



The St. Louis Corvette Club Newsletter



September 2016

STLCC Upcoming Events

September 1-4	NCM 22 ND Anniversary Celebration
September 5	Labor Day
September 6	STLCC Meeting
September 10	Club Picnic
September 16	Villa Antonio Wine and Dinner
September 16-18	Funfest
September 17-18	Route 66/STLCC Autocross
September 24	Gold Star Mothers Trivia



Your 2015-2016 Board

Gary Duke, Sergeant at Arms (replaced by Michelle Finn)
 Erin Duke, Secretary (replaced by Ron Hagenow)
 Carl Ballinger, Vice President
 Mike Price, President
 Judy Giovanoni, Membership
 Don Pickles, Treasurer

President's Letter

My Fellow STLCC Members,

What a great day! Getting ready to go on the mystery run with some great friends. The weather is fantastic, the top will be down and we are heading to wherever. Fun will be had there – GUARANTEED!!!

If there is someone you don't like be sure to nominate him or her for an office. Really just kidding. But if you know a person that you think would make a great officer let's ask and find out if they would like to run. What the heck we'll sic the nominating team on them.

We've had some great times this year and we have some still to come. Mr. VP Carl will talk about all this at the next meeting. We'll meet again at the new place. Looks like a great menu, you should be seeing that soon. Hopefully a day we can bring out all the Corvettes and continue the fun.

Till we meet again.

Roar on and save the wave.

Mike

Meeting Minutes



The St. Louis Corvette Club met at the new Pupillo's Banquet Center.

The meeting was called to order on August 2, 2017 at 7:00 pm and the Pledge of Allegiance was recited.

The Introduction of Officers is as follows: President- Mike Price, Vice President- Carl Ballinger, Secretary- Ron Hagenow, Treasurer- Don Pickles, Sergeant at Arms- Mary Ann Hagenow (filling in for Michelle Finn), Membership- Judy Giovanoni, Immediate Past President- Ann Sedovic and our Sponsor from ELCO Chevrolet- Mark Gerecke.

Mike reminded everyone about the sign in sheet, 50/50 tickets, and attendance prize. He also wanted to know how everyone liked the new facilities. It seems like there is more room and the buffet has plenty of food. We can change the food each month if we like so give him our input. Thanks to Grand Slam for arranging the new facility. Mike also announced that Ron Hagenow has been appointed to fill the rest of Erin Duke's term as Secretary and Michelle Finn has been appointed to fill the rest of Gary Duke's term as Sergeant at Arms.

Introduction of guests and new members: Kerry and Karen Killebrew (friends of Rick Frierdich) visited. They have a 2003 Anniversary convertible, a 1977 coupe, as well as a 1931 street rod.

Judy Dooley made a motion to accept the secretary minutes as published in the newsletter. The motion was seconded by Sandy Kirby and the motion passed.

Judy Giovanoni announced the July birthdays and anniversaries. She gave the membership report as follows: Members- 98; Associate members- 14; Sponsors- 4, and Lifetime members- 3 for a total of 119. Judy also read a thank you from Larry and Elise Akins for our donation in memory of Elise's mother. Judy also announced that membership dues must be paid by the September meeting. She also announced that due to missed communications we have two cakes this evening so everyone please fill up.

Don Pickles gave the Treasurer's report. Carl Cox made a motion to accept the report and it was seconded by Gary Murray. The motion passed.

Judy Dooley gave the NCM Ambassador report. Registration is now open for the 22nd Anniversary Celebration as well as the Vets in Vettes event. They recently took some Hot Wheel Corvettes to the museum which was much appreciated. If anyone has any more, please give them to Marty or Judy.

Jeff Craig gave the NCCC Governor's report. He and Patty recently went to the NCCC convention and they said it was excellent. Jeff won an award for 13th place in the nation in points this year. Congratulations! Next year's convention will be in Bowling Green. Also a reminder that the Route 66/St. Louis Corvette Club autocross will be at the Family Arena on September 17-18.

Ron Hagenow said that the newsletter is on target.

Steve Kirby reported that the website is up to date and reminds everyone that if they have event flyers to please send them to him.

Mark Gerecke thanked Tom and Sherri Marlo for the recent purchase of a Night Race Blue coupe. He also announced that they still have several 2016s that will probably be reduced in price shortly and the first of the 2017s are on order. He also announced that Randy and Ruth Howard have ordered a new 2017 Grand Sport with a Museum delivery on August 29. Congratulation to the Howards!

Under committees, Mike advised the Budget Committee that they need to start on next year's budget. Chris Woods announced that the Christmas party will be at Sam's Steakhouse on December 3, 2016. Tickets are \$45.00 per person. She will have a signup sheet at the next meeting. A nominating committee composed of Sandy Kirby, Ruth Howard and Karen Price has been appointed and they will have nominating ballots at the next meeting. The proposed by-law changes read at the last meeting were reviewed again. Steve Kirby made a motion that the proposed changes be approved and it was seconded by Jeff Craig. The motion passed. Marty Dooley reported that the VA Hospital gardens look great with the recent rain and he thanked the dedicated people who maintain the garden each week.

Prior and future events were reviewed by Carl Ballinger -

Prior - July 4 - Independence Day: The Webster Groves 4th of July Parade and Potluck lunch following was great as always and the club won a Webster Groves Community Award for our participation.

July 5 - STLCC meeting.

July 16-17 - The Route 66/Christmas in July event was great. About 22 cars participated and everyone had a good time. Thanks to the Kuskys for setting it up and to Tom Marlo for his assistance.

Future - August 2 - STLCC meeting.

August 7 - Walker Run event sponsored by the Grubbs.

August 13 - Pub 231 Car Show- 6070 Telegraph Rd. St. Louis Mo. 63129. There will be special parking and food available. \$10 per car.

August 20 - Corvette Indy Car Show- American Legion Post 155, 852 W Main St. Carmel, IN 46032

August 21 - Mystery Run sponsored by the Dooleys and Migets. Meet at 10:45 am at the Mobil Station at Highway K and 40. Leaving at 11:00 am sharp.

August 28-29 - Howards' new car delivery at the NCM.

August 28 - Fritz's.

September 1-4 - NCM Anniversary Event

September 5 - Labor Day

September 6 - STLCC meeting.

September 10 - Club picnic sponsored by the Kirbys at the park in Millstadt.

September 16 - Villa Antonio Wine and Dinner sponsored by the Pickles and Doerrs.

September 16-18 – Funfest in Effingham

September 17-18 – Route 66/St. Louis Corvette Club Autocross at the Family Arena.

September 24 – Gold Star Mothers Trivia.

October 4 - STLCC meeting.

October 6-9 – Eureka Springs.

November 1 – STLCC meeting

November 5 – Veterans Day Parade in Downtown St. Louis.

New Business – Mike announced that the club is looking at getting new club shirts. Pam Queen can make them for us and brought several samples. We need to pick a color and will discuss this further at the next meeting. It was also announced that Bob Woods is in the hospital and Mike Price's mother recently broke her arm so we wish them a speedy recovery.

Thank you to Judy Giovanoni and the Akins for bring the cake. Judy mentioned that the Dukes actually bought the cake and she just delivered it so thank you to the Dukes also. Next month's cake is to be determined.

Number in Attendance – 52.

The 50/50 Drawing winner was Carl Ballinger for \$106.00.

The attendance prize was won by Laurie Grubb.

The next meeting is September 6, 2016.

Peggy Craig made a motion that the meeting be adjourned and it was seconded by Elise Akins. The motion passed. Thank you for attending. Drive Safely, Save the Wave and always have fun!

Respectfully Submitted by Ron Hagenow – Secretary (Erin made it look much easier than it is!)

This Doesn't End Well

<http://www.carscoops.com/2016/07/dealership-employee-takes-customers.html>

Another Article from Yesterdays

Last month I had an article from the Waterloo Republic Times *Yesterdays* newspaper column. There was recently an automobile related article from August 4, 1916 that I thought was interesting so I'm printing it as it appears in the newspaper.

"The Monroe County Auto Co. received news this week to the effect that the prices on all Fords would be cut \$80 on August 1st. That makes the price of a coupe \$510, a touring car \$360 and a roadster \$345!. Hurrah for Henry Ford and his lizzies! He is sure some whole-souled man, to say the least. Just at a time when everybody else is sliding up the prices on account of the European war(?) and other reasons

"unbeknownst" to us, he gets out from behind and clips off about 25 percent of his charge to enable us all to ride in our own joy wagon and puts the price almost within reach of the country weekly editors."

Birthdays and Anniversaries



Bob Kusky	Sep 1	Mike and Pat Moore	Sep 2
Kimberlie Gerecke	Sep 2	John and Pam Corrora	Sep 6
Patti Kusky	Sep 7	Bob and Chris Woods	Sep 20
Lynda Roth	Sep 7	Tony and Jane Jokerst	Sep 25
Jim Love	Sep 8		
Mike Jennewein	Sep 15		
Fancy Loch	Sep 23		
Mike Wozniak	Sep 25		
Tom Marlo	Sep 26		
Randy Rickermann	Sep 27		
Elise Akins	Sep 29		



NCM Ambassador Report



If you haven't checked out the National Corvette Museum website lately then go to...corvettemuseum.org. There is a lot of information about the Corvette there. You can also get on their live webcam and watch people as they pick up their new cars.

Also these are their Social Media sites: Facebook, Twitter, Pinterest, and Instagram.

On the website you can register for events, purchase from the Corvette Store and lots more. Check it out!

Judy Dooley
NCM Ambassador

Corvette 100th Win from Sportscar Magazine

America's Greatest Racing Team Celebrates 100 Wins

You don't have to like Corvettes, or the color yellow, or America, to realize that Corvette Racing is one of the winningest factory teams in motorsports history.

At any given racetrack, on any given Sunday, the Corvettes are the loudest. Corvette Racing knows how to make an entrance: their cars are bright yellow, they wear a giant skull named "Jake," they blast a train horn for lunchtime. Their cars rumble



with small-block gravitas, one portending doom and domination. Take No Prisoners, the boys from Corvette are fond of saying.

And the program is arguably the most successful factory racing team of the 21st century, possibly of all time. The highlight reel: eight class victories at Le Mans, ten wins at Sebring, three wins at Daytona—including an overall victory in 2001. *Eighty-two wins* in the American Le Mans series, the best of any team, enough to earn Corvettes ten manufacturer/team championships and nine driver titles. In 2015 it won the Triple Crown of motorsport: victories at the 24 Hours of Daytona, the 12 Hours of Sebring, and the 24 Hours of Le Mans. Corvette Racing is a modern success story, buoyed by recognizability, results, and a corporate budget that just won't give up.

And since the team's first win at Texas Motor Speedway, during a 117-degree September day in 2000, Corvettes have racked up 100 wins. Its centennial victory happened just this past week at Lime Rock Park, with Oliver Gavin and Tommy Milner racking up a 1-2 finish. It was the Corvette's fifth victory there. It was the first team to rack up 100 wins in IMSA history.

General Motors got serious about international motorsports around the time the C5 Corvette debuted in 1997. It hired Pratt & Miller Engineering to transform the Corvette into a grand touring champion. Cofounder Gary Pratt is a soft-spoken man, humble like all your good ol' Midwestern stereotypes, according to a 2003 profile in *Car And Driver*. "GM came to us and said: 'We want to race this car,'" he said. "'You tell us where it'll be competitive. You test it. You prove to us—in private—that it can win. Do all that, and we'll make funds available to campaign it multiple years.' So we tested secretly all over the country, learned we were as fast as the Porsches but not the Vipers."

That was in 1997, *Car and Driver* noted. Four years later, the C5R Corvettes placed 1st and 4th overall at Daytona, then 1st and 2nd in the GTS class at Le Mans. The next year in France, they did the same thing.

The test mule that got the team there is still in Pratt & Miller's lobby. The man who got GM to knock on Pratt & Miller's door is still with the team: manager Doug Fehan, who was there at Lime Rock Park this past weekend.

"When no other manufacturer was interested in GT racing, Corvette stayed because they saw the value in it," he told *Sportscar 365*. "At that period of time, it opened some eyes. It opened eyes at Porsche, Ferrari, BMW, and at Aston Martin.

"They had to step back and say, 'Wait a minute, these guys are out there and they've got this whole market all to themselves.' This is the other edge of the sword. It wasn't like, 'Oh they're just racing themselves,' it was, 'They've got this whole market. We need a piece of that!'

"And then you watch it grow into what it is today. That was really the tipping point, going from no competition to where we are today because everybody realized what you could do when they saw us do it."

Two generations later, the current Corvette race car has to not only contend against Porsches, Ferraris, BMWs, and Aston Martins, but also Ford's new GT, which wears the unsubtle star-spangled colors of our American flag but lacks the consistency of America's winningest race team. Crew chief Dan Binks isn't worried. Or maybe he is. After all, he—and the rest of the Corvette Racing team—have got an enviable track record to uphold.

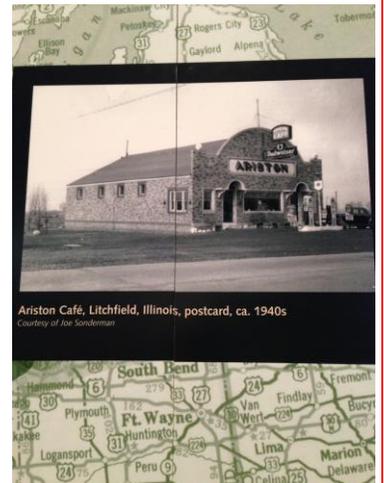
And You Think Driving the Poplar Street Bridge is Bad

This insane looking mile-long bridge is called the Eshima Ohashi, and connects the cities of Matsue and Sakaiminato in Japan. The third largest rigid frame bridge in the world, its steep incline and height make it a daunting prospect for even the most confident of drivers. You'd need extremely good clutch-control if you were stuck in a traffic jam on this bridge with a manual transmission car! The height of the bridge is to allow large ships to pass underneath.



Route 66 Display

In last month's newsletter I had a link to the St. Louis History Museum and their new exhibit on Route 66. Mary Ann and I went there several weeks ago. It's a really nice exhibit and if you haven't been to the History Museum in a while it is worth the trip. Here's a picture of a 1963 Vette they have on display plus an old picture of one of the club's favorite restaurants, Ariston's in Litchfield, IL



“Didn't Know this Existed” submitted by Jerry Craig

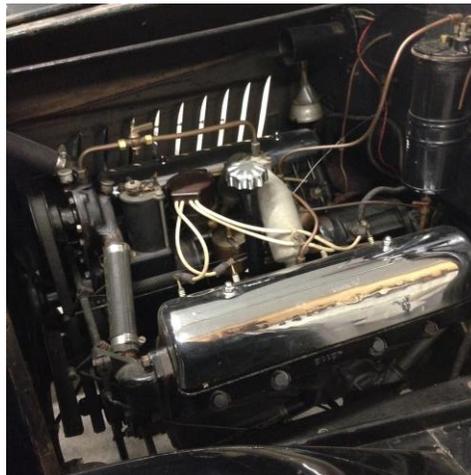


Dues Payment

Just a friendly reminder that back in March the by-laws were changed to move up the dues payment date. **Dues are now due by the September meeting.** Please see Judy Giovanoni to pay your dues at your earliest convenience. They are \$45 for single and \$75 for a couple. Associate members' dues are \$24.

1955 Corvette in Waterloo

Waterloo has a small history museum. Mary Ann and I hadn't been there for several years but we were there several weeks ago to hear a program on the Monroe County Bicentennial and the Sister City programs. So we walk into the museum and what's the first thing they have on display, an unrestored 1955 Corvette. There were several unique motorcycles plus a 1916 Chevrolet with a "Chummy" V8 in it also on display so I thought I'd put a few pictures of them here:



Not Corvette Related but...

This guy spent a lot of time building this "monster" bug. This article is compliments of Jerry Craig.

http://videos.usatoday.net/Brightcove2/29906170001/2016/07/29906170001_5061733501001_5061717547001.mp4

Did Somebody Say Pickups Aren't Cool - Continued?



Zeisset's Corvette from Corvette On-Line

Some of you may have seen this on our Facebook page.

Built To Drive: '69 Corvette Stingray Honors American Racing



In the mid-'90s Dale Zeisset and his wife Val experienced every Corvette enthusiast's worst nightmare. After enjoying a nice dinner they came out of the restaurant to find, or rather *not* find, their 1966 Corvette where they left it. The pristine C2 was stolen by an opportunistic thief who saw a Corvette show in Bloomington-Indianapolis as the perfect place to go 'shopping' for a used Corvette.

Though the car was recovered the very next day, the damage — more mental than physical — had already been done. Dale and Val no longer felt safe driving their pristine Corvette everywhere they wanted.

Dale, who became a Corvette owner in his early 20s, met and fell in love with Val shortly after. Conveniently, she was also a bit of a gearhead and together they have really grown to appreciate America's greatest sportscar. Over the years the couple has owned several Corvettes including the stolen and recovered '66 they still own, a '72 that shares a garage space with it, and a '65 that has come and gone.

For them, even after the theft, not driving a Corvette regularly wasn't an option they would be happy with. But, since driving their show winner every day was no longer realistic, they did the next best thing and found what Dale called a 'junker.'



That junker was a 1969 Stingray and is, funny enough, the exact car we are writing about today some 18 or so years later. When Dale and Val got the '69 from a friend in Detroit it was a 350/350 car with a rough ragtop, rough body, and rough frame. To the uneducated thief it wasn't worth stealing, but to a Corvette enthusiast, it was certainly worth holding on to.

Since it kept a relatively low profile Dale and Val drove this car a lot, and as is usually the case, the more they drove it, the more fond of the car they became. As they put years between themselves and the incident in Bloomington the itch to modify the '69 became too great to ignore.

As repayment for its years of loyal service, Dale saw fit to give the car some well-deserved attention, both cosmetically and mechanically. This isn't to say the car was in a state of disrepair, but certainly had room for improvement inside and out.



Since they already owned the now fixed '66 that was finished in a very traditional factory-like manner, and another '72 also traditionally styled, Dale and Val decided to have a little fun with this car and got creative.

Already sitting on daisy styled American Racing Mag wheels courtesy of the previous owner, Dale rummaged in his garage for a pair of new/old stock headlights he had — legitimate '60s-era race items that really helped write the blueprint for the car that would follow.

If the headlights were the opening sentence to the story, the side pipes Dale had in the rafters of his garage were the final word, because they brought the aesthetic together and cemented the idea in Dale's head to build a car styled after Corvettes from the 1967 American International Racing program.

The first thing that needed to change in order to execute the idea now running laps in Dale's head was the exterior. In his younger days, before he was a Corvette owner, Dale had painted a couple of cars while employed as a panel beater. Confident he remembered enough from that time to do the job, he decided to respray the car himself.

After a few trips to the local paint supply store, and some time spent getting acclimated to the new modern gear and materials he had purchased, Dale sprayed the car in his garage. As you can tell from the photos the blue really pops, but Dale felt something was still missing once the paint was cut and polished.

Val suggested a stripe, and while Dale was hesitant about the idea, the more he looked at the car the more he thought she might be right that a stripe was exactly what the car needed. However, putting the stripe on the car was no easy task, especially for someone who felt they had no artistic talent whatsoever.

After a day of taping, stepping back, eye balling, re-taping, and then finally painting, Dale waited for the paint to dry, removed the masking, and hoped he wouldn't have to repaint the car a second time. Meanwhile, Val made sure to steer clear of the garage on paint day just in case her idea didn't turn out quite as well as she had hoped.

Thankfully the stripe went down with no issues and looks perfectly symmetrical on the car from bumper-to-bumper and corner-to-corner. With the stripe laid, the rest of the car came together quite well from there.

Mechanically, the vehicle is mostly an L88 clone, though Dale admits the motor is a little bit lower in compression compared to a factory-built model. In the late '90s, the first time he built the engine, Dale put together a solid lifter motor with a flat tappet cam. Unfortunately, that motor didn't cope well with the global changes in motor oil quality and began to fall flat in the upper RPM range.

To make the car a little more drivable — Dale admits it's still not great on gas — the motor was pulled apart, bored out to 427 cubic inches, and fit with a roller cam. What it lacks in fuel efficiency it makes up with a healthy growl through the side pipes. The car is tame enough for long trips without ear plugs, but Dale does mention that everyone in the town he's from knows when he's coming, and hears him long after he's vanished from view.



Power-wise it's not the fastest car on the road, but most people who have taken a ride in the passenger seat can't remember the last time they were in a vehicle that took off quite like Dale's.

L88 parts make up the brakes and suspension as well, but the shocks are late model units retrofitted to work with the 1969 underpinnings. The interior has been redone to match the blue exterior, and the roll bar is a bit of a visual trick.

The bar certainly looks the part, and achieves the race-look Dale and Val were after, but it actually just bolts into where the convertible top latches. This gives the visual cohesiveness of a roll bar without taking away from the ability to have a functional top, which is very important to Dale and Val as they have become quite accustomed to taking all of their Corvettes out for long drives when the mood strikes them, and didn't want to limit those drives exclusively to when it was fair weather.

Both Dale and Val vividly remember a time in their '66 when they used to live in Detroit and drove through the night back from Windsor, Ontario, Canada with the top down. While the '69 can't comfortably go quite as far as their '66, they see 150 miles (or the Corvette Funfest in Effingham, Illinois) as its safe limit, and still do enjoy driving it as much as possible.

A few years ago, Dale had the opportunity to drive a leg of the Hot Rod Magazine Power Tour in the '69 and mentions getting caught up in the moment and having some fun with the rest of the pack. Stopped for fuel many of the Power Tour participants, much like ourselves, couldn't get enough of the car and asked Dale what was done, and who did it.

Dale proudly admits that he's done most of the work to the car himself even though he doesn't have any formal training as a mechanic. He does, however, find himself quite handy with a wrench and someone who can follow instructions to the letter. In fact, one of the first things he learned to do as a Corvette enthusiast was rebuild transmissions with nothing more than a service manual as his guide. Now he's built several for himself and a few for other local Corvette enthusiasts.

As much as he could Dale didn't buy completed assemblies for this car. Instead, he bought the components as separate units he would have to assemble himself, ensuring that he was intimately familiar with all the inner workings of his '69.

His meticulous attention to detail, and desire to tackle everything hands-on, wasn't for naught as Dale says the car has given him no major issues since being finished and put on the road.

What was once just a rough around the edges runabout for Dale and Val has turned into a real showstopper and valued member of their Corvette family. Sometimes, when life gives you lemons, or when thieves steal your car, you just have to take some time to regroup and build a really nice Corvette you plan to keep forever.

That's exactly what Dale has done, and we are glad he did.

Eureka Springs October 6 - 9, 2016

I got my Eureka Springs information in the mail several months ago. If you haven't ever been, then you need to make your plans and reservations now. Here's the website for more information:

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

Walkers Run

It looks like everyone had a good time on the Walkers Run event doing what we do best, drinking and eating!



Road America

The Ballingers and the Prices met up at Road America with Associate Members Jim and Sharon Love. And who came all the way from the Denver area but Richard and Fancy Loch. I don't know if they could even see the cars after they were done doing this all day!



Gold Star Mothers Trivia

As most of you know we drive the Gold Star Mothers in the annual St. Louis Veterans Day Parade. There is a flyer in the newsletter concerning the parade. Now we can further show our support to them by participating in their annual trivia night. Here is the information: Trivia night is being held at the Crestwood Elks Lodge 2503, 10263 Bauer Road (behind St. Anthony's Hospital in South County). It will be on Saturday September 24, 2016. Doors open at 6:00 pm with trivia starting at 7:00 pm. Cost is \$200 per table of 10 or \$20 per person. Beer, soda and water are provided but bring your own snacks. There will be prizes for best dressed table, 50/50, and heads and tails plus there will be a silent auction as well as a quilt raffle. Guest emcee is Trish Gazell from KEZK 102.5 FM. There will be a signup sheet at the next meeting. This is a great opportunity to support this worthwhile cause. I think we ought to be able to at least win the award for the best dressed table with all our Corvette gear as well as drive our cars there. **The National Gold Star Mothers Day is the following day on September 25. Please remember these Mothers (and Fathers) who have lost family during wartime.**

Something for our Veterans

We have several veterans in the club, of which I am one. I've been asked several times about how to get something that shows your veteran's status so you can take advantage of discounts some stores offer to veterans. First, there are really two types of veterans. Those that serve on regular active duty and they are issued a DD Form 214 which is their official form showing honorable discharge. Then you have those that served in either the National Guard or Reserve. They serve under what is called "inactive duty for training". They do not get a DD Form 214 when they are discharged. However, with recent changes in the Illinois law, both types of veterans can get a veteran's designation on their Illinois drivers license. Go to: <http://www.illinois.gov/veterans/Pages/default.aspx> for more information. For those of you in Missouri, unfortunately it seems only those that served on regular active duty can get the veteran's designation. You can check out this website for further Missouri veteran information: <http://dor.mo.gov/faq/drivers/veterans.php>. Finally, there is a Veterans Assistance Office located in O'Fallon, MO that can assist veterans or their family members. Their website is at: <https://www.ofallon.mo.us/veterans-commission>.

Elections and Appointments

With the Dukes' move to Florida, the Board has appointed yours truly, Ron Hagenow, as Secretary and Michelle Finn as Sergeant-at-arms. However, you need to start thinking now about who will make up your Board for next year. Mike Price as President and Carl Ballinger as Vice President are both completing their second terms and cannot be re-elected. The positions of Secretary and Sergeant-at-Arms will be open. Both Don Pickles as Treasurer and Judy Giovanoni are completing their first terms and can run for another term if they so desire. So think about serving your club. Yeah, it might take a couple of hours a month depending on your position. But we always need fresh ideas and viewpoints so this would be a perfect opportunity for some of our newer members to step up and run for a position. Here is the nomination ballot. Cut it out and bring your ballot to the next meeting. There will also be ballots available at the meeting.

Nomination Ballot

President. _____

Vice President. _____

Secretary. _____

Treasurer. _____

Membership. _____

Sargent-at-arms. _____

Autocross

Don't forget about the Route 66 Corvette Club/St. Louis Corvette Club autocross at the Family Arena in St. Charles on September 17th and 18th. If you haven't been before you definitely need to make plans. And if you are really adventurous, maybe Jeff, Patty or Peggy will take you for a ride. Who knows, maybe even Jerry will get out there and show those kids how to really drive a car! And speaking of autocross, here are a couple of pictures sent in by Associate Member Paul Craig of Jeff and Jerry recently racing in Ankeny, IA. (I think someone forgot to close down the runway based on the second photo!)



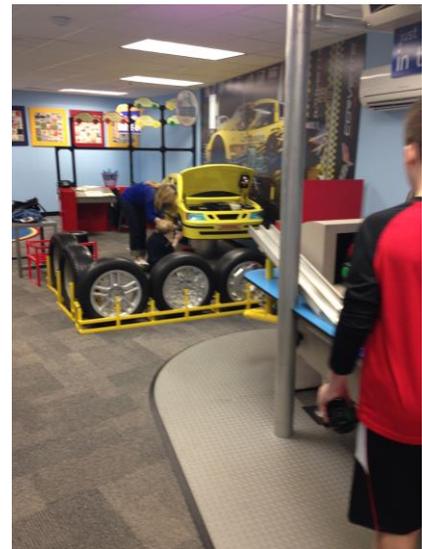
Pub 231 Car Show

Thanks to the Murrays and Tidwells for organizing the recent car show. Thankfully the rain held off for most of the show. Congratulations to the Prices, Woods and Howards for taking home the trophies. We raised a lot of money for the Fisher House and had a lot of visitors.



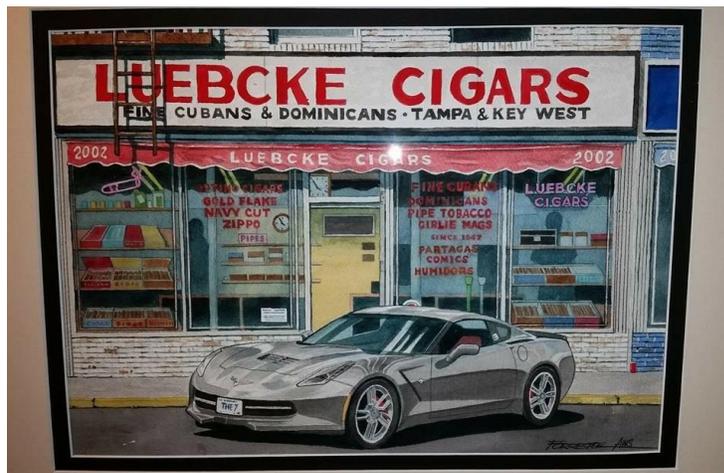
Hot Wheel Cars for NCM by Marty Dooley

I'm looking for help from our club members. A couple of years ago, I helped start a program where the National Corvette Museum gives a Hot Wheel Corvette to kids that visit the Museum as a school field trip. These kids don't have much and when they leave, they receive a Hot Wheel Corvette as something to remember their trip. What we are looking for are club members, family or friends that have any Hot Wheel (size) Corvettes and would be willing to donate them, or keep an eye out for them where you shop. We are looking for the less expensive cars not the high dollar collectibles. Bring them to a meeting and I will take to the NCM and donate them for the club.



Neat Picture

I found this on Facebook from former members Rich and Theresa Luebcke. Theresa had this done for Rich's birthday. It was done by Dana Forrester, renowned Corvette painter and friend of several of our club members. Those of you "older" members will remember Rich's love of a fine cigar (personally they smelled like a burning rope!) so it is appropriate that the picture is of their newest Corvette in front of the "Luebcke Cigar Shop".



Veterans Day Parade

Saturday November 5, 2016

For the 11th year our club will be participating in this annual parade. Last year we had 26 cars which was a great turnout. As in past years we will also have the distinction of driving the Gold Star Mothers. We usually need 8-9 ladies driving convertibles for the Gold Star Mothers. The GSMs and their family will be joining us for lunch after the parade. This parade, along with the Fourth of July parade, is one of our most important events of the year.

We will assemble near the Krispy Kreme in South County near the JC Penney Home Store (I-55 and Lindbergh).

Be there between 9:30am and 10:00am. There will be a driver's meeting at 10:00am and leaving promptly after the meeting. We need to be in place by 10:30am with the parade beginning at noon. Those of you who have done this before know the hurry up and wait drill.

We will have lunch at Granite City Brew on Olive as we have in past years. The parade usually lasts about an hour.

Dress appropriately. We've done the parade in 20 degree and 75 degree weather. It is only cancelled if heavy sleet/snow. Don't forget to bring your radio and car flags.

Sign-ups will be at the meetings or email Ron Hagenow at

hagenow1@charter.net or 618-939-1837.

Please support the men and women of our armed forces!





St. Louis Corvette Club at Villa Antonio Winery

3660 Linhorst Road
Hillsboro, Missouri 63050
636-475-5008

Friday September 16th Meet in Schnucks (Butler Hill and Hwy 55) parking lot 5:45 and leave for the winery at 6:00. We will take 55 south to Pevly Exit #180 to the right, 1.1 miles then right on Sandy Creek, 2.7 miles then left on Johnston Rd, .4 miles then right on Linhorst Rd, .7 miles to Villa Antonio Winery.

3-COURSE SEATED DINNER WITH DESERT

\$45/per person includes, wine tasting, meal, soft drink, tax and tip.

PLEASE PAY BY THE SEPTEMBER MEETING

Mixed drinks, beer and wine are extra

6:30 Our Evening Will Start With Out Door Wine Tasting (weather permitting) and First Course of Appetizers

Mini Italian Sandwiches and Spinach Puffs

**7:30 Out Door Seating (weather permitting) Second Course
House Salad**

Mixed greens with tomato, cucumber and onions tossed
With our sundried tomato dressing, bread and butter

Third Course Choice of

Roasted Beef with garlic and spices, served in hot gravy

Or

Saltimbocca Sautéed fillet of chicken breast topped with coppa, provel and a light cheese and
Risotto with Mushrooms
String beans with butter

Dessert TBD

A mix of wonderful treats

Any late arrivals please call the winery to hold your meals till you arrive. 636-475-5008

**ST LOUIS CORVETTE CLUB
ANNUAL CHRISTMAS PARTY**

SATURDAY, DECEMBER 3, 2016

SAMS STEAKHOUSE

10205 GRAVOIS ROAD, 63123

6:00 PM TO 11:00 PM

(COCKTAILS – 6:00 PM. DINNER – 7:00 P.M.)

**COST \$45.00 PER PERSON (PAYMENT TO BE MADE TO
"ST. LOUIS CORVETTE CLUB)**

**ENTRÉE SELECTIONS – SELECT 1 ENTRÉE ONLY AND EACH
ENTRÉE INCLUDES SALAD, BAKED POTATO, DESSERT, COFFEE
AND TEA**

TENDERLOIN FILET (80Z)

PRIME RIB (140Z)

SALMON (80Z)

**PLEASE RSVP BY NOVEMBER 8 TO CHRIS WOODS @ 314-846-6176 OR
EMAIL AND INDICATE YOUR ENTRÉE SELECTION TO
"WOODS1890@SBCGLOBAL.NET**



Howards' New Car

As this is being put out, some of our members are at the National Corvette Museum to help Ruth and Randy take delivery of their new 2017 Grand Sport. There will be more in the next newsletter. However here are a few pictures of them watching the car get built in early August.



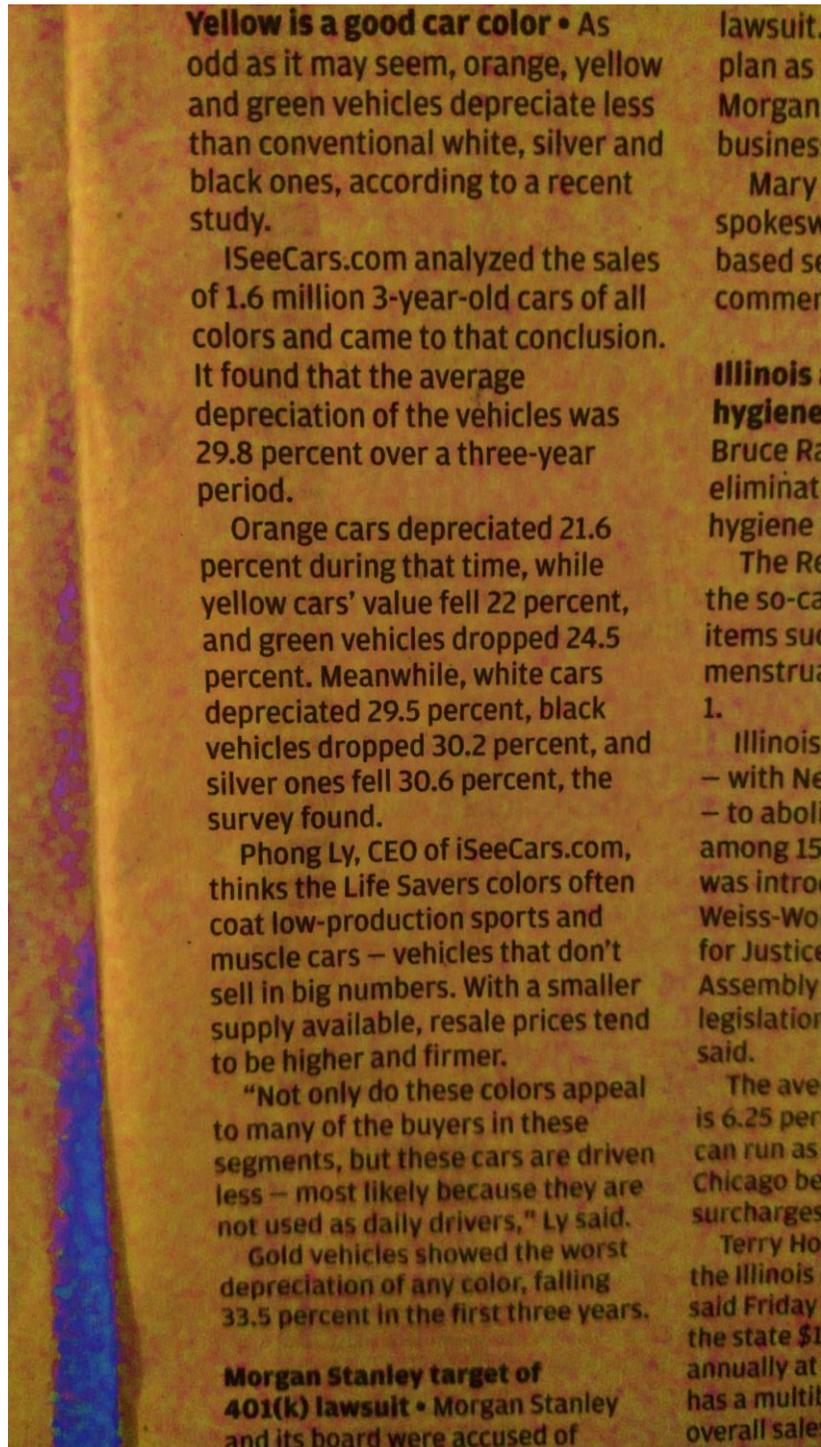
Speaking of New Cars

Speaking of Museum Delivery and new cars, Jerry Craig sent the following pictures of his museum delivery plaque plus his new license plate. He wants to thank Randy Howard for the license plate suggestion. I like it!



Car Colors

Marty Dooley recently saw this article in the newspaper and thought it might be of interest to some of our members. I still think they are wrong about yellow cars!



Mystery Run

The mystery was solved and it looks like it was a great day to go to Warm Springs Ranch and see the Clydesdales. Thanks to the Migets and Dooleys for setting this up.



Some of the newer members may be interested in knowing how Sharon got the nickname Darla.



Apparently he kisses better than Dale!

In Our Thoughts and Prayers

At the last meeting we learned that Bob Woods was back in the hospital. He's home now but is still recovering. We hope and pray that he gets better soon and stays healthy. We also learned that Mike Price's mother broke her arm recently while visiting here and we hope she is back on the mend.

BE SURE TO CHECK ALL THE PICTURES ON OUR WEBSITE

St. Louis Corvette Club Newsletter

Ron Hagenow, Editor
428 Mockingbird Lane
Waterloo, IL 62298
618-939-1837

www.stlcorvettes.net



We are proud and grateful to
ELCO Chevrolet for their
generous sponsorship.

Please visit ELCO Chevrolet Cadillac when shopping
for a new or pre-owned vehicle and ask for our club
sponsors Mark Gerecke or Eric DeBruin!

ELCO  Chevrolet

15110 Manchester Road
Ballwin, MO 63011

www.elcochevroletcadillac.com