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## President's Message

Well, the votes are in, and we have four new Board members for the club fiscal year running from December 1, 2019 to November 30, 2020. Congratulations and thanks go out to Mike Kunst (Membership), Ron Hagenow (Secretary), Marcia Sheer (Treasurer), and Mike Kirby (Sargent at arms). Above all, I want to thank the retiring Board members, namely Pat Moore, Sherri Marlo, Tom Marlo, and especially Anne Pickles. They served the club with distinction and Rick Doerr and I will miss them at the front table and the Board meetings.

Rick and I just finished our first year as club Vice-president and President, respectively, and somehow the club seems to have survived. We had a few bumps in the road, namely, the cancellation of our planning meeting (twice) due to snow, the fire at Grand Slam, and the death of a member and friend (Ken Dahman). But we hope that such issues are behind us and we can have an uneventful 2020.

One big change for 2020 is the date and location of our monthly meetings. Beginning January 13, 2020, our monthly meetings will, once again, be held at Grand Slam, but they will now be held on the **SECOND MONDAY** of the month instead of the first Tuesday of the month. Also, as a reminder, the January meeting will be our planning meeting. This is, undoubtedly, the most important meeting of the year. Please bring your ideas as to what the club activities should

be for the year. Without your ideas and participation, the Corvettes will remain parked. Where is the fun in that?

Don Pickles, President

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## **Birthdays and Anniversaries**

### **BIRTHDAYS**

Jerry Craig	Dec 2
Mike Moore	Dec 2
Dale Zeisset	Dec 2
Mary Doerr	Dec 4
Ruth Howard	Dec 9
Kathy Topolski	Dec 9
Randy Howard	Dec 16
Dawn Kirby	Dec 18
Kathy Wooldridge	Dec 20
Mike Grubb	Dec 22
Bob Rogers	Dec 26
Bob Woods	Dec 28
Michelle Finn	Dec 29

### **ANNIVERSARIES**

Tom & Sherri Marlo	Dec 31
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## Meeting Minutes

The November Meeting Minutes will be published in the January Newsletter. They will be offered for approval by vote at the next business meeting, the January Planning Meeting.

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## Committee Reports & Sponsor Reports

### NCM Ambassadors Report

There are a lot of things a person can do at and for the National Corvette Museum:

- You can visit and see all of the exhibits that keep changing. Shop in the Corvette store and if you get hungry, you can get a bite to eat at the Café.
- You can purchase a brick for inside or outside the Museum. There are Flint bricks, entry tiles and hexagon bricks, walk of fame bricks available.
- You can purchase a Build sheet and or a window sticker of your car.
- You can become a member of the NCM. There are 4 types of membership with benefits of being a member.
- You can take delivery of your new Corvette in the R8C Museum delivery program. Ask your salesman about this offer.
- If you already have your Corvette and wished you had done the R8C delivery, you can do the Experience. It's almost the same thing!
- You can purchase a raffle ticket for one of the many raffles that take place at the museum. There are different raffles held throughout the year. (see Marty or Judy)
- There is the NCM Insurance. They will insure your Corvette, collector car or your every day driver. You can call 877-678-7626 and get a free quote. If

you are a member ask about the NCM member discount. This could save you a lot of money.

Happy Holidays from the National Corvette Museum  
and your Ambassadors

Judy & Marty Dooley

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## **Future Events**

ST LOUIS CORVETTE CLUB

# ANNUAL HOLIDAY PARTY

## ROYALE ORLEANS

2801 Telegraph Road  
St. Louis, MO 63125

**Saturday, December 14, 2019**

(6.00 p.m.-10p.m.)

6:00 p.m. – Cocktails (cash bar)

(cash only, no debit or credit cards and no checks)

7:00 p.m. – Dinner (Buffet)

**\$15.00 per person**

Payments made to "St. Louis Corvette Club"

## Buffet

Tenderloin of Beef Medallion with Sauce La Fitte;  
Chicken Cordon Bleu; Home-Style Green Beans;  
Glazed Baby Carrots; Potatoes Royale; Chef Salad,  
Relish Tray; Dinner Rolls with Butter; Dessert;  
Coffee, Tea and Soda.

(Please RSVP by December 1, 2019 to Chris Woods  
@ [woods1890@sbcglobal.net](mailto:woods1890@sbcglobal.net) or 314-846-6176

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## **New time and place for December Retirees' Luncheon**

Due to the large number of sign ups, Tuckers Place could no longer handle our group.

The new meeting place will be :

**Mr BBQ at Mystic Oaks Golf Course**

**643 Ridge Road**

**Waterloo, Illinois 62298**

**The time will be 11:30 AM**

We will have a private room in the clubhouse overlooking the golf course. They have agreed to waive the usual \$200 charge for the room due to the size of our group so hopefully everyone on the list can still attend and we welcome anyone else who would like to join us.

Please RSVP to Laurie Grubb [lgrubb61@gmail.com](mailto:lgrubb61@gmail.com)

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**PLEASE PLAN  
ON ATTENDING**  
PRICE'S TWELVE DAY OF  
CHRISTMAS PARTY  
JANUARY 4<sup>TH</sup> 2020 6 PM

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## Past Events

# Utah National Parks and More!

## A Lot More!

Trip Planned and Hosted by Barb and Ken Payne

Narrative by Mike Kunst

Salt Lake City Group Narrative by John Midkiff

Welcome back to the St. Louis Corvette Club Utah Trip! In this newsletter, we will start by covering the Salt Lake City group until they join the main group on September 27<sup>th</sup> in the evening. We will follow the main group beginning on September 26<sup>th</sup> through the meet up with the SLC group on September 27<sup>th</sup> and then follow the entire group for the remainder of the trip.

### **Salt Lake City Group Narrative by John Midkiff**

In the last newsletter you read about the early portions of the Utah trip. A second group comprised of the Midkiffs, Trosts and Zeissets varied the first portion of the trip so they could visit northern Utah including a tour of Kindig It Design in Salt Lake City. A big thank you to Valerie for coordinating this portion of the trip.

John and Angie left St. Louis on Friday September 20<sup>th</sup>. We followed the same route the main group would be following two days later, including the poorly marked construction detour in Kansas City, and spent the first night in Salina Kansas. On Saturday morning we got a good look at the car and came the conclusion that we had significantly reduced the bug population in Missouri and Kansas. Continuing on I-70 we had to detour around Denver due to the road being closed for construction. Two days, two detours, hopefully it will not be a



trend. After two long days on the road we arrived in Rifle Colorado for a couple of days visiting my sister and her husband.

Western Colorado has a varied landscape, you have crossed the continental divide so the mountains are not as high or imposing and the desert is starting to make its presence known. The beautiful mountain slopes covered in aspen and pine rapidly give way to arid sagebrush scrubland. While in Rifle we had the opportunity to visit Rifle Falls State Park. The park has easy hiking trails, picnic areas and a features a 70 foot high triple waterfall.



With the family visits finally over, we got back on the road on Tuesday September 24<sup>th</sup> quickly crossing into Utah and the 80 mph speed limit. Our first stop for the day was Dead Horse Point State Park, Utah. According to legend, the area got its name because Cowboys would herd wild horses onto the point. The only escape was by a narrow neck of land that they fenced off. Once the cowboys had chosen

the horses they wanted, they would open the fence so the horses could get out. Supposedly some stayed on the point and died of thirst instead of escaping to the open range.



Leaving Dead Horse Point, we proceeded to the adjacent Canyonlands National Park and walked along several of the parks trails and enjoyed much of the scenery featured in the last newsletter. We also hiked a somewhat rigorous trail up to upheaval dome. This is a unique geologic feature since the rock forming the dome is different from that elsewhere in the area. Scientists are still debating what caused it but the leading theories are a salt dome upheaval from the time the area was covered by ocean and the meteor impact theory. Regardless of the cause it is interesting to see.



Next was a late lunch in a forgettable roadside diner and a short drive to Arches National Park where we enjoyed the scenery until it got dark and then drove into Moab for the night where we briefly crossed paths with the main group.

It was also on Tuesday that the Trosts and Zeissets began their trip. Leaving Illinois they took a northerly route that took them through Missouri, Iowa and into Nebraska passing the World's Largest Covered Wagon in Milford Nebraska. Continuing on, they stopped for the night in North Platte known as one of the "Hell towns" created during the construction of the transcontinental railway as we would find out a couple of days later. Fortunately it was a quiet night in town and everyone got a good night's rest.

On Wednesday they drove through the rest of Nebraska, Wyoming and arrived in Salt Lake City. Two thirds of our group was now in Salt Lake City. One interesting site they saw along the way was a salt mine. As you can see from the photo it

looks very depressing and as Valerie said “I’m glad I don’t have to go back to the salt mines”.



**Valerie Dyroff Zeisset**



Sep 24 at 2:02 PM • 🌐

I just saw the world's largest prairie schooner (an old store).



The final third of our group started the day in Moab where we finished our tour of Arches National Park and then headed north to join the rest of the SLC group. The prairie and mesas gradually yielded to mountains and I think any true Corvette owner would agree that driving along a winding mountain road through the beautiful scenery at 80ish mph is one of life’s pleasures. We finally joined up with the rest of the group and we all dined on the largest pizza any of us had ever seen.

Thursday September 26<sup>th</sup> dawned bright and clear as we headed west along the Great Salt Lake heading toward the Bonneville Salt Flats. We stopped in a park area just off the interstate and paid homage to the salt. Although we were tempted to drive the Corvettes out onto the flats we didn’t because of the shore was a little too steep to allow us to do so. The photos below show us and the cars at the flats.



Back in the cars we headed to Wendover Air base. Although the base has been deactivated for many years, there is an ongoing effort to save as much as possible and open it to the public for tours. Wendover was operated by the US Army Air Corps before and during WWII and at the time was the largest in the world. All the bomber air crews and some of the fighter pilots were trained there. A special training group was dedicated to the B-29s that were trained to carry and drop the atomic bombs. A museum has been established in the old canteen/recreation hall. Although far from its former glory, it is still interesting to visit.



Leaving Wendover, we grabbed a quick McLunch and followed a narrow two lane highway through the prairie to Promontory Point and the Golden Spike National Historical Park. This is the spot where the Transcontinental Railway was completed and the golden spike was ceremonially driven. The park is home to a nice museum detailing the history of the railroad construction (remember the Hell Towns?) and a number of artifacts. It is also home to replicas of the two engines present on that date, Jupiter of the Central Pacific Rail Road and No. 119 of the Union Pacific Rail Road. Both are still operational and conduct demonstration runs daily during warmer months.



We next headed out for a blessed gas stop, dinner and back to Salt Lake City. For those who have travelled out west, gas stations can be few and far between outside the cities.

Friday September 27<sup>th</sup> the 6 of us took a very short drive to Kidig It Design and a tour of their shop and JS Custom interiors which shares the building. One of the first things we saw in their show room was a black and silver '57 convertible Dave built for his father-in-law a couple of seasons back. I don't recall the '57 having a supercharged Lingenfelter V-8 as an OEM option. In true Kindig fashion the entire car has been subtly and tastefully modified into a true one-off show machine. Our tour guide took us through the entire facility and while it is large, it is not as big as they make it seem on the show. While on the tour we were allowed to photograph cars that have been on the show but could not take photos of any that are in progress. We will have to wait until next season to see them.



After a great tour it was time for us to head south to meet the rest of the group. John and Angie had already checked out of their hotel and had everything in the car, so they opted to proceed independently (I am starting to notice a pattern!). While heading south we stumbled on a small attraction just off the road that was Butch Cassidy's boyhood home.



By late afternoon all six of us had joined with the rest of the group in Panguitch, UT and enjoyed dinner at the Cowboy Smokehouse Café.

**Now we follow the main group on September 26<sup>th</sup> and September 27<sup>th</sup>.**

**Day 5, Thursday September 26<sup>th</sup>, Moab, UT to Torrey, UT**

We committed a cardinal sin of Corvette group travel and did not gas up the evening before! We were tired after a long day and watching the stars in Canyonlands NP. So, we all agreed to gas up on the way out of Moab.

We head north on US 191 to I-70 west to UT 24 south. UT 24 runs right through Capitol Reef NP. It is a scenic drive. Almost any road out here is a scenic drive.





Along UT 24 inside Capitol Reef is the small historic town of Fruita. A small group of Mormons founded the town and established fruit orchards. You can pick your own in season.

The house is the Gifford Homestead inside Capitol Reef. It is known for fresh baked goods like cinnamon rolls and individual fruit pies which are more like 2 person pies except for some of us.



We go to the Visitor Center to watch the video about the park and seek advice from the Rangers. This is something you should do at every National Park. The Rangers know the best places for you to go based on any limitations that you might have, e.g. physical, time constraints, etc. They can tell you where not to take your Corvette!







The Ranger directs us to the Grand Wash trailhead right on UT 24. There is a pull off where we park. Then we can walk right up the Grand Wash. Do you know why you wouldn't do this if there was a monsoonal rain nearby?







Our “hotel”, The Capitol Reef Resort, was close by, so we went there to check in. This is the most unusual and unique place we stayed on our trip. You had a choice of Teepees, Conestoga Wagons, individual cabins, or a normal hotel type structure. The second to last photo shows the individual bath house for each teepee or wagon.





Back to Capitol Reef for the scenic drive to Capitol Gorge.



Some photos from the balcony of my regular hotel room at Capitol Reef Resort as the sun sets.

### **Day 6, Friday September 27<sup>th</sup>, Torrey, UT to Panguitch, UT**

Today we are going to drive the entire length of UT 12, 122 miles. UT 12 is designated an All American Road, part of the National Scenic Byway program.

A **National Scenic Byway** is a road recognized by the [United States Department of Transportation](#) for one or more of six "intrinsic qualities": archeological, cultural, historic, natural, recreational, and scenic. The program was established by Congress in 1991 to preserve and protect the nation's scenic but often less-traveled roads and promote [tourism](#) and economic development. The National

Scenic Byways Program (NSBP) is administered by the [Federal Highway Administration](#) (FHWA).

The most-scenic byways are designated **All-American Roads**, which must meet two out of the six intrinsic qualities. The designation means they have features that do not exist elsewhere in the United States and are unique and important enough to be tourist destinations unto themselves. As of November 2010, there are 120 National Scenic Byways and 31 All-American Roads, located in 46 states (all except Hawaii, Nebraska, Rhode Island, and Texas).



A few morning photos from my room at Capitol Reef Resort before we head out.





We stop at a scenic overlook along UT 12. Since this is not inside a National Park, I can get the flying camera out for some photos. I could stay here until the battery runs down, but some of the group are restless and want to move on.





More ground photos from the overlook. Some German guy we met here took our group photo. We would run into him several more times on our trip.



We are still on UT 12 and stop at the Utah Anasazi State Park Museum. The village was found in an archeological excavation and is preserved here. It belonged to ancestors of the Pueblo Indians and was inhabited from about 1 AD to 1300. No one understands why they left then. The Navajo later inhabited this area.





Yet another scenic overlook on UT 12.





And one more overlook before lunch. You sure get a lot of practice parking at all the overlooks!



A late lunch at Esca-Latte within Escalante Outfitters in the town of Escalante.



One more stop before we get to our hotel in Panguitch, UT. This is the Escalante Petrified Forest. It really isn't much of a forest. Mostly dead trees laying on the ground for a very very long time.



Finally, the Main Group and the Salt Lake City Group are together for dinner. Everyone got to the hotel about the same time. We went into Panguitch for dinner at the Cowboy's Smokehouse Café.

**Day 7, Saturday, September 28<sup>th</sup>, Panguitch, UT (2 nights here)**

After breakfast, we are off to Bryce Canyon National Park. Please look for the next St. Louis Corvette Club Newsletter next month to follow along.

# Veterans Day Parade

Organized by Rich Friedrich



Pre-staging at Ameren's parking lot.





Chris and Bob Woods decorate their car as if it needed more decoration! Marty Dooley wants the shiniest car but might polish the paint away.





Rick Frierdich conducts the driver's meeting. Getting ready to move to our staging area on Olive.



At our staging area on Olive.



Some veterans from the St. Louis Corvette Club.





Our Club drives the Gold Star Mothers (and one Father) in the parade. Judy Dooley driving Auginette Morgan, Chris Woods driving Lisa Chapman, Michelle Paillou driving Mary Jean Kiepe, and Bob Woods driving Glenn Kiepe.

The Marlos were designated to drive a World War II veteran further back in the parade, so we do not have photos. Tom Marlo drove Alvin Stern and Sherri Marlo

drove Deborah Michler, Alvin's companion. Thanks to Tom and Sherri for taking that assignment.





Rolling down Market Street.



Our Parade and Lunch organizer, Rick Friedrich with Pat Ross.





Everyone enjoying lunch at Syberg's. I must apologize for missing one table. I know I skipped it because someone was not seated (Marty?) with the intention of returning to take a photo.

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## Special Announcements

## Articles

The St. Louis Corvette Club  
Historical Society Column



By Ron Hagenow

History Committee: Ron Hagenow, Marty Dooley and Mike Kirby

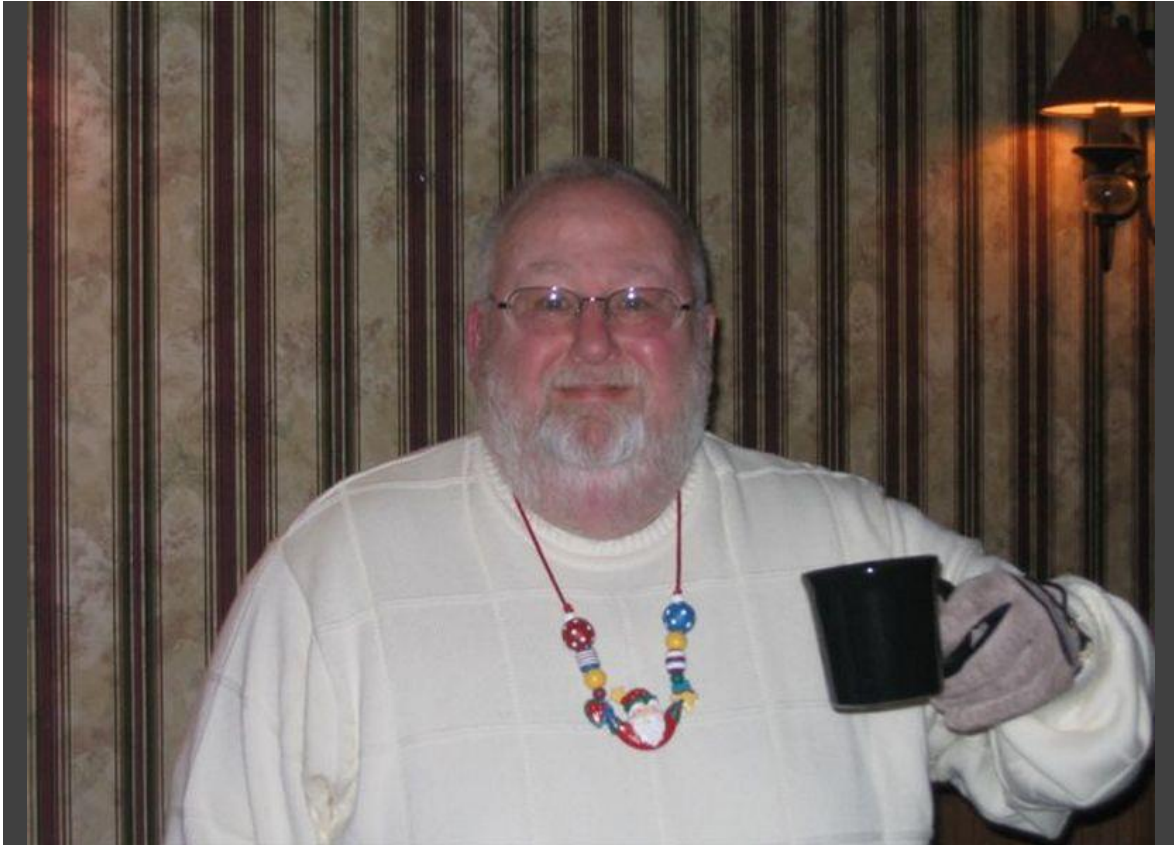
## **What Happened This Month of November in Previous Years**

In December 2004, our first year, Ron Huch was our president and we had our first Christmas party at Harry's West. In our early years we had Thursday Dinners. One person was in charge each month and they lined up dinners for every Thursday of the month (talk about staying busy!). We presented a check for \$1400 to Jessica and Connie Gullet which were proceeds from the charity car show. At that time we had 36 members. One new guest was Tammie Walker, who was a long time member (and great autocrosser) until a couple years ago.

In December 2007, Bill Dotson was our president. Rick and Mary Doerr joined the club this month with their red '99. Also joining were Dave and Glenda Davidson. Dave was our first webmaster. The Davidsons were members for a long time and some of us have had the privilege of visiting his car barn and his many collectible cars. Everyone with just a garage is envious. We had 77 members at that time. Our Christmas party was held at Sunset Lakes and Banquet Center, which was a great venue and became our meeting place for several year.

In December 2013, Ruth Howard was our president and we already had three of the new C7s in the club. Our Christmas party was at Sam's Steakhouse and wouldn't you know, Chris Woods and Judy Dooley were the sponsors. We had 85 members. It was reported that at the last Veterans Day parade we had 15 club members who are veterans.

Pictures from December



From our Christmas party in 2006, here is Bob Woods (our resident Santa) wishing everyone a Merry Christmas.



From Christmas 2010, Judy and Sharon displaying road kill from one of their many trips.



From December 2011, here is Michelle Paillou's 58 getting an oil change at former member Dave Horstmeyer's garage. There were several cars being worked on that day, and naturally there was food and drink involved.



And somebody needs to guess who these two kids are that showed up at our first Christmas party.

## Where in the World Is Carmen Sandiego?

### OOOPS, The St. Louis Corvette Club

By Ron Hagenow

History Committee: Ron Hagenow, Marty Dooley and Mike Kirby

Club Meeting Venues

Since we have been meeting at a temporary location for the past several months, the History Committee decided to go back in our archives to see where we have been having our club meetings. So here they are:

- Hessler's Pub on Lemay Ferry Road from the beginning in 2004 to July 2007
- Pietro's Bluffs in Fenton from August 2007 to December 2007
- Sunset Lakes Banquet Center on West Watson in Fenton from January 2008 to July 2012
- ELCO Chevrolet on Manchester from August 2012 to October 2012
- Grand Slam Sports Bar in Fenton from November 2012 to January 2013
- Pasta House on Manchester from February 2013 to August 2013
- TJ Wings in Valley Park from September 2013 to November 2013
- Grand Slam Sports Bar in Fenton from January 2014 to present (temporary location at the Arnold Rec Plex until Grand Slam reopens)

And if you are wondering about Christmas parties, we have been to Pietro's Bluffs, Sunset Lakes Banquet Center, Sam's Steakhouse and Royale Orleans.

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Publisher & Managing Editor	Mike Kunst
Editor Emeritus, Columnist	Jerry Craig
Assistant Editor	Marcia Sheer
Columnist	Ron Hagenow
Photo Journalist	Ruth Howard
Aerial Photo Journalist	Tom Marlo

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