



Gateway Relay

Vol III, No. 4

St Louis Sports Car Council

December 2013

In Memoriam

Joan Carroll -- Harlan "Buzz" Reese, Gateway Healey Association
Our condolences to their families, friends and loved ones

Council News & Notes



- These are the times that try men's souls...no, waitaminit, wrong opening quotation. As you can see from the calendar section at left, though, we are definitely in the sparse part of the drive/show/club activity season here in St Louis. But, as the clubs move into the New Year, we expect the sked to fill up rather quickly, concurrent with a return to the six-page format, hopefully around March.
- As of the first weekend of December, the Christmas/holiday parties had started and reportedly the first two—St Louis Triumph Owners and Gateway Healey Association—were jovial, genteel barn burners. The Gateway Chapter of the Volvo Club of America held their gathering on 10 December (followed by participation in the annual Swedish Lucia Festival in Kirkwood on the 14th) and the Jaguar Association of Greater St Louis and MG Club of St Louis are up next.
- Also, as we move into 2014, the improved/updated StLSCC web page is still on track for debut in January. Statements for the annual web-hosting fee (still only \$20) will go out right about New Years to the officers of the member clubs; obviously, your staff hopes everyone will re-up and with any luck, the Council will grow a bit this year. Stay tuned!

Up & Coming



18 Dec 2013—MGCStL Holiday Lights Tour. Join the MG Club for a tour of the holiday lights in and around Kirkwood, followed by a stop at Uncle Bill's on Manchester for a meal or desert; come in any car you like and dress for the weather. Meet at Starbucks across from Gravois Bluffs in Fenton, at 6 PM. Info at www.stlouismgclub.com/events-calendar/.

11 Jan 2014—JAGSL Annual Dinner and Awards Gala at the Deer Creek Club, 9861 Deer Creek Hill, St. Louis, MO. Hors d'oeuvres and cocktails at 6:30 PM, dinner at 7:30 PM, followed the annual awards presentation at 9:00 PM. Please RSVP by December 31, 2013 to Jeri Herold, 129 Ridgecrest Ct., Chesterfield, MO 63017.

11 Jan 2014—MGCStL Holiday Party, at Sqwire's in Lafayette Square, 1415 S 18th St, St Lois. Cash bar at 5:30 PM, dinner at 6:30 PM, cost \$15 per person (club subsidized), reservations must be made by Monday 6 January. Details including menu at www.stlouismgclub.com/events-calendar/.

23-26 Jan 2014—Annual St Louis Auto Show, America's Center and Edward Jones Dome, adults \$10/children 6-12 \$5, features "Million Dollar Mile," drifting exhibition and Kids' Zone. Times and details at www.saintlouisautoshow.com/.

9 Feb 2014—SLTOA Polar Bear Run. Annual all-weather kick-off driving event for the season, Event route in planning, start point in vicinity of Eureka. End point pot-luck meal, *really* bad weather backup date is 16 February, more details to follow, monitor www.sltoa.org and *Exhaust Notes*.

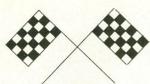
9 Feb 2014—34th St Louis Area Automotive Swap meet, 6 AM to 1:30 PM, Belle-Clair Fairgrounds, IL 15 at IL 159/200 S Belt East. Admission \$4.

Apr 2014—Cars & Coffee returns, details to follow.

St Louis & Southern Illinois Area Car Shows/Cruises:

<http://clubs.hemmings.com/lakerscarclub>

Note: Some club driving events restrict participation to club members only, primarily for national/chapter insurance reasons. If interested in joining in on a drive or other event, we recommend you contact the club's event coordinator in advance for details.



Corvair & Corvette Center
of St. Louis



BARFORD CHEVROLET — 8500 MARYLAND
"ST. LOUIS CORVETTE HEADQUARTERS" PA 5-3600

In Print



As we prepare to move into the New Year, the January edition of *Classic Motorsports* contains something for the Tiger owners: a comparison test between a somewhat modified '65 with a 331ci/421hp Ford V-8 and a 2009 Mazda MX-5, modified to "Habu"



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Roadwork: Corvette 60th

The end of 2013 also marks the conclusion of a year-long salute – official, organized and otherwise – to the 60th anniversary of the mighty Chevrolet Corvette. A large number of anniversary-specific activities took place during the course of the year, along with other events which featured Chevrolet's legendary sports car, now entering its seventh generation.



Debut at the 1953 GM Motorama. Photo: General Motors via AutoBlog.

following a strong public response to the 'Vette at January's GM Motorama, held at the Waldorf-Astoria in New York City. The cars were all the same: Polo White fiberglass body with red interior, 235ci "Blue Flame" straight six with three Carter carburetors developing 150hp and a two-speed Powerglide automatic transmission. The first Corvettes went for \$3498 and only offered a few options, such as an AM radio (automotive writer Michael Harley noted that in 2006, the third Corvette off the production line sold at auction \$1,060,000 at auction. Not bad appreciation for a car which, at least initially, was not appreciated by the buying public).

In March 2013, the Petersen Museum in Los Angeles opened its Corvette 60th exhibit; the displays included the Motorama prototype EX-122; a 1959 Corvette Scaglietti coupe; 1963 Grand Sport; and the 1960 CERV I, a mid-engine concept car. Legendary 'Vette tuner Reeves



The Scaglietti Corvette. Photo: The Petersen Automotive Museum

Callaway served as the featured speaker at the banquet and the museum's "Corvette Day Show" brought in over 500 cars.



GM Vice President of Design Bill Mitchell with the original Sting Ray. Photo: WebCars

prototype, designed under his personal direction by Larry Shinoda, Pete Brock and Chuck Pohlmann, the car had a fuel-injected, 315 horsepower 283 V-8. Dr Dick Thompson drove this original Sting Ray to the SCCA's 1960 C-Modified national

Chevy produced an initial run of 300 Corvettes at its Flint, Michigan, factory in 1953, with the first examples rolling out the door at the end of the plant on 30 June. Chevrolet decided to put the car into production

championship and the car led to the design and production of the 1963 Sting Ray. A seminar on the development of the Sting Ray featured Pete Brock (of subsequent Shelby Daytona Cobra and BRE racing team fame) and GM Vice President of Global Design Ed Welburn.

As for the Concours, held on the fairways of the Golf Club of Amelia Island, a 1963 Z06 "Big Tank" coupe, owned by Irwin Kroiz of Ambler, Pennsylvania, took the Corvette-specific class. Michael Schudroff's 1963 Pininfarina-styled Corvette Rondine won the *Ruoteclassiche* Trophy for Most Outstanding Italian Design or Coachwork, while the Grand Sport Trophy for the Most Historically Significant Corvette went to – no surprise – a 1963 Grand Sport, part of the Collier Collection of Naples, Florida.

Over 27-28 June, the National Corvette Museum in Bowling Green, Kentucky, held a special observance which included a factory tour and banquet.



The events also included the debut of the new C7 Corvette, plus ground-breaking for the Corvette Museum Motorsports Park. Commenting on its web page concerning the 1953 debut of the car, the museum noted, "Few ever envisaged that the car would evolve as it did, becoming America's iconic sports car."

Somewhat further west, the 2013 Rolex Monterey Motorsports Reunion – held at Mazda Raceway Laguna Seca 15-18 August – also saluted the 60th anniversary of "America's iconic sports car." Some 550 historic racing cars participated in the event, ranging from a 1911 National 40 to a 1992 Mazda RX-7 92P.

A total of 45 'Vettes competed, the oldest a '54 owned by Charlie Elman and driven by Richard Ravel. According to Elman in an article posted by the race track, "I bought the car in 1976. It's a two-speed automatic transmission, so it was never a race car; those cars that might have raced were heavily modified. Since downshifting and upshifting are an important part of maximizing power to the drive wheels as well as slowing the car through tight turns, an automatic transmission is never good option for race cars."

Ah, but according to driver Ravel, a chance meeting with Zora Arkus-Duntov brought the answer to the question, "how to race a sports car with a two-speed automatic:"



GM Vice President of Design Bill Mitchell with the original Sting Ray. Photo: Bob Heathcote

Of course he knew this car inside and out. What he told us was that in order to downshift this thing, since the transmission is bulletproof, we should simply put it in neutral, blip the throttle, and jam it into low. The car has drum brakes all around, so slowing and stopping is this car's nemesis. When you're at speed and you step on the brakes, you know it's going to pull to one side or the other; you just never know which side it's going to pull to. So what I do is pump up the brakes, get a sense which side it is going to pull to, set up the car and drive it through the corner.

Other standouts among the gathering of historic fiberglass included the 1960 Cunningham team car which won its class and placed eighth at the 1960 Le Mans 24-hour race, driven by John Fitch and Bob Grossman; a '67 Vette driven at Le Mans in 1967 by Bob Bondurant and Dick Gullstrand (the car managed over 170



Photo: Mazda Raceway Laguna Seca

mph on the Mulsanne Straight and was leading its class at the time of its breakdown); and a 1968 Owens-Corning Corvette, described by Sports Car Digest as the most victorious Corvette in history. Run by several famous drivers including Tony DeLorenzo, Jerry Thompson, Don Yenko, Dick Lang, Jerry Hansen and John Mahler, the car took the 1969 and 1972 SCCA A-Production championships, placed second at the 1969 12 Hours of Sebring and won the GT class at the 24 Hours of Daytona in 1969 and 1970.

More locally, MidAmerica Motorworks over in Effingham ran its own celebration, including the daily featured posting on the company's Facebook page of photos sent in by 'Vette owners. MidAmerica also pushed the 13th Annual Drive Your Corvette to Work Day, observed on Friday, 28 June. Two days later, on Sunday 30 June, the company invited all Corvette clubs to stage a "sound-off" promptly at 12 noon. According to a Mid-America spokesman, "Whether you have a barbecue with your club and sound off together or you rev your engine at noon in your driveway, let's make sure Corvettes are heard across the country in recognition of this historic event."

Not surprisingly, Chevrolet also jumped into the proceedings, partly in recognition of the anniversary and partly as a capstone to the C6 prior to its replacement by the incoming C7 'Vette. The company offered up a 60th Anniversary convertible, with a 427ci LS7 505hp V-8, special paint, a variation of the Z06's

carbon fiber-augmented body, magnetic shocks and better tires.

Finally, some events took place overseas. The 20th Goodwood Festival of Speed, held 11-14 July on Lord March's estate in Chichester, England, the featured manufacturers were Aston Martin (100 years), McLaren (50 years) and Porsche (50th anniversary of the debut of the 911). However, the event included the public debut of the Corvette-powered SIN R1 supercar, as well as an appearance by the Corvette Daytona Prototype endurance racing car.



'66 Corvette at the Goodwood Festival of Speed with an old, er, friend in the background. Photo: Luc Ghys/Supercars.net.



Goodwood Revival Fordwater Trophy Race. Photo: Tim Scott

Over 196,000 visitors and spectators attended the four-day gathering at Goodwood. Many of them returned 13-15 September, for the 2013 Goodwood Revival. Several Corvettes competed on the old circuit, taking part in events such as the Fordwater Trophy Race for 1955-1960 sports and GT cars.

All in all, quite a year. Here's to the next 60 years of Corvettes, whatever direction the legend takes

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Sources: "Amelia Island Concours 2013 – Class Winners and Photos," *Sports Car Digest*, 18 March 2013; "Corvette Display at 2013 Monterey Reunion," *Sports Car Digest*, 11 July 2013; Dennis Gray, "Monterey Motorsports Reunion 2013 – Report and Photos," *Sports Car Digest*, 19 August 2013; "Corvette 60th Anniversary," National Corvette Museum; Michael Harley, "Corvette marks 60th production anniversary," *Auto Blog*; Blake Z. Rong, "Corvette 60th Anniversary to be celebrated at the Petersen," 4 February 2013; Elliot Feldman, "History of the Corvette Sting Ray: The Founders-Mitchell, Shinoda, and Duntov," *Yahoo! Voices*, 24 March 2008; "2013 Goodwood Revival," *Supercars.net*; C.C. Weiss, "The sights of Speed: 2013 Goodwood Festival of Speed round-up," 17 July 2013; "Rare Corvettes Headline 2013 Rolex Motorsports Reunion," *Edmunds.com*, 10 July 2013; "Everything Corvette," *Mazda Raceway Laguna Seca*,

In Print (Continued from page 1)

standards by Flyin' Miata with a 376ci/430hp GM LS3 in the engine bay. The magazine's restoration of the '67 Mini continues with an article on rebuilding the transmission. Elsewhere, Pete Brock writes about working with the late head of GM Styling, Bill Mitchell, on several projects including the '63 Corvette.

Once you get past the screamin' red Stratos on the cover, the December edition of *Thoroughbred & Classic Cars* covers a one-owner (yes, 60 years of ownership) Jaguar XK-120, purchased by Bob Henderson in 1951 and still driven regularly. Over at *Classic & Sports Car* for December, an appropriate salute to 60 years of the Corvette: a road-test of a 1954 'Vette in original condition. As the Brit magazine puts it, "This car evokes jeans, crew-cuts and rock 'n' roll, not Pathé News and rationing."

Finally, *The* (London) *Telegraph* recently announced its "Top 10 New Cars for 2014." The selection includes the Jaguar F-Type Coupe, the Mini (which is larger in 2014)(!);and the new Volvo XC90. You can call up the online article at www.telegraph.co.uk/motoring/picturegalleries/10505601/10-new-cars-for-2014.html.

Featured Events

Salini's Garage BBQ—Gateway Healey Association
29 September 2013



Fall Judging Event
—St Louis NCRS
12 October 2013



Veterans Day Run—SLTOA
10 November 2013



Note: The participants raised \$532 for The Fisher House Foundation (www.fisherhouse.org). The total included a matching donation by SLTOA.



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