THE LEGEND

The Bi-Monthly Newsletter of the St. Louis Chapter
of the National Corvette Restorers Society

Volume 38, Number 3 May/June 2026

www.stlouisncrs.org

2026 NCRS SHOW-ME REGIONAL WAS A SUCCESS

Photo Courtesy of Vinnie Peters, NCRS

BREAKING NEWS! The 2026 Show-Me Regional was so successful that on June 1 the NCRS Board of Directors approved the STL and KC Chapter's application to host another Show-Me Regional in Springfield, MO, April 26-28, 2029.

The St. Louis and Kansas City Chapters of the NCRS hosted over 300 attendees, including 213 registered NCRS members, at the 2026 Show-Me Regional, April 16-18, in Springfield, MO. The event featured a treasure trove of great Corvettes with great friends celebrating America's Sports car during the centennial of America's "Mother Road," in the very city where Route 66 was conceived.

There were 79 Corvettes on the judging floor along with vendors and sponsors. During the awards banquet Saturday evening, 66 owners received awards, including 37 Top Flight Awards; one Second Flight Award; two Third Flight Awards; 10 Open Class Emerald Awards; one Founders Award; and, an amazing 16 Performance Verification Awards. Congratulations to all!

NEW IN THIS ISSUE…

2025 Chapter Calendar of Events ..... Page 3
Membership Report, *by Dave Burke* ..... Page 5
Member Profiles ..... Page 6
Chapter Judging Report, *by Kelly Waite* ..... Page 10
Article: Restoring A C11 Soft Top Rear Latch, *by Greg Kaprelian* ..... Page 13
Article: Thunder in Nassau Blue, *by Bill Mulder* ..... Page 17
Meeting Minutes, *by Kay Augustus* ..... Page 20
Classifieds ..... Page 21

CHAPTER OFFICERS for 2026

Chair, Bill Mulder	513-305-8949	billMulder123@gmail.com
Vice-Chair, Mike Marsden	636-399-3741	mmarsden@demoulin.com
Secretary, Kay Augustus	636-362-4231	kay.augustus410@gmail.com
Treasurer, Jim Sahrmann	314-393-7338	jim.sahrmann@geco.com
Board Member, Bill West	314-805-2966	bwestgmail.com
Board Member, Kurt Kobusch	314-578-6874	kkobusch1@outlook.com
Board Member, Mike Hanley	636-578-8889	mhanley@centurytel.net
Judging, Chair Kelly Waite	636-284-0500	kellywaite@att.net
Membership Chair, Dave Burke	314-821-3231	dwburke1949@gmail.com
Charity Chair, Joan Burnett	636-462-4401	joanieburnett@gmail.com
Webmaster, Joe Raine	314-799-7513	j.r.raine@gmail.com
Newsletter Editor, John Foster	314-277-2204	foster.johnfjr@gmail.com

NCRS ST. LOUIS CHAPTER APPAREL STORE

St. Louis Chapter Store now has apparel and gift store within the NCRS website. If you are on the NCRS.org homepage, simply click on the NCRS Apparel Store, scroll down to the eight NCRS Chapter Store at the bottom of the page and click on the St. Louis Chapter logo. Or, go directly to the Chapter store at: https://www.ncrsapparel.com/collections/st-louis-chapter

Anyone in need of a new Chapter nametag can reach out to Dave Burke and he will order one for you.

NCRS MASTER JUDGE SHIRTS

The NCRS is now awarding Master Judges new shirts that uniformly represent their newly achieved judging levels. If you are currently a Master level judge, you too may order the new shirt that represents your current judging level.

Judges may order the shirts, including their name & current Master Judge level stars, from the NCRS Store.

www.ncrsapparel.com
or scan the QR Code

2026 CHAPTER CALENDAR OF EVENTS

Join us for our dinner meetings
6:30 PM on the third Tuesday of each month
The Sports Café, 3579 Pennridge Dr., Bridgeton, MO

2026 CHAPTER CALENDAR OF EVENTS

NCRS NATIONAL EVENTS **CHAPTER EVENTS** **OTHER POPULAR EVENTS**

DATES		ACTIVITY	LOCATION
June	4-6	Pittsburgh Tri-State Regional	Altoona., PA
	6	StL Chapter Summer Picnic	Love Park, Manchester
	11-13	Bloomington Gold	Sauget, IL
	16	StL Chapter Dinner Meeting 6:30 PM	Sports Café, Bridgeton
July	8	Hunter Engineering Collection 9:30 AM	Bridgeton, MO
	21	StL Chapter Dinner Meeting 6:30 PM	Sports Café, Bridgeton
	26-30	**NCRS CORVETTE NATIONALS**	**Charleston, SC**
August	18	StL Chapter Dinner Meeting 6:30 PM	Sports Café, Bridgeton
	27-29	Corvettes at Carlisle	Carlisle. PA
September	13	OCC All Chevrolet Show	Jim Butler Chevy. Fenton
	15	StL Chapter Dinner Meeting 6:30 PM	Sports Café, Bridgeton
	17-19	Inter Mountain Regional	Spokane, WA
October	20	StL Chapter Dinner Meeting 6:30 PM	Sports Café, Bridgeton
	22-24	Lone Star Regional	Frisco, TX
November	17	StL Chapter Dinner Meeting 6:30 PM	Sports Café, Bridgeton
	21-22	Muscle Car and Corvette Nationals	Rosemont, IL
December	5	D&A Corvette Holiday Party	Gillespie, IL
	15	StL Chapter Dinner Meeting 6:30 PM	Sports Café, Bridgeton

The Corvette Nationals NCRS Convention July 26th to 30th in beautiful historic Charleston, South Carolina.

The host hotel will be the Embassy Suites Charleston Hotel & Convention Center.

Register now at www.ncrs.org/convention/index.php

NCRS CHAPTER AWARDS PROGRAM

The St. Louis Chapter is a perennial recipient of the NCRS Chapter Top Flight Award. Advantages of participating in an active Top Flight Chapter include: **Technical Sessions and Judging Seminars** to better educate our members; **More Judging Opportunities** to both judge and to have your Corvette judged locally; **Networking Opportunities** with fellow members who know where to find rare parts and how to solve authenticity issues' **Road tours and social events** for more family enjoyment; and **Credibility Within the NCRS Community** as an active Chapter.

NCRS CHAPTER AWARDS PROGRAM REQUIREMENTS

Chapter Top Flight Award®: Must perform/complete all nine required activities and a minimum of six variable activities during the program year.
Chapter Second Flight Award®: Must perform/complete eight required activities and a minimum of five variable activities during the program year.
Chapter Third Flight Award®: Must perform/complete seven required activities and a minimum of four variable activities during the program year.

ST. LOUIS CHAPTER 2026 COMPLETED ACTIVITIES

During the First Quarter of 2026

REQUIRED ACTIVITIES			
X	Host Chapter Judging Meet	1	2/28/26
X	Conduct Technical Seminar	1	2/17/26
X	Conduct One Judging School	1	2/17/26
X	Conduct One Membership Meeting	1	1/20/26, 2/17/26, 3/17/26
	Conduct Stand Alone Charitable Event	1	
X	Conduct Chapter Road Tour	1	3/21/26
X	Conduct Chapter Social Event	1	3/21/26
X	Maintain Chapter Website		Maintained
	Submit IRS form 990 for 2026		*Due Jan 2027*
VARIABLE ACTIVITIES (Six Required)			
	Chapter Member Cars Judged at a Chapter or Regional Event	5% (5)	3
	Technical Articles published in the Chapter Newsletter, *The Legend*	6	
X	Members that judged/tabulated at a Chapter or Regional Event	15% (15)	30
X	Chapter members that drove a Corvette to a Chapter meeting/event	15% (15)	19
X	Chapter Members that drove a Corvette on a Chapter Road Tour	5% (4)	8
X	Chapter members who attended at least one Chapter event	20% (20)	56
X	Facebook Page with at least one video of an NCRS event	1	Maintained
	Setup an NCRS display at a non-NCRS event to promote the NCRS	1	
	Donate to a 501(c)(3) Charity	$100	*Will Make Donations in fall*

NCRS ST. LOUIS CHAPTER FACEBOOK GROUP

Check out the St. Louis NCRS Chapter's Facebook Group. There are over 100 members in the group already, including both Chapter members as well as other NCRS members and Corvette enthusiaists who met the critreia and were accepted by the moderators. Catch up with the latest Chapter news, events, and judging accompishments. Share your Corvette news, photos, and even your need for parts, or even just that one more Corvette. Log in to Facebook, search for the NCRS St. Louis Chapter.

NCRS FOUNDATION

The National Corvette Restorers Society Foundation is a 501(c) 3 Charity that funds the NCRS Scholarship program and the NCRS Charity program. Learn more at: https://www.ncrsfoundation.org/

NEWSLETTERS FROM OTHER CHAPTERS *by the Editor*

The newsletter editors of each NCRS Chapter share each issue of their newsletters with one another, and with the National Board of Directors. when I receive newsletter from other Chapters I forward them to only those STL Chapter members who wish to receive them. If you are not already receiving them and would like to be added to the distribution list, please contact John Foster.

MEMBERSHIP REPORT *by Dave Burke NCRS#68572*

NCRS St. Louis started the year with 94 members as several members did not renew by the cutoff (February 15, 2026). As of May 18, 2026 we have 3 new members since the last newsletter bringing club membership to 103. New members to-date this year include:

Steve and Paula Erickson of Glencoe, IL
Michael Pettey of Little Rock, AR
Tim Gaudet of Imperial, MO
James Peterson of Edwardsville, IL
Jim Weber of Maryville, IL
John Percaut of Brighton, IL
Gary and Sharon Messenger of St. Louis, MO
Steve Arnold of Clayton, MO
Eli Henke of Staunton, IL

Keep in mind, National dues are due on anniversary month. NCRS has moved to online dues, both National and Chapter, and this has created confusion and frustration for some: hard to navigate and find where to renew. Please call me if you need help or have questions: old dogs, new tricks but we will get up to speed! Dave Burke P: 314.821.3231 E:dwburke1949@gmail.com

NEW MEMBER PROFILE – GARY MESSENGER NCRS# 73458

I've had four Corvettes. My first one was a '92 red with black interior. We really enjoyed that car. Sharon and I then I bought a 2000 convertible that was used in a rapper's video in St. Louis. My son drives that one.

Then I bought a '73. It was total restored out in Denver, Colorado. I replaced the four-speed transmission with a five-speed; replaced the Rochester carburetor with an Edelbrock carburetor and manifold; and, replaced the original radiator with a new aluminum one. I traded that one off because it needed a total rewire job and my wife's insurance said to get rid of it because I put enough money into it by then

I bought the 2003 Corvette in Washington, Missouri, off of a used car lot. It only had 29,000 miles on it. It's got 41,800 on it right now. The only thing I've done to it was replaced the tires. I took it to the Corvette Expo in Pigeon Forge this year and took the top 10 in Corvettes. There was a gentleman there that I believe was an NCRS member and he looked it over. He said that it's amazing how original that car is the only thing different is the rims are different and it has LED tail lights. Now I want to have the card judged to see what I have need to do to it.

MEMBER PROFILE – CHAD BECKER NCRS# 71911

Not only is Chad Becker an avid car enthusiast with a 67 Corvette roadster and an active member of the Chapter since joining in 2025. He and his wife Gina are also avid tennis players.

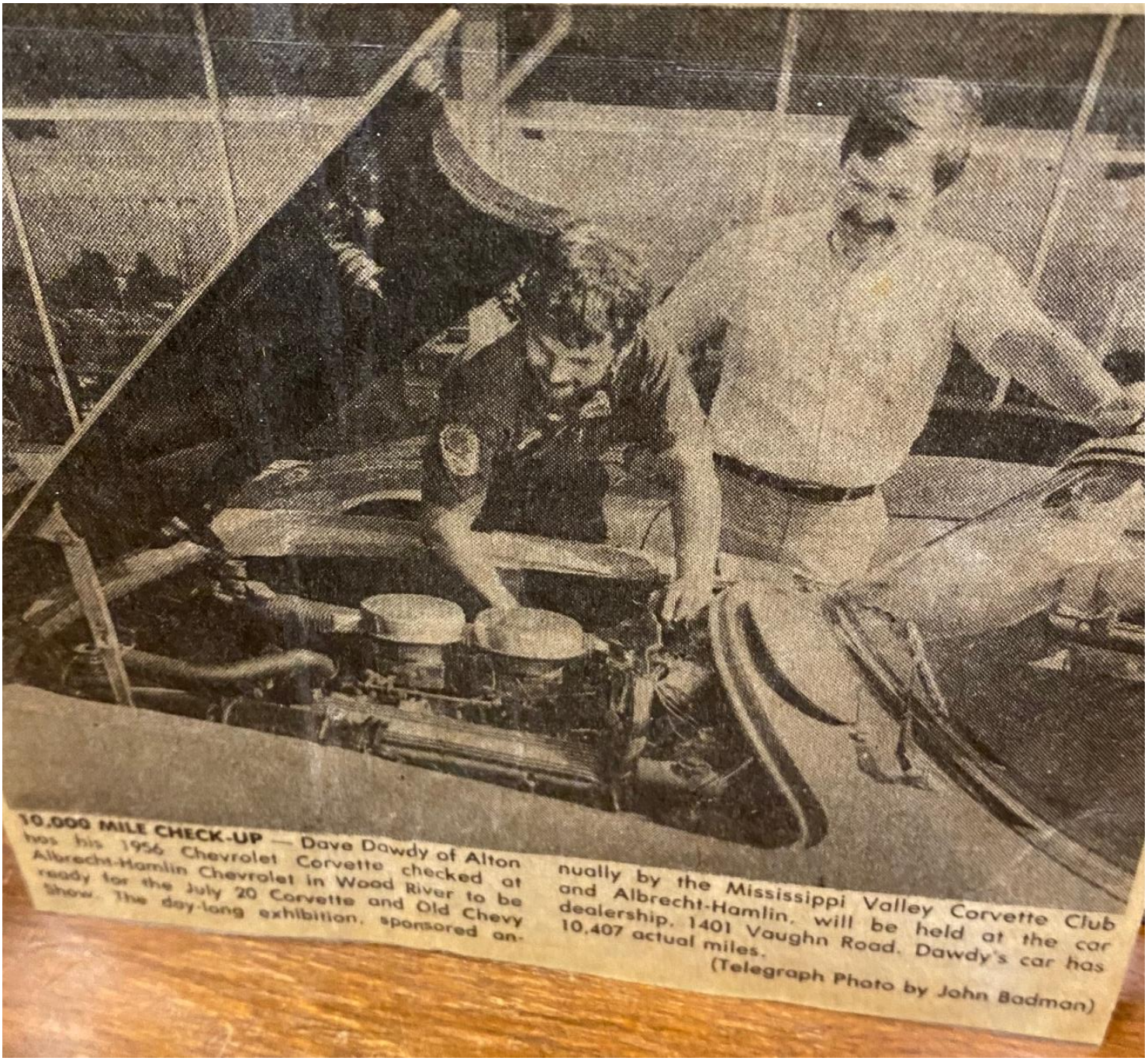
Chad also enjoys getting out in public to perform in stage with his guitars. If you attended the welcome reception at the 2025 Show-Me Regional in Springfield last July you saw and heard Chad lend his musical talents to the event.

If you are looking for an evening out, Chad will be performing at the Sky Music Lounge at 930 Kehrs Mill Road in Ballwin, MO, on Saturday June 20th from 6:30 – 8:45 PM

DAVE DAWDY… BACK IN THE DAY

Dave is NCRS # 1624 and a founding member of the St. Louis Chapter. Here is Dave having his ’56 Vette checked out at Albrecht-Hamlin Chevrolet in Wood River, Il

Very cool Dave!!!



10,000 MILE CHECK-UP — Dave Dawdy of Alton has his 1956 Chevrolet Corvette checked at Albrecht-Hamlin Chevrolet in Wood River to be ready for the July 20 Corvette and Old Chevy Show. The day-long exhibition, sponsored annually by the Mississippi Valley Corvette Club and Albrecht-Hamlin, will be held at the car dealership, 1401 Vaughn Road. Dawdy's car has 10,407 actual miles.

(Telegraph Photo by John Badman)

SCENES FROM THE SHOW-ME REGIONAL, Photos by Vinnie Peters NCRS

SCENES FROM THE SHOW-ME REGIONAL, *Continued…*

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

Wow!!! What an absolutely incredible Regional Event that we had on April 16th through the 18th!!!! The facility, food, cars, judges….and people were awesome!!! The event was really well attended too!!! Great judging school by Scott Smith as well!! Special shout out to our sponsors!!!! Please patronize if you can.

On May 16th we had another Chapter Judging event at Fast Lane!! Many thanks to Sarah Bonderer and David Williams for letting us have yet another event there!!! We judged three more cars there: Jim Weber's '57 Fuelie; Walt and Dianne Kunz's '65 Fuelie; and, Dan and Pam Lueker's '08 in the Open Class.

The '57 and '65 both received Top Flight!!!! This was the first time judging for Jim Weber. His scored right at 94% for a Top Flight Blue Ribbon!! Really nice car!!! Congrats to Jim!! (photo right)

Walt &Dianne's car scored an amazingly high number, as this car is absolutely perfect and correct!!!! ***It scored a net 100%*** after the bonus points!!!!!! It just does not get any better than Walt & Dianne's cars!!!! Thanks much for bringing such an amazing car!! (Photo left)

Dan and Pam's car scored very high as well, and with the bonus points scored 100% and was awarded the cool new "Emerald Award. ***"***Congrats" to Dan & Pam!! (Photo right)

We will have a **Judging School** soon on our new Open Class Judging. The new Open Class award is not a ribbon. It is a very nice crystal award. We will also cover Judging Etiquette at this Judging School, and the attributes of a good judge and a good owner. (We may have some role playing too). ☺

We will set up another judging event for Sept / Oct time frame. Right now, we have the four cars in the que: Jeff Boschert's '72, Tim Shafer's '72, Walt and Dianne's '65 BB, and the Lueker's 2008. Let me know if you want to have your car judged.

CHAPTER JUDGING REPORT, *Continued…*

Mark your calendars for a tour of the world class collection of cars at Hunter Engineering on Wednesday, July 8th….at 9:30. Stephen Brauer of Hunter Engineering was nice enough to let us come for a tour. The visit is on a Wednesday, as the facilities are not open on the weekends.

It has been over 15 years since the last time our club had a tour there. Hunter Engineering has an incredible Restoration Shop with lots of cool cars and special displays. They also have a world class collection of pre-war cars!!! This is an amazing opportunity to tour their facilities!!!!

The plan is that we meet at Hunter Engineering's Restoration shop by the airport….and will have Matt Tres available for questions and comments. Note that members with the Jaguar Club (JAGSL) will be joining us.

Hunter Engineering requests name tags for all participants. We will give folks their name tag when they sign in. I ask that you RSVP to me, kellywaite@att.net, or Steve Gissy stevengissy@yahoo.com prior to July 8th.

Please note photos may be taken for personal use only and are not to be posted on any type of social media or in any publication without permission of Hunter Classics.

We will be in building E. The 11250 Hunter Drive address is the best one to put into a GPS.

Afterwards, we will meet for lunch at the Train Wreck in Westport Plaza.

YOUR 2026 SHOW-ME REGIONAL PLATINUM SPONSORS

KUNZ FARMS

Walter and Diane Kunz

D&A CORVETTE RESTORATIONS

Dick Ferando, Owner
2340 Staunton Rd., Gillespie, IL 62033
1-217-839-3207

VERRILLO Motor Car Co.

45 YEARS OF DEFINED EXCELLENCE

1928A U.S. Route 9 Clifton Park, NY 12065/ /Call Us: 518-373-1403
www.verrillomotorcar.com

KELSEY TIRE, INC.

Exclusive Distributor

GOODYEAR

COLLECTOR SERIES

Office/Warehouse: P.O. Box 564, 1190 East Highway 54, Camdenton, MO 65020
1-800-325-0091
Website: Kelseytire.com Email: Sales@KelseyTire.com

MORROW BROTHERS Ford
Greenfield, IL 877-368-3038

www.morrowbrothersfordinc.com

GOOD DOGG™
PREMIUM HARD SELTZER

RELIABLE CHEVROLET
Springfield, MO

STORING A C1 SOFT TOP REAR LATCH *by Greg Kaprelian NCRS#9211*

I have an early 57 corvette I am restoring and had the original '56 – early '57 rear soft top latch with the integrated studs. They are not in the best condition (photos right), both needing some repair on the mounting base and re-chroming.

Trying to find these latches at any of the parts houses is like zero to none. Trying to find NOS latches wasn't much better. Everyone is selling the late '57-'62 latches, without the studs. So, I went looking for used latches and they weren't in much better condition than mine, so I figured I'd just get mine re-chromed. Before taking that leap of faith, I figured I'd better see if I could find a kit or at least the rivets to rebuild, once I disassembled the latches.

Lucky enough I was able to find a rebuild kit that included the correct rivets, clips, and clamps. I only needed the rivets, but it turns out it was a blessing to get the additional parts, because the chrome plater told me they could not plate the clamps and clips to their standards. Lucky enough the kit included these parts. The only place that sells the rebuild kit is Corvette Pacifia.

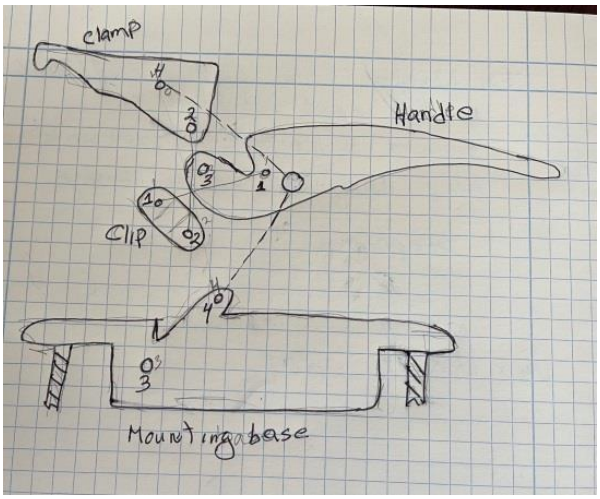
Disassembling the latches is relatively easy, drilling out the rivets. After I removed the rivets I took pictures of the disassembled latch with the parts in the correct orientation. I would strongly recommend taking pictures of the latches before disassembling as well, only because it usually takes a long time to get parts back from the chrome plater and it's so easy to forget how these all fit back together. When you drill out the rivets be very careful not to elongate or oversize the holes. Some of the rivets you can drill out from the head, the others you will have to drill out from the bucked end. The rivets are .164" in diameter, so use a 5/32" drill bit. Use a center punch to mark the center of the rivet and use a very sharp drill bit, making sure you are drilling in the center of the rivet. You will only have to drill out the depth of the head or bucked end. The head or bucked end should spin with the bit when you've gone deep enough. If you do start with a smaller bit, be careful to drill in the center and do not drill too deep (into the hole). It is important not to damage the rivet holes.

Before sending your parts to the plater, fit check your new clamps, handle and base plate to make sure they fit properly. I didn't do this and after getting my parts back from plating I found out the pivot lugs on one of my mounting base plates were thicker and did not fit my clamp correctly. I did some additional checking with the original clamp parts and the originals are made with a little thicker steel and are a little wider, so definitely fit check the new clamps to the original base plate before sending to the plater. To get my clamp and base plate to fit correctly, I put the pivot lugs in a vise (with electrician's tape in

RESTORING A C1 SOFT TOP REAR LATCH, *Continued…*

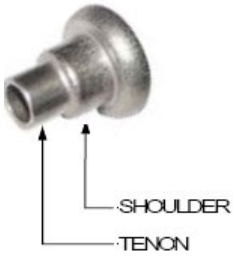
the jaws) and squeezed inward a little in order to get the pieces to slide together. I only had to squeeze the lugs in .029" but I had to do several attempts because of the spring back and to make sure I didn't press the lugs too far. Now you are ready to send the handle and base plate off to the chrome plater.

Now that I have the parts back from the chrome plater, the fun began with re-assembling. It was a good thing I took those pictures of the latch beforehand. After waiting 8 months to get the parts back, those pics definitely helped me remember how these pieces fit back together. Holy crap! It makes a difference on how all these parts go back together and the order these have to be assembled. Figuring out the correct order the parts had to go back together took a little planning. There definitely is a specific order these parts and rivets had to go back together. I determined that I needed a sketch with the parts laid out and correctly oriented. The sketch to the right shows the orientation of the holes that have to be riveted and the correct order.



Before we get into the re-assembly, there are some tools needed and special spacers that have to be made in order to buck the rivets. I had bought that Aero Rivet Tool (from *The NCRS Driveline*) to put my hardtop back together. I figured I could use it for this project. It turned out that this tool would not work. I thought a small C-clamp would work too, wrong again. Turns out that I needed a spacer to fit tightly against the rivet heads inside the clamp and handle using a ball peen hammer to buck the rivet ends. Remember, it will take several hits with the hammer to buck the rivets sufficiently. The spacers keep the rivets heads tightly against the inside of the clamp and handle surfaces. This will allow you to buck the rivet with a solid backing so as not to distort the clamp or handle. I made my spacers out of 3/8" diameter all threaded rod. The space on the inside of each clamp and handle were different dimensions so I cut each rod a little longer and used a bench grinder to square off the ends and get the rod down to the exact dimension. It is very important for the spacer to make a very tight fit. The tight fit will hold the spacer in place, prevent distorting the part and provide a solid backing while hammering. Repeat the same steps to get to the required dimension for the other clamp and handle. Bucking the two long rivets, I needed to use two pin punches.

Now we're ready to start assembling the latch. I first thought, shoot, which way do the heads go, on the inside or outside? I searched for pictures online and then realized the engineers back in the day actually did engineering. These rivets (photo right) can only go in one way because each side of each part has a large and small hole. The rivet head goes on the side of the larger hole. These rivets are all shouldered, the shank and end are different diameters.

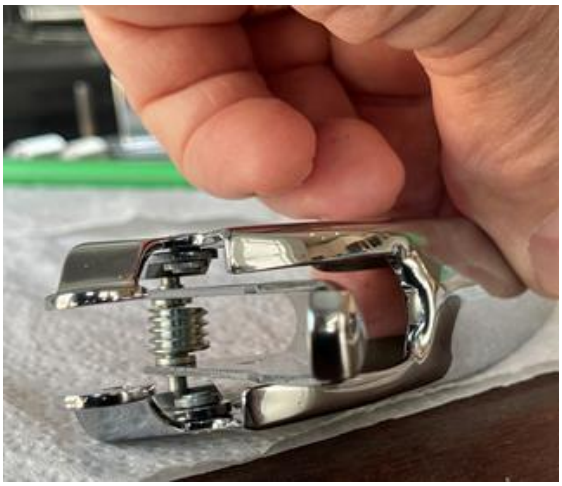


RESTORING A C1 SOFT TOP REAR LATCH, *Continued*…

Start with putting the short rivets inside both sides of the handle (hole #1 from sketch). You will need to hold the rivets in place with your fingers while you get the spacer in place.

Place the handle on a steel surface so the rivet head is resting on the surface. Make sure the chrome surface is not touching the steel surface. I used the anvil part of my bench vise. Carefully use the ball peen hammer to buck the rivet end, being very careful not to contact the chrome surface. Once bucked, you can flip the handle over and buck the other rivet.

Now the fun begins. Putting the two short rivets on the inside of the clamp (hole #2 from sketch) and keep them in place while you insert the correct size spacer. Have patience, this may take several attempts. Now that the spacer is in place you'll have to slide the clamp into the handle and get the rivets into the holes in the clip.



Once you have this assembled, make sure the handle and the clip move without binding. You will only have a small area to place this assembly on the steel surface, like you did for the handle. Bucking these rivets gets a little harder since there is not as much room to make the impact with the hammer. Make sure you buck these rivets good. If you don't buck them enough, the rivets will catch on the lip of the base plate and the handle will not work properly. This happened to me on the first latch and I ended up using a Dremel sanding drum to remove enough of the bucked rivet to clear the mounting plate.

Another approach for this step is if you have a second set of hands, someone can hold the handle and clamp while the other uses a pin punch to buck the rivet. You will need a second person for the last rivet anyway.

RESTORING A C1 SOFT TOP REAR LATCH, *Continued*…

Now for the two long rivets. Slide the handle/clamp assembly into the mounting plate and insert the pivot rivet first (hole #3 from sketch). Then move the handle so the hole in the clamp is visible through the large hole in the handle. Slide the remaining long rivet into this hole (hole #4 from sketch).

Starting with the pivot rivet, place the mounting plate so the pivot rivet head is resting on your steel surface and buck the rivet end with the ball peen hammer. Now comes the tricky part. You will need a second person to buck the last rivet. I used two pin punches for this task. With one person, place a pin punch on the rivet head, then placing the pin punch and latch on your steel surface. This person needs to hold the pin punch and the mounting base firmly. The second person uses the other pin punch on the rivet end and buck with the ball peen hammer. This will take several strikes of the hammer to buck the rivet.

Check to make sure the latch works correctly without any binding and you are ready to put on your car. I did wax the latches before installing on my car.

THUNDER IN NASSAU BLUE: The 1965 Corvette with a Story to Tell

by Bill Mulder NCRS#60998

Some cars make an entrance. Others leave an imprint. This 1965 Corvette does both. At first glance, it is everything a great American performance car should be: low, muscular, and charged with the kind of presence that makes people stop mid-step. But beneath the fiberglass curves and chrome trim lies something even rarer than horsepower: a story. In 1965, Chevrolet unleashed the first big-block Corvette, a 396-cubic-inch V-8 rated at 425 horsepower, and the effect was electric. Ford had a 427, but only in the larger Galaxie. Dodge had the fearsome 426 HEMI, but that engine lived in a bigger machine as well. The Corvette was different—smaller, lighter, sharper, and, to many eyes, more daring. It was not just fast. It was a statement. And this particular car has been making one for more than sixty years.

That statement began with Judith Barrett, the Corvette's original owner, and she is every bit as compelling as the machine she chose. Barrett was a 28-year-old farmer's daughter from the St. Louis area when she saw the car sitting on a showroom floor and decided to make it hers. Even today, that feels like a bold move. In 1965, it was extraordinary. Barrett had graduated from Washington University in St. Louis with a bachelor's degree in fine arts and built a career as a professional artist for an advertising company in the years before computers changed the business forever. At a time when relatively few women earned college degrees, much less pursued independent creative careers, she stood apart. To give you insight, Wash U is one of the top 20 universities in America and far more difficult to get into than the other local colleges. Seen in that light, her choice of a big-block Corvette feels less surprising. It was daring, stylish, expensive, and unapologetically memorable—much like the woman who drove it home.

This was not a stripped-down street bruiser ordered with only the essentials. It was a strikingly equipped 1965 Corvette, fitted with the thunder of a big-block 396 and complemented by power windows, an AM-FM radio, back-up lights, Kelsey-Hayes knock-off wheels, and a 4.11 rear axle.

THUNDER IN NASSAU BLUE, *Continued…*

Its color may have helped seal the romance. In 1965, lighter blues, turquoise tones, and other pastels were especially popular among women buyers, and it is easy to picture Barrett—an artist by training and profession—being drawn not only to the Corvette's performance, but to its visual drama. Nassau Blue and white interior was not merely paint; it was a statement. Just as remarkable is what happened next. Unlike so many high-horsepower cars of the era, this one seems to have escaped the abuse, modifications, and mechanical attrition that so often erased originality. Possibly, because its first owner likely did not race the car, it survived with its original engine intact. By 1969, after the birth of her second child, Barrett sold the Corvette and moved to a Dodge Charger with the practicality of a back seat. Life changed, as it does. But the choice she made in 1965 still feels like a flash of instinctive brilliance—part style, part speed, and all confidence.

What followed was a kind of quiet miracle. The Corvette remained in the St. Louis area throughout its life, passing from one careful owner to another instead of disappearing into the chaos that consumed so many powerful machines of its generation. Over the decades, it was not merely kept—it was respected. Since 1987, only about 2,000 miles have been added, a figure that hints at just how carefully it was sheltered. In 1995, the car was restored by the well-known Naber Brothers and went on to earn honors at both the Florida Regional and Bloomington Gold. When the current owner acquired it in 2026, the tires installed during that 1995 restoration were still on the car and appeared almost new, as if time itself had taken a step back. At the 2026 Springfield Regional, members of the interior judging team believed that several components—including the rear carpeting—were still original. For any collector, that is impressive. For a car born in the horsepower wars of the 1960s, it is astonishing.

In the end, the true magic of this Corvette cannot be measured only in horsepower, rarity, awards, or factory options. Its real force comes from the life wrapped around it—the young artist who chose it, the years it remained close to home, the good fortune that spared it, and the caretakers who understood what they had. So many performance cars were raced, altered, worn out, or simply lost to time. This one endured. It stayed in Missouri, leaving only for restoration by a renowned shop, and returned with so much of its character still intact. Today, it stands as more than a beautiful machine. It is a survivor, a time capsule, and a vivid piece of personal and regional history still gleaming in Nassau Blue.

This is a picture of the car today. The car has new tires and is ready for the road and will be regularly driven to shows – no trailer queen - so that others can enjoy the car.

YOUR 2026 SHOW-ME REGIONAL GOLD SPONSORS

VISIT SPRINGFIELD MO

NCM INSURANCE
PROTECTING YOUR PASSION!

YOUR 2026 SHOW-ME REGIONAL SILVER SPONSORS

DeWitts

PRODUCTS
EVERYTHING CORVETTE
Wholesale Corvette Parts

YOUR 2026 SHOW-ME REGIONAL BRONZE SPONSORS

Corvette SPECIALTIES of Kansas City

Classic Cars
Lake Ozark, Missouri

Norland Pure

FLEET FUELS
FUELING OUR COMMUNITY

CORVETTE RESTORATION
Mickey's Car Barn
AND REPAIRS

We thank all of the generous sponsors who have supported the NCRS Show-Me Regional events in 2025 and 2026. We could not have put together these two highly successful events without the friendships and support of our sponsors. Please thank and patronize these men and women who support your NCRS.

CHAPTER MEETING MINUTES *by Secretary Kay Augustus NCRS#14251*

May 19th Chapter Dinner Meeting

Chair Bill Mulder introduced Jim Weber as a visitor to our meeting. We had judged his car at Fastlane on Saturday.

Region VII Director Tony Stein via ZOOM gave an update on the status of the Region and the success of the Show-Me Regional. Final numbers will be available as soon as all bills and rebates are accounted for. Bill Mulder complimented Tony on the selection of the new award ribbons.

John Foster gave an update on the regional and the potential dates for a future regional in 2029 in April or June of 2029. John also indicated he has recommended to several Board members that Springfield could accommodate a nation convention.

Judging Chair Kelly Waite said that all the cars at Fastlane got a Top Flight with Walt and Diane receiving !00% and Dan Lueker in Open Class also receiving 100%. Jim Weber received a Top Flight. Congratulations to all.

Treasurer Jim Sahrmann via ZOOM gave treasurers report. The total for the club is $16274.5 with $642.23 of that being the charity portion of the funds on hand.

Upcoming events include the picnic on June 6th, Hunter Engineering Tour at 9:30AM on June 13 as well as a Chapter presence at Bloomington Gold

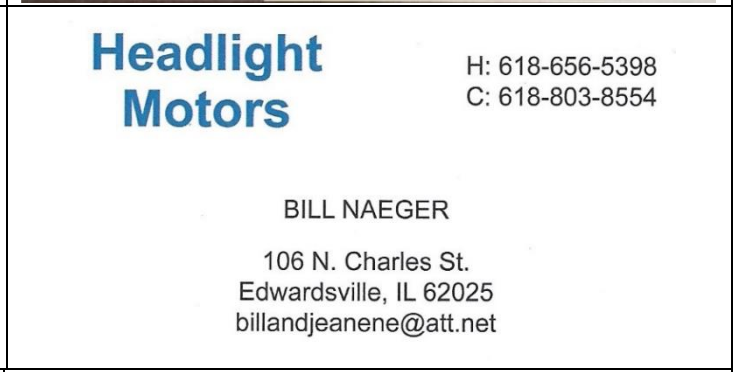
.

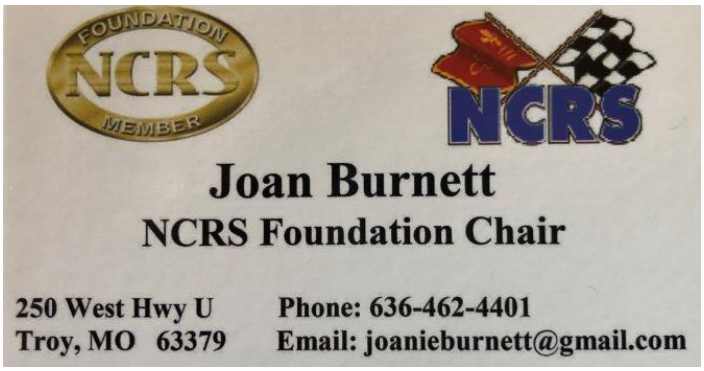
John Foster moderated an excellent discussion on how to become a judge at regional and national events. A number of judges shared their own experiences and details that most would not even think of. One of them included attending the judging retreat that national holds in Texas every few years.

Tim Shafer won the 50/50 and returned it to our charity. Thanks Tim.

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.



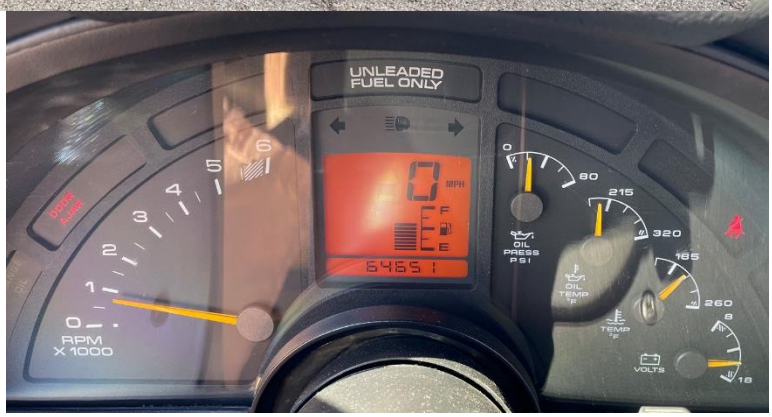


Services
Convertible top installation on 1963 to 1975 corvettes
Convertible top frame restoration also available.
Restored top frames available for exchange or sale.
Contact Dave Buescher 618 772 8641

CLASSIFIED ADS *Continued…*

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.
Contact Dave Buescher 618 772 8641

For Sale
1995 Corvette Coupe, very clean, two tops-glass and painted, 65,000 miles. All maintenance records for last 15 years. *Call or text Andy Franke 314.378.1600.*



For Sale
One pair of reproduction seat back shells for 65-66 Corvette. Black, lightly used but in excellent condition. Without top trim or vents. $120 for the pair. Retails new are $99 each.
Contact John Foster 314-277-2204

For Sale
'56-'57 Gas Tank Cover. Very good shape. Original Paint. Undamaged.
Contact Dave Dawdy
618-604-9611

CLASSIFIED ADS *Continued…*

For Sale
A collection of Corvette automobilia items.
Most are unopened. Buy one or all.
Call for inquiries or specifics.
Contact Dave Dawdy 618-604-9611

Also… Checkout the NCRS Online Classifieds
https://www.ncrs.org/classified/index.php

UPCOMING COLLECTOR CAR AUCTIONS

Some of the major collector car auctions known for Corvette sales:

June 13	Vanderbrink Auctions	Greenfield, IA	venderbrinkauctions.com
June 25-27	Barrett-Jackson	Columbus, OH	barrett-jackson.com
July 22-25	Mecum	Harrisburg, PA	mecum.com
August 13-15	Mecum	Monterey, CA	mecum.com
September 10-12	Barrett-Jackson	Las Vegas, NV	barrett-jackson.com
September 23-26	Mecum	Nashville, TN	mecum.com
October 1-2	Carlisle Auctions	Carlisle, PA	carlisleauctions.com
October 21-24	Mecum	Dallas TX	mecum.com
November 12-14	Mecum	Las Vegas, NV	mecum.com
December 3-5	Mecum	Kansas City, MO	mecum.com

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

Membership in the NCRS is open to persons interested in the restoration, preservation, and history of the Corvette produced by the Chevrolet Motor Division of General Motors. NCRS is not affiliated with Chevrolet or General Motors.

Permission is hereby granted to all NCRS Chapter newsletters to reproduce any original material contained herein; as long as any article is reproduced in its entirety and the author and source are credited.

NCRS registered trademarks: NCRS Founders Award®, NCRS Master Judge Award®, NCRS Performance Verification Award®, NCRS Flight Award® and NCRS Sportsman Award® are registered with the United States Department of Commerce and Trademark Office.

2024
2025