

# **Cruzin'**

**River City Corvette Club Newsletter**

**AUTOCROSS!**

Is it for you? Here's what  
you need to know!



**Dale Sielski's 2004  
Corvette is the  
Featured Corvette of  
the Month**

**Inside: Club News  
Event Calendar**

**Volume 13, Issue No. 2  
February 2007**



# Cruzin'

**RCCC**

Volume 13, Issue 2  
February 2007

## RCCC President Resigns!

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**From:** [raymond cutcher](#) **Date:** 2/1/2007 8:03:32 AM  
**To:** [Nancy Price](#) **Cc:** [Gene Talley](#); [Larry Johnston](#); [hjerryray h](#)  
**Subject:** resignation Pursuant to Article 2; Section 2 of the by-laws I hereby resign as President and member ... *R. T. Cutcher*  
 Jan. 24, 2007

### From the Vice President:

The above e-mail was re-sent to Nancy Price with a CC to me on February 1, but the original was sent on January 24. I spent several days trying to contact RT and assure him that the club was supportive of him as President, but to no avail. It is with deep regret that I believe we have no choice but to accept his resignation .

Replacement of a President after the year has begun is always a regrettable task. The process for replacement of an elected officer is for the Board to meet , appoint an Interim Officer, in this case the President, and then an election will be held to determine the permanent President.

The Interim President, if he/she is willing, could become the President if elected. Since a regular scheduled Board meeting is February 6, I see no need to call a special Board meeting. Until then, I am calling on the Board members or anyone else in the club to find members who are willing to take on the presidency.

Again, it is regrettable that RT decided not to continue his Presidency. He had his reasons. I believe that there are people in this club willing to step forward and lead the club for us.

Gene Talley  
 Vice President, RCCC

### Editor's Comment:

I find it nice to be the Editor of the newsletter because I get to comment on stuff.

First of all, I wish RT had continued on as President. I think he would have done fine given a little time. He was a likeable guy, with intentions to improve the club in many ways.

Having served as President already, and having managed (not always very well either) people for over 30 years, I feel I can say this. When one comes into a new position, the first thing you have to do is learn the dynamics of the group. Once you understand the dynamics of the group as a whole, and the various subgroups that inevitably form (yes, that's an "ok" thing), then you have a chance to lead the group effectively.

It is difficult to come into a club anew, not already understand the group dynamics, and effectively lead the club. Perhaps in that sense, RT had the toughest job of all.

I have said this before - to be the President ought to be one of the easiest jobs in the club. Why? Because the President should have plenty of support. All of the club activities should be run by someone on his "staff" and he or she can appoint several. The other officers and Board members have jobs that are just as important and take about as much time.

I am aware of someone (no, it's not me) willing to take the job and he'll get nominated and probably elected, and he'll do great. There are numerous folks in this club that can do an excellent job.

We'll find a new President, and whoever agrees to the position, let's all pledge to support them 100 percent. I think that's the way it's supposed to happen.

Mike Nabors,  
 Editor

### 2007 Officers

President: None  
Vice President: Gene Talley  
Secretary: Nancy Price  
Treasurer: Larry Johnston  
Board Members:  
 Randy Slomian  
 Carol Kellog  
 Nicole Redden  
 Dale Sielski  
 Buddy Johnson  
NCM representative:  
 Chuck Mindel  
Newsletter:  
 Editor: Mike Nabors  
 Associate Editor: John Lemons

## From the Editor:

Ok—we're off to a good start with the newsletter. Have received many compliments. And I've learned a few things—like don't go to Kinkos to make double-sided copies for the eleven mail out copies for those of you that don't have computers (costs are prohibitive). I can buy all the ink and paper I need for lots cheaper. Trying to keep the costs down will cause me to be a little more conservative.

That of course means cramming a little more on fewer pages, but right now I think we are ok.

Be careful and stay safe on the roads and highways, whether you are driving your Corvette or your OFV (Other Family Vehicle).

Mike Nabors, Editor

Recently three of our esteemed club members participated in local SCCA autocross events. The first, Dale Sielski, was the only Corvette at the event. He finished first in his class, shaving over 1 second off his times each time he ran the course. We chose to include an autocross article in the newsletter because of his car being selected for this month's cover, and we had great action photos of his car.

The following event saw two more fearless drivers attempt to slip the surly pavement, none other than John Lemons (does Joan know?) and Randy Slomian. Randy is our experienced autocrosser, having had racing experience and training. Like Dale, it was John's first time. Both drivers did well, with Randy edging John just slightly. John improved his times steadily and told me that he found (as advised by the experienced Randy) that "Smooth is the key to fast times—let the car coast through a curve and accelerate out. In this, it almost seems that slow is fast and fast is slow. Romping the accelerator and hard braking into the corners and sliding on the curves doesn't make for a fast time."

Other key hints for good times deal with raising and lower tire pressures, and how much depends on the air temperature. Good news too—those stiff sidewalls on the Goodyear run flats make them pretty darn good autocross tires! If you want to run, check with Randy—he's a member of the SCCA and can let you know when the next event is scheduled, and he'll have plenty of great advice on how to have great times!!! ###

## AUTOCROSS!!!

Many of us dream of pushing our Corvettes to the limit like veteran race drivers pilot their race cars around the race tracks of the world. But we can't. The roads aren't made for it. One mistake and you don't just slide off the road; there's ditches and power poles and mailboxes and trees and other hazards to the health of our Corvettes, not to mention our very lives. And even further, there's our friends out there (police, sheriffs, and state HP).

There is an alternative though, and it's really pretty safe—a way to experience live motor sports competition without high risk to you or your car or getting a ticket.

### Autocross!!!

An autocross, sometimes called a gymkhana, is a timed event on a course laid out with rubber highway cones. Winners are determined by lowest elapsed time, similar to drag racing, except in most events, there are not two cars running at once (when there are two, there are dual courses!).

These events are basically tests of driving precision (negotiating the cones) and efficiency (in the shortest time) and at relatively slow speeds. Because of the tightness of the course, and the short straight-aways, speed is illusory. For each cone that is hit or knocked out of place, time is deducted and if a driver misses the course the run is disqualified. The cones are set up on an expansive parking lot so that there is minimal risk to

driver or car. Car's are inspected for safety to see that there are working seat belts and such, and drivers are required to wear helmets, many times supplied by the event sponsors.

A famous race car driver once said the best way to learn your limits is to exceed them once in a while. The best place for that is on the autocross course.



Dale Sielski negotiates a turn at a recent SCCA Autocross event

## The Vintage View—1956-57

By John Lemons

The Corvette was born in 1953 but it grew up in 1957, which is more than I can say for one individual in this club (Harless). The sports car market was uncharted ground for Chevrolet. Foreign sports cars got away with four and six cylinder engines, leaky tops and side curtains instead of windows, so why not Corvette? Chevrolet had to realize that Corvette was an American sports car, not a foreign one. It would have to define an image all it's own. To do that it would have to be exciting to look at as well as to drive. In 1956 Chevrolet started the ball rolling.

The body for the 1956-57 was almost completely redesigned. The chassis and dash were carried over from the previous year, but the fiberglass was all new. and gorgeous. It was one of the styling coups of all time. Other than fake air scoops atop the front fenders, there was nothing else on these cars that didn't belong.

The creature comforts left out of the early Corvettes were corrected. The convertible tops fit better and if you think the C6 was the first year to offer a power top, well think again. Yes, a power top was available in 1956! And best of all the windows were real glass and they rolled up and down. You could even get them power too.

Six exterior colors were available in 1956. The V-8 265 cubic inch engine was the only one offered, but carburetor and camshaft options yielded horsepower ratings of 225 and 240 in addition to the base 210. The three-speed manual transmission became standard with the Powerglide automatic an option. The 1956-57 were look-alikes. From the outside the only difference was the rear view mirror. On the 56 it was adjusted with a thumbscrew, but on the 57 it required a wrench. Silver was also added to the 1957 exterior colors.

Performance was the word for 1957. The V-8 was increased to 283 cubic inches and the strongest version pumped out 283 horsepower. This was an accomplishment that Chevrolet made sure nobody missed. Engines with this strength and other "off the shelf" performance items meant that Corvettes could be bought right off the show room floor in near race form.

Both the 1956-57 Corvettes are fine investments. The only negative factor is that collectors have bid prices up quite high.

While fuel injected models are more responsive and quicker, they are also more expensive. Nevertheless many believe these to be the best all time sports cars ever.

## You know you have too much horsepower when:

1. The emissions test guy starts laughing as soon as you pull onto the rollers.
2. You can't drive your car in the rain.
3. Your 'significant other' is afraid to drive your car.
4. You are afraid to drive your car.
5. You spend more on tires than on food.
6. You spend more on car insurance than on house payments.
7. You look in a state police car and see a picture of your car taped to the dash.
8. You throw your underwear in the garbage rather than the hamper.
9. You have to go to the track to buy gas.
10. Your mechanic names the new wing of his shop after you.
11. Jacques Villeneuve and Michael Schumacher wave you by.
12. You can make the Kessel Run in less than 12 parsecs.
13. You're tempted to wear your fire suit just to drive to the office.
14. Red signal lights shift to green as you're approaching then shift back to red as you're receding.
15. You arrive somewhere before you left.
16. You get pulled over for doing 155 in a 35 but the cops will let you go if "they can look under the hood."
17. You remove the \$2000 stereo system to save 6 lb. of weight.
18. You are not allowed to run in the Silver State Challenge.
19. You get an anonymous phone call asking if you are interested in being in the Cannonball Run.
20. Your face looks like you are riding a NASA centrifuge when you drive the car.
22. You need parachute braking.
23. 'significant other' won't even ride in the car.
- 24 There is no possible way to "sneak out" of your neighborhood at 6 am.
25. Your pets scramble for their hiding spots as soon as the garage door is opened. (Pets, and all the neighbors...)
26. Family photos throughout the house are replaced with life-sized posters of your car.
27. Fuel is delivered to your home: in 55 gallon drums!
28. You carry earplugs in your car. (doesn't everybody???)
29. The only spot on the car which receives any regular cleaning is the windshield. (what else is there to clean???)
30. You find out that side mirrors don't hold up at speeds exceeding 145 mph.

A NEW CORVETTE  
BY CHEVROLET

1956



### Dale Sielski's 2004 Coupe!

He calls her "Baby." She'll be two years old February 26. It's his first Corvette ever. His visit to the Chevrolet dealer was a case of "love at first sight." Dale is passionate about Baby, and could not pass up buying her. The kind of guy dealers love. Hope you got a good deal dude!!!

Dale Sielski (pronounced "Shellski") is one of our "TVAers" in the club and is unique in that he is a Metallurgical Engineer. In his job at TVA whenever a generation plant has a problem dealing with metals, Dale is on his way to the rescue, or well, to the analysis.

He's married to the lovely Theresa—lucky guy—a fine lady that takes good care of him.

Baby is a Torch Red 2004 coupe. She has an oak colored interior and speed under the hood. A curvy lady ("Young and shapely" is how Dale puts it), this Vette, with a darling see through blouse, - well ok , call it a smoked targa, removable top. Everything is all stock, just the way she came from the factory—after all, how can you improve on something this sexy without offending her?

Dale takes good care of Baby and make no mistake about it, he drives her too. After all Corvettes were made to be driven, not just looked at. Just ask Dale. And Baby!!!



Cover Photo: "Baby" at the SCCA Autocross at Chattanooga State



Baby! Parked beside some other "famous" Corvettes near Rugby, TN, at the Grey Gables Bed and Breakfast! Fall 2006



Baby! Seen here escorting a Krystal eating competitor to the recent Krystal World Championship competition in downtown Chattanooga





## **DRAFT Minutes—January 2007 Meeting**

Please review for possible corrections in February

River City Corvette Club, Inc.  
Jan. 18, 2007

The meeting was called to order by President R.T. Cutcher with a total of 31 in attendance. Silent Roll Call was made: Carol Kellogg, Nancy Price, and Billie Dempsey.

50/50 was won by Ed Simons. Additional, drawing for shirts, hats, or visors were also presented.

There are 2 new members for Jan. Ron Hastings and Steve Harrison.

The minutes from the board meeting were read and approved. With correction of wording from "voted" being changed to "discussed" the web master being VP Gene Talley.

Jerry Ray reported the club now has 152 members and the 2007 dues of \$25 need to be paid by March 31, 2007.

Larry Johnston presented the treasury report and it was approved. Larry also stated that the checks sent for the Valentine Cruise: which was canceled has been returned to those members.

New Business: Request was made for a volunteer for the position of Sgt. At Arms. No one agreed to fill this position at this time. The Dalton cruise was discussed and meeting at Chick. Dam @ 2:00 p.m. 01/21/07 was the set time.

Guest speakers were Keith Hindmon with the Local Corvette Forum and Tom Moyer with the Hamilton County Lions Club.

Mr. Moyer extended an invitation to RCCC to be the centerpiece of the Lion's Club annual picnic event by bringing the corvettes to the event. A motion was made to accept the invitation by Buddy Johnson and 2nd by Larry Harless.

There were several events and trips mentioned:

Mike Nabors reported the Newsletter is going well. Buddy Johnson reported a Branson, Missouri trip has been planned and will be June 8-10 and the cost will be \$299 per couple including hotel, car show, and dinner show.

Randy Slomian suggested Road Atlanta and Indianapolis Motor Speedway events.

Gene Tally suggested Bowling Green Memorial Day Weekend.

The Christmas Party was discussed with suggestions of Chattanooga Golf and Country Club and Bessie Smith Hall. The club voted to have the party at Bessie Smith. The date will be Dec. 7, 2007.

The meeting was adjourned.

