THE LEGEND

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

Volume 35, Number 1 **1st Quarter 2023**

www.stlouisncrs.org

ST. LOUIS CHAPTER WELCOMES 2023

The St. Louis Chapter kicked off 2023 with its annual holiday/recognition event. This year, a luncheon at Old Hickory Golf Club in St. Peters, MO. Nearly three dozen members attended and had a great time with friends.

While enjoying a very nice buffet lunch, and excellent service from the Old Hickory staff, a few minutes was spent recognizing the accomplishments of the Chapter and Chapter members during 2022. In addition to acknowledging the Chapter car owners who had their cars judged at the Chapter, Regional and National levels during the year, recognition was also given to the members of the Chapter who attained prestigious awards for their mastering of judging expertise. These included Bill Naeger who received his 100 Point Master Judge award, Mark Portman for his 200 Point award, Mary Gulley for her 400 Point award, and George “Doc” Williams for being the first NCRS member to attain the Five Star award. These judges represent the level of enthusiasm and Corvette knowledge that epitomizes this Chapter. Following lunch, members participated in a spirited White Elephant Gift Exchange and a silent auction that raised monies that will be dedicated toward the Chapter’s charitable giving. Photos on Page 10.

This was the first of many events the Chapter will conduct throughout the year including two judging meets, monthly dinner meetings, may of which will include mini tech sessions, judging seminars, full tech sessions, and road tours. Also, since it is so close, the Chapter is also considering a Road Tour to the NCRS National Convention in French Lick for Chapter members planning to attend.. More to follow!!!!! The calendar, which is on the Chapter website, will be updated as more events are planned.

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CHAPTER OFFICERS for 2023

Chair, John Foster	314-277-2204	foster.johnfjr@gmail.com
Vice-Chair, Mike Marsden	636-399-3741	mmarsden@demoulin.com
Secretary, Kay Augustus	636-362-4231	63forme@centurytel.net
Treasurer, Joan Burnett	636-462-4401	joanieburnett@gmail.com
Board Member, Frank Bloemke	314-962-0580	ekmeolb@gmail.com
Board Member, Dave Dawdy	618-604-9611	dgdawdy@gmail.com
Board Member, Jeanene Kreevich	618-656-5398	billandjeanene@att.net
Judging, Chair Kelly Waite	636-284-0500	kellywaite@att.net
Events Chair, Bill Mulder	513-305-8949	billMulder123@gmail.com
Membership Chair, Jim Sahrmann	314-393-7338	jim.sahrmann@geco.com
Charity Chair, Carol Kleinhenz	636-293-8367	ackleinhenz@gmail.com
Webmaster, Joe Raine	314-799-7513	j.r.raine@gmail.com
Newsletter Editor, John Foster	314-277-2204	foster.johnfjr@gmail.com

FROM THE CHAIR *by John Foster NCRS#30976*

Greetings! Well, here I am back for a return engagement as the Chapter Chairperson. With the pandemic in the rearview mirror, and hopefully remaining only a bad memory, I am hoping that 2023 is a great year for all of the members of this Chapter.

To do our part, the Chapter Officers held a virtual board meeting on January 11th to identify goals and objectives for the year. We identified three goals for the year: 1) Qualify for the 2023 Chapter Top Flight Award; 2) Retention and recruitment of membership to maintain Medium-sized Chapter status; and, 3) Encouraging more members to become more involved in Chapter activities. Each Officer was then asked to consider what objectives they can coordinate to make sure we meet our goals. They were challenged to recruit members to assist the officers in organizing and leading events and activities so that more members are taking an active role in the Chapter. I have asked our Chapter Officers to have as many of our Chapter events on the calendar by mid-February, including our next holiday/recognition luncheon or dinner.

Speaking of holiday luncheons, the recent luncheon at Old Hickory Golf Club was attended by nearly three dozen members who had a good time among great friends, especially during the white elephant gift exchange. By the way, if anyone needs a Richard Simmons Chia Pet, you can reach out to Steve Wenger. And, the silent auction raised nearly $400 for our charitable activities.

As many of you know, Shannon Urton has resigned from her roles as NCRS President and Regional Director. Vice-President, Mark Tulley now assumes the role of President until the Board of Directors elects a new President. The NCRS Board of Directors faces many challenges in moving the organization forward and I emailed Mark and assured him that this Chapter, and I as its Chair, will support him in this transition.

Here's wishing a healthy and happy 2023 for each and every one every one of you, and a great year for this Chapter. Have fun!!! Get involved!!! Make even more great friends!!!

CHAPTER CALENDAR OF EVENTS

Join us at 6:00 PM on the third Tuesday of each month for our monthly dinner meetings. The Sports Café, 3579 Pennridge Dr., Bridgeton, MO,

Date		Activity	Location
February	**21**	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
	23-25	Florida Winter Regional	Lakeland, FL
	25	**Judging School and Corvette Seminar**	St. Charles, MO
March	**21**	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
	23-25	Tucson Regional	Tucson, AZ
April	9	Horseless Carriage Club Easter Concours	Family Arena, St. Charles, MO
	18	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
	29	**Chapter Judging Meet**	Love Park, Manchester, MO
May	16	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
	27	**Caffeine and Coffee**	Gateway Classic Cars, O'Fallon IL
June	1-3	Tr-State Regional	Altoona, PA
	2-3	Bloomington Gold	Bloomington, IL
	8-10	North Central Regional	Rochester, MN
	20	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
	25	**StL Chapter Picnic**	Tillis Park, Ladue, MO
July	**18**	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
	23-27	***NCRS NATIONAL CONVENTION***	French Lick, IN
August	12	**Gissy Garage Tour and Judging School**	Insbrook, MO
	15	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
	24-26	Corvettes at Carlisle	Carlisle, PA
September	**19**	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
	30	**Chapter Judging Meet**	Love Park, Manchester, MO
October	**11**	**Larry Lipsitz Garage Tour**	Ladue, MO
	17	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
	19-21	Texas Regional	Frisco, TX
November	21	**StL Chapter Dinner Meeting**	Sports Café, Bridgeton
December	**10**	**Holiday Luncheon**	St. Peters MO

CHAPTER ROAD TOUR TO GATEWAY CLASSIC CAR HOLIDAY PARTY

Members of the Chapter, along with a number of friends, participated in a road tour to the Gateway Classic Cars Holiday Party and Toys for Tots toy drive on Saturday, December 2.

The weather was chilly but clear, and a great time was had by all. Our groups from Missouri and Illinois joined together at the Cracker Barrel in Caseyville IL and caravanned the rest of the way. Our hosts allowed us to set up an informational table where we distributed info and answered questions about the NCRS.

Minutes of January 18 Chapter Dinner Meeting *by Secretary Kay Augustus #14251*

Joan Burnett gave a financial report including: 64 paid members; $9864.24 in balance in account; After Old Hickory Golf Club bill was paid, $549.95 club cost of Holiday party; and,
the silent auction at the holiday party netted $350 for our charities.

Bill Mulder reported on events including: Working on filling out the 2023 calendar; planning a February 18 judging seminar followed by a tech session on a comparison of the values of a 1955 Corvette to a Mustang and a Chevrolet Bel Air. Working out the possibility of our own road tour to convention.

Kelly Waite reported on judging: The April 29 Judging Meet at Love Park already has 2 cars paid. We may hold additional judging mini-meet(s) if necessary to meet needs of owners planning to take cars to French Lick.

John Foster then presented a tech session fire extinguishers.

Kelly Waite won the 50/50 drawing, proceeds of which go toward our charities.

Treasurers Report *by Joan Burnet NCRS#2731*

2022 NCRS St. Louis Chapter Financial Report

Opening Balance, January 1st of reporting year:			**$8,128.99**
INCOME:	**(Gross Income)**		
	Membership Dues 2022		**$1,950.00**
	Membership Dues 2023 & 2024		**$875.00**
	Events(Meets, Schools, Swap Meets, etc. List each separately)		
	2023 Holiday Party Reservations	$390.00	
	Judging Fees - April 2, 2022	$240.00	
	Judging Fees - Oct 8, 2022	$300.00	
	Judging Fees - Oct 29, 2022	$45.00	
	Judging Fees - 2023 Spring Meet	$75.00	
	Total Events Income		**$1,050.00**
	Other: Interest Income, sale of merchandise etc List Separately		
	50/50 drawing for Charity	$607.00	
	50/50 Winner Contributions to Charity	$207.00	
	Special Judging Charity Donation	$100.00	
	Badges	$122.00	
	Total Other Income		**$1,036.00**
Total Income:			**$4,911.00**
EXPENSES:			
	Judging Expenes - Ribbons	$126.67	
	Judging Meet Lunch - April	$131.29	
	Judging Meet Lunch - October	$374.91	
	St Louis County Park Reservations - Oct	$90.00	
	June Chapter Picnic	$427.75	
	2023 Love Park Fees - Judged Events	$180.00	
	2023 Tillis Park - Picnic	$175.00	
	Charity Donations	$1,000.00	
	2023 Holiday Party Deposit	$500.00	
	Total Event Expenses		**$3,005.62**
	Dues Related Expenses		
	Website/Newsletter Expense	$199.87	
	Badge Expense	$187.22	
	Postage / Paypal / Misc	$38.19	
TOTAL EXPENSES:			**$3,430.90**
Account Balance	**12/31/2022**		**$9,609.09**

CHAPTER JUDGING REPORT *by Judging Chair Kelly Waite NCRS#27432*

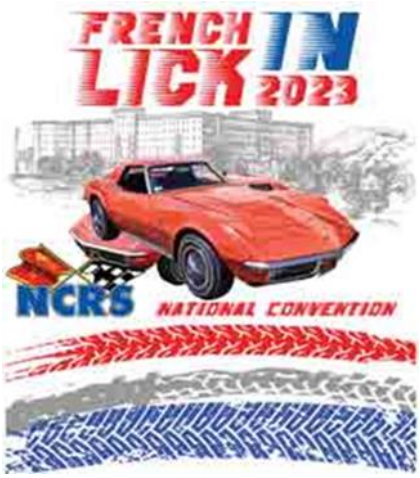
Spring will be here before we know it! ☺

We have set our next two Judging Events at Love Park. This Park just seems to work well.

- Has a nice BBQ grill
- It has plenty of seating for the BBQ
- Plenty of space for "Corvette Row" (next to the Judged cars)
- A pavilion we can use if it rains,
- Room for our swap meet
- Room for trailers.

We booked the following future dates at Love Park. Please mark your calendars for the following dates:

- April 29th, 2023 (See application on the next page)
- September 30th, 2023



Also – remember that the National Convention in French Lick will be July 23rd through 27th. French Lick is about a four-hour drive from St. Louis. If you want have your car judged at a National Event, you have to have had judged at a Chapter or Regional event within the past three years. Hotel Reservations open February 1.

Also – I am hearing that our Chapter may be organizing a Road Tour to the National Convention!!!! ☺. Details to follow from our Events Chair – Mr. Bill Mulder!!! Should be a lot of fun!! I also heard a rumor that one of our oldest and coolest members (Frank Bloemke aka Rock Star) is planning on driving his 57 corvette there!!

Sometimes we get requests for special judging needs between Chapter Judging meets. The Board approved that we can do special "mini-meet" Judging Events," provided the owner also contributes an extra $100 earmarked toward our charitable fund, and the availability of judges. I am assuming that some of you may need to participate in a "mini-meet" in order to get your car judged before the upcoming National Convention in July. Give me a call if this is something you need to pursue.

We will plan on having a Judging school before our April Judging Event. Details to follow.

Also – did you know that we make *house calls*? Huh? Yep!!! If you have questions on getting your car ready for Judging just give me a call. I am glad to come to your house and check out your car and discuss tips for getting your car judged. I normally bring a trusty side kick along with me… (who is much more charming than I am). Just give me a call.

St. Louis NCRS Chapter
Judging Meet and Picnic
Saturday, April 29th, 2023 8:30 AM

Love County Park, Mary's Shelter
239 Mason Lane, Manchester, MO 63021

Directions: Manchester Rd. west from I-270 two blocks past first stop light to Mason Lane. Left on Mason Lane to the park. Follow signs to Mary's Shelter.

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone: _____ **NCRS Number:** _____ **Expires:** _____

Spouse / Guest: _____ **E-mail:** _____

Attendance is FREE but we request you pre-register **FREE**

Flight® Judging Entry : **Fee $75.00** **$**_____

Concours® Judging Entry: **Fee $45.00** **$**_____

Sportsman Entry: Chapter___ _____ **Fee $20.00** **$**_____

Special Display: (Circle One) Bowtie, Crossed Flags, Duntov, McLellan FREE

Make check payable to: NCRS St. Louis Chapter TOTAL FEES: $_____

Car Info: Year: _____ **Coupe/Conv:** _____ **Engine: CI** _____ **H.P.** _____

Complete VIN: _____

Ext Color: _____ **Int: Color:** _____ **Int Fabric: Standard / Leather**

Following Applies To 1963 - 1996 Only: Trim Tag or Service ID Label Info:

Paint Code: _____ **Trim Code:** _____ **Body Number (63-67):** _____

Do you want to tabulate, judge or observer judge? Tab: Yes / No Judge: Yes / No

OJ: Yes / No; Class: _____ **Int:** ____ **Ext:** ____ **Chassis:** ____ **Mech:** ____ **Tab:**____

Your Judging Level (If known): _____

Please make checks payable to: St. Louis NCRS Chapter

Fees are not refunded for cancellations after March 29 th

Please enclose check with application and MAIL TO:

Judging Chair Kelly Waite, 2083 Eisenbath Road, O'Fallon, Missouri 63366

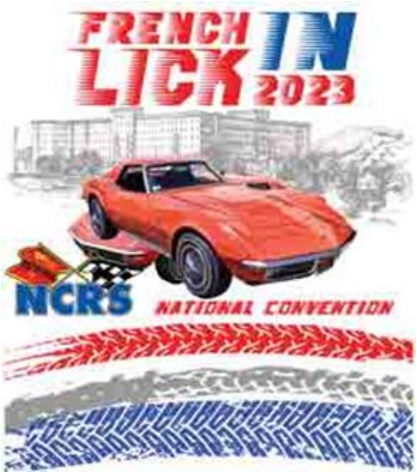
QUESTIONS? Call or email Kelly @ 636) 284-0500 kellywaite@att.net

I agree to insure my vehicle and property for loss, damage & liability and to provide proof of such insurance to NCRS at time of registration. 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.

Insured by: _____ **Policy #**_____**Expires**_____

Signature: _____ **Date:** _____

2023 NCRS NATIONAL CONVENTION



The 2023 NCRS National Convention will be held July 23-27 in French Lick IN, only four hours from St. Louis, so the St. Louis Chapter should be well represented. The convention center is attached to the French Lick Hotel and Resort, while the West Baden Springs Hotel is but a short tram ride away.

2023 will be the "Year of the 1973".

If you are interested in having a car judged at French Lick, remember that it must have been previously judged at Chapter or Regional event within the three years immediately preceding the National Convention judging. The St. Louis Chapter spring judging event will be held April 29th at Love Park.

SERVICE REVIEWS *from Our Members*

From time to time our members wish to share reviews of vendors or services that they think others may be searching for. These are not intended as classified ads, and not endorsements of the NCRS or NCRS St. Louis Chapter. These are reviews of vendors and services by our member's, to assist members looking for services. For additional comments or information please directly contact the member offering the review.

Brandon for upholstery repair 1-573-270-1874.
I have had Brandon do two different repairs for me on both my car and some home furniture in the past few months. Both jobs were completed in a very professional manner and each turned out amazing.

Here are before and after photos of a bad crack in the dash of my 1967 corvette. He repaired and dyed it and it turned out amazing. T

He also repaired a couch in my home and you can't tell it from new. Pat and I are both very pleased with his work and will use him again if ever needed.

Please call if you have any questions.
Larry Rowden

St. LOUIS CHAPTER CHARITY SERVICE DAY

On Wednesday, December 18, 2022, Members of the St. Louis Chapter volunteered throughout the day to staff the gift-wrapping station at Plaza Frontenac. Donations were accepted that day to benefit our Chapter charity, Nurses for Newborns. Chapter members enjoyed the day while assisting our designated Chapter charity that provides care and services for hundreds of St. Louis' most vulnerable newborns each year. Thanks you to all of our members who volunteered to help!

nurses for newborns

St. LOUIS CHAPTER HOLIDAY/RECOGNITION LUNCHEON

MESSAGE FROM HARRY LEDGERWOOD, NCRS REGION VII DIRECTOR

St. Louis Chapter Members,

I hope this finds everyone Safe and Healthy, ready for the upcoming New Year. Needless to say that 2022 has been a real adventure, but we seem to be getting back closer to normal times.

I am sure that by now most folks are aware of the recent changes in NCRS leadership. Without any notice Shannon made an overnight decision to resign her position both as President and Region Director. It came as a total surprise to all on the Board of Directors. Most agreed that she had provided some positive energy and ideas. We were disappointed to see her leave, and wish her the best. Mark Tulley, the Vice President became the immediate President much to his surprise. Mark is taking the challenge in stride and is planning to maintain and improve the transparency that was developed over the past. Mark appointed Mike Ingham as Vice-President and also two new Region Directors. The BOD is committed to working to improve the membership experience and draw new members wherever possible.

With that said, First up right after the Holidays will be the Florida Regional on February 23 thru 25, 2023 in Lakeland. After all of the surrounding confusion, the Florida Chapter is on track to host another great Warm Weather Regional event. There is already about 55 cars registered and no doubt more to come. If you are looking for a Hotel nearby, the Hilton Garden Inn has several rooms available for those dates. You can call 863-647-0066 and ask for the NCRS Rate of $180 for a Double Bed room.

The slate of Regional Events continues with newly scheduled Tuscon, Arizona on the calendar for March 23-24-25, 2023. Next up after that is the Pittsburg Tri-State Regional in Altoona, PA on June 1-2-3. This has been a well-attended meet and promises to not disappoint. Right after that will be the North Central Regional Meet in Rochester, Minnesota on June 8-9-10. This was a good meet when it was held just a few years ago.

All of those should give everyone lots of reasons to get involved and come to the NCRS Regionals where you will find lots of Friends and Great cars. This year's National Event should be a great event at a very nice resort in French Lick, Indiana. We hope to see you there in July.

In closing I want to Thank all of the St. Louis Chapter folks for their support in making your Chapter one of the best organized and supported Chapters in the NCRS Organization. Be sure to tell your friends who may not be members, they don't know how much Fun and Friendship they may be missing. We appreciate your involvement and continued membership to help make the NCRS one of the best Car Organizations going.

Best Wishes and Hope to See You Soon at an NCRS Event,
Harry Ledgerwood,
Region VII Director
816-863-3420

MY CORVETTE QUEST *by David Burke NCRS#68572*

I saw my first Corvette when I was seven or eight years old in the mid-50s: a 1953, I think, white with red interior and white top. Thus began a 65 year "wait" for my own Corvette.
Moving forward a few years there was Route 66 the television program from 1960 to 1964: Buzz and Tod traveling along Route 66 solving everyone's problems. However, for me the new Corvette each year was the star.

Then, Jim Keene Chevrolet in Crestwood, September 1962 (remember new car introductions, kept under wrap, until mid-September?) a split window coupe on the showroom floor. The salesman allowed me to sit inside. Too cool draping my hand over the floor shift and fantasizing.

In high school I did ride in a C2 coupe and in the early 80's a C4 convertible and that was my only exposure to "hands on" time in a Corvette. However, I carefully followed each generation and iteration.

Life got in the way: school, family, business, time poor. Still, the desire for a Corvette continued. After retiring I thought now or never so joined the NCRS St. Louis Chapter to hang out with folks with similar interests, learn about the Corvette and to buy one. Initially I was looking for my favorite, a 1967 convertible, but after observing NCRS members dedication to their C2s, I knew that I was not ready for that commitment. Maybe a C7 or even order a new C8 (museum delivery is a must) but a lot of money to tie up on a car that is seldom driven. What should I do?

Stephen Wenger suggested that he and I take his 2002 C5 coupe and look at a few used Corvettes. Well, that did it for me. I found his C5 to be a great drive with a great price point. After a short search, I found a beautiful 2002 coupe online by a private owner (only the second owner for 13 years) in the Dallas area, 17,200 miles, excellent condition. After a couple of conversations with Glenn, the owner, I flew down to check it out and it was every bit as he presented it and at a fair price. I drove it home that day and what a drive! I love the car and I am having fun addressing minor issues that are part of a 21-year-old car. A dream realized.

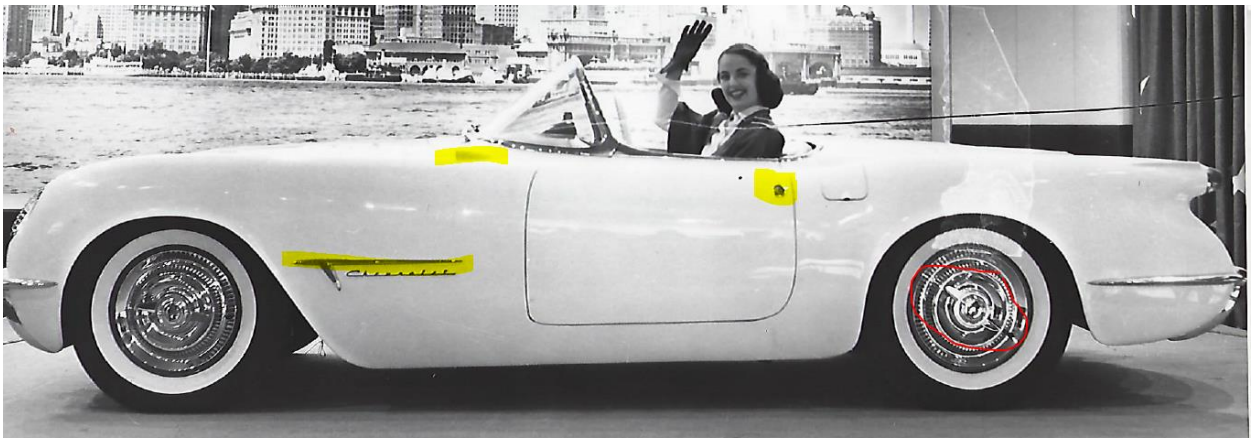
Thank you to Hal Lutz, Jim Larson, John Foster and Kelly Waite for your support. In particular, thank you to Stephen Wenger for support and expertise in both suggesting a C5 and helping me repair issues with my "new" C5. And most importantly, thank our NCRS Chapter for inspiring me to achieve my sixty-five-year dream.

WHEEL COVER DESIGN CHANGES for 53-55 CORVETTES *by Bill Mulder #60998*

Recently, an ad appeared for 'original' 1954 Corvette wheel covers on eBay and the wheel covers did not have the traditional flippers which prompted this summary to show the changes in a mere hubcap as an indication of the number of changes that were going on as the car evolved. There were essentially 3 different versions of the wheel cover and what wheel cover belongs on what car depends on what time period the car was created.

Temporary Belair passenger car wheel cover (cars 1-20?)
The Belair wheel cover was placed on the first approximately 20 cars until flipper wheel covers came available. We know this because of an early photo of the 10 early Corvettes lined up for view, photographing and driving by journalists and the cars had passenger car wheel covers. Below is one coming off the factory line.

Version 1 the 90-degree flipper
The very first version was a wheel cover with the Chevrolet Bowtie at 90 degrees from the flippers which was on the two Motorama cars. Below you can see this is a Motorama car as it has an external door 'pushbutton' that was not placed into production as well as the door missing its side trim, the front fender trim is mounted upside down and the fender vent that did not come until 1956. If you look close, you can see the 90 degree flippers.



WHEEL COVER DESIGN CHANGES for 53-55 CORVETTES, Continued…

We do know that the Motorama wheel cover with the 90-degree flipper was placed into production but we do not know when it stopped. Russ Howay has car #68 and it has the 90-degree flippers so likely sometime after car 68 the wheel cover changed.

Below is an original 90-degree flipper wheel cover made by the Lyon manufacturing company. Note the flippers are not lined up with the bowtie emblem. Also, for later reference, note that the red painted indentation lines up with the valve stem.

1953 early 90-degree wheel cover

More traditional in-line wheel cover 53-55

Version 2 - production (cars 70-300 in 53 and some in 54).

The wheel cover was changed from the 90-degree flipper to the wheel cover with the flipper in line with the Chevrolet Bowtie. This wheel cover has the 'grippers' that held the wheel cover on the wheel in-line with the valve stem. Also, for some odd reason the red painted indentation does not line up with the valve stem as it did with the original 90-degree flipper wheel cover. Below is a typical '53' wheel cover with the 'gripper' and valve stem in line and red indent not in line.

Gripper in line with valve stem

Red painted indent not in line with valve stem

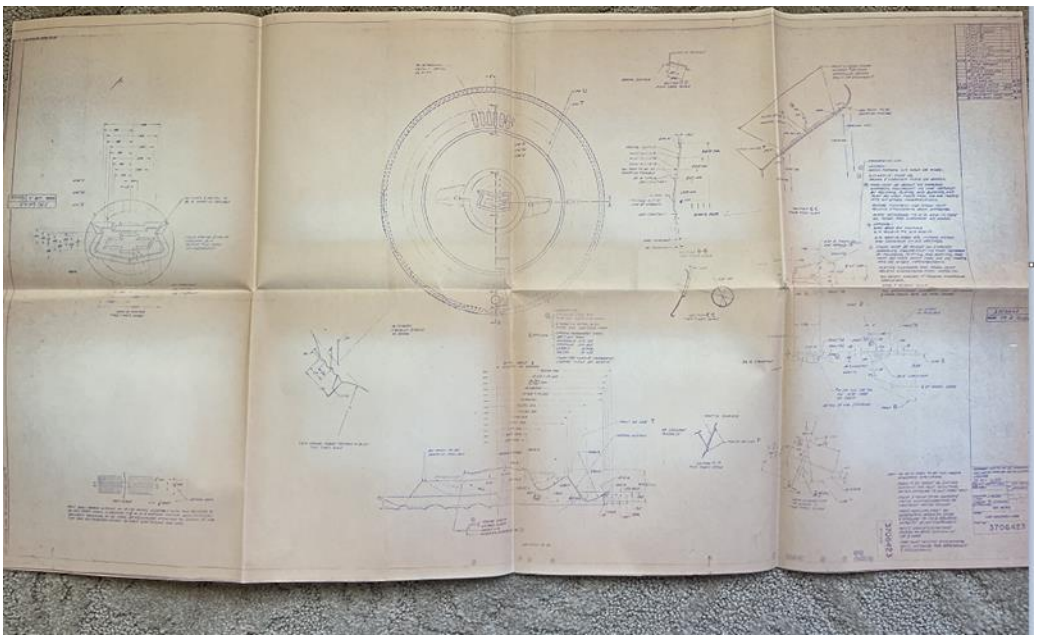
WHEEL COVER DESIGN CHANGES for 53-55 CORVETTES, Continued…

Version 3 - late 54 and all of 55: Gripper moved to not be in line with valve stem and the red painted indent lined up with valve stem.

Eventually, the design was changed and the gripper was moved to not be in line with the valve stem. Also, the red painted indent was lined up with the valve stem like the original 90-degree flipper wheel cover.

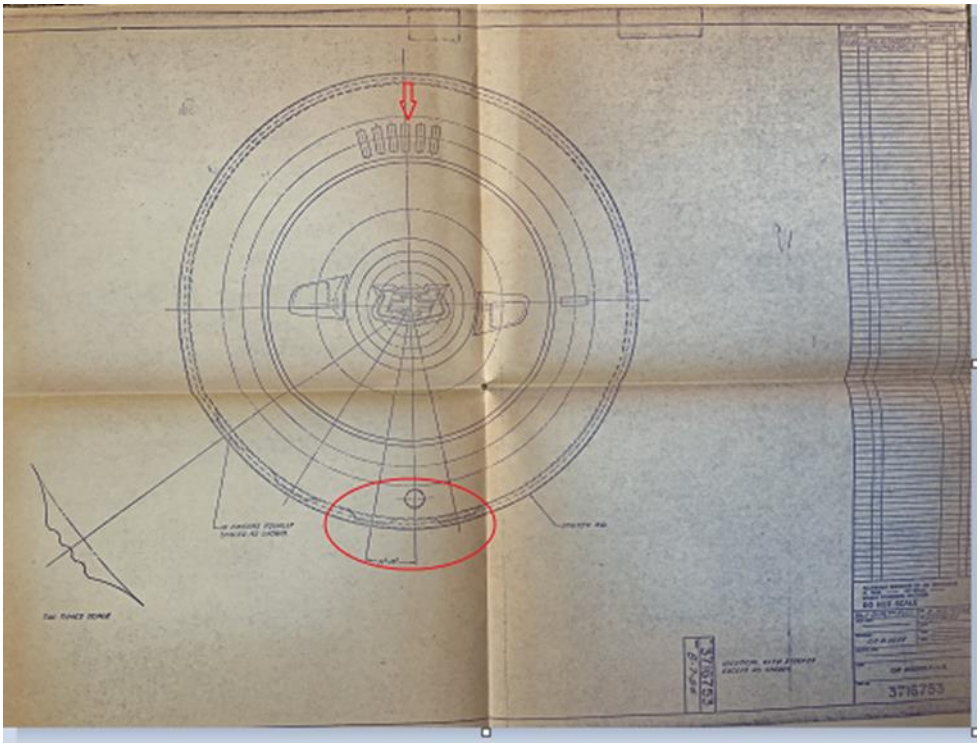
When did the change occur?

I have two original plans dated fall of 1954. One plan moves the gripper to the side of the valve stem. The second plan lines the red indent up with the valve stem, but the plans are over a month apart.



Fall 54 plan to move the gripper to the side of the valve stem
(plan refers to original 3/53 plans and notes this is change #5)

WHEEL COVER DESIGN CHANGES for 53-55 CORVETTES, Continued…



Fall 54 plan to line the red indent up with the valve stem.

The NCRS judging manual which states there are only two primary designs. First, the 53 wheel cover with the gripper in line with the valve stem and the red pained indention is not lined up with the valve stem. The second design is the 54-55 wheel cover that has the red painted indention in line with the valve stem and the gripper moved offset from the valve stem.

However, there is a 3rd group of wheel covers out there with a mix of 53 and 54-55 attributes. Below is an example of what should not exist. Note the gripper lines up with the value stem (53 design) and the red painted indention lines up with the valve stem (54-55 design).

Note red indent line points straight at valve stem

Note valve stem and gripper are in line also (which should not occur)

This is an example of what is likely a short-lived change as the wheel cover evolved with the car. The point is that there were many changes to many parts to the car as it evolved.

WHEEL COVER DESIGN CHANGES for 53-55 CORVETTES, Continued…

Why did the grippers get moved?

Corey Peterson, a noted Corvette restorer, provided the following photos to support his belief that the change to move the grippers was because GM knew in the fall of 54 that the new 55 wheel was coming out and the new wheel had nubs on the rim for the new passenger car wheel cover. He believes the location of the grippers would hit the nubs making it difficult to remove the wheel cover. As proof, note the new 1955 wheel with tape marking the location of the nubs:

Note that with a 1953 through fall of 1954 style wheel cover, the grippers do hit the newly created nubs for the 1955 wheel

By changing the location of the grippers, they do not hit the nubs for the new 1955 wheel cover.

WHEEL COVER DESIGN CHANGES for 53-55 CORVETTES, Continued…

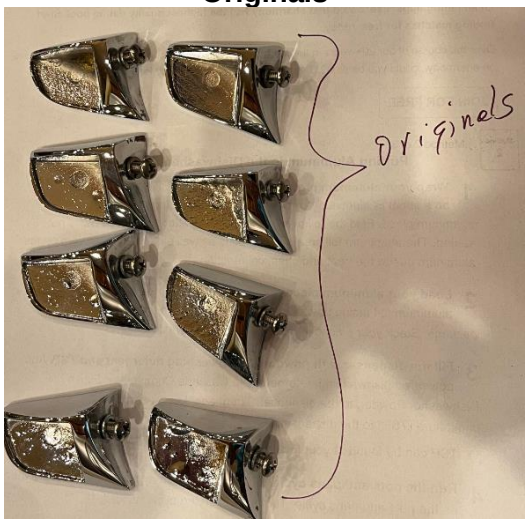
It seems much more likely that the grippers were moved in the fall of 1954 to accommodate the new 1955 wheel that and the newly added nubs. If there was a problem with the valve stem as is most commonly believed, a change would likely have occurred earlier than fall of 1954. Also, Lyons Manufacturing was the world's largest manufacturer of wheel covers, having started making them in the 1930s. It is unlikely they would have made a rookie mistake and located the grippers in such a way to affect the valve stem.

Real or reproduction flippers?

Below left is a reproduction flipper that has the Corvette Central logo ever so faint on it. The round 'mold mark' appears on original and reproduction flippers.

Corvette Central Reproduction

Originals



WHEEL COVER DESIGN CHANGES for 53-55 CORVETTES, Continued…

Original or re-issue hub caps

The seller on eBay states these are new and original 1953-55 wheel covers but they have no flippers or any indentation to install the flippers. This is because GM re-issued these in the 1970s but because of Ralf Nader and safety, GM did not place flippers on the wheel covers. So, they would be service replacements.

There are experts that will indent these wheel covers to make a 90 degree flipper or to make the more traditional wheel cover with the flippers in line with the Chevrolet Bowtie. However, they are different from the originals as the originals have indented on the rim the words “PAT PEND”, PATENTED”, “LYON” (the manufacturer) and “WHEEL COVER”. The GM replacements do not have these marks.

WHEEL COVER DESIGN CHANGES for 53-55 CORVETTES, Continued…

Conclusion

The car went through a lot of changes and this is an example of how fast it evolved and improved. The wheel cover alone had 5 changes per the plan from 3/53 to 8/54. Just like a baby changes rapidly in its first few years, so did the Corvette. As a baby and the Corvette became older, the frequency of change slowed down and it got stronger. But in those first few years, the car evolved rapidly and changes were made.

What an interesting car to have survived the test of time. Almost all of its counterparts have stopped production but then some have been revived like the Charger and Camaro.

And most importantly, thanks to Corey Peterson and other experts in the field who have such great knowledge of these cars. Without their knowledge and understanding, the car loses some of its mystique.

MEMBERS PROUDLY SHOWING OFF

At the 2022 Muscle Car and Corvette National event in Chicago, Walter and Diane Kunz continued the successful campaign of their beautiful 65 Fuelie where they received Triple Diamond, Gold Concours and Best Corvette for First Time Shown awards. That just added to the already impressive array of awards the car has earned including Bloomington Gold and the NCRS Duntov Mark of Excellence awards. Congrats to Walt and Diane!

WHAT I LEARNED ABOUT INSTALLING C1 WINDSHIELDS *by Kelly Waite #27432*

The first thing that I learned was…. Do not break the windshield!!! Huh!!?? Yep… when my windshield was laying on my pool table for a week or so…. it cracked. Ugh!!! I had laid it face down, and the weight of the side posts was enough to stress this thin reproduction glass!! Ugh!!

The second thing I learned was that you cannot buy U.S. made OEM windshield glass anymore. Pilkington makes a great US made OEM windshield… but it is tinted… and that will not work for me…. as tinted glass is a big deduction. (The standard deduction sheet that we all use shows a 50% originality deduction). AutoCity Glass has a good product… but it is thinner than original and is made in Thailand. Go figure?! I have heard that windshield glass is also made in Mexico and China that has differences from original as well.

The second thing I learned was that you cannot buy U.S. made OEM windshield glass anymore. Pilkington makes a great US made OEM windshield… but it is tinted… and that will not work for me…. as tinted glass is a big deduction. (The standard deduction sheet that we all use shows a 50% originality deduction). AutoCity Glass has a good product… but it is thinner than original and is made in Thailand. Go figure?! I have heard that windshield glass is also made in Mexico and China that has differences from original as well.

So I got to do my windshield twice as the first time the glass cracked ☹. The second time was much faster and better fit ☺. Following are my key steps the second time around:

1. First place your windshield into your chrome and stainless-steel frame without any weather-stripping to make sure that the windshield has a good fit. The AutoCity Glass that I got fit pretty well… except that the bottom of the windshield was not quite deep enough. However…you will not be able to see that difference when it is installed on your car.

2. Weather-stripping matters!! The first time I did the windshield I used Paragon repo weather-stripping. The fit was wrinkled and generally thin. Also – Not sure how long that weather-strip will last? For the second time around… I found NOS weather-strip on line and the fit and quality was so much better!! No wrinkles and nice quality!! So, the NOS weather-stripping that was at least 30+ years old was so much better!!! BTW – expect to pay at least $200 for nice NOS weather-strip. Besides a better fit, and no winkles…. the other benefit of NOS is that it has the correct 2 ribs on the outside seam. (The repo does not have the correct ribs… which would be a 20% originality deduction using CDCIF).

WHAT I LEARNED ABOUT INSTALLING C1 WINDSHIELDS, Continued…

3. Carefully find the centers for the windshield, the weatherstrip, and the frame pieces (top and bottom). I used duct tape on the windshield and parts to mark.

Also important to make sure that the Top Tubular stainless steel trim piece is properly centered on the sub-frame… and the bottom stainless steel trim piece is properly centered on the bottom sub-frame. Also good to mark on the windshield which side is the "Top". (When the windshield was sitting on my pool table… the Top side and Bottom side looked very similar… and it would have been easy to mix up the top and bottom). I would leave the Top Stainless-Steel Tube on the Top sub-frame as there is a lot of torque to get that tube on the sub-frame. If you put the Top Stainless-Steel tube on at the end of the installation… you may damage your glass or weather-strip. Likewise… I would also leave the bottom trim piece on the bottom sub-frame.

WHAT I LEARNED ABOUT INSTALLING C1 WINDSHIELDS, Continued…

4. Put the weather-strip on with good quality adhesive. This is important because you don't want the weather-strip moving around when you put the windshield into the frame. I used a 3M product. Do not put too much on… as it will be a pain to clean up any slop off of the windshield. Allow a day or so to dry. (Of course you should make sure that the center of your weather-strip lines up with the center of your windshield). Also make sure that the inside of the weather strip (which has a flap) is properly on the inside of the windshield. See photos below.

5. Now time to get the frame ready. Assemble the Top of the frame. This will include the center stainless steel tube & sub frame and the two side posts. Attach the nut retainers to the sub-frame with duct tape. Keep the bolts kind of loose to allow for wiggle room. You may have to "wiggle and jiggle" the bolts with the nut retainer plates. Make sure that the bolts you are using are not too long… as they could pressure / stress / crack the glass.

6. Carefully position the top of the frame on a large table. (I used my pool table). Will need to use plenty of lube as well. I used WD-40 on the weather-strip and the frame. Then carefully position the windshield over the top frame and lower into the frame. It should drop in pretty easy without a lot of pressure needed.

7. Next - Attach the "T-bolts" into the lower frame. I used duct tape to hold them in place and that seemed to work pretty well. You will also need to duct tape the attaching nut retaining plates in place. (One on each side).

WHAT I LEARNED ABOUT INSTALLING C1 WINDSHIELDS, Continued…

8. Now carefully attach the lower frame on the windshield. Would be great to have two people for this step…as the bottom stainless-steel trim needs to mate with the side posts. One person should strive to align the bottom piece to the side posts…and the other person should align the stainless-steel trim piece at the same time. You may have to *wiggle and jiggle* the bolts and nut retaining plates to get them to align. The bolts should be only finger tight as this time.

9. Next, I used belts to make sure I had the windshield glass snug into the frame. See photo below.

WHAT I LEARNED ABOUT INSTALLING C1 WINDSHIELDS, Continued…

10. Now you can tighten the bolts on the top and the bottom of the frame.

11. I also used clamps to get a better fit on the bottom stainless-steel trim. See pics. I also used some glue to make sure the stainless steel trim stayed snug with the side posts.

12. With the frame snug around the windshield now it is almost time to put the windshield on the car!!! ☺ This is a two-person job!! It is best to put the rubber gasket on the bottom of the frame with the "T-bolts" threaded through the gasket holes.

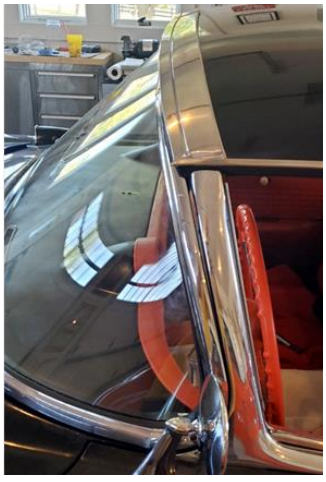
13. Rubber shims are used for the side posts. I would use at least one on each side for initial fitting.

14. I used heater hose on the bottom valley of the car to put underneath the windshield and the car. That way your T-bolts will not scratch the fiberglass and/or paint. See photos below.

WHAT I LEARNED ABOUT INSTALLING C1 WINDSHIELDS, Continued…

15. To be able to get the eight T-bolts to align into the holes.. I used straws to go through the bottom of the fiberglass hole and then go into the T bolt. The straws were about 2 .5 inches long. See pics. Now the windshield should be able to drop into the fiberglass and the 8 T bolts will go into place. See next two photos.

16. With your windshield in place… the next step is to determine if your height is correct on the side posts. I measured each side to compare… and then put the hard top on the see how the fit was. For my car… the driver side required 3 shims… and the passenger side only required one shim.



WHAT I LEARNED ABOUT INSTALLING C1 WINDSHIELDS, Continued…

17. If you don't have a hard top… just make sure your soft top fits o.k. You may have to tweak to insure tight fit for the soft top.

18. If you are happy with the windshield fit…you can remove the straws by simply pulling from under the dash. Next tighten the bolts on the bottom of the side posts and the 8 T-Bolts. The side frames have each have 2 bolts. You may have to do some more *wiggle and jiggling* to get the washers, lock washer and nuts on to the side posts. I used tape to attach the washer, lock washer and nut in place and *wiggled and jiggled* them in place finger tight….and then removed the tape.

19. The T-bolts along the bottom of the windshield (eight in total) have special "T-Bolt nuts" that have the washer and nut combined. The nut is free turning, and the washer is domed to allow space to apply dum-dum for sealing. See pics. I used 3M strip calc to go around the inside of the domed T-bolt nut and seemed to work pretty well.

WHAT I LEARNED ABOUT INSTALLING C1 WINDSHIELDS, Continued…

20. Hand tighten the bolts and check the overall fit again. If you are happy with the fit then tightened all of the bolts. You will notice that the seal will ooze out of the special T-bolt nuts. See pic. I used a small ¼ inch socket wrench to tighten the four side post nuts. More *wiggle and jiggle* needed here to get it on the wrench.

21. Final step is to apply calc at the base of the windshield and the fiberglass. I used 3M strip calc for this as well and seemed to work pretty well. I put some WD-40 on the strip calc to make it softer to be able to wipe off the excess. (I had placed the strip calc in place into the bottom gap of the windshield before I tightened the nuts. Not sure that makes much of a difference). See photos below.

I summary…. Be patient and hopefully do not break the glass!!!! *Wiggling and Jiggling* and using the straws to align the T-bolts may be very helpful!!! I would be happy to help anyone tackling this project!!

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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NCRS Foundation Chair

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CLASSIFIEDS Continued…

In Search Of

Searching for an AC air filter with the square mesh wire surrounding the outer edge as pictured. It need not be any specific application as my main interest is in the wire mesh and will be used as an example of the mesh used on mid-sixties Corvettes. Please check your stash or ask your friends if they have any old AC air filters they may have hung on to that may have this square mesh wire on the outside of the paper. Thanks for any help or information about someone who may have any old AC filters, no matter the condition. John Murphy, 217 971 7183 or j.w.murphy@comcast.net

Services

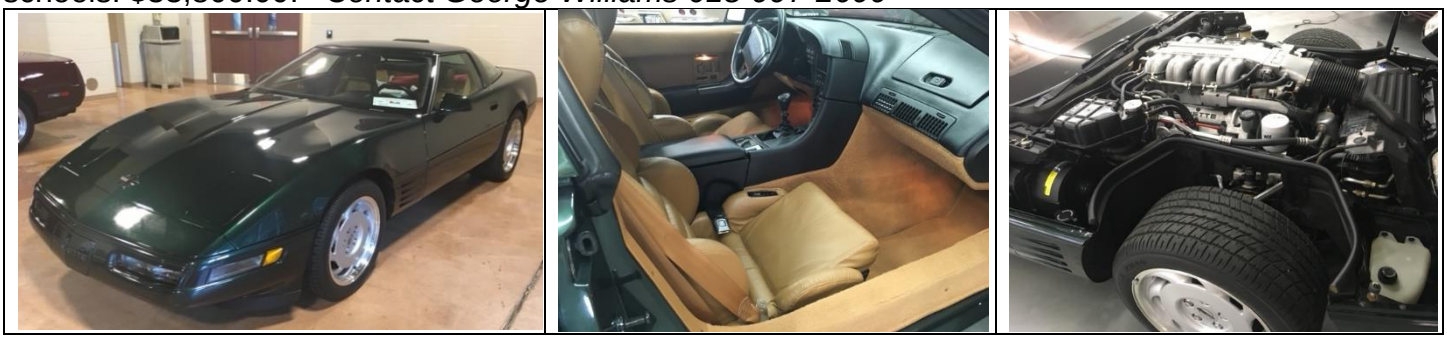
Convertible top installation on 1963 to 1975 corvettes
Convertible top frame restoration also available.
Restored top frames available for exchange or sale.
Contact Dave Buescher 618 772 8641

Services

Water pump rebuild service. Rebuild your pump with new seals, bearings / shaft and impeller. Stocking parts for short shaft small block and big block Chevy pumps. Quick 1 day turn around.
Dave Buescher 618 772 8641

For Sale

1991 ZR/1 VIN 1G1YZ23J4M5800827. Polo Green with tan interior. ALL ORIGINAL including tires, paint, and two tops. Only 5,9xx original miles. Everything works and it has NCRS regional and national Top Flight awards, as well as a Performance Verification Award and the Dave McLellan Mark of Excellence Award. It has been used in teaching NCRS regional and national advanced judging schools. $33,800.00. *Contact George Williams 618-997-2600*



For Sale

1967 Blue Leather Seat Covers, Used in very, very good condition. $ 160.
Text David Dawdy Text at 618-604-9611

CLASSIFIEDS Continued…

For Sale
C-7 Car cover. $50**.** *Call or text John Dougherty 314-566-7989*

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
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
1995 Corvette, Yellow with black top and interior. 30,000 miles. Asking $19,500. Car is currently in Nashville but can back in St. Louis upon request. *Call or Text Greg Simon 314-662-0866*

For Sale
Nice Hardtop for 58-59 Corvette. Black with red headliner. $3,500. *Text Dave Dawdy 618-9611*

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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