



THE ST. LOUIS CORVETTE CLUB NEWSLETTER



February 2016

STLCC Upcoming Events

| | |
|-------------------|-------------------------------------------|
| February 2, 2016 | Meeting at Grand Slam beginning at 7:00pm |
| February 21 2016 | Lunch at Papa Vito's in Belleville |
| February 26, 2016 | Happy Hour at 026 in Fenton |
| February 27, 2016 | Shooters in Columbia, IL |

President's Letter

Fellow Burrvette Owners,

It's cold. Would I lie to you? But I'm seeing a great Corvette rising. The calendar is showing fun times coming up as soon as next month. Might not be able to drive our Vettes to these functions but it will be great to get with our fellow members for a fun time.

I'm hearing very encouraging things about our ailing members and that they will be ready to do some cruising soon.

A short president's letter this time which might not bother most of you. I promise to ramble more next time. You've been warn!!!

Your Chilling President

Mike



Your 2015-2016 Board

- Gary Duke, Sergeant at Arms
- Erin Duke, Secretary
- Carl Ballinger, Vice President
- Mike Price, President
- Judy Giovanoni, Membership
- Don Pickles, Treasurer

Meeting Minutes

Unfortunately there are no minutes this month because of the illness of Erin Duke. Those of you who were at the meeting know we mainly looked at events planned throughout the year. Here is a brief rundown of those planned in the next several months:

February 2 – Next club meeting at Grand Slam

February 21 – Lunch (in the place of the Valentine Day Brunch) at Papa Vito’s in Belleville. Here is a link to their website: <http://www.mypapavitos.com/location/belleville/>. Final plans at the next meeting. (I can personally attest that this is the best pizza and salad around. Original location is in Waterloo.)

February 26 – Happy Hour at O26 Pub in Fenton from 4:00 to 7:00pm.

February 27 – Shooting event planned by Tom Marlo for Shooters in Columbia, IL. Same place we went to last year. Signups at the next meeting. Lunch/brunch planned for Hooters in South County after the event.

March 1 – Club meeting at Grand Slam

March 19 – Crazy Bowl. More information at the next meeting.

March 26 – Run sponsored by Little Egypt Corvette club. See Jeff Craig if interested.

We will have the January and February minutes in the next newsletter.

Ron Hagenow

Birthdays and Anniversaries



| | |
|----------------|--------|
| Mark Kessinger | Feb 2 |
| Craig Brown | Feb 5 |
| Ingrid Ward | Feb 6 |
| Glenda Walsh | Feb 14 |
| Mike Kirby | Feb 15 |
| Dennis Trost | Feb 16 |
| Eric DeBruin | Feb 17 |
| June Fain | Feb 19 |
| Steve Kirby | Feb 19 |
| Richard Loch | Feb 19 |
| Mike Walsh | Feb 21 |

| | |
|------------------------|--------|
| Marty and Judy Dooley | Feb 7 |
| Richard and Fancy Loch | Feb 26 |



NCM Ambassador Report



New this year – since our club is a Lifetime Business Member of the National Corvette Museum, the NCM is offering a free eMembership for one year to each member of the club that is not already a member of the Museum. This membership provides a 5% store discount, subscription to the NCM eNews and membership card. This is available to new members only and not valid on upgrades or renewals. If a club member is a current member of the NCM, they can upgrade to individual or family levels for a 25% discount. Members can sign up online at www.corvettemuseum.org/etrial.

I also have information if you would like to showcase your business or loved one as a sponsor of one of the seats in the Chevrolet Theater. Seats are available for a \$1000 tax deductible donation. I have more information if you are interested.

February is the last meeting to purchase your ticket for the February Raffle car. Here are the statics about the car:

2016 Torch Red Stingray Corvette Coupe to be drawn Thursday, February 11, 2016 at 2 pm CT

2016 Torch Red Stingray Corvette Coupe 6.2 Liter V8 460 HP Engine 8-Speed Paddle-Shift Automatic Transmission Multi-Mode Performance Exhaust Chrome Aluminum Wheels 2LT Equipment Group with Black Leather Interior including Head-Up Display, Heated and Ventilated Seats, Bose 10-Speaker Audio System, Universal Home Remote Chevrolet MyLink Audio System with Navigation 1-Piece Painted Removable Roof Panel Battery Protection Package Corvette Museum Delivery Unlimited Tickets

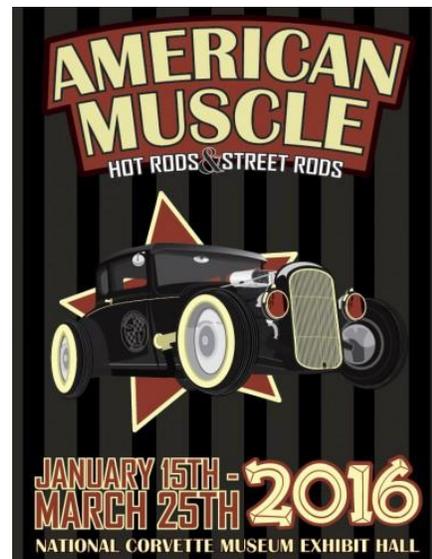
Tickets: \$10

If you purchase a ticket for me, you will be put into a small raffle for a NCM tote bag.

There will be lots of events at the National Corvette Museum this year, so be sure to plan ahead.

Judy Dooley
NCM Ambassador

P. S. Don't forget about the American Muscle Display Jan 15 through March 25th and the NCM Bash on April 28-30.



Recipe

Some of you who attended the Price's party and had the Apricot Bars that JoAnn Rogers made asked for the recipe so it is provided below. (I don't really like apricots but these were excellent!)

Apricot Bars

- 1 package (16 ounces) pound cake mix
- 4 eggs
- 1/2 cup butter, melted
- 2 teaspoons vanilla extract, divided
- 1 cup chopped dried apricots
- 1 package (8 ounces) cream cheese, softened
- 2 cups confectioners' sugar
- 1/2 cup apricot preserves
- 3/4 cup flaked coconut
- 3/4 cup sliced almonds

In a large bowl, combine the cake mix, 2 eggs, butter and 1 teaspoon vanilla; beat until well blended. Fold in dried apricots. Spread into a greased 15-in. X 10-in. X 1-in. baking pan; set aside.

- In another bowl, beat the cream cheese, confectioners' sugar, preserves and remaining vanilla. Add remaining eggs; beat on low speed just until combined. Gently spread over cake batter. Sprinkle with coconut and almonds.
- Bake at 350 degrees for 25-30 minutes or until golden brown. Cool on a wire rack. Cut into bars. Refrigerate leftovers. Yield: 2 dozen.

LETS PARTY!



515 Old Gravois Rd. Fenton, Mo

HAPPY HOUR

4-7 pm Friday Feb. 26, 2016

Happy hour Specials on drinks and appetizers

Any questions: Judy Dooley 314-814-4495

Interesting Website

Got this website from a friend and it's pretty cool if you like old cars.

<http://theoldmotor.com/?tag=locomobile>

Important Information for C6 Owners

The following information was provided by Marty Dooley via a letter he received from GM.

In situations where your vehicle side doors will not open from INSIDE the vehicle due to low or no battery voltage, such as a disconnected or discharged battery, or if the vehicle is entered without the key fob or the fob is not working, the driver and passenger side doors can be opened from the inside of the vehicle by using the manual release levers located on the floor between the seats and the door opening.

Similarly, in situations where your vehicle side doors will not open from the OUTSIDE the vehicle due to low or no battery voltage, such as a discharged or disconnected battery, or if the key fob is not working, the left side vehicle side door can still be opened from the outside. Please see your Owners Manual to review how to open the trunk using your key to open the lock located in the rear of the vehicle. After the trunk is opened, pull the manual door release tab located in the trunk to open the left side door.

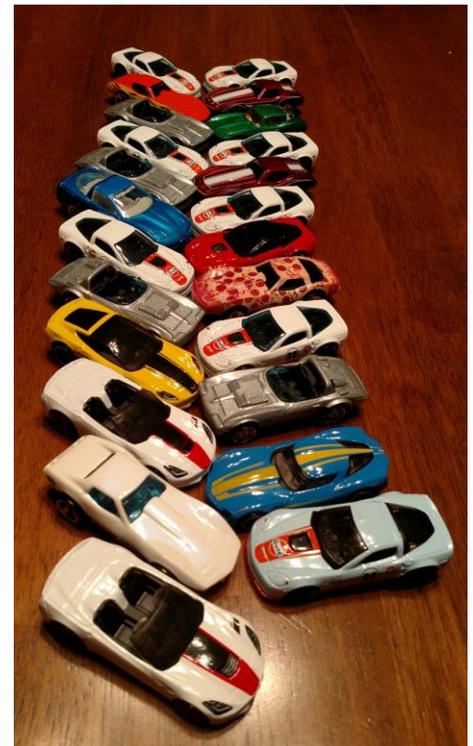
If you have any questions please contact the Chevrolet Customer Assistance Center at 1-800-222-1020.

Hot Wheels for the NCM

If anyone has any Corvette Hot Wheels that they would like to donate to the kids that tour the Corvette Museum, please bring them to the February meeting.

Thanks,

Marty



President: **Mike Price**, president@stlcorvettes.com

Immediate Past President: **Ann Sedovic**

Vice President: **Carl Ballinger**, vice-president@stlcorvettes.com

Secretary: **Erin Duke**, secretary@stlcorvettes.com

Treasurer: **Don Pickles**, treasurer@stlcorvettes.com

Sergeant-at-Arms: **Gary Duke**, sgt-at-arms@stlcorvettes.com

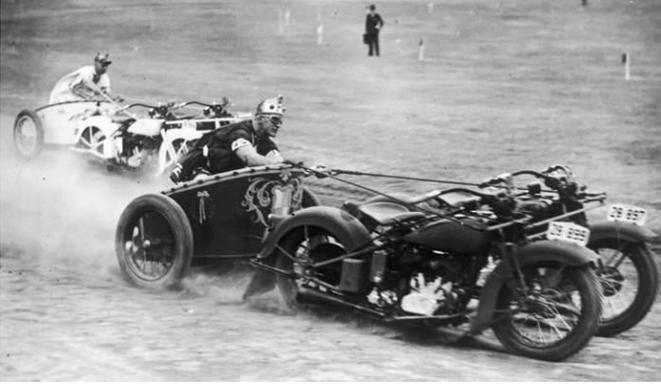
Membership: **Judy Giovanoni**, membership@stlcorvettes.com

Webmaster: **Steve Kirby**, webmaster@stlcorvettes.com

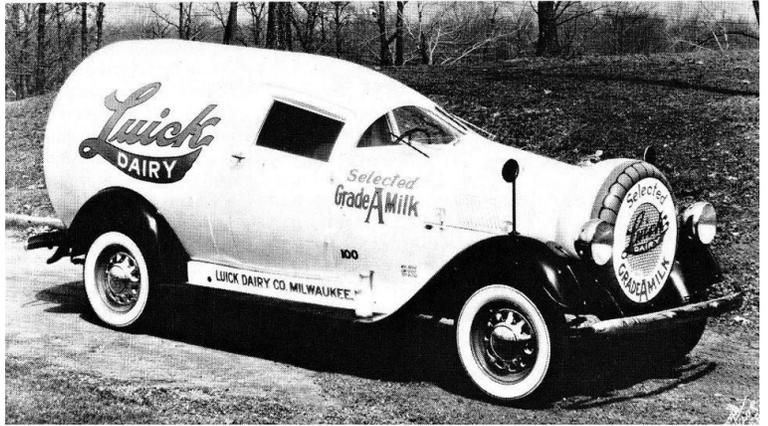
National Corvette Museum Ambassador: **Judy Dooley**, 314.894.0303, ambassador@stlcorvettes.com

National Council of Corvette Clubs Governor: **Jeff Craig**, 636.397.4071, nccc@stlcorvettes.com

More Old/Crazy/Unique Vehicles



I personally think this should be a new club event!



I actually think this one is pretty cool.



The perfect "stealth" vehicle! Nobody would ever see you coming down the road in this!!



I hope these aren't all run-flats. I'd have to mortgage the house to pay for them!



OK This isn't a Corvette ad but I still thought it was pretty good. Check it out:

<https://www.youtube.com/embed/9zTheyLlvRc>

Corvette Spy

This link is from the NCM Magazine and I thought you might like to see the article:

<http://www.corvettemuseum.org/corvette-spy-car-on-display/>

More on Corvette Racing

Corvette Racing's march to what it hopes is a second straight victory in the Rolex 24 at Daytona continues this week with the annual Roar Before the 24 – a three-day test at Daytona International Speedway. It is the final on-track session ahead of the opening of the 2016 International Motor Sports Association (IMSA) season.

Corvette Racing is a two-time winner in the Rolex 24: overall in 2001 and last year in the GT Le Mans (GTLM) class. Two new 2016-spec Chevrolet Corvette C7.Rs are set for the 24 Hours of Le Mans and the full IMSA WeatherTech SportsCar Championship – including the Rolex 24.

The team has spent the offseason developing and testing the Corvette C7.Rs including a two-day test at Daytona in November. Five of the six Corvette Racing drivers for the Rolex 24 attended: full-season pilots Antonio Garcia, Jan Magnussen, Oliver Gavin and Tommy Milner; plus endurance driver Mike Rockenfeller. Garcia and Magnussen, who were teammates in the victorious No. 3 Corvette C7.R last year, will drive with Rockenfeller at Daytona and the Mobil 1 Twelve Hours of Sebring Fueled by Fresh from Florida. In the No. 4 Corvette C7.R, Gavin and Milner will drive in the two events with Marcel Fässler, a past World Champion in the FIA World Endurance Championship and part of Corvette Racing's endurance lineup in 2009. Nearly a year ago, the No. 3 Corvette C7.R won at Daytona by 0.478 seconds while Gavin and Milner were part of the third-place pairing in class. It started a season in which Corvette Racing claimed endurance racing's Triple Crown – the Rolex 24, Sebring and 24 Hours of Le Mans. No team had won all three races in the same season in 15 years.

Evolution of the Corvette C7.R for 2016

A new round of technical regulations for 2016 by the Automobile Club de l'Ouest, the governing body for the 24 Hours of Le Mans, allows manufacturers additional freedom in the design of GTE cars. Those include the 2016 Corvette C7.R and others cars competing in the GTE Pro class at Le Mans and GT Le Mans in IMSA's top-level sports car championship.

The aim of the new rules is to enhance the performance of top-level GT cars while making them safer – an area where Corvette Racing has been endurance racing's leader.

Most notable in the updated racing Corvette is an FIA-mandated roof hatch that allows safety workers to insert an extraction device into the cockpit in order to secure a driver's head, neck and spine in the event of an injury. An improved racing seat also includes more pronounced side restraints and meets higher structural performance requirements.

Corvette Racing has been a trendsetter in the area of driver safety for a number of years. Head restraints have been part of the driver cell in years past, and the team developed a side-impact structure to help dissipate the force of a collision. The primary chassis structure from the Corvette Z06 production car also is a fundamental component of the crash system.

New rules allow for a significant increase in aerodynamic performance for the 2016-spec Corvette C7.R. A new, larger splitter and a large, 3-D diffuser with tunnels underneath create more downforce while improving efficiency. The rear wing is located 15 centimeters farther rearward on the 2016 Corvette C7.R, and there are larger and more efficient rocker skirts present, as well.

The powertrain on the Corvette C7.R is unchanged with a 5.5-liter V-8 Chevrolet small block powering the race car. The Corvette C7.R will use E20 fuel during the IMSA season and the 24 Hours of Le Mans.

The Rolex 24 was the site of Corvette Racing's debut on Jan. 31, 1999. Since that first race, the team has competed in more than 170 events around the globe with 97 victories worldwide – including three wins in 2015 – along with 10 team and manufacturer championships in the American Le Mans Series and eight victories at the 24 Hours of Le Mans.

ANTONIO GARCIA, NO. 3 CHEVROLET CORVETTE C7.R: “It has been a busy offseason for everyone at Corvette Racing. Everyone on the team has worked very hard to get the new Corvette C7.R ready for 2016. We have made a large amount of progress in all the testing we've done so far. The potential is there for this to be a better Corvette than we have had the last two seasons - possibly the best one I've driven. We will look to take those final steps this weekend at Daytona and put ourselves in the best possible position for another win in the Rolex 24.”

JAN MAGNUSSEN, NO. 3 CHEVROLET CORVETTE C7.R: “It's always nice going back to a place where you've won races. Daytona was tremendous last year for everyone on the team so naturally we're coming here with high expectations. We have had an extensive test program with the updates to the Corvette C7.R, which will be a big benefit going into this race. There is hardly any time during the week of the race to do any setup work. You really need to maximize the amount of time you have at the Roar to put yourself in a good spot heading into the Rolex.”

MIKE ROCKENFELLER, NO. 3 CHEVROLET CORVETTE C7.R: “Getting seat-time in the Corvette C7.R in November was a good experience. I enjoyed getting to know everyone on the team and understanding the processes within Corvette Racing. It's important to get all you can out of these opportunities ahead of such a big event like Daytona. That level of preparation allows you to work down toward the smaller items that typically make the difference in 24-hour races like the Rolex.”

OLIVER GAVIN, NO. 4 CHEVROLET CORVETTE C7.R: “I'm really pleased with the amount of testing we've done on this new Corvette C7.R. It's been great to see how the feel of the car has progressed since the first time we all sat in it. But we know that we have to be on the top of our game in the GTLM class. We saw in last year's race how important it is to have a car that is fast and reliable around Daytona. We'll have three days this weekend to work toward our baseline setup for the race. Every session is important since the race-week schedule is incredibly compressed. I'm confident that with the work we've done so far that we will be in great shape.”

TOMMY MILNER, NO. 4 CHEVROLET CORVETTE C7.R: “It's been a whirlwind offseason for everyone at Corvette Racing with a massive amount of testing and development for 2016. But if you look back at past years, that's where this team has excelled. With how competitive our class is, you need that time in order to arrive at Daytona with the car as well-sorted as possible. It puts you in a great position for the race as you're able to work with your crews and engineers on fine-tuning your strategy and setup for the race. That was the case last season and I'm confident we will be in that same spot again this year.”

MARCEL FÄSSLER, NO. 4 CHEVROLET CORVETTE C7.R: “I'm looking forward to returning to the Corvette Racing team. There always has been a high level of respect for the Corvette Racing program, especially considering the success they have at Le Mans. They always seem to come out with great cars and advanced technologies, and how nice the car is to drive and position of the drivers in the car. Everyone has really high levels of respect for this program, and that shows in the team's results over the years.”

DOUG FEHAN, CORVETTE RACING PROGRAM MANAGER: “This year's Roar is important to Corvette Racing for a number of reasons. You always like to measure yourself against the competition, which this year includes brand new race cars from our competitors. But our primary focus is on the continued development and preparation our Corvette C7.Rs. As defending Rolex 24 champion, our goal is repeating the success we earned last year, and it all starts at the Roar.”

Source:

Corvette Racing

Prices' Twelfth Day of Christmas Party

Although we got delayed a week because of the flooding, it was still an excellent party and thanks to Mike and Karen for hosting this annual event. Below are a few pictures from the festivities.

The Winners

Michelle, I need my eyelashes back!

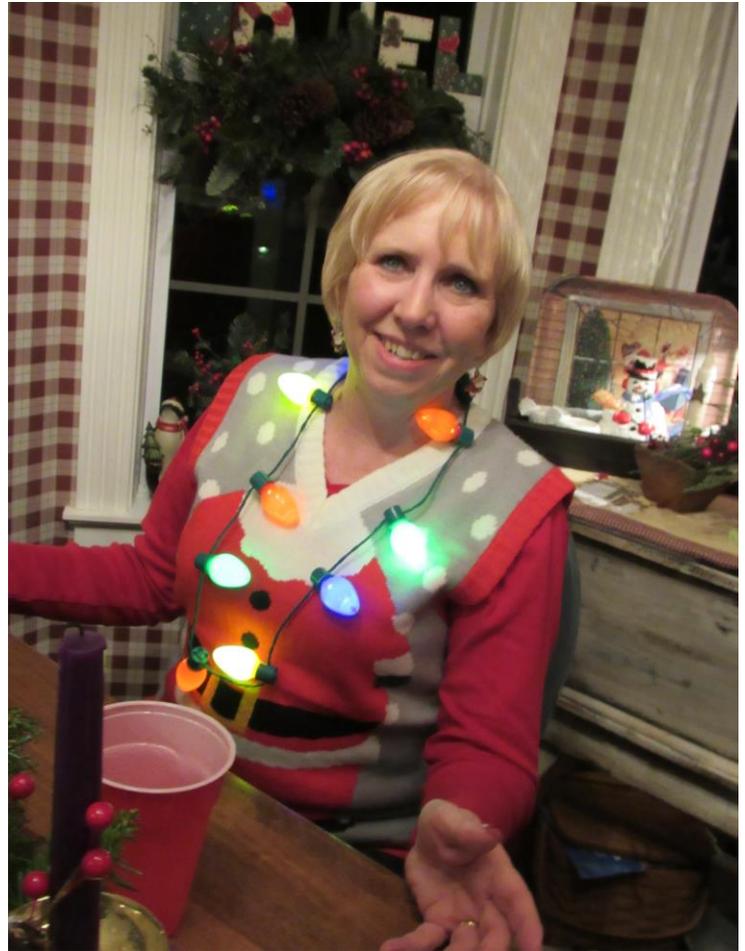


Our hosts for the evening





Someone said this was Gary Duke standing in the middle and with the hat on it's about the right height!



Judy lit up the room.



Tom kept telling Mike "Don't look in the mirror." I think these two guys wore out the track.

More C6 Tricks

I got this from both Marty Dooley and Mike Kirby. It's an emailed newsletter from Mid America Motorworks. It is pretty interesting for you C6 guys. I especially like the last tip! Makes my '88, which was top of the line back then for all it's electronics, seem primitive by comparison.

Interior Tips

Ever wonder what to do when your key FOB battery dies? Did you realize there's a memory seat setting on some C6 Corvette packages? Here's a list of tips for the inside of your Corvette.

- There is a manual release on the floor by the door sill, to open the door if the battery fails. For Coupes, unlatch the roof panel as a last resort.
- On all 3LT, 4LT and 3LZ packages, there is a memory seat setting that allows the steering wheel to move in and moves the seat to a higher position to assist with exiting the car.
- When exiting your Corvette, be mindful of the dimmer button on the left side of the dash. People bump it getting out, which will turn on the interior lights. There is no depressed/released setting to the switch. If you inadvertently hit the button, you have to look at the lights and adjust them to the mode you want.
- To turn all the interior lights on or off, just press the dimmer switch on the lower left side of the dash.
- Press the turn signal lever once for a quick triple flash of the signal.
- In spirited paddle shift mode, if you get tired of paddle shifting but want to remain in "+" mode, hold the + paddle shifter down. The computer will go back to automatic shifting without leaving "S" mode.
- The automatic 6 speed will not shift up when Traction Control or Active Handling System are engaged. You can gain the ability to up shift to a degree by using Competition mode.
- If you leave your turn signal on for more than a quarter mile, the Corvette will remind you to shut it off.
- When backing up, both the speedometer and the Heads Up Display will show your reverse speed.



- The Head's Up Display will record your Corvette's G-force along with other details. However, you can only recall the maximum G-force during the current engine cycle. Once you shut the engine off, that data is lost.
- To turn the map lights on or off, use the buttons on the underside of the rearview mirror. They are controlled by buttons on either side that are "Off" when depressed and "On" when released.
- Putting your Corvette in Reverse will deactivate the mirror dimming feature.
- An orange light on the passenger visor clip provides a soft ambience for night time driving. It was discontinued in February of the 2008 model year.
- Turn down the Driver Information Center chime loudness by turning the audio "Auto Volume" to Off.
- If you hold the ignition rocker switch in the "On" (down) position for about 20 seconds, your Corvette will go into full "On" mode, as if the key was in the ignition, without actually starting the engine. This allows you to program your Driver Information Center and run accessories without starting the engine.
- Press and hold the Fan Speed button, Windshield Defrost button and the Rear Window Defogger button at the same time to reset the outside temperature display.
- To reduce the amount of air in the foot wells, hit the Recirc button twice. This is a great trick for top-down cruising in a convertible.
- To display the date and the day of the week, touch the time of day in the top right corner of the Navigation screen.
- Calibrate the compass and set the proper time zone for your Corvette. Simply press either the far left button on the OnStar panel or the left map button until the options for calibration or time zone appear.
- If your key FOB battery dies, you can still start the car by docking the FOB in the cradle on the left side of the glove box.



Exterior Tricks

From opening your trunk without the keys to turning off your driving lights, here are some quick tricks for getting your Corvette exterior to perform for you.

- If the battery is disconnected with the top down, the windows must be rolled all the way up, then down to move the top.
- The amber driving lights are on when your Corvette is running. To shut them off, engage the E brake while your Corvette is parked.
- When driving at speeds of 50 mph or higher, windshield wiper intermittent delay automatically switches to constant or normal speed. C6 Corvettes have speed sensitive intermittent delay, but no rain sensor.



- If the windshield wipers are on for more than 10 seconds, your Corvette will automatically turn the headlights on.
- The C6 Corvette has 2 gas tanks; one on each side. Each tank holds approximately 9 gallons of fuel. They fill and drain separately for maximum fuel economy.
- If you will be driving at speeds of 175 mph or more, set the cold tire inflation to the maximum PSI shown on the tire sidewall.



- There is a button above the rear license plate on the right side that will open the trunk as long as the key FOB is near it.
- In late C6 Corvettes, a key in the FOB operates a lock located above the rear license plate to access the trunk in the event of a dead battery. (Early C6s have a separate key for this.)

But Wait; There's More!

Here are a few more tips and tricks on getting the best use out of your C6 Corvette.

- The underhood lamp and locking center console were both dropped for the 2007 production model.
- For seasonal drive Corvettes, consider maintaining the battery on a trickle charger. Losing charge in a C6 Corvette can cause headaches with all of the electronics.
- To re-lubricate your engine after an oil change, press the gas pedal to the floor to shut down the injectors. Then hit the start button to crank the engine, but not start it.
- The C6 Corvette's floor pans are made of balsa wood. In Z06 and ZR1 Corvettes, carbon fiber covers the balsa wood. Fiberglass is used in Coupes and Convertibles.
- The window switches in your C6 Corvette are not connected to the window motor. They send a request to the computer and the computer lowers or raises your windows.



- If your Corvette is still running, the unlock button needs to be pressed to use the door release button.
- Manual transmission C6 Corvettes have a steering wheel lock and automatics do not. Only the manual 2005 and foreign spec Corvettes have the column lock; 2006 Corvettes do not.
- In the proper conditions, your Driver Information Center will provide an "Ice Possible" warning when the outside temperature nears freezing.
- To check your mileage with your Corvette off, turn the headlights on. The mileage will show.
- If both key FOBs are in the Corvette at the same time, FOB 1 is dominant.
- For Convertibles, if the divider between the trunk area and the top storage isn't properly snapped into place, the top can't be put up or down.
- There are two release cables located on the left side of the trunk. One operates the gas door; the other operates the driver's door.
- While in gear, pressing the accelerator down really hard will leave all other cars behind you!



In Our Thoughts and Prayers

Please continue to keep Jerry Craig in your thoughts and prayers as he recovers from his recent surgery. Also Gary Murray had surgery recently so we wish him a speedy recovery as well. Mike and Sandy Kirby's grandson had eye surgery recently and I understand everything went well. Former member Dave Davidson is recovering from recent knee surgery and doing well. Our current secretary Erin Duke was in the hospital for tests recently and we hope she gets a good report. If you know of anyone who is having health issues please let me know so I can include them in this column.

BE SURE TO CHECK ALL THE PICTURES ON OUR WEBSITE

St. Louis Corvette Club Newsletter

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