

## THE VIEW FROM THE CHAIR by John Foster

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<http://www.stlouisncrs.org/>

The holidays are upon us and it is that time of year when our attentions turn to the things that are most important to us, family, friends, faith and food! It has been a busy year for the NCRS St. Louis family and we have one more Chapter event you can share with your Corvette friends.

On December 1 we will once again celebrate the holiday season at the Grappa Grill with our Nurses for Newborns Christmas Party. Connie Myers has put together a great dinner event that will be dedicated to our chapter charity. Please bring a gift for the newborns that our charity cares for. The nurses are again in need of diapers, blankets and infant clothing. And I might add that a check is always an easy gift to wrap. We are also planning to raffle some items with the proceeds of course going to the charity along with our usual 50/50 drawing. Please RSVP Connie Myers by November 27 to let her know how many will be attending. If you have a collectable or other contribution for the raffle, please contact me.

Due to the busy holiday season, our regularly scheduled December 13th meeting has been canceled. We will meet again at Ozzie's on January 10th.

Joan Burnett, with the help of a lot of Chapter members, has been busy planning the 2008 National Convention which hopefully you know will be held at the St Charles Convention Center, July 21-24, 2008. We will need everyone to step up and take on roles in the event. The national road tours will roll into St. Charles on Sunday afternoon, July 20 after merging on Rolla on Saturday night. We will take a group out to Rolla Saturday to register road tour participants. If you have not already volunteered to help out, get in touch with Joan or Kelly Waite. Members of the Kansas City chapter are already involved and working hard on their assignments. Convention registration information will be available in the January/February issue of the Driveline.

Thanks for a great year of road and garage tours, judging meets and dinners with friends. Our membership is at an all time high and the participation in chapter events has been fantastic. I'm already looking forward to an even more exciting 2008.

### Articles

#### THE NCRS SPORTSMAN

By John Foster

I was cruising around with my best buddy on a Saturday afternoon in February of 1972 when, on a whim, I wheeled my 1970 Mach 1 into Johnny Londoff Chevrolet in Florissant to look at the latest bow tie offerings. I might have been driving a really hot "blue oval" pony car, but I was working for Chevrolet at the time and making a decent living for a 20 year old kid. While checking out the Corvette on display in the showroom we were approached by a salesman,

Fred Darby, and shortly I was working a deal to trade my beautiful blue Mustang for an Elkhart Green Corvette coupe with those really cool "t-tops."

Fast forward to 1998 and I'm wheeling around on the internet, looking for a "hobby car." Being a "boomer" I knew what I was looking for, a mid-year Corvette from my high school years. I knew a few people who owned mid-years and I quickly

realized that purchasing a collector car was more complicated than surfing the ads and looking at cars. A friend introduced me to the NCRS and a better way to research Corvettes. After studying the cars and market I realized that the 99 point cars, and the big blocks, were probably a little out of my price range. I decided that the car I wanted was a small block "driver" but as "correct" as I could afford. After several really fun months I bought a red, small block, 67 roadster.

I soon found myself spending as much time, and a lot more money, tinkering with the car than driving it. My goal was to enjoy driving the car as much as tinkering with it, and drive it I did. I drove it to work, to Steak 'n Shake (not quite the same as it used to be in the 60's) to local car shows, and just for that Sunday cruise.

I also joined the NCRS, primarily as a means of learning more about my car. I also joined the St. Louis Chapter of the NCRS where I met a great group of people who know more about these cars than I ever will. Soon I was attending chapter meetings and events. After a couple of years I even worked up the nerve to have my driver judged at a St. Louis Chapter meet. I was more than apprehensive, especially when a few of the judges turned out to be master judges, including a couple from as far away as Ohio. To my surprise the car earned a Top Flight award. Maybe some day I'll have the nerve to try that again on the regional level.

In the meantime I continue to enjoy participating in NCRS activities. This past September I was surprised again when I was presented with the NCRS Sportsman Award at our Chapter meeting. The plaque is as important to me as my Top Flight award. It hangs in a prominent spot above the trophy shelf in my office where it serves as a reminder of the fun and friends that I have enjoyed at chapter meets, regional meets and the road trip to the national convention in San Antonio last year. And, all I had to do to earn the award was have fun driving a Corvette.

There are a lot of corvette owners who think that the NCRS is simply about the judging. While the judging is important to the hobby, a corvette owner can enjoy the NCRS without ever having a car judged. The NCRS encourages participation outside of judging and the NCRS Sportsman

Award recognizes members who participate in NCRS events by simply driving a Corvette to meets. As stated in the awards link on the NCRS web site:

"NCRS Sportsman Award Requirements Within the award year or three preceding calendar years, a member must achieve:

1. Be a member of any NCRS Chapter. Membership must be carried during all points accumulation. (Chapter, at their discretion may wave NCRS membership for first time participant at a Chapter meet).
2. Member must own and drive a 1953 through current production Corvette and park in the designated "Sportsman" parking area...or... Member must own and drive a "Stock appearing" 1953-1982 Corvette and be willing to leave their car on the judging field with the judged cars during the event as space permits. "Stock appearing" is defined as no body, bumper or driving light modifications.
3. Must pay event registration fee. Must register and pay for Sportsman participation at the event. Must remain at the event until all Flight Judging is complete.
4. Must provide proof of liability insurance.
5. Owner may accumulate points with the same Corvette or with different Corvettes.
6. There will be no judging of any kind. Participant (at Chapter discretion) receive a Sportsman ribbon. Participant earns points as follows: Chapter meet- 2 points; Regional meet- 3 points; National meet- 5 points.
7. Participant will not be able to register for Sportsman and attempt any other award at the same meet. For example, no Founders operations check and Sportsman, or no Flight Judging and Sportsman, or no Duntov Display and Sportsman, etc.
8. Member may not gain multiple points by entering more than 1 car per event. When a member achieves 20 Sportsman points within a three year period, including

Sportsman participation in at least two Regionals, a plaque will be provided by National to their Chapter officers for presentation at the Chapter level. This plaque will have space to add on plates that can only be earned by re-presentation at a National Convention in any single year that the member accumulates 10 additional points (including Sportsman participation at the National Convention)".

There are a lot of NCRS members with really great Corvettes, some 99 point cars, some nice drivers and some lucky enough to have both. Many even have C5 and C6 Vettes parked next to their classic. Regardless of what kind of Corvette you have, enjoy your car more by participating in your NCRS.

## "Manufacturing" Replacement Wiper Blades by Bernard Myers

OEM wiper components used on solid axle Corvettes were manufactured by Trico. As supplied for production, they had a polished appearance. Construction was of four stainless steel segments, crimped together in a manner to permit the blade holder to flex. They employed a spade connector for the wiper arm attachment. The rubber wiper blade was mounted in a thin stainless steel strip crimped to the holder and held in at each end with a black plastic tip. The blades had patent numbers molded into them and are further distinguishable by mold marks that appear as a row of bumps along their length. The blade holders were stamped with the Trico emblem and patent numbers on each end segment. The blade was not separately replaceable; rather the entire assembly, including the blade holder was disposable.

Later version blade holders had a matte finish. Universal replacements were also available which could be used with different styles of wiper arm attachments.

NOS examples can be found occasionally but are expensive. Try making a pair from pieces purchased at swap meets that as I did. While not perfect, they very closely resemble original equipment. There were actually eight wiper blades used in building this pair. The only NOS components were replacement rubber blades for later, replaceable blade style holders. All the remaining pieces came from junk wiper blades.

The outer three blade holder segments were salvaged from a pair of used universal blade holders separated from the main segment by

straightening the tabs that held the pieces together.



To help keep the rubber flexible, I treated them with Armor All using an old tooth brush.



To replace the main blade holder segment, I started with used later production matte finish spade connector blades. I used a Dremel motor with a soft wire brush followed by hand sanding with 600 grit wet sandpaper and finished with polishing compound to achieve the desired

finish. The following photo shows a half-polished piece.



I removed the black plastic tips from old 11 inch and 15 inch blades. To put them on the new blades, it was necessary to use the Dremel motor with a cut-off wheel to make notches on each side and at both ends of the flexible metal strips (below).



The finished product is very similar to the original. Compared to the description provided in

the NCRS judging guide, they are completely accurate (below).



Closer inspection reveals "Can 63" stamped into the edge of the spade clip and "22" stamped into the main wiper holder segment directly beneath it. Also, unlike original parts, whose patent number stamping is completely on the unexposed portion of the end blade holder segments, the patent numbers stamped on the end blade holder segments of these extend past the attachment point and are partially visible adjacent to the Trico brand stamp.

With a little ingenuity and elbow grease, you can build a pair of wiper blades that will have a close-to-original appearance and won't be a strain on your parts budget.

## Activities

### Barrett-Jackson/NCRS Press Release

The National Corvette Restorers Society (NCRS) and Barrett-Jackson are pleased to announce the participation of NCRS at the Barrett-Jackson Auction in Scottsdale, Arizona. For the past 35 years NCRS has been considered the leader in the Corvette hobby as it pertains to judging, restoration and preservation of America's favorite sports car- the Chevrolet Corvette.

NCRS will have a qualified staff of members from across the country available to answer questions about restoring and preserving the Corvette, and the NCRS organization. NCRS will have available for purchase a selection of NCRS Technical Information Manuals & Judging Guides, memberships & membership renewals along with a special NCRS event shirt.

NCRS has recently announced the addition of an Award Confirmation Document Service. This service will provide a confirmation document with a complete listing from the NCRS database of the available award statistics for a specific Corvette. The presence of this confirmation document will assure the potential new owner of the NCRS judging history on a Corvette. Barrett-Jackson in their quest to maintain leadership in

the auction world will be the first to provide this confirmation document with every Corvette at the Scottsdale event.

“NCRS at Barrett-Jackson” combines two World Class organizations producing a win-win situation for the Automotive Collector and/or Hobbyist.

## For Sale or Trade

### Parts

**Trade:** Trade a working 58/60 Wonder Bar Radio for a Working 61/62 Wonder Bar Radio.

Call Kenny 636-946-3854 or [klwebb52@sbcglobal.net](mailto:klwebb52@sbcglobal.net)

### Cars

1971 LT-1 CORVETTE, Matching numbers, Steel Cities Gray, Black Leather interior, Power Steering, Power Brakes, Power Windows. Owner has had for 15 years. Excellent condition and very well maintained. Owner history.

Contact John Stygar, 618-288-5424, cell 314-574-6651

# Sold

Asking \$35,000

### Advertising



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## Editors Note

### - News and Club Merchandise

By Doug Garrette

The newsletter and web page are great ways to keep everyone in the club current on our latest activities. We are working hard to keep them up to date. The next edition of *The Legend* is planned for February. Please send in your articles by 15 January.

Our web page (<http://stlouisncrs.org/>) and newsletter are available for posting classified ads for those parts that you no longer need. Ads for any model year Corvette to buy, sell, or trade are free NCRS members.

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

#### Classified Ads:

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

#### Commercial Advertising:

- Full Page - \$75
- ½ Page - \$50

- Business Card size - \$25

Order your club shirt. They are available in Small, Medium, Large, X-Large, XX-Large and XXX-Large. Contact Cherie Garrette at (314 971-1373) or [dgarrette@charter.net](mailto:dgarrette@charter.net) for your order (\$25 per shirt)



Feel free to drop me a note if you have any suggestions for improving our newsletter or webpage ([dgarrette@charter.net](mailto:dgarrette@charter.net)). I want to hear from you!

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## Club Info

### Board Meeting Minutes

By Kay Augustus

#### Location: Ozzie's Restaurant in Westport

July 12th meeting called to order by Chairman John Foster.

Guests present were Larry and Lori George. Welcome.

The newsletter is ready and should be out by the end of the week per Doug Garrette.

Jack Smith wants us to return to Grand Prix so John and Jerry will check into it.

National was impressed with the St Charles Convention Center and are looking forward to

the 2008 National Convention that will be held there.

Any questions on the National should be directed to either Kelly Waite in St Louis or Dana Forrester in Kansas City.

Kelly is still looking for volunteers to do side trips, youth functions and some banquet needs. Please help out if you can.

Dana is homing in on the t-shirts and other articles that require any pictures.

Old business was rather limited to holding off on the name tags and Larry George offered the Elks Lodge after the judging meet for any one that was interested.

Motion to adjourn by Joe Anthes and seconded by Jim Augustus.

\*\*\*\*\*

August 9th meeting at Ozzie's called to order by John Foster.

Bernie Myers conducted a judging school as requested by some of the membership. Excellent job Bernie. He advised everyone of the articles they should have and the procedures that should be followed. Items you should have are: flashlight, mirror, pencil with eraser, fender cover, magnet, knee pads, Judging Guide and Reference Manual and a hand towel. These items are not a requirement, they just make your job easier. Plus remember that you never move anything in the car. This is always left up to the owner because you never know what you might get accused of breaking.

Joan Burnett gave a report on the Boston Convention. There were 3 Top Flight awards and we received one of them. Joe Anthes and John Foster received a Sportsman Award. There were 316 cars present with 42 in the 1957 display. The attendance was 600 people. It was decided that any day trips should be back at the Convention Center by 3:30PM because they were not and it interfered with the evening plans. There were 125 volunteers and about 170 trailers registered. They also pre registered the road tour about 90 miles from the convention.

Joe Anthes went to Breckenridge to Corvettes on the Rockies regional. He would like to see if

we could get a historical marker for the old GM Plant in St Louis. He is checking into this and will report later.

We need to make sure and keep Joan, Kelly and Dana updated on the National. Jeff Cook and Mark Lincoln will be in St Louis early November and will have to have reports on all activities and their costs at that time.

Bernie reminded everyone of the Judging Event August 18th at 8AM. There are 5 cars to be judged including 2 solid axle and 3 c2. The club will supple water, soda, hot dogs and condiments. Everyone is asked to bring a dish to pass.

Ken Webb asked if we would like to hold the next meeting at Chuck-a-burger on the Rock Road. They are going to be closing. A vote was taken and we decided the September meeting would be held there on September 13th. Everyone bring your cars.

Bernie also showed a short movie on judging that was very informative for those that were present.

50/50 collected \$70 which half went to Nurses for Newborns and the other half was won by Joe Anthes.

Nice job Bernie. Everyone enjoyed your presentation.

Meeting adjourned.

\*\*\*\*\*

The September 13th meeting was a cruise in at Chuck-A-Burger on St Charles Rock Road.

There was not an official meeting but everyone enjoyed checking out everyone else's cars and eating good food.

Bernie did hand out the awards for the Judging Meet from August.

Robert Salzman, (Chapter member), 1958  
Convertible, Top Flight

Kelley McKenzie, (Springfield, MO), 1960  
Convertible, Top Flight

Randall Rapp, (Chapter member), 1965  
Convertible, Top Flight

Mark Markel, (Chapter member), 1965  
Convertible, Top Flight

Clay Erickson, St Louis, MO), 1967  
Convertible, Second Flight

Thanks to all that showed up to help as well as those that entered their cars to be judged.

## Board Members

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<b>Events Chairman</b>	Dave Buescher <a href="mailto:dbuescher@mktpileman.com">dbuescher@mktpileman.com</a>	618-692-0679
<b>Judging Chairman</b>	Bernie Myers <a href="mailto:keokukazoo@charter.net">keokukazoo@charter.net</a>	314 749-3005
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<b>Newsletter Editor</b>	Doug Garrette <a href="mailto:dgarrette@charter.net">dgarrette@charter.net</a>	636 527-6782

## Board Members

1 yr	Rod McCoy <a href="mailto:jetjockey50@hotmail.com">jetjockey50@hotmail.com</a>	314 895-1551
2 yr	Ken Webb <a href="mailto:klwebb52@sbcglobal.net">klwebb52@sbcglobal.net</a>	636-946-3854
3 yr	Darrell Wilson <a href="mailto:bud2245@charter.net">bud2245@charter.net</a>	636-296-2936

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 1989. NCRS is not affiliated with Chevrolet or General Motors.

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