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President's Message

Happy New Year Club Members!

Our new board's transition was completed in early December via Zoom. Many thanks to Don Pickles, Rick Doerr and Ron Hagenow for all they have done this past year leading our club while working tirelessly to overcome all the obstacles thrown their way!

Due to an uptick in COVID cases, our first decision as a new board was to cancel our first meeting scheduled in 2021. Unfortunately, on Christmas day I personally tested positive for COVID which put an immediate halt to our pending family Christmas gathering. Thus far I am extremely fatigued with congestion and sinus infection-type symptoms. I will continue to follow doctor's instructions and hope to be on the mend soon! The worse decision we could make would be to hold the meeting and put others from our club at risk of being affected by COVID as well. We appreciate everyone's patience as we continue to work through this madness.

We anticipate our first gathering will take place as our 2021 Planning Meeting. We will keep everyone posted as to when that will occur. In the interim, please start planning your events and send a calendar placeholder to Karen so we can start filling the calendar up. We encourage all our new members to go to our website and look at some of the awesome events we have had in the past. The events are not difficult to organize, and we have plenty of people with previous experience who can help you with your planning.

Think warm and stay safe!
Jim Givens, President

Birthdays and Anniversaries

BIRTHDAYS

| | |
|------------------|--------|
| Joe Vogt | Jan 1 |
| Mary Ann Hagenow | Jan 9 |
| Mike Price | Jan 11 |
| Kathy Craig | Jan 12 |
| Larry Akins | Jan 20 |
| Michelle Paillou | Jan 23 |
| Marty Dooley | Jan 25 |
| Carl Cox | Jan 26 |

ANNIVERSARIES

| | |
|----------------------|--------|
| John & Angie Midkiff | Jan 12 |
| Joe & Loretta Vogt | Jan 13 |
| Ken & Barbie Payne | Jan 16 |
| Randy & Ruth Howard | Jan 19 |

Committee Reports & Sponsor Reports

NCM Ambassadors Report

Hopefully everyone is doing well and had a nice Holiday Season.

2020 Corvette final year stats:

The coupe was the most popular of the two models.
82.4% of the 20,386 vehicles produced were coupes.

Torch Red was the most popular color with 25%, Artic White 15%, Black 11.7%, Sebring Orange 6.8%, Elkhart Lake Blue 6.7%, Rapid Blue 6%, Ceramic Matrix Gray 5.97%, Blade Silver 5.55%, Shadow Gray 5.45%, Long Beach Red 5.25%, Accelerated Yellow 3.38%, and Zeus Bronze 2.69%.

Carbon Flash badges were the most popular with 91.6% of the cars. The Z51 package was on 76% of cars. 3LT was the most popular package with 46.4%. Front lift was chosen 58.4% of the time while performance exhaust (NPP) was on 89.2% of cars. The GT2 seats were picked the most with 61.6%. Painted Carbon Flash open spoke wheels were the most popular with 41.7% followed closely by the Bright Silver open spoke wheels with 36.9%.

The National Corvette Museum delivered 943 Corvettes in the 2020 model year.

Judy and Marty Dooley
NCM Ambassadors

Happy New Year!

Past Events

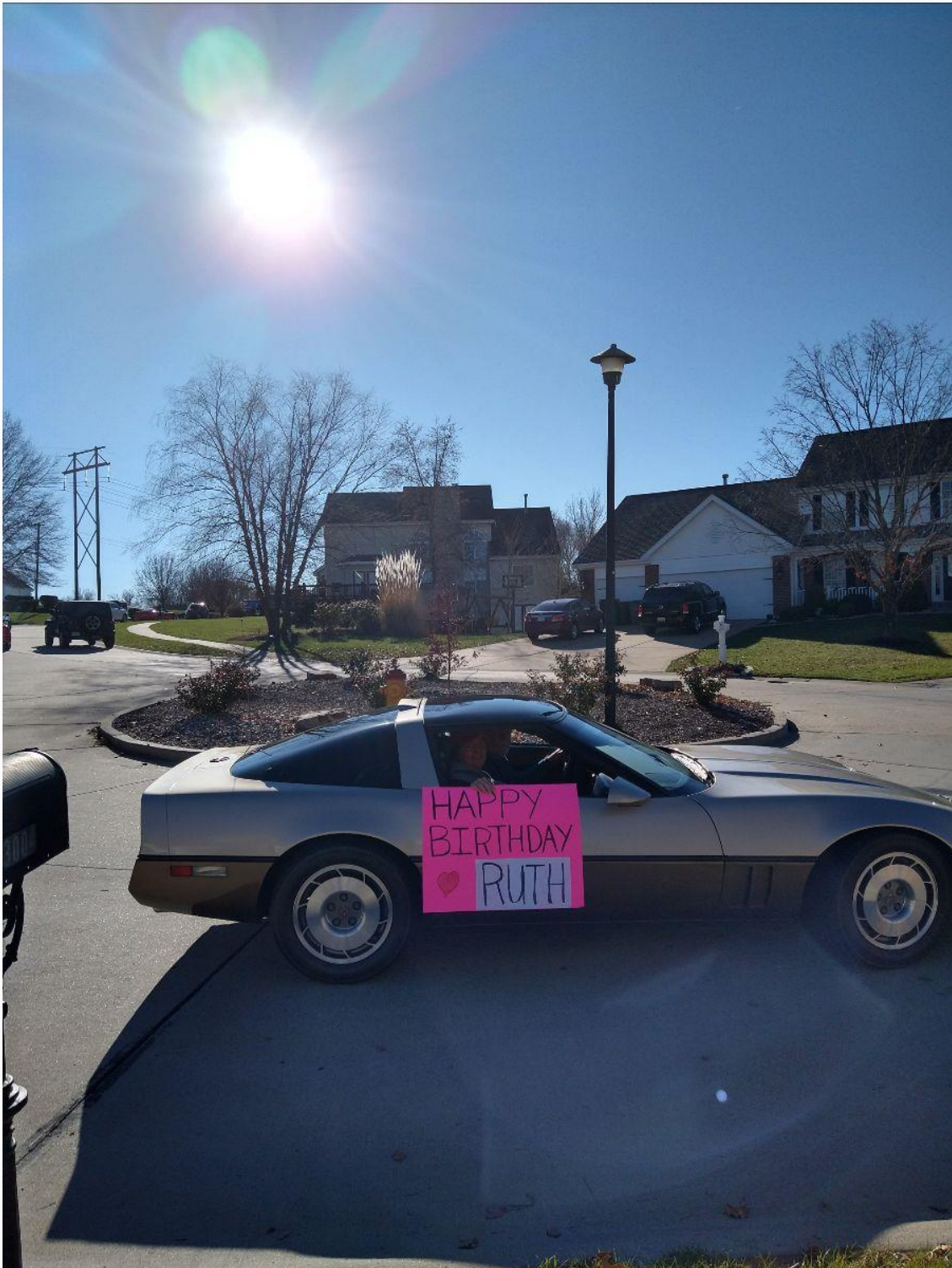
Surprise Drive-By for Sharon Ballinger's
Birthday
November 30





Drive-By for Ruth Howard's Birthday

December 9





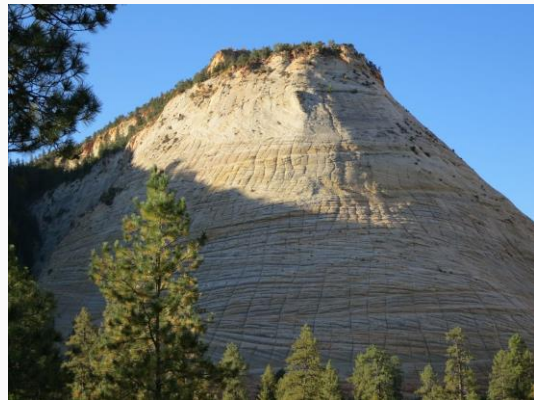
Utah National Parks and More! A Lot More!

Trip Planned and Hosted by Barb and Ken Payne
Narrative by Mike Kunst

It is hard for me to believe it has been 15 months since the Utah trip with the STLCC. As they say, a lot of water has passed under the bridge. I wanted to remember being on the road again with the St. Louis Corvette Club! Utah sure has some stunning scenery. So, here is a continuation of our trip starting where we abruptly stopped last year.

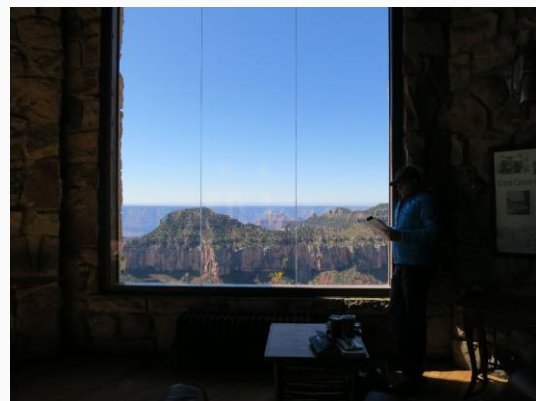
Day 10, Tuesday, October 1st, Springdale, UT to Page, AZ

Today we will be headed out to Page, AZ. Of course, there is a stop along the way. We will be visiting the North Rim of the Grand Canyon National Park. That will be our sixth National Park on this trip. We are leaving Springdale through Zion NP to the East Entrance. It is a very scenic drive along a mountain road ascending from the valley. There are really no places to stop until you arrive near the East Gate of Zion NP. Checkerboard Mesa is at the stop.



We say good-bye to Zion NP and head out toward Grand Canyon NP, North Rim. As you turn onto Arizona SR 67, you are greeted by a highway department sign. I will have to paraphrase, "Caution, road is not patrolled or plowed after sunset." To say that the Lodge at the North Rim is remote is an understatement. The Lodge is closed through the winter months. There is a

notation on the Lodge website that says, "Day visitation until November 30th weather permitting." It is 1000 ft. higher in elevation than on the South Rim.

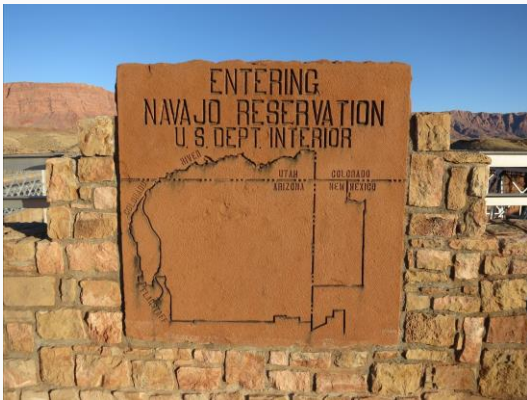






After having a nice lunch at the Lodge and a brief walk out to Bright Angel Point (hang onto your hat!), we are on our way to Page Arizona. Page is located next to the Glen Canyon Dam and Lake Powell. There is an overlook of the Colorado River on the highway (US 89A) where it crosses the Colorado River. The old bridge is open for pedestrians. Nice! When you cross the bridge, you are in the Navajo Reservation. We arrive in Page and check in to the hotel.



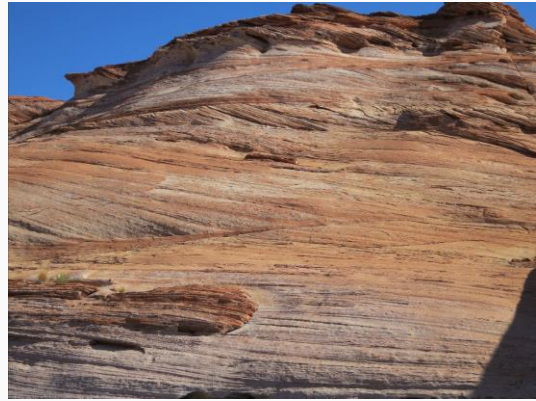


Day 11, Wednesday, October 2nd, Page, AZ (2 nights here)

We have reservations for a boat tour of Lake Powell. This lake is formed by the Glen Canyon Dam on the Colorado River. The boat tour takes us by Glen Canyon Dam, then upstream to Antelope Canyon (back flooded by the lake), and back to the Marina circling Antelope Island. In the photos, the white area on the rock indicates where the water level should be. Our captain and deck hand are both Navajo. They tell us the water level is about 80 feet below full pool level, but they are excited because the level was about 130 feet below full pool level at the beginning of spring.



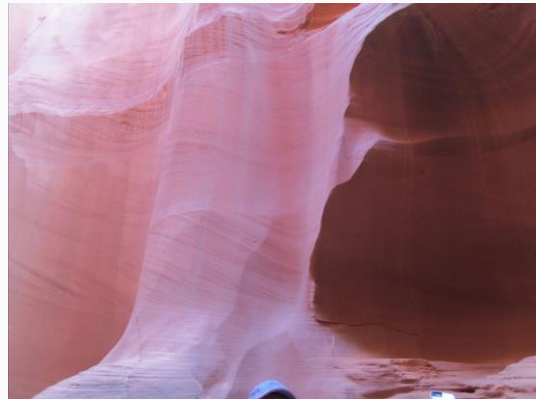


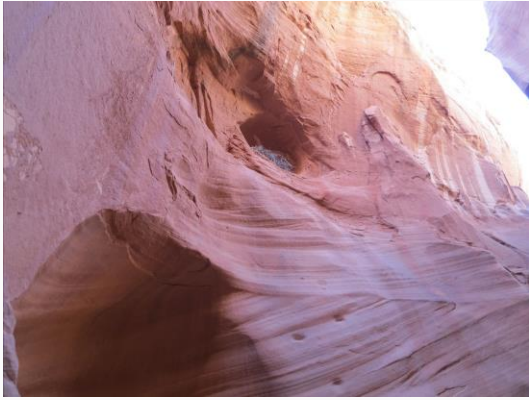


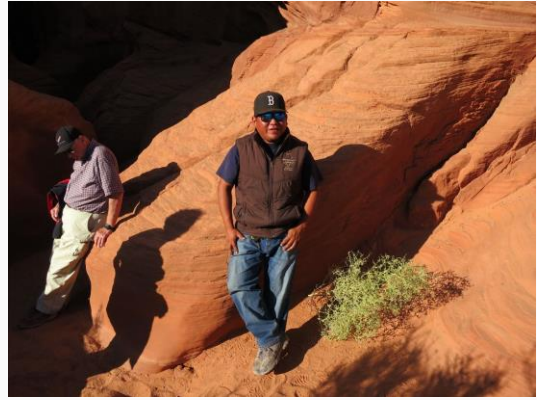




We sure are busy on this trip! In the afternoon, we have a sunset tour that starts with a slot canyon. Water is a powerful force. If trapped, it seeks a way to lower levels. It turns out that the sandstone is soft enough for water to erode it over time. In this area, it has cut through the sandstone creating narrow passages or slots. You won't have any trouble spotting the "private" slot canyon below. By the way, our tour guide is a Navajo.









We must cross back over the highway for the sunset view of Horseshoe Bend. This part of the Bend is private property as was the slot canyon. The guide tells us that it is all part of his family's land, about 60,000 acres! The view is spectacular!







In the next STLCC Newsletter, we will conclude the trip. This was a really enjoyable trip, particularly for anyone who has not experienced any of the great National Parks in Utah and Arizona. The scale of these natural wonders leaves one feeling very small.

Special Announcements

Club Support by Ron Hagenow

As we welcome the start of a new year and look forward to a variety of club events, we want to make you aware of one way in which the club reaches out with support

to our members. Because we consider club members as family, it is especially important to support our members in times of need.

It has been our custom over the years to acknowledge special milestones or offer support in times of illness or grief. Club officers will send greeting cards to members on behalf of the entire club to recognize special occasions or in the event of hospitalization, accident, or loss. An appropriate memorial is also sent in the event of the passing of a spouse, parent or child.

Members can help with this service by notifying club officers if they know of someone in the club who becomes ill, requires hospitalization, or is dealing with the death of an immediate family member. Club officers, in turn, will let the membership know the circumstances if the affected member is agreeable and will send a greeting card or arrange for a memorial as appropriate. This is just one small way in which we can “be there for each other”.

Please take a moment to let us know when there is a need by sending a timely message to board members. The board will get the word out and take care of communication as appropriate. Thank you for helping. Let’s all hope for a safe and healthy 2021 for our members and our families.

Articles

The St. Louis Corvette Club Historical Society Column

By Ron Hagenow

History Committee: Ron Hagenow, Marty Dooley and Mike Kirby

In January 2008, Bill Dotson was our president and we had 77 members. (On a sad note, in the newsletter from this month I noted that Bill Dotson, Roger

Ruengert and Jerry Craig were all listed as officers that year and all have since passed.) Bill got a call a week before our meeting and was told that Pietro's Bluff had closed at the end of 2007 so we were scrambling for a new meeting place. That's when we started going to Sunset Lakes and Banquet Center where we had our previous Christmas party. It was also noted that past president Rick Friedrich recently had quadruple bypass surgery. On a happier note, we had a great Christmas party as well as the annual Price's Twelfth Day of Christmas party. Everyone was eagerly awaiting the unveiling of the new C6 ZR1 in February.

In January 2011, Marty Dooley was our club president and there were 85 members. We had another successful Christmas party and were looking forward to a lot of activities in the coming year. One upcoming event in April was the mouse races to raise money for the victims of a recent tornado that destroyed parts of Sunset Hills. Tammy Ortmann, who was the banquet manager at Sunset Lakes, saw her newly renovated home destroyed in the tornado. If I recall correctly, we raised over \$12,000 at the races! In previous events we had a car show at ELCO and the Veterans Day Parade in November. We had also received a thank you card from future president Kevin Bayliss, who was deployed at this time, for our support during the past year.

In January 2018, Ray Queen was our president. We had another fantastic Christmas party at Royale Orleans. We also had our usual party at the Price's house complete with an ugly sweater contest as well. We had a lunch at Reifschneider's in Columbia, IL.



Our founding members from January 2004.



Our January planning meeting at Sunset Lakes and Banquet Center in 2008.



The year wouldn't be complete without the winner of the ugly sweater contest from 2014, Michelle Paillou.



And it seems like such a long time ago now -- this is a picture from a retiree's lunch in January 2020 before we all got locked down. Sure miss those days!

In Memoriam

By Ron Hagenow

William (Bill) Dotson

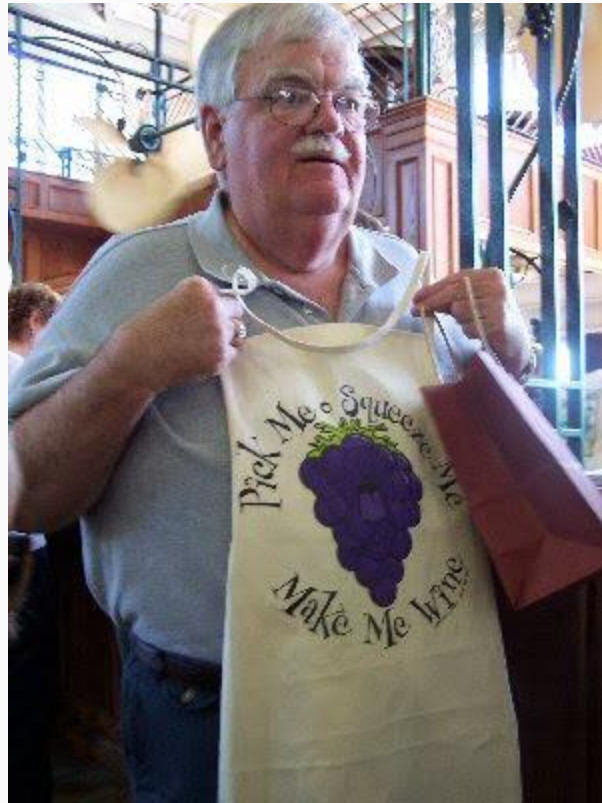
One of our early club presidents, Bill Dotson, passed on December 6, 2020 with complications from COVID. Bill was president in 2007 and part of 2008, when he moved to the Lake of the Ozarks area. Bill had a marine parts business and decided it would be better to move his business there. He married long-time girlfriend, Pam, in June of 2009 and several club members were in attendance at their wedding. Bill was instrumental in getting us involved with the Webster Groves Fourth of July parade. I also believe he and Don Pickles were classmates at Webster.

Bill was one of the most fun-loving guys you would ever meet. Everyone was his friend. I can still hear his laugh today. He always loved cars. He had a pristine '96 Grand Sport as well as several other Vettes. I always liked his 2008 Indy Pace Car but he said that was Pam's. I believe he even built about a 6 car garage at his house for his collection. He has a 2020 on order that is scheduled to be delivered the week he is buried.

After Bill and Pam moved, we would often see them at the Corvette Weekend in Eureka Springs. I remember having breakfast with them one year when it started to hail! Another year we met them when the Grand Sports Registry folks were staying at the Crescent Hotel.

This makes five members, former members or associate members we have lost this year. This has never happened in the existence of the club.

Those of us who knew Bill are saddened by his loss. Our condolences to Pam and their family.





Hot Wheels Contest

By Marty Dooley

Most of you know we donate Hot Wheels Corvettes to the National Corvette Museum for the kids' education program. While we were Christmas shopping, we found a lot of these cars and started filling a large bag.

We want to have a contest to guess how many are in the bag. All club members are welcome to enter the contest. There will be a special prize for some lucky club member who has the closest number without going over.

What you need to do is to send a text or email to Judy (314-814-4495 or jmdooley6493@aol.com) or Marty (314-814-4349 or mdooley6493@gmail.com) with your guess. Please, one guess per member.



Corvette Facts

Reprinted from "Steve Magnante's 1001 Corvette Facts" with permission from CarTech

No. 127: Did Ford's Thunderbird save Corvette from extinction? Yes, absolutely. Chevrolet was about to discontinue the Corvette at the end of the 1955 model run, but after witnessing Ford's sale of 16,155 Thunderbirds in 1955, General Motors decided to keep fighting and gave Corvette a reprieve. It wasn't so much a case of profiteering, but rather a matter of corporate pride.

No. 172: Arkus-Duntov always considered safety a priority, having seen his share of tragic racing accidents. In 1955, Arkus-Duntov was racing a Porsch 550 Spyder at Le Mans when Pierre Levegh's Mercedes-Benz 300SLR crashed into the grandstands, killing him, 80 spectators, and the Mercedes-Benz factory race program for many years. In 1958, Corvettes arrived from the factory with seat belts as standard equipment, almost a decade before federal mandates forced their inclusion on other Chevrolets and the entire auto industry.

No. 206: To announce to the motorsports world that Corvette had arrived and was looking for action, Chevrolet entered the most visible sports-car event held in the United States, the Sebring 12-Hour Endurance Race held in Florida on March 24, 1956. Unlike Daytona, where most of the competitors were amateur hot rodders, Sebring was an SCCA event that brought factory-backed entries from Ferrari, Jaguar, Aston Martin, Porsche and others. It was the Big League. Four new Vettes were entered, each carrying prototype examples of heavy-duty components that later joined the option sheet.

Featured STLCC Members and Their Corvettes

Tom and Sherri Marlo



**Tom & Sherri
Marlo**



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