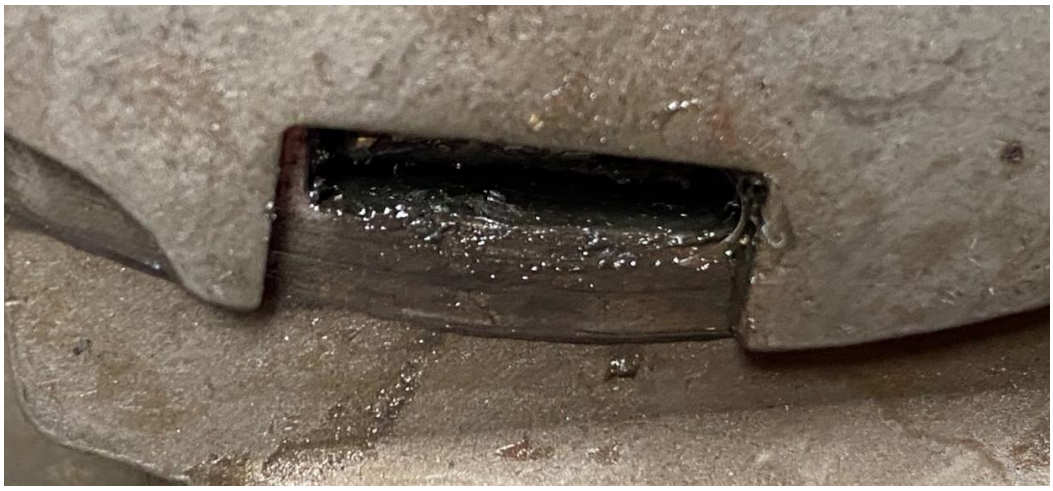
While a great improvement over the frail four speed shifters used before 1964, a huge number of both types were swapped out. By far, the favorite replacement came from the Hurst company in Bucks County, Pennsylvania. About half of all the Corvettes I have owned or worked on came to me with Hurst shifters. Hurst shifters are like a new deck of cards: Tightly packed together and slick.

While working on the "last project Corvette", a 1965 coupe, I had been looking at a to do list for things that are best done prior to putting the body back on the frame. Installation of an original style shifter for the Muncie four speed was on my list. I found a fairly nice C3 shifter already assembled and proceeded to move the three "at the transmission" levers and rods to a more correct 1967 shifter that I already owned. I retained the C3 linkage because it had properly slotted levers.

Here's why: *On the transmission, I wanted the later style side-cover levers which bolt on with 3/8" – 16 bolts. The '65 side cover has been modified to include the later, more durable, shifter shafts. They have 3/8" bolt holes instead of studs, either 5/16", or 3/8" with flats. Also, the side cover now has the later pivot pin (with a head). That stops the pin from falling into the transmission.*

Here's what the shifter and rods looked like when I first installed them. Note the "short shift" position of the rods on the transmission levers. This is not the position you want if you plan to do NCRS Performance Verification (PV) with your Corvette. Placing the rod ends in the upper holes (on the levers) results in longer shift handle movement, which was the original factory placement.

Muncie Four Speed Shifter Mash-Up, continued…

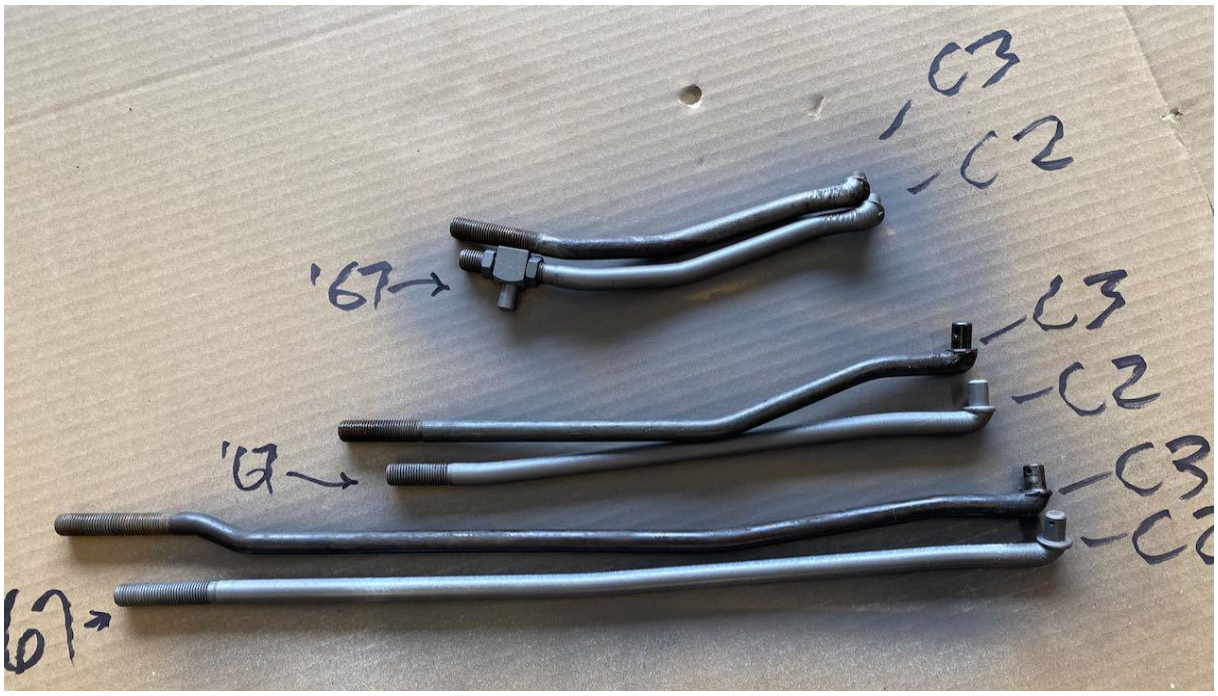


There is an alignment slot that runs through this shifter from the left side, just under the bottom of the shifter handle. This allows you to insert a thin alignment tool and line up the three shifter arms that push and pull the rods.

No matter how "short" I made the adjustment to the rods I had selected (C3), I could not get the alignment tool to correctly line up the arms. After some evaluation time, I found that C3 shifters were not only taller, but they had slightly longer rods. If I ever knew this before, I forgot. I cannot tell you how many years since driving that '69, and now in 2020 I am finally learning this! A Chevrolet change in the 1968 Corvette mounting bracket moved the shifter back (to the rear) just a bit.

So, the rods you see in the first photo got returned to the C3 shifter handle and mechanism they came with. I then recovered the rods that came with the 1967 shifter.

Here's a photo comparison of all three rods that came with the 1967 shifter (1&2, 3&4 and reverse). As you can see, they are shorter than the C3 rods.



Muncie Four Speed Shifter Mash-Up, continued…

At this point, you might say this is a “wrap”, but I want to include just a couple of other points. Please read on.

If planning to use the “short shift” position on the transmission levers, like I mentioned under the first photo, you might find the 1967 version of the longest rod to be “too straight”.

Compare this service replacement rod (black finish) with the rod that came with the 1967 shifter. See my footnotes for more on that black finish.

I think I probably would experience a rattle had I installed the 1967 rod in the short shift position, as shown above. It would work fine in the “long shift” positions, but I selected the black service replacement rod because the curvature it offered.

The service replacement rod did a better job of bending around the other rod and lever.

Muncie Four Speed Shifter Mash-Up, continued…

Footnotes:

1. Hurst and Campbell had an auto repair shop in PA. Their first venture into aftermarket parts production was a bumper for the VW bus. (Wikipedia)
2. The 1967 shifter and rods came to me from a good friend in Allentown, PA. His description of the assembly "from a '67 Corvette with very few miles". I believe the owner switched to a Hurst shifter.
3. Looking back to the 1981 parts book (4 speed group 4.035), I found the part numbers for the three 64-67 rods sold for service. For 1968-1973, the longer three rods were serviced with different part numbers. I also found the 1966-1967 shifter bracket in group 4.010. Number 3888263 is for '66 and '67 only. (Remember the parts books had a three-speed section, separate from the four speed parts. Don't look for these rods in the three speed section, if you have such a book.)
4. The black service replacement rod came with a heavy coating of black paint, probably from dipping it. I had to drill the paint out of the hole for the 3749084 retaining clip. I also had to use a 7/16"NF20 die to clean the paint from the threads on the other end. Not a bad idea for each of the rods involved.

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EDITOR'S NOTE ABOUT ARTICLES

The St. Louis Chapter is always seeking articles for *The Legend*. As you can see from the articles above, we welcome all types of articles, from great stories about Corvettes and their owners to technical articles that share your experience and insight.

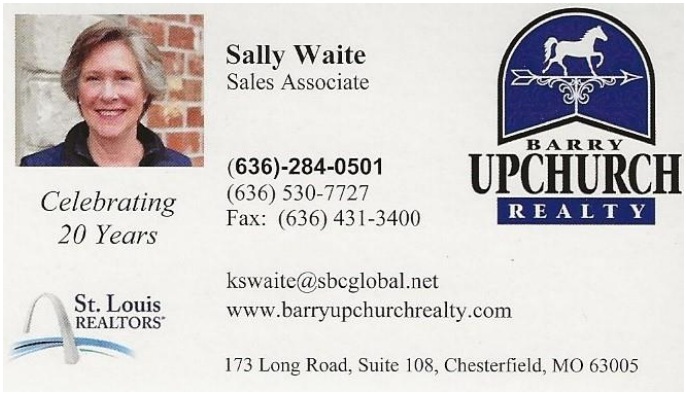
Articles need not be long and photographs definitely are worth a thousand words. I am always willing to assist you in assembling the material or editing your draft.

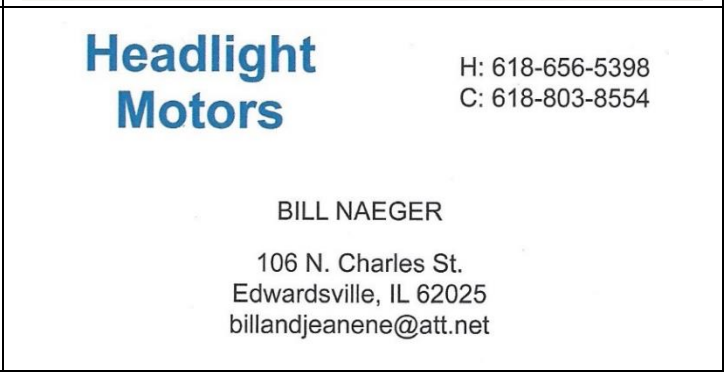
Have you ever wondered where the articles in *The Restorer* Magazine come from? Every issue of The Legend is shared with the newsletter editors of every NCRS Chapter, as well as the Executive Board of the NCRS. Vinnie Peters, Editor of *The Restorer* reads every Chapter newsletter and when he sees and article that he believes must be shared with the entire NCRS membership, he seeks permission to reprint the article in a future issue of *The Restorer*.

So… while you have a great Corvette story to share, or you are laboring over a restoration project, large or small, make some notes and snap some photographs. Your story is probably interesting to others and that project you are working on might just be one that members need help with.

CLASSIFIED by Our Members

Chapter members are invited to place classified ads at no cost. Advertisements may be a description of vehicles or parts wanted or for sale, information wanted, services offered, or a business card. The NCRS St. Louis Chapter reserves the right to refuse advertisements deemed to be inappropriate, offensive, or inflammatory.





For Sale
NOS Transistor Ignition parts
T I magnet p/n 1960779 NOS new in unopened GM box $325 each, 2 available
TI Pole Piece p/n 1967928 NOS new in unopened box $150 each, 2 available
TI amplifier box, USED, tested good $225 each 3 available
63 to 67 Exhaust tips NOS in the GM box $175 for the pair
Call or text Dave Buescher 618-772-8641

For Sale
Restored 1965 1966 Corvette Telescopic steering column.
Includes new turn signal switch and lever, new chrome lock ring and horn button.
Also includes steering wheel hub. $1650 outright, may consider other columns on trade-in.
Call or text Dave Buescher 618-772-8641

Classifieds continued…

Wanted
1963 to 1967 convertible folding top frame. Any condition considered.
Call or text Dave Buescher 618-772-8641

For Sale
GM 3796355 Nose Emblem with Crossed Flags in a chrome ring. 1962 Only – New GM NOS Part in GM box. $50 (Reproductions are $85.)
1966 Hubcaps, NOS and Nice Used versions. Price: TBD.
1966-1967 NOS Grille. Price: TBD
1965-1966 Black Steel wheels – Various Dates. Priced from $160 each (for the ones dated after 1966).
Paragon number 1678K PCV hose kit – Spring Clamps have round tabs for safety. $4.00 ($13 List)
Several 1967 Rally wheel trim rings. Original style holding clips, but every single one has some form of blemish or pimple. Price TBD
Four New 1968-1982 Rally Wheel trim rings. These look like the service replacements (many more than just four clips) OR Paragon 2367 *. Sale Price $40 each. (* Reproductions are $140 each.)
1965 -1966 Corvette Std. Plastic Steering wheel. A good candidate for conversion to teakwood. Price: $40.
1962 - 1967 327 Engines or partial engines. Only the ’62 is from a Corvette, with VIN and HP stampings. $555 for all.
EMAIL OR CALL Tom Dingman Midvette@mac.com or (810) 338 0307 mobile

For Sale
Just in time for winter –
2014 Jeep Grand Cherokee Overland 4-Wheel Drive, Granite Gray Metallic with black leather interior, 3.6L V6, 8 Speed Auto, 20-inch Aluminum wheels with Michelin tires – new rears/good fronts, Overall good condition 128k miles. $13,000
Call or text John Foster 314-277-2204

EDITOR'S FINE PRINT

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