THE LEGEND

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

Volume 33, Number 3 **3rd Quarter 2021**

www.stlouisncrs.org

CHAPTER JUDGING RETURNS TO STL

The St. Louis Chapter retuned to some level of normalcy on May 8th with the first Chapter Judging Meet in over a year. Following the NCRS protocols for judging during the pandemic, and without the traditional BBQ foodfest, 24 members turned out to judge three really nice Corvettes. Even the threat of rain on a cool spring day did not temper the pent-up enthusiasm for returning to the judging field.

Judging Chair Kelly Waite did a yeoman's job of scheduling the judges so that only one masked judging team was on a car at any one time. The chapter would like to thank and congratulate the car owners for bringing out their cars. George and Rose Wamser received a Top Flight for their 1953, Joe Anelle a Top Flight for his 1998 Indy pace car, and Elaine Seipp received a Blue Stock Class Concours Ribbon for her 1964 roadster. More photos can be found on pages 4 and 5

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FROM THE CHAIR *by Joan Burnett*

Well, now that 2021 is half over and things are beginning to open up, we did our 1st face to face monthly dinner at JJ's on July 8th. We had just shy of 20 members who came out and it was great to visit with folks. Although we have been unable to meet on a monthly basis, we have had a successful chapter judged event on May 8th at Love Park judging 3 cars as well as a mini chapter judged event flight judging Bill Mulder's 1953 on June 5th in preparation for the dual Regional meet in Cedar Rapids, IA. (See Kelly's judging report for results)

Here is pic from our mini meet showing Kelly presenting Bill with his Top Flight Ribbon.

FROM THE CHAIR *Continued*…

We had a great turn out of members (14) who attended the Regional in Cedar Rapids, IA in June. Four of our St Louis Chapter members had their cars judged (See Kelly's report for results.)

Bill Mulder's 1953

Bill West's 1963

Tony & Sam Salter's 1972

Jeff Wittmaier's 1973

We will once again have a monthly meeting at JJ's Restaurant in St. Charles on Thursday, August 12th at 6:30 PM.

Stay Safe and hope to see everyone soon.

JUDGING REPORT *by Kelly Waite*

Our Spring Judging Event was held on May 8th at Love Park. The weather was not looking good…but we got through without getting wet. We put the cars under the pavilion just to make sure we would stay dry. We judged the following cars: George and Rose Wamser's 1953, Elaine Seipp's 1964, and Joe Anelle's 1998 Indianapolis 500 Pace Car.

George and Rose have number 244 out of the 300 cars produced in 1953. So special to have a '53 to Judge!!! We are lucky to have three 1953 Vettes in our Chapter. George and Rose were awarded a Top Flight! Congrats to George and Rose!!!!!

Elaine brought her awesome 1964 and entered in our Concours Division…and scored a Blue Ribbon!!! Her brother and fellow chapter member, Jim Sahrmann could not be at our Judging Event as he was still in Florida. But Jim will make up for it when he gets back and follow up on anything that may need attention on Elaine's car. Congrats to Elaine!!

Joe brought his like new 98 Pace Car, and has very low miles! Joe got a very-very high Top Flight score!!! Very special original car!!! Congrats to Joe!!!

JUDGING REPORT, *Continued*…

Special thanks to our Tabulators – Joan Burnett and Kay Augustus. Also, thanks to all of our Judges. They did a great job…. Especially, considering that we only had one Judging Team on a car at a time due to COVID.

We also held a supplemental judging event of Bill Mulder's 1953 Corvette on June 5th so that he could qualify for Performance Verification judging at the Regional Event in Cedar Rapids, Iowa. And Flight Judging at the National Convention. Bill's car is #231…out of only 300 cars. Very special to say the least!!!! Bill's car is very-very correct and was restored by Lynn Libby, a 1953 restorer expert to say the least!! Bill's car scored very high at our Chapter Event, and subsequently at the regional event, where it scored just a 1/10 of a point difference. Kudos to our Judges!!! And Kudos to Bill for such an incredible car!!!!!

JUDGING REPORT, *Continued*…

Four of our Chapter members had cars judged at the recent Cedar Rapids Iowa Regional: Bill Mulder's '53 Corvette, Bill West's '63 Coupe, Tony and Reda Salter's '72 Corvette, and Jeff Wittmaier's '73 Corvette Bow Tie Candidate. Bill Mulder, Bill West and the Salters all received Top Flight Awards!!! And, Jeff missed a Top Flight award by just 20 points, all from a pair of small operations issues, but he was approved to pursue the coveted 4 Star Bow Tie award!!!! Congrats to all!!!!!!

Several Members attended the NCRS National Convention in Palm Springs. Mike Hanley served on the National Judging Team and two members had cars judged. Bill Mulder received a Top Flight award for his '53 and John Jaskot a Top Flight and the extremely difficult Duntov Award his '57. Bill also received his Master Judge cap. Congratulations to Mike, Bill and John.

Dave McLellan with John

John's '57 On the Judging Field

Master Judge Bill with his '53

Three of our Chapter members also had cars judged at the 2021 Bloomington Gold event at Indianapolis. Bill Mulder received a Bloomington Gold Award for his '53, as did Walter Kunz for his '65. Jim Sahrmann received a trifecta with is '96 Gran Sport snagging the Gold, Survivor and Benchmark awards.

CHAPTER CHARITIES REPORT *by Carol Kleinhenz*

At the July 9th meeting we resumed our 50/50 drawings which greatly support or charitable activities. Thanks to all who jumped back in to buy tickets.

I spoke with Kate Steele from Nurses for Newborns this week. She said that they are still doing mostly tele-health visits right now. They have also established a drive thru-market at their facility for food for their clients' families. Safe sleep safety is still a major emphasis in their outreach.
Depending on the Covid - 19 situation they are hoping to still do a Christmas wrapping booth at Plaza Frontenac. This event has been a great fundraiser for them in the past.
Thanks to everyone who has supported this charity in the past! They have greatly appreciated our help.

THE RARE 90 DEGREE 1953 HUBCAP by Bill Mulder

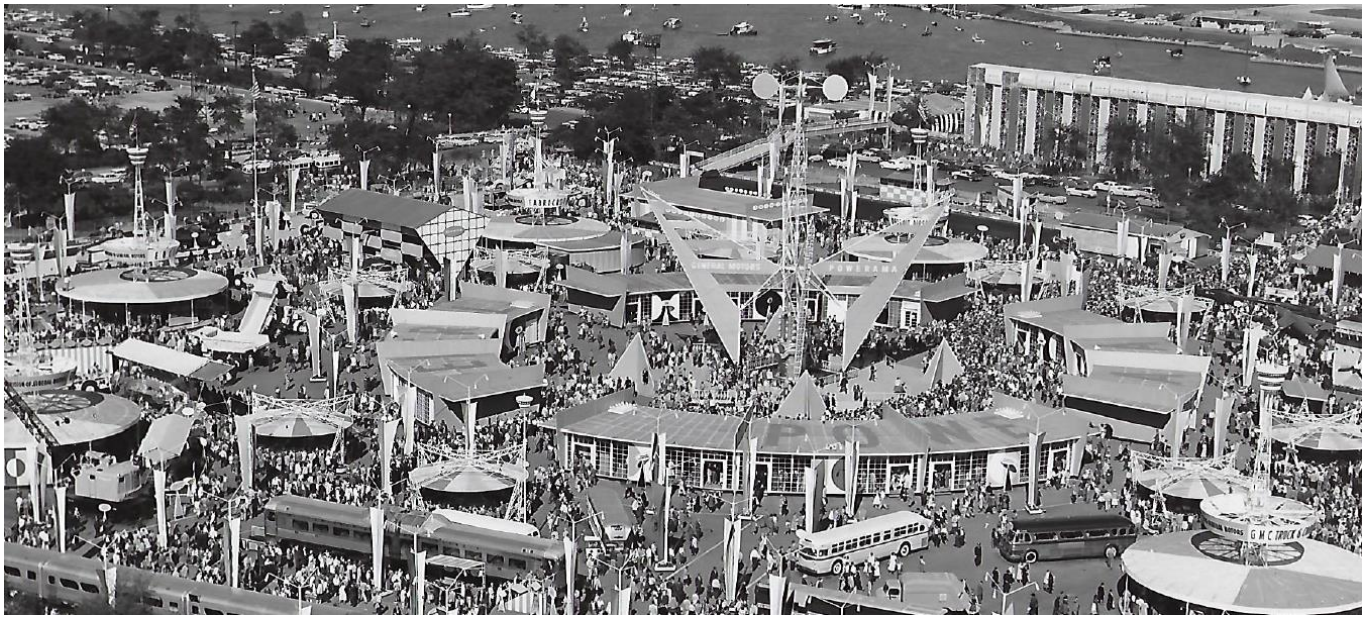
I recently purchased 1953 Corvette #231 and the owner had collected numerous Corvette parts including the rare 90-degree flipper hubcap of which only 44 were made for the first 11 Corvettes and thereafter Harley Earl changed the design for all remaining 53, 54 and 55 hubcaps. So how did such a miss-step occur in the well run, organized and policy driven GM and under the management of Alfred P. Sloan?

As you may remember, the Corvette was first introduced to the public at the spring 1953 Motorama starting on January 17th at the Waldorf-Astoria Hotel followed by other subsequent 'Motorama' sites. The Motorama was essentially a traveling show to introduce new cars to the public throughout the US. Eventually, it was cheaper and quicker to introduce new cars to the public by placing ads on TV but for the early years the best way to show cars to the public was to provide the Motorama that went to major cities throughout the US.

Below is an original photo from GM Photographic Department of the 1953 Motorama at the New York. Note the violinists in front of each of the three concept cars.

THE RARE 90 DEGREE 1953 HUBCAP, *Continued…*

Below is the Motorama in Chicago at Navy Pier.



The concept car Corvette was such a hit at the 1953 show that management promised the plastic car to be built and delivered to the public yet that year. The first of the 300 cars built in 1953 was built in July 1953 and it differed from the concept car shown at the Motorama in several aspects. The Motorama car had an exterior push button to open the door but this feature was not incorporated into the production car. With the top up and side curtains in and no exterior door release button, how did you open the door?

Management wanted a knock off wheel like the competing British cars but did not have the time to source one and the cost of the car was already quite high so a hubcap was designed to make the car look like the wheel was a 'knock off' with what is often called flippers. There were 4 basic GM hubcaps for the 1953-1955 model Corvettes:

1) The Dog Dish Chevrolet Passenger Car for the first approximately 25 cars. These plain hubcaps were installed because the planned hubcap had not yet been built. These were rumored to be replaced after shipment with the planned hubcap.
2) The 90-degree flipper hubcap for cars 25-45. This initial design was short lived and few examples survived.
3) The In-Line flipper hubcap for all remaining 1953, all 1954 and 1955 cars.
4) 1970's re-issue, due to Ralph Nader inspired safety programs, did not have flippers installed.

THE RARE 90 DEGREE 1953 HUBCAP, *Continued…*

The traditional hubcap has the flippers mounted in-line with the Chevrolet 'bowtie' emblem in the center of the hubcap. In the following photograph is the standard hubcap, note that the bowtie and the flippers line up.

To determine if you have an original hubcap, look for the manufacturer's name, Lyon, on the side of the hubcap. The re-issued ones do not have the name. Also, look behind the flipper and if it states Corvette Central, you know at least the flippers have been replaced.

However, for only 11 cars, there was a rare hubcap initially introduced. The following photo is an example of an original 90-degree flipper hubcap. Note the Chevrolet emblem and flippers do not line up. To verify the hubcap is original, check for the Lyons name on the outside rim of the hubcap and check to see if the flippers have been replaced by looking at the backside of them to ensure no manufacturer's marks. The 1970's reproduced units with no flippers have been used to add flippers at 90 degrees but do not have the Lyon's manufacturer marks.

THE RARE 90 DEGREE 1953 HUBCAP, *Continued…*

Pictured here is the 90-Degree version. Note the flippers point perpendicular to the Chevrolet logo.

Finally, to make the story complete, note that there is a difference between the 1953 hubcap and later models as the valve stem hole was relocated to improve the hubcap. In this photo, on the left is a 53 hubcap and the valve stem is located in the wrong area as it coincides with a 'finger' that holds the hubcap onto the wheel. The 54 hubcap was redesigned and the finger does not coincide with finger. However, you cannot see this when the hubcap is installed. The judging manual does note that in mid-1954 the hubcap was slightly changed so that the red lines of the hubcap line up exactly with the hole for the valve stem. Prior to that, the red lines did not match up. You can see in the above picture that the 1954 hubcap on the left has the indentation where the red lines occur and this lines up with the valve stem hole so this is a later 1954 hubcap.

CORVETTE PLANT WAR STORIES by Frank Bloemke

INTRODUCTION

In order to explain why I call these "war" stories I think it is necessary for the reader to understand the overall atmosphere that existed at the plant floor level during 1975 to 1979 when these incidents occurred or were investigated. I have no record of specific times or dates and the order of occurrence is approximate.

In October of 1970 General Motors Assembly Division (GMAD) assumed total management responsibility of the St. Louis Assembly Plant complex at Union and Natural Bridge. Prior to that Fisher Body Division was in the south half of the main building and built only the Chevrolet passenger car body. Chevrolet Division assembled passenger car frames and pickup trucks in the north half of the main building. Chevrolet Division also assembled Corvettes in the old Fisher Body mill building, immediately west of the Fisher Body plant. Body building was most labor-intensive employing approximately 5000 of the 11,000 total people working two production shifts and a 3rd Maintenance shift during this time period. Production rates were 65-70 passenger cars, 30-35 pickups and 10-12 Corvettes per hour.

When GMAD took over, 5% of passenger cars went into the "repair hole "after final inspection, 10% of trucks and 20% of Corvettes. By GMAD standards this was a disaster; and targets of 1 %, 3%, and 5% were set. The new GMAD management began to apply pressure to the "old" Fisher and Chevrolet management and the UAW simultaneously in order to meet these goals. This became a "war zone "and a "3-ring circus" at the same time.

GMAD management relied on a stand-alone Tooling Department to help resolve Quality problems when the Inspection and Production Departments couldn't do it alone. Fisher Body had had a Production Engineering Department since 1956, but the problem was that Chevrolet had only a few engineers in the Plant Maintenance and Engineering Department whose main function was to provide portable power air tools, and one engineer at Corvette who primarily reported to Chevrolet central office design on the status of engineering changes. They had virtually no voice in how tooling was used (or not used) by the production departments. When asked about obvious problems, the usual answer was "that's what production wanted"!!

At the 1970 merger, I was a Body Shop Production Engineer, and Assistant to the Plant Production Engineer, under Fisher Body and became a Tooling Department General Supervisor under GMAD management. By 1975 the final inspection rejection rate on the passenger and truck lines were improved enough to turn attention to Corvette, which had been pretty much ignored up to now. I was assigned to spend my full time on the Corvette problem. First, a former Fisher Tooling Foreman, an Engineer, and toolmakers were assigned to Corvette. Then we toured the Corvette production process. The first thing that caught our eye was the frame shimming fixture. So this is where our war stories start…

CORVETTE PLANT WAR STORIES, *continued*…

1 "FLATTENING FRAMES"

The frame shimming fixture weighed around 1500 lbs. and was built of heavy steel tubing for rigidity. It was 14' lg. 2' high and 5'wide and lowered onto the frame with a high-speed air hoist. When I first

noticed it, it came down so fast the frame bounced on contact. I swear that that hoist could spit out chain faster than the fixture could fall. It was obvious that some frame brackets were damaged in this process. The fixture rested at the wheel suspension locations and checked the body attachment heights for shim correction; which makes good sense. However, the problems were: 1) The frame would bend under the weight of the fixture which was 1200 pounds, more than the 300-pound body; 2) The engine was not in yet to flex the frame; and, 3) The frame was resting on crude conveyor cradles which were not level. I have to laugh when I think of Corvette enthusiasts that hunt for chalk marks on their frame to put in the "correct" number of shims. My advice is to loosen all body bolts, fill all shim gaps, resolve any upper door fit issues by adding or removing shims, and re-tightening bolts to correct torque. Then put on your own chalk marks. We were able to fix the flattening and overweight issues by changing to a special type "Zimm-air" balancing hoist so that the fixture weight on the frame could be set at 300 pounds and the descent rate set much slower, independent of the operator's hand throttle valve. Of course, production screamed, but eventually accepted the necessity. It was not practical to fix items 2 and 3 above because it would have involved overall plant layout and conveyor re-design. We tried to compensate by doing controlled studies of door fits before and after body drop and factoring in engine weights to see if we could come up with patterns but it was not conclusive because door fits were largely hand-made and there were problems with body trucks.

There are body "building" trucks and body "carrying" trucks. For the passenger car body, Fisher used a precision highly tooled building truck to frame and weld the body and a carrying truck to convey the body through the remainder of the plant process. Corvette had over 100 "carrying" quality trucks being used for building and carrying bodies. There was a "truck checking" fixture that could be used to check and repair the trucks. We learned from Corvette Toolmakers that the last time it was probably used to re-master all trucks was 1967; surely it was used in 1962 to initially build the trucks. A re-mastering program was started but it took a long time and many large errors were found, that were probably the result of not re-checking trucks involved in conveyor wrecks. I'm sure that you realize that a frame shimming fixture doesn't mean much if you don't check the trucks.

Well, that's all for now, I hope I didn't burst any one's bubble. There are more war stories to come. This could develop into a regular series if I live long enough.

CAN IT BE? A RARE CORETTE DISCOVERY by Greg Simon

It's no secret, Corvette enthusiasts are excited by rare cars. What makes a Corvette rare? Easily, high performance race cars with low production numbers are the most-rare. The production numbers of factory purposed race cars, by design, is small. The last thing Chevrolet wanted was casual customers trying to adapt race cars to the street so L88s, ZR1, ZR2 and LS6 equipped Corvettes were not generally purchased by the general public and their production numbers are small. This article is not directed at these special purpose race cars. The purpose of this article is to look at rarity in terms of production numbers for non-race cars. Most Corvette enthusiasts will agree that the terms big block, fuelie, LT1 would top their lists of desirable relatively rare cars. Certain color combinations can make a car more desirable. COPO or SPEC colors from the factory light our fires. So, based on these desirable criteria are there any undiscovered rare cars still out there?

Most certainly there are. Even a blind squirrel finds an acorn once in a while. Quite by accident I was introduced to a 1975 Corvette Convertible that has a Bright Blue Exterior, a white top and Oxblood (Red) interior. My friend Dennis Marshall, whom I call the Corvette Hunter, bought the car in Wisconsin and offered it to me for sale. I jumped on the opportunity because I had only seen a few Blue/Red Corvettes over the years. I bought it not for its rarity but because I liked the color combination. At the time I had no idea of the car's rare features.

Let's try to narrow down the rarity of this car. In 1975 there were **38465** Corvettes produced. Of those produced only **4629** were Convertibles. 1975 was to be the last year for Corvette convertibles until production of convertibles resumed in 1986. Coupes had begun outselling convertibles in 1969. Air-Conditioning and Interstate Highways sealed the convertibles fate. So, Corvette Convertibles at 12% of production were somewhat rare in 1975.

CAN IT BE? A RARE CORVETTE DISCOVERY, *Continued*…

Next, the Oxblood interior was not offered by Chevrolet as an approved color with the Bright Blue exterior. **Exhibit A** shows the GM Chevrolet Corvette color combination availability for 1975 Corvettes. Blue/Oxblood is not an approved choice.

EXHIBIT A
Dash in table indicates "not available"

1975 CORVETTE INTERIOR–EXTERIOR COLOR COMBINATIONS

TRIM COMBINATIONS			STANDARD ALL-VINYL						CUSTOM LEATHER				
			19	26	60	65	73	14	192	652	142	262	732
NEW OR C/O	EXTERIOR COLORS	COLOR CODE	Black	Dark Blue	Lt. Neutral	Med. Saddle	Dark Ox-blood	Silver	Black	Med. Saddle	Silver	Dark Blue	Dark Ox-blood
C/O	White	10	X	X	X	X	X	X	X	X	X	X	X
N	Silver Metallic	13	X	X	–	X	X	X	X	X	X	X	X
C/O	Red	76	X	–	X	X	X	X	X	X	X	–	X
C/O	Red Metallic	74	X	–	X	X	X	X	X	X	X	–	X
N	Med. Brt. Blue Metallic	22	X	X	–	–	–	X	X	–	X	X	–
N	Dark Steel Blue	27	X	X	–	–	–	X	X	–	X	X	–
N	Flame Red	70	X	–	X	X	–	–	X	X	–	–	–
N	Bright Yellow	56	X	–	X	X	–	–	X	X	–	–	–
N	Bright Green Metallic	42	X	–	X	X	–	X	X	X	X	–	–
N	Medium Saddle Metallic	67	X	–	X	X	–	–	X	X	–	–	–

You say the interior could have been changed. I would agree except the trim tag says **22** Bright Blue and **732** Oxblood Leather.

EXHIBIT B

CAN IT BE? A RARE CORVETTE DISCOVERY, *Continued*…

While trim tag irregularities are somewhat common in C2 Corvettes I have not seen the problem in C3 Corvettes. Why someone ordered this color combination, I do not know. I have speculated that America's Bi-Centennial birthday was coming up in 1976 and the purchaser wanted a red/white and blue Corvette to celebrate the Bi-Centennial, hence, the Bright Blue, White Top, Red Interior was ordered. Someone knew how to manipulate the GM ordering system to get the red (Oxblood) interior with the Blue exterior. I call the car "The Bi-Centennial Corvette".

Wait a minute, you say, "That's interesting, but not that unusual." There are other cars with unusual combinations. Well, the color combination is not the end of the story. On our rarity scale the special high performance engine options weigh heavily. This Corvette has the L82 high performance engine option. Now before you scoff and say, "It's a smogged up brick with only 205 horsepower." True, as narratives go, but like most narratives there is more to the story.

A 1975 L82 Corvette is a 7.5 second 0 to 60 car with quarter miles times just under 15 seconds and in 1975 an L82 Corvette was probably the fastest production car made by GM. Horsepower ratings are misleading as manufacturers played with the numbers to make regulators and insurance companies happy. Performance entails more than just horsepower numbers. A 75 L82 won't beat a stock 1967 435 horse big block in a quarter mile, but, its wide tires and 8-inch-wide wheels will make a stock 435 nervous off the line in a drag race until the Big Blocks skinny tires and 6 inch wheels stop spinning. Not to mention a 1975 Corvette will out corner a C2 big block all day long.

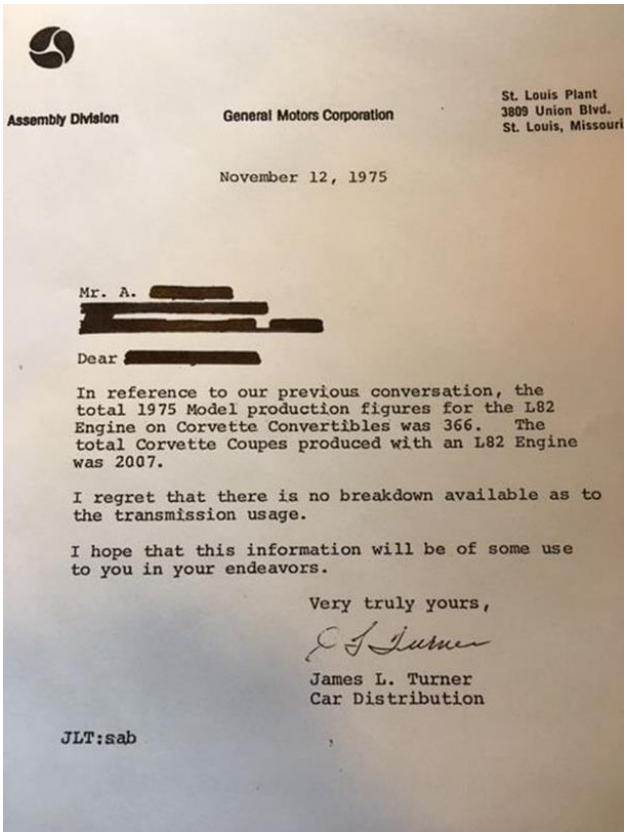
I'm getting off track here. Rant is over. Confirmation of authenticity for the L82 engine option requires that, in 1975, the fifth digit in the car's serial number is a "T" which means L82 engine.

EXHIBIT C

CAN IT BE? A RARE CORVETTE DISCOVERY, *Continued*…

Okay, so its an L82. Well rarity is reflected in production numbers. Until I started researching this car I did not realize that only **2372** of the **38435** 1975 Corvettes produced left the factory with an L82 in 1975. 6.2 % of production. Because of government smog mandates and the difficulty manufacturers faced in meeting the mandates, the L82 option was not released for sale until late February. No 1975 Corvette produced before approximately serial number 19000 came with the L82 engine. The L82 missed about half of the 1975 production run. You might say, "So, **2372** L82s isn't exactly rare". Well, **2372** is the total production of L82s. In most cases we can estimate the number of convertibles verses coups with a particular engine using percentages of convertibles vs coupes produced. In this case we have a letter from James L. Turner (**Exhibit D)** at GM answering a query from a customer about the number of convertibles produced with the L82 engine. Those were the days when a customer could correspond with a person in a large corporation and expect to get a response, unlike today. Sorry, I had to take the shot. In his letter he states that only **366** convertibles left the factory in 1975 with the L82 engine option.

EXHIBIT D



Assembly Division General Motors Corporation St. Louis Plant 3809 Union Blvd. St. Louis, Missouri

November 12, 1975

Mr. A. [redacted]

Dear [redacted]

In reference to our previous conversation, the total 1975 Model production figures for the L82 Engine on Corvette Convertibles was 366. The total Corvette Coupes produced with an L82 Engine was 2007.

I regret that there is no breakdown available as to the transmission usage.

I hope that this information will be of some use to you in your endeavors.

Very truly yours,

James L. Turner
Car Distribution

JLT:sab

Now with 366 L82 Convertibles we are getting into the rare territory. But we are not finished! Pre 1968, with rare exceptions, the highest performance engine options were equipped with manual transmissions. However, by 1975 only 26 percent of all Corvette buyers chose the four-speed manual transmission. According to Mr. Turner's letter the number of the **366** L82 convertibles with four speeds is not documented. Using the percentage of owners choosing manual transmissions (26%) the minimum likely number of L82 convertibles with four speeds is **95**. Maybe more than 26% of L82 buyers choose four speeds. We just don't know, so we will go with **95**.

CAN IT BE? A RARE CORVETTE DISCOVERY, *Continued*…

If you check the columns to the right of the chart provided in **Exhibit E** you will see the **Estimated** number of convertibles or Coupes with certain optional engines. The **95** 1975 L82 Convertibles with four speeds are rarer than all the rare desirable cars in the chart except maybe the 1971 LS6 Convertible.

EXHIBIT E

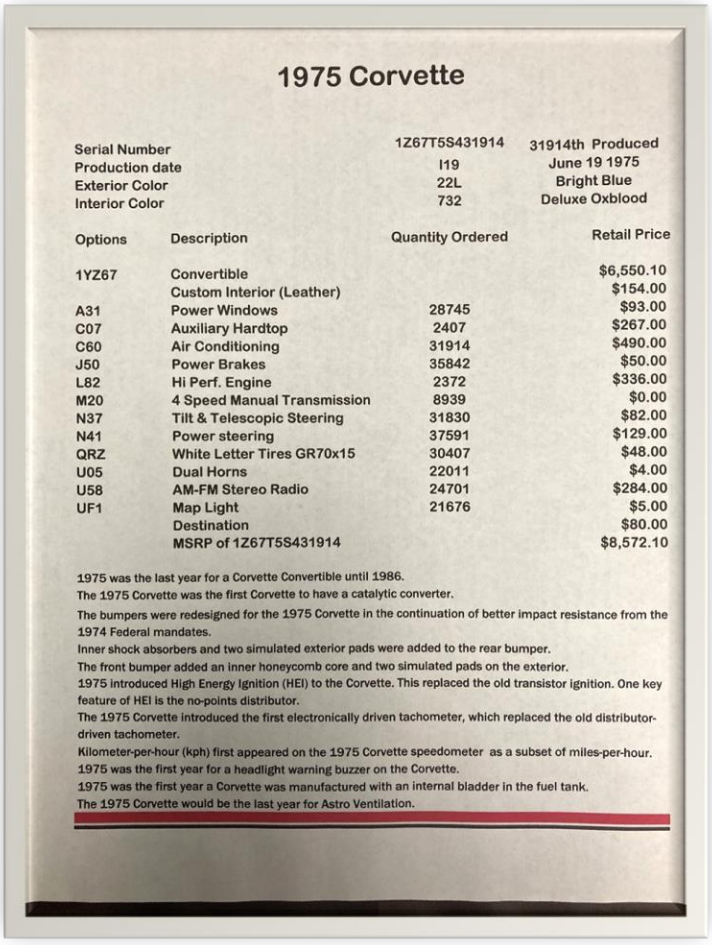
Production Numbers of Desirable Option Combinations in Various Models

Year and Number Produced	Optional Equipment Production	Percentage of Total Produced	Convertibles	Coupes
1962				
14,531				
1,918	Fuel Injection		1,918	
1965				
23,562				
15,376	Convertible	65.3%		
8,186	Coupe	34.7%		
2,157	**396 Engine 425 HP**	9.2%	1,408	749
771	**Fuel Injection**	5.0%	503	268
1967				
22,940				
14,436	Convertible	62.9%		
8,504	Coupe	37.1%		
3,754	**427 Engine 435HP**	16.4%	2,362	1,392
1970				
17,336				
6,648	Convertible	38.3%		
10,688	Coupe	61.7%		
1,287	**LT1 Engine**	7.4%	494	793
4,473	**LS5 454 Engine**	25.8%	1,715	2,758
1971				
21,801				
7,121	Convertible	32.7%		
1,4680	Coupe	67.3%		
1,949	**LT1 Engine**	8.9%	637	1,312
5,097	**LS5 454 Engine**	71.6%	1,665	3,432
188	**LS6 454 425 HP Engine**	1.3%	61	127
1975				
38465				
4,629	Convertible	12.0%		
33,836	Coupe	88.0%		
2,372	**L82 Engine**	6.2%	366	2,006
9,992	**4 Speed**	26.0%		
	L82 Conv. with 4 speed	Estimate	95	

CAN IT BE? A RARE CORVETTE DISCOVERY, *Continued*…

Year and Number Produced	Optional Equipment Production	Percentage of Total Produced	Convertibles	Coupes
1978				
46776				
12,749	**L82 Engine**	27.3%		
8,162	**4 speed**	**17.4%**		
6,502	**Pace Car**	**13.9%**		
	Pace Car w/L82 and 4 speed		**309**	
Production numbers were taken from the Corvette Black Book. All numbers allocating production of optional engines or equipment to convertibles or coupes are calculations based on percents except for the number of 1975 L82 Convertibles which is based on the GM letter from James Turner, Car Distribution.				

In addition to the statistical comparison of the major options that make this car rare, it has a large list of optional equipment. This Bi-Centennial Corvette has Power Steering, Power Brakes, Power Windows, Tilt and Telescoping Steering Wheel, Leather Seats, AM/FM Stereo, Hardtop and Air-Conditioning. Taking the engine/transmission options into consideration and the non-factory approved special order Oxblood interior I feel confident that this is the only 1975 Corvette built with all of these options. It most likely is a one of one of the 38465 Corvettes produced in 1975.



1975 Corvette

Serial Number	1Z67T5S431914	31914th Produced
Production date	I19	June 19 1975
Exterior Color	22L	Bright Blue
Interior Color	732	Deluxe Oxblood

Options	Description	Quantity Ordered	Retail Price
1YZ67	Convertible		$6,550.10
	Custom Interior (Leather)		$154.00
A31	Power Windows	28745	$93.00
C07	Auxiliary Hardtop	2407	$267.00
C60	Air Conditioning	31914	$490.00
J50	Power Brakes	35842	$50.00
L82	Hi Perf. Engine	2372	$336.00
M20	4 Speed Manual Transmission	8939	$0.00
N37	Tilt & Telescopic Steering	31830	$82.00
N41	Power steering	37591	$129.00
QRZ	White Letter Tires GR70x15	30407	$48.00
U05	Dual Horns	22011	$4.00
U58	AM-FM Stereo Radio	24701	$284.00
UF1	Map Light	21676	$5.00
	Destination		$80.00
	MSRP of 1Z67T5S431914		$8,572.10

1975 was the last year for a Corvette Convertible until 1986.
The 1975 Corvette was the first Corvette to have a catalytic converter.
The bumpers were redesigned for the 1975 Corvette in the continuation of better impact resistance from the 1974 Federal mandates.
Inner shock absorbers and two simulated exterior pads were added to the rear bumper.
The front bumper added an inner honeycomb core and two simulated pads on the exterior.
1975 introduced High Energy Ignition (HEI) to the Corvette. This replaced the old transistor ignition. One key feature of HEI is the no-points distributor.
The 1975 Corvette introduced the first electronically driven tachometer, which replaced the old distributor-driven tachometer.
Kilometer-per-hour (kph) first appeared on the 1975 Corvette speedometer as a subset of miles-per-hour.
1975 was the first year for a headlight warning buzzer on the Corvette.
1975 was the first year a Corvette was manufactured with an internal bladder in the fuel tank.
The 1975 Corvette would be the last year for Astro Ventilation.

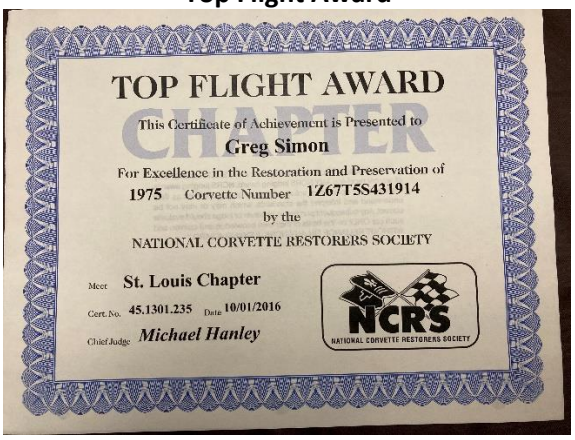
CAN IT BE? A RARE CORVETTE DISCOVERY, *Continued*…

I would like to say that I knew all this when I bought this Corvette. In spite of being an NCRS member since 1995, having restored and campaigned a 1962 Corvette to a National Top Flight, and fairly knowledgeable regarding Corvette lineage, I was ignorant of this cars rarity when I purchased it.

The Bi-Centennial Corvette now has a NCRS St Louis Chapter Top Flight.

At Chapter Judging Event

Top Flight Award

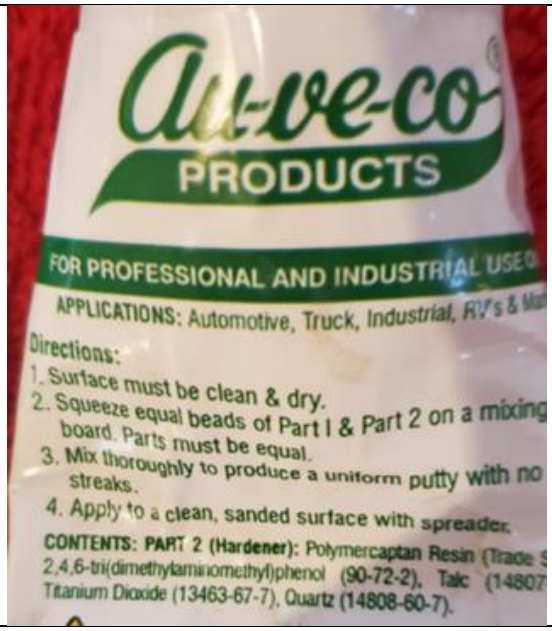


My purpose for writing this article is to highlight the existence of an unusual and rare Corvette to the membership and to ask everyone not to dismiss any Corvette because it does not have the higher horsepower or the chrome bumpers of early Corvettes. A Corvette is a Corvette, and you may just find a jewel by keeping an open mind.

BUBBA MADE THE HOLE TOO BIG! By Kelly Waite

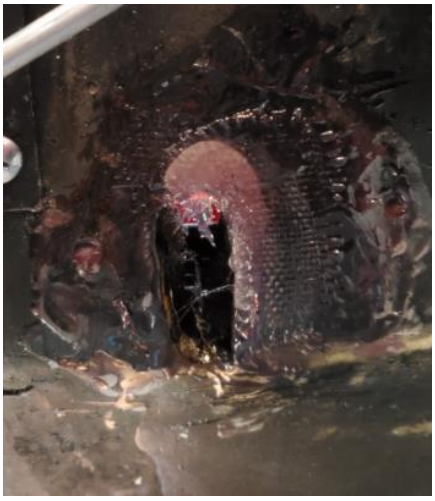
I was cleaning up the firewall on my 57…and could see that the hole in the firewall for the clutch push rod was not very nice looking. It was too big…probably from misalignment. Who knows what happened. Oh well, let's fix it!

I used a fiberglass bonding agent. It is called Au-ve-co. It was easy to work with. It dried fast and sanded just like fiberglass. It is a 2-part epoxy agent.



BUBBA MADE THE HOLE TOO BIG, *Continued*…

First I made an outline of the hole…and then cut some spare fiberglass to fill in the hole. I used the Bonding Agent to put in place and give it strength. I also put 3 layers of fiberglass fabric on the surface to smooth it out.

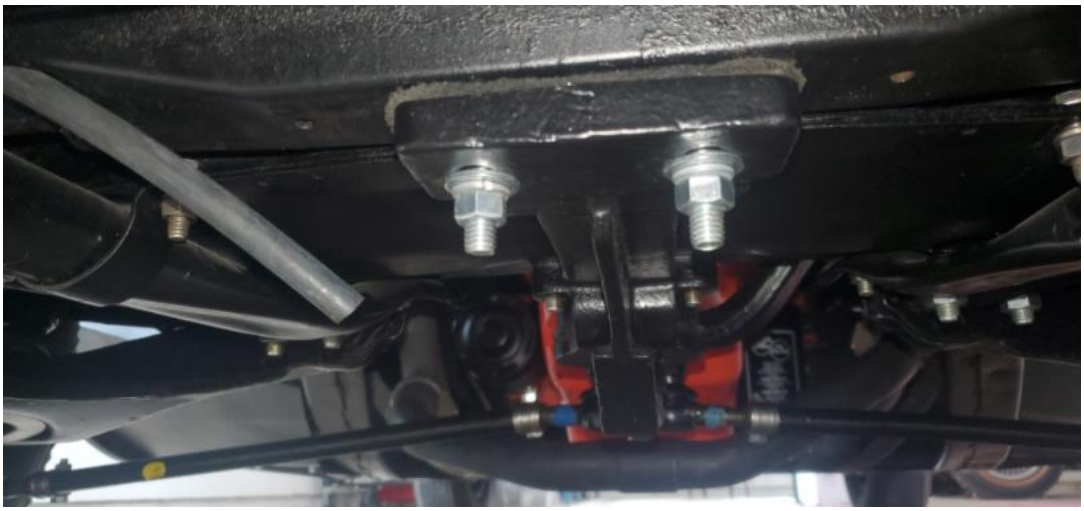


Then put the cover on with the felt insert. Here is what it looks like from both under the hood and inside the foot well.

All done. In summary the Bonding Agent was easy to work with.

JACKING UP THE FRONT OF A C1 By Kelly Waite

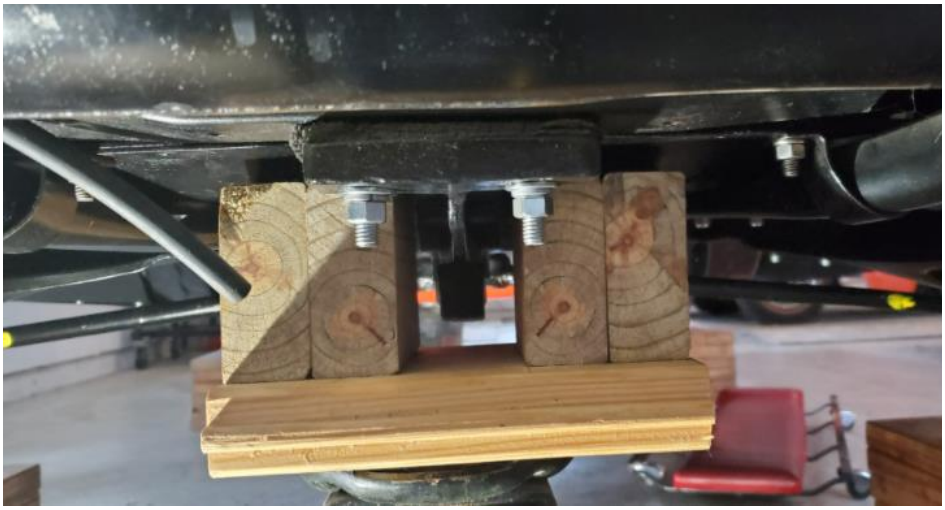
Ever try to jack up you C1 Corvette from the front end? There is no easy way to do it, as the steering arm is in the way.



I was inspired by our Chapter Member referred to as Rock Star… a/k/a Frank Bloemke. I thought… what would Rock Star do?

Yep… he would make a wood cradle to resolve. So here you go.

FRONT VIEW



JACKING UP THE FRONT OF A C1, *Continued…*

View From the Rear

Easy to measure and works with standard 2x4s.

WHAT IN THE WORLD IS ROCK STAR UP TO? By Kelly Waite

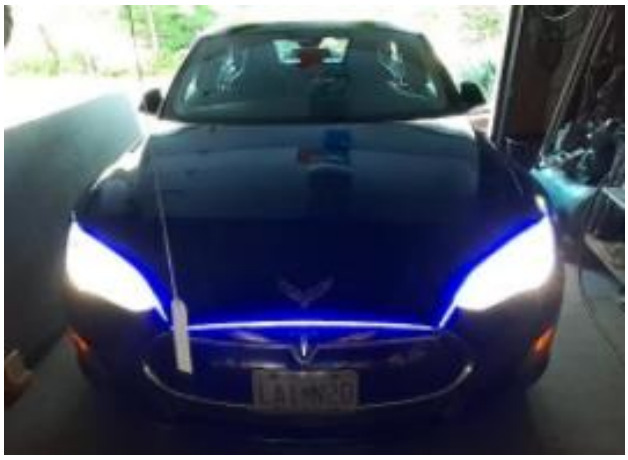
What in the world is Frank Bloemke a/k/a Rock Star up to? Last quarter….RS was busy finishing up the restoration of his 57 Corvette 3 speed transmission. See pics below.

Frank (RS) took his car for a test drive…and no tranny issues!!! ☺ Awesome!! However, the radiator leaked… and RS had to take the radiator out for repairs. After he got the radiator repaired and reinstalled and went for another test drive… and it overheated again. This time it was only low on radiator fluid. But the transmission performed perfectly on both test drives!!!!

Buy the way….RS did an outstanding Tech Session on Zoom a couple of months back where he put pictures, video and audio together to capture what he did. Great Tech Session!!! Thanks RS!!!

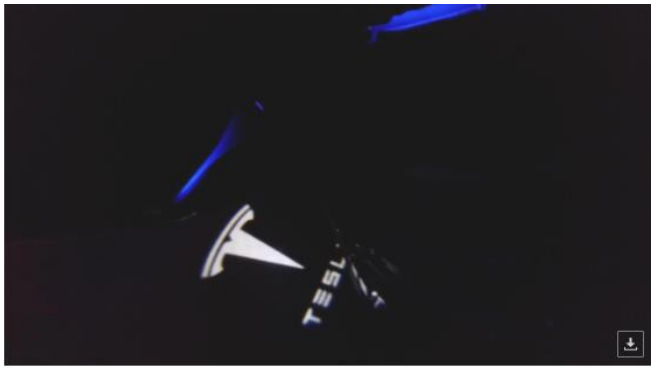
Now he is fine tuning his front brakes. It still pulls to the left. RS will probably adjust the clicks on the drum brakes and go for more test drives to resolve.

Recently…Frank...I mean RS…. has been customizing his Tesla with cool Blue LED lights.

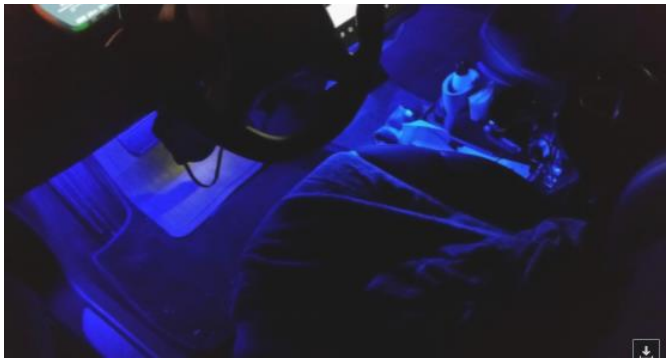


WHAT IN THE WORLD IS ROCK STAR UP TO? *Continued…*

This light beams to the ground from the bottom of his door when the door is opened.



Here is his Blue LED lights inside …when the door opens.



On a different note… I am striving to adjust my Wiper Motor cables on my '57. Wiper Motor cables need to be adjusted from time to time. *The trick is that you have to have someone press down on the wiper blade spindle / post to release pressure….and at the same time you go under the dash and tighten up the cables.* Last week I asked Frank how he adjusted his wiper motor cables and he sent me this pic.

You can't see RS in this pic as he under the dash adjusting his cables….while at the same time applying pressure to the wiper motor spindles / posts … with his special jig.

I am sure that no one is surprised about how RS adjusts his wiper motor cables!!! ☺

Stay tuned for another update on RS next newsletter.

CLASSIFIEDS from 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.

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3004 Collington Ct. - St. Louis ,Mo. 63129
Email Corvettegauge@Yahoo.Com

Sally Waite
Sales Associate
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Edwardsville, IL 62025
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FOUNDATION NCRS MEMBER
NCRS
Joan Burnett
NCRS Foundation Chair
250 West Hwy U
Troy, MO 63379
Phone: 636-462-4401
Email: joanieburnett@gmail.com

Wanted

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

Classifieds continued…

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

For Sale
Small block Chevy tach drive distributor for 1961-68. May also work for 69 and newer 350 engines. Tach is completely rebuilt with Petronix single wire electronic ignition. Installs just like OEM points distributor. No more point adjustments. Also has new vacuum can set for full advance at a vacuum of 8. Good for higher lift cams with low vacuum like the Duntov, 30-30 or L79 350 horse cams. Pinion gap is shimmed to a.010 gap well within specification. I was going to use it on a 1962 340 horse engine which does not have vacuum advance. Sold the car before I installed the distributor. It has never been used since rebuild. $349. OBO

Call or text Greg Simon 636-262-9922

Classifieds continued…

For Sale
2003 Corvette Convertible, Electron Blue with Light Oak Interior and Top. All original except for battery with 13,300 miles and it's an automatic, car is loaded with options including HUD. This is a 2-owner car from California. Car is ready for NCRS Judging or just to drive and enjoy. Price is $26,500.
Call Mike Hanley 636-578-8889.

For Sale
I have a set of four wheels and tires I bought to do a PV with the '84. Goodrich 255/50ZR16
Price negotiable!
Contact Tony Salter 501-450-0902 or trs75l82@yahoo.com

For Sale
1953-1962 new rear leaf springs with new bushings and shackles, $150.
1965 rocker moldings like new condition, $150.
Set of four 1965 steel wheels and original hub caps with like new 205/75-15 Uniroyal white wall radials. $950.
Call Larry Rowden at 314-422-6369

Classifieds continued…

For Sale
4 – 63-64 Corvette wheels, blasted and painted, $500 OBO.
4 – 1964 driver quality Corvette hubcaps, $225 OBO
Misc. Corvette brochures, contact me for details and/or make offer.
Pokie Wildhaber 618-210-5420

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… if 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.

EDITOR'S FINE PRINT

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