St Louis Chapter NCRS July 2007

THE LEGEND

Volume 19, Number 2

Chairman's Corner

THE VIEW FROM THE CHAIR

by John Foster

It's hard to believe we are half way through the year already. Hopefully everyone has had an opportunity to participate in some Corvette activity thus far. The good new is that the second half of the year has even more exciting events in store.

Dave Buescher, our chapter Activities Chairman, assisted by many others, arranged a full calendar of events for the year. Our chapter events have been extremely well attended and we are well on our way to earning another Chapter "Top Flight Award." This award recognizes those chapters which are actively involved in the hobby and which meet performance standards prescribed by NCRS.

The Chapter dinner meetings at Ozzie's continue to be very well attended. In addition to the regular faces, it has been great to see members whose schedules allow them to attend infrequently. It has also been great to meet new members as our chapter continues to grow. We have reached 72 memberships which means with spouses or companions our actual number of members is nearly 140. Congratulations to everyone who has introduced new members to the chapter!

On June 9th a chapter road tour to D&A Corvette in Gillespie, Illinois, was well attended. Dick Ferando welcomed us to his amazing operation where some of the finest Corvette restoration work in the world is done right here in southern Illinois. Dick was a great host and not only showed off his various shops and his remarkable parts inventory but, he also answered a multitude of questions. A great dialogue developed over 63's. Thanks to Dick for sharing his knowledge.

A number of chapter members are preparing to head off this month to the NCRS national convention in Marlborough, MA. If you've never attended a national convention you are about to have an insiders opportunity to do so. Recently, members of the St. Louis and Kansas City chapters met at the new St Charles Convention Center to tour the site where we will host the 2008 NCRS national convention. This will be our chance to show why St. Louis is a Top Flight chapter. The facility is beautiful, as is the adjoining Embassy Suites Hotel. This is a great venue for the convention. A lot of folks from both chapters have volunteered to chair activities but they will need all of our help to make it a success. To volunteer to help, contact convention chairperson Joan Burnett or chapter co-chairs Kelly Waite of St. Louis or Dana Forrester of Kansas City.

We will hold our second chapter Judging Meet of the year at Love Park in Manchester on Saturday, August 18. We will be able to flight judge only four cars and one is already registered. We also have two other members who have indicated their desire to have their car judged so register now. Those interested in Sportsman participation should also pre-register. Registration forms are available on the chapter web-site and in the Drive Line. We will need everyone's help in judging once again. Bring a side dish to share with lunch.

I hope everyone is well and having a great summer. Join in your chapter events and share a Corvette Summer with us!

Judging

St. Louis NCRS Chapter Picnic and Judging Event - May 12, 2007

By Bernie Myers

I would like to thank everyone that came out on Saturday, May 12, for our spring picnic and judging event. It was a beautiful day. Friday's rain had vanished leaving only a couple of puddles as remnants.

"Policing" the show field.

One particularly large puddle, in the midst of the show field, was removed by a couple of members that arrived early (above).

There were six very nice Corvettes entered for Flight ® judging. Four more cars entered the Sportsman class and many more were driven to the event by other participants.

Six cars is a lot for a group our size to judge and I was very pleased at the level of support shown by the membership. Twenty four participated in performing the judging. Two of those, with the aid of two additional members, did the tabulating. I realize that not everyone got to judge a class or section that they favored or were most familiar with. That could be better addressed if more people would send in formal registrations with their preferences listed prior to the event.

The club provided the charcoal, hamburgers, hot dogs, buns, condiments, ice, soft drinks, plates, napkins and utensils. I'd like to thank my wife, Connie, for acquiring and coordinating the picnic supplies, Ernie for grilling the meat and everyone else who brought food to share. This was a change from recent previous meets that we'd had catered. The cost was significantly less and everyone still seemed to enjoy the meal.

Sportsman awards were presented to Rex Gooch, Fred Oberhaus, Frank Savetz and Jim Staub. Flight ® judging award results were as follows:

1958 Convertible, Robert Salzman	2nd Flight ®
1960 Convertible, John Tweihaus	Top Flight ®
1962 Convertible, Lloyd Huey	Top Flight ®
1966 Convertible, Charles Wetherington	Top Flight ®
1969 Convertible, Robert Mayhue	2nd Flight ®
1977 Coupe, Patrick DeNoyer	2nd Flight ®

Four of the Flight judged cars belong to current St. Louis Chapter members and the others have expressed an interest in joining the chapter, which puts us in good position to complete our Chapter Flight judging requirement at the August meet. I hope to see you all there!

Pictures from St. Louis NCRS Chapter Picnic and Judging Event - May 12, 2007

Articles

Mid Year Trim Tags

By Frank Savetz

Sometime in the year 2004, NCRS published a guide, written by two NCRS members. They outlined what they believed trim tags should look like. If you read the guide for the first time, you might become totally bored and loose interest in the subject. However, if you hang in there, and want to learn something about mid-year trim tags, this guide might answer questions about your tag, and the numbers and letter combinations for coupes and convertibles, during this time period.

I remember a photographer at Mid- America Fun Fest several years ago, asking permission to photograph tags in cars that were being displayed. His explanation was to help identify reproduction tags from the originals, and further advised that document would be forthcoming.

The document is now here, and is difficult to understand even for those who live and breathe Corvettes from this time period. They include descriptions and photos of numbers and letters depicting the features and anomalies that they believe should show originality.

It would seem that this guide causes mid-year owners to be suspect of their tag, until the owner thoroughly investigates the meaning of each letter and number combination. The number and letters are too complicated to explain in this short article. For mid-year owners, a fifty-dollar cost of the guide will put you in touch wth this important information. Be patient, some of this information will sink in as you continue to reread the book.

Noland Adams, will also give an explanation in his Volume #2 Guide. You just might be amazed at what your tag reveals about your car.

What I learned about Knock-Off Wheels

By Kelly Waite

I always thought that Knock Off Wheels looked great….but I wondered if they were safe?? I had heard terrible war stories about wheels that would come off….and then …..you know the rest…..bad things happened….wheels came off and fiberglass pieces start flying. This article shares what I have learned about knock off wheels.

I was lucky enough to get a set a repo knock-offs that came with my newly acquired mid year a few years back. They were in like new condition….and looked great. See Photo 1. You can tell that they are repos….from the following:

Photo 1

- The fins are wider than the originals

Photo 2

(Kelsey Hayes). See Photo 2.

- The outer lip is not as deep as the originals
- Repos have safety pins and originals do not. You have to have the center chrome cap off to see the safety pin. See Photo 3.

Photo 3

- The back sides of the knock off spinner have unique marks….see Photo 4.

Photo 4

- Repos often say USA or something else on the back side of the spinners.

Even though the repos are not vintage….I think they are great wheels. The benefits of the repos….are that you don't have to worry as much about nicking them up (versus the expensive originals)…and there is a real

peace of mind with the safety pin in the center spinner.

My first experience with knock off wheels was kind of embarrassing……I went to the tire store to get some much needed new tires for my newly acquired mid year…and I figured that the guys at Firestone would know how to get the spinners off. Bad assumption!!! We figured out that you had to take the safety pin out…which is underneath the cap….which was good…..but even after several hard whacks of a hammer…..no luck! The hammer just kept bouncing off. Ouch!!! The spinners where taking a beating as well!!! After about a half hour or so of beating the heck out of the spinners……with no success…..I went home…with no new tires….and some badly abused spinners.

I got my first lesson on how to install and de-install spinners from Dennis Portka. He has had ads in the Drive Line for years….and sells special wrenches to protect the spinners from getting beat up. I gave him and call…..and the first question he asked was…"did you use a lead hammer when you tried to get your spinners off?" Hmmmmm……the answer was no…..but I did not want to appear to be a total dummy…..so I kind of stuttered a bit. He explained that the lead hammer has the unique dead solid impact….that is extremely hard to duplicate….and is critical to get the power and force needed to unseat stubborn spinners. So…..I got a real lead hammer…..and made sure I was hitting on the correct side of the spinner……and gave it a smack! They all came right off!!! Wow! So easy when you do it with the right tools!

For re-installing…..Dennis Portka explained further that he had great luck with his approach…..as follows:

- Step <u>one</u>…..make sure that you have big bolts on the adaptor hub of the knock-off wheel. The big lugs were installed……so that you would put the knock off wheel on the hub correctly….and could not be misaligned. See Photo 5. The smaller pins go in the small holes…..and the big lug nuts go in the bigger holes.

Often…..mechanics did not have the big lug nuts…and said….what ever……we can get them mounted. But without using the bigger

Picture 5

lug nuts…..they can be misaligned and not seated correctly...and then you end up trying to secure a spinner that is not flush with the hub. The normal smaller lug nuts will seem to seat o.k. …..but if they are over the smaller holes….then you are in for potential trouble. See Photo 6 for a picture of a wheel that was installed with smaller lug

Picture 6

nuts….in the wrong holes. This made terrible marks on the back side of the wheel….and of course was not safe at all to drive on as the wheel was not flush…and would have movement….which could end up

with a loose spinner….and then major trouble.

- Step two……after you know how to align the big lug nuts with the big holes on the back of the knock off wheel…..proceed to mounting on the adaptor hub.

- Step three. Make sure the spinner and adaptor hub are clean. Some folks put grease or anti-seize lubricant on the threads. I think it is o.k. to do this on repo wheels….because you have the safety pin to keep your spinner in place. But for original wheels……it is important to not put any grease on the spinner or adapter.

- Step four…….make sure the wheel is flush with the adapter ….and hand tighten the spinner……just hand tighten. The car must to jacked up….to insure no weight is on the wheel when tightening by hand.

Photo 7

- Step five….mark with a piece of tape where the spinner is…..and cut it so you can measure how far the spinner will be moved. See Photo 7.

- Step six….lower the jack to have a little weight of the car on the wheel….and hammer the spinner…with a lead hammer of course …..about an inch to an inch and one fourth. You will need to line up the holes for the safety pin. This should take about seven to eight knocks of the hammer. See Photo 8.

- Step seven. Now install the safety pin. Dennis Portka told me to always used steel pressure pins. Some wheels came with

Photo 8

aluminum safety pins that he did not recommend….as they can shear off.

- Step eight. Put small piece of tape on the wheels…..so that you can monitor any movement. See Photo 9.

Photo 9

- Step nine. Go for test drive and check for any movement of the spinners!

- Step ten. Thereafter…check for any movement of the spinners periodically.

It is that easy!!!

I broke down and bought a set of original knock off a while back…..See Photo 10….and have not had any issues at all. I concluded that Dennis knew what he was talking about.

So the end of this story….is that you can have

Photo 10

knock off wheels….and drive with confidence….but please insure that they are mounted correctly.

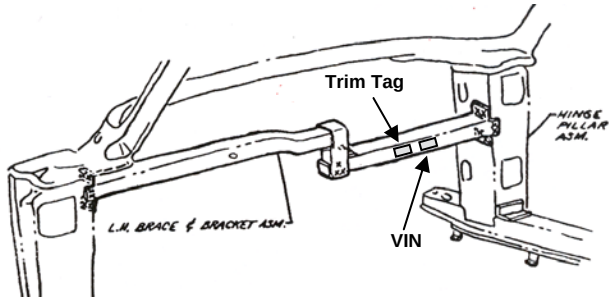
P.S. The center chrome caps came with three colors…..see Photo 11. They were red, white and blue….and would be different for each side…..so that when the wheels where turning forward….the colors should rotate red, then white….then blue.

Photo 11

Mid Year Birthday Calculator

By Doug Garrette

The Vehicle Identification Number (VIN) and trim tag plates are mounted on the brace just beneath the glove box in mid year Corvettes. These plates contain a lot of key information about your cars original configuration and build history. In addition to identifying the exterior and interior colors, a detailed analysis of the numbers reveals things like the car's birthday as well as where it was built.



The trim tag was attached just after the car was painted and was stamped with the body-build date in the upper left corner. The St. Louis body-build date preceded the final assembly by two to three days whereas the date for the bodies built at the A. O. Smith plant preceded final assembly by up to two weeks. The VIN number of the final car of each month's production is available but there are no exact records on the daily production rates. Your Corvette's birthday can be closely approximated by using a combination of the VIN number and the body-build date on the trim tag. In order to determine the body color and interior from the code on the trim tag you have to take into account differences in labeling during the production runs and the variation between the A.O. Smith and St. Louis trim tag nomenclature. There is additional configuration information available in the Exception Control Letter Codes (ELC) on the trim tag. These ELC codes were used by the factory worker to determine which options to install and which ones not to install. Although a most of information about the data on these plates is available some of numbers require interpolation order to extract all of the data about the car.

I collected the available information and built a web page (http://stlouisncrs.org/vin_calculator.htm) that goes through a series of lookup tables to decipher

most of numbers. After entering the data from these plates in the respective fields on top half of the web page – select the "Click to Calculate" button to update the information in the fields below. I was not able to find any records with the exact dates of the first work day of each years production, holidays, or the beginning and end days of strikes. I calculated an average daily production rate for each month using the number of work days (using my assumptions for the production start day, holidays and strike days) based on the numbers of cars produced in that month. By using this rate and your VIN number the application computes a date on this page should be very close to your Corvette's Birth Day (Final Assembly Day) – *check it out*. If you have any additional details on any of these dates or if you find any errors in the lookups, drop me an email (dgarrette@charter.net) and I will update the tables. In the future I will try and incorporate the information from the ELCs.

Activities

By David Buescher
Activities Chairman

The St Louis Chapter has had several successful outings in the first half of the year with good turn out from chapter membership.

In an effort to find new and interesting locations to hold chapter events and functions, the annual St Louis NCRS Chapter planning and board meeting was held on January 30, 2007 at Grand Prix Speedway Indoor Go Cart Track in Earth City.

For anyone that may not be familiar with the new facility located at Interstate 70 and Earth City expressway, it is an indoor go cart track that has state of the art electric go carts that can run up to 43 miles per hour and go 0 to 40 miles per hour in 3 seconds on the ¼ mile blacktop closed course that you race for best elapsed lap time.

A few of the attendees of the meeting decided to try out the racing facility and signed up for an 8 lap race. The first thought was "Go carts are for kids, how hard can this be?"

Current chapter president John Foster, past president Jim Augustus and Dave Buescher suited up in the mandatory racing suit and related racing gear and after a 15 minute safety and operation video they were racing.

It was quite the experience to say the least. I'm sure that there will be more functions held at their facility.

The chapter held a Chapter judging meet on May 12 at Love Park in St Louis County with an excellent group of cars and members turning out.

On June 9, a road trip was organized to tour D&A Corvette Restoration in Gillespie Illinois. The weather was great and it was an impressive tour to say the least.

A special thanks to the host, Dick Ferando, for opening up his building on a Saturday and allowing our chapter to tour his facility.

There is a Technical Session in the planning process for September and hope to have all the details worked out mid July so keep an eye out for emails regarding the event.

All notification of upcoming events will come by email so keep a look out for them and mark you calendar.

You should also watch the chapter's web site of new information at: http://stlouisncrs.org/

For Sale or Trade

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

Cars for Sale:

1971 LT-1 CORVETTE, Matching numbers, Steel Cities Gray, Black Leather interior, Power Steering, Power Brakes. Owner has had for 21 years. Excellent body and paint. Well maintained, owner history.

Asking $35,000

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

Advertising

Editors Note

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 September. Please send in your articles by 15 August.

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 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). I want to hear from you!

Our Sponsors

Bloomington Gold	Cingular	Mid America Motorworks
California Car Cover	Hagerty Insurance	Mid America Designs
Corvette America	Meguiars Wax	Vette Brakes & Products
		Corvette Clocks by Roger

2007 Calendar

	Activity	Location	Time
March			
03,04	VetteFest	Chicago	
08, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**
24, Thursday	NCRS National Board Meeting	Sheraton Hotel Westport	
April			
08, Sunday	Easter Car Show	Forest Park	
12, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**
12, 13, & 14	NCRS Western Regional	Palace Station Las Vegas	
May			
05, Saturday	Cinco de Mayo		
10, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**
17, 18, & 19	NCRS Garden State Regional	New Jersey	
12, Saturday	**St Louis Chapter Judging Meet**	**Mary's Shelter, Love Park**	**9:00 AM**
June			
08 & 09	NCRS North Central Regional	Rochester, MN	
09 Saturday	**Road Trip to D&A Corvette's**	**Gillespie, IL**	**TBD**
14, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**
14 – 17	Bloomington Gold	St Charles, IL	
July			
12, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**
19 - 21	Black Hills	South Dakota	
22 – 26	NCRS National Convention	Boston, MA	
26 - 29	Vettes on Rockies	Beaver Run Resort	
August			
09, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**
18, Saturday	**St Louis Chapter Judging Meet**	**Mary's Shelter, Love Park**	**9:00 AM**
24 – 26	Corvette's at Carlisle		
September			
13, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**
13, 14, & 15	NCRS Northwest Regional	Leavenworth, WA	
21 – 23	Funfest - Mid America Motorworks	Effingham, IL	
23, Sunday	Queeny Park Swap Meet		
October			
11, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**
11, 12, & 13	Classic Corvette Extravaganza	Bowling Green, KY	
25, 26, & 27	NCRS Texas Regional	Waco, TX	
November			
08, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**
December			
01, Saturday	**St Louis Chapter Holiday Party**	**Grappa Grille**	**6:30 PM**
13, Thursday	**St Louis Chapter Meeting**	**Ozzie's Westport Plaza**	**6:30 PM**

Board Meeting Minutes

By Kay Augustus

Location: Ozzie's Restaurant in Westport

March 07, 2007 Meeting

The March 8th meeting of St Louis NCRS was called to order by Chairperson John Foster.

Welcome to new members Kevin and Vicki Voless as well as Steve Hemple.

The minutes were accepted as noted in the latest email from John.

Secretary Joan Burnett gave a treasurer's report of $6540.71 which she has changed to an interest bearing account.

Steve Hemple, who joined last month, is an owner of a 1986 Pace Car.

John made a plea for newsletter articles so that we can send a quarterly letter out. Doug Garrette verified that this would be possible if he had the information to fill one.

Bernie Meyer announced that the May 12th Judging Meet has one registrant at this time.

Dave Buescher, events chairperson, is setting up a trip to D & A for June 9th. He has 3 entries for the Easter Show at Forest Park and inquired about interest about racing at Grand Prix in Earth City. More on this later.

Joan Burnett is working on scheduling a meeting for the 2008 National Convention. She feels that the first meeting should be held at the host hotel. Will advise everyone of the date of the meeting.

Discussion about becoming a member of the National Corvette Museum has been tabled for now.

We are looking for someone to become Charity Event Chairperson. Plus, we need to have more response to these events. Last year, 5 members attended and the year before it was only 10. The next decision is do we always need to do a car show for the charity event. There will be more discussion on this later.

The National NCRS will be holding a Board Meeting on March 24th at the Sheraton Westport. Anyone is welcome to attend.

The National Convention for 2007 will be held in Boston from July 22 – July 26. Registration is filling up fast. Anyone interested should sign up as soon as possible.

Ken Webb inquired about name tags which would be a great help especially to new members. Joan Burnett is going to check into that.

Motion to adjourn by Jim Augustus and seconded by Kelly Waite. Meeting adjourned.

NCRS Board of Directors meeting – St Louis Missouri - 24 March 2007

(These were provided by Dave Chestnut who was installed as the new Director representing our region. He replaces Gilbert Scrivner who resigned as President and Regional Director.)

Vito Cimilluca was elected president of the board and Jeff Cook was re-elected financial officer. Vito appointed Mark Lincoln as vice president and national activities chairman, Cece Nelson as secretary, Jeff Cook as business manager, Roy Sinor as national judging chairman, Gary Mortimer as merchandising and membership manager, John Pirkle as National Corvette Museum representative and Carlton Colclough as public relations coordinator.

Gilbert Scrivner resigned as Region VII Director and Gary Chesnut was appointed to complete this term. Wayne Scraba was re-confirmed as editor of The Corvette Restorer and Eric Mortimer re-confirmed as editor of The Driveline.

Dick Whittington was appointed as a member of the Publications Committee.

Jimmy McCutcheon and Janet Kennedy presented an outstanding proposal for the 2010 National Convention from the Southeast and Carolina Chapters. The board voted for the 2010 National Convention to be held at Lowe's Motor Speedway in Charlotte, North Carolina. The Board selected Jimmy McCutcheon as the 2010 Convention Chairman.

The board voted to support the National Judging Chairman's proposal for the third judging retreat to be held January 31 to February 3,, 2008, in Dallas, TX. Roy also announced the completion of the Judging Retreat training DVD's that will be available for sale through Cincinnati within the next few weeks. There will be five DVD's in all: operations, judging reference manual, judging 101, paint and fiberglass, and the judging matrix. Roy will soon make all judging score sheets available in a downloadable PDF file on our web site.

Two team leader changes have been made: the addition of Stan Falenski as the 1970–72 Team Leader and Allen Tremain will replace Vito Cimilluca as the 1984 – 89 Team Leader.

Probationary status for the Dutch Chapter was approved by the Board.

The board voted to support six regionals for 2009. The regionals will be held in the following sites: Kissimmee, FL January 21-24; Lowe's Motor Speedway, NC April 23-25; Lake Tahoe, NV May 14-16; Delafield, WI June 11-13; Marlborough, MA Sept. 17-19; Waco, TX October 15 -17.

The board agreed on a proposal to bundle The Corvette Restorer and Driveline to be mailed together (piggybacking) four times a year. The Driveline mailing dates will remain the same. The Restorer will adjust the fall issue, shipping it one month earlier than currently. Otherwise, members should see no differences other than the piggybacking bonus. Those four Driveline issues will be sent as periodicals-class mail with faster delivery times than normal bulk rate time.

An Information Technology (IT) committee was formed to develop a short and long term strategy for the NCRS with Gary Chesnut as chairperson.

Two Bylaws changes/revisions were adopted:

6.2 D The Vice President shall automatically be appointed to the position of President when the position is vacated by the sitting President for the remainder of the previous president's term.

5.6 REVISED

Any vacancy in Officers, Managers, or Editors shall be filled by appointment by the President for the remainder of the term, with the exception in the vacancy in the office of the President which will be automatically filled by the Vice President, as stated in 6.2d. This appointment to the office of President shall be for the remainder of the current term. Any person appointed must be an active member.

The NCRS Foundation Mission statement was adopted,

Formed in 2006, the NCRS Foundation is a 501(c) (3) Charity designed to provide individuals and/or corporate sponsors an avenue to make charitable contributions of monies, stock/securities and/or Corvette archive memorabilia to support the NCRS Charity program.

In addition the Foundation 2007 Milestone and Target Dates were announced.

The next board meeting will be held in Marlborough, MA, on Friday, July 27, 2007, following the National Convention.

April 12th, 2007 Meeting

The April 12th meeting of NCRS was called to order by Chairman John Foster at our regular location of Ozzie's in Westport.

We had a new member present, Patrick DeNoyer, who is the owner of a 1977.

The minutes were approved by the membership.

Joan Burnett reported a balance of $6505.83 in the treasury.

Tim Parker, our membership chairperson, was commended for his good job.

Newsletter person, Doug Garrette, was not present for a report.

Bernie Myers reported that our judging meet for May 12th has 3 cars registered and one sport sman. We need 8 chapter cars a year to meet the criteria for the Top Flight Banner agenda. We are going back to our old way of food. Connie will get burgers and hot dogs plus soda and water. Members need to bring a dish to pass.

Dave Buescher reported that everyone froze at the Easter Show. It was very cold. We had a hard frost the night before.

Dave also confirmed the Road Trip to D & A Corvettes in Gillespie, IL. The Illinois people can meet at Dave's and he will set up someplace for the Missouri members to meet at. Let Dave know if you are going. He is also working on more info about Grand Prix. Possibility of an event there.

Joan Burnett needs people to chair jobs as well as volunteers to help with the 2008 National convention. She needs both St Louis and Kansas City people. The convention is Sunday thru Thursday, July 20-24th, 2008. The Road Tour will be arriving on Sunday night. We need a theme for the convention. Plus we have to remember that 40/64, due to construction, will not be one of the routes here.

The National Board Meeting that was held at the Sheraton, Westport, has changes in it's staff. Gilbert Scribner resigned as president. Vito Cimalucca is the new president. Plus they announced that in 2010, there will only be 6 Regionals.

We are looking for a Charity leader or chairperson. How about a volunteer?

Joan Burnett is looking into getting name tags for everyone. Kelly Waite made a motion to go ahead and get reasonably priced ones for everyone and Jim Augustus seconded the motion. Motion passed. Bill Naeger suggested the name tags that we had for the 80-81 Regional.

Frank Savetz is working on interpreting the trim tag book. He will get back to us.

50/50 collected $52.00 of which half goes to Nurses for Newborns and the other half went to Patrick DeNoyer. Congrats Pat.

Motion made to adjourn by Joe Anthus and seconded by Jim Augustus.

Meeting adjourned.

<u>May 10, 2007 Meeting</u>

On May 10, 2007, our meeting at Ozzie's was called to order by Chairperson, John Foster.

Extra short meeting due to the Judging Meet in 2 days.

Doug Garrette announced that the newsletter is close to ready. Joan Burnett suggested that he put an article in it about judging and the things that are needed if you are going to be a judge. Just for an idea you would need: flashlight, mirror, fender covers, magnet, something to kneel on, and either remove or cover any buckles.

Bernie Myers announced that we have 6 cars to judge and we will need everyone's help. Plus don't forget to bring your dish to pass.

Dave Buescher announced that the June 9th road tour to D & A is on. Check with him for meeting place if you are able to go.

Joan Burnett is working on setting up a meeting for National. She is looking for volunteers.

Still looking for a replacement for Mark Markel as Charity Event Chairperson. Mark

will be hard to replace because he has done a great job. Thanks Mark.

Dave is still working with Grand Prix. Meeting options as well as possible cars inside for the National. More to follow.

Meeting adjourned.

2007 Officers

Chairman	**John Foster**	**JF244@aol.com**	**636 530-9812**
Vice-Chairman	**Kelly Waite**	**kswaite@sbcglobal.net**	**636 458-3075**
Secretary	**Kay Augustus**	**jkclassics@centurytel.net**	**636 462-4231**
Treasurer	**Joan Burnett**	**mburnett@mail.win.org**	**636 798-2147**
Events Chairman	**Dave Buescher**	**dbuescher@mktpileman.com**	**618-692-0679**
Judging Chairman	**Bernie Myers**	**keokukazoo@charter.net**	**314 749-3005**
Membership Chairman	**Tim Parker**	**tim@timparkerphoto.com**	**314 894-9698**
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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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St. Louis NCRS Chapter Judging Meet and Picnic

Saturday, August 18, 2007 9:00 AM
Mary's Shelter, Love County Park
2239 Mason Lane, Manchester, MO

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: 9:00 A.M. Registration; 10:00 A.M. Flight Judging; 12:00 P.M. Picnic and Social. Award presentations following tabulation of scores.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ NCRS Number: _____ Expires: _____

Spouse / Guest: _____ E-mail: _____

Attendance is FREE but we request you pre-register by 7/14/07 _$_____0.00__

Do you want your car Flight judged? Yes: $15.00 No: $0.00 _$_____
Year: _____ Model: _____ H.P.: _____ VIN: _____

Do you want your car displayed? ***Yes: $5.00 No: $0.00** _$_____
*If yes, circle one: Sportsman McClellan Duntov Bow-Tie

Make check payable to: NCRS St. Louis Chapter Total: _$_____

Do you want to judge or tabulate? Tabulate? Y / N Tab Level: __ Judge? Y / N
Class: ____ Int.: ____ Ext.: ____ Chassis: ____ Mech.: ____ Judging Level: __

Mail or fax registration to:
Fax number: 636 798-2145
Phone no.: 314 495-3005
E-mail: keokukazoo@charter.net

Bernard Myers
1615 Forestview Ridge Lane
Manchester, MO 63021
website: http://www.stlouisncrs.org

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: _____