

Cruzin'

Newsletter of the River City Corvette Club
The Bullet!



Mark and 'Colie Redden's Pewter Bullet

Inside: Club News! Club Events!

Volume 13, Issue No. 4
April 2007



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RCCC

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President's Message

Hello everyone,

Spring has arrived, although it has felt more like summer for the past week. As of April 1, we have purged our membership roll and will only carry forward those who paid their dues by March 31. As usual, this means a substantial drop in our membership, but we retained more than 100 members.

With the arrival of spring we have the resumption of cruise-ins around the area. You can check the event calendar which Jerry Ray diligently prepares and keeps current, to decide which you would like to attend. We will plan to go as a group to some of them, and will announce, in advance, when we decide on this.

The one event I would like for us to focus on, especially, is the Lion's Club Barbecue and Corvette Show on June 2 at The River Park. The Lions concentrate their charitable efforts on sight conservation, providing eye exams and glasses for thousands each year. This is their big fund raiser for the year and they are counting on the Corvette show to attract a lot of people. Let's all enter our cars and encourage every Corvette owner we know to do the same! I will be contacting some area Corvette clubs, asking them to participate with us in the show, and would like to ask you to do the same.

On a personal note, Susan had surgery on her knee on March 19, and will be going to rehab for at least 4 weeks. During that time I will be doing the cooking, dishwashing, laundry, etc., although that's nothing new. Thanks for all your calls, cards and well wishes during this time. Susan and I really appreciate our RCCC friends.

Well, let's all plan to enjoy our cars and the company of our fellow club members throughout the coming year. The main purpose of the club is fun for the members, and the club belongs to every one of us. If you have an idea for an event, large or small, please let one of the officers know. We need fresh ideas.

Also, this job is new to me right now so if you have suggestions as to how I can improve, I will welcome them. You won't hurt my feelings. I just want us all to enjoy our club and our cars.

Ernie

From the Editor:

Mark and Nicole Redden—interesting that their car was drawn for the featured Corvette of the month. Mark and Nicole, or “Colie,” have been great, fun additions to our club and I am deeply saddened, as I know you are, that they are moving away. Well, perhaps the article and cover of the newsletter will be somewhat of a lasting memory for them and us, so that whenever they have a chance to come to Chattanooga, they'll drop by the Dairy Queen on Tuesday night for a visit—or the Sonic on Friday, or heck, call us up and we'll gather at the local restaurant.

Arkansas seems a long way— but heck - it ain't that far, and in a pewter rocket you can make it in no time! Mark and “Colie”—stay as long as you can, but when you go, we'll miss you greatly and come see us as often as you can.

Some advice from Mike and Marilyn—we've moved numerous times—kids and all—so we are experienced. Each move means a new adventure. A key word that sounds great—adventure—when we looked at each move as a new adventure, with new homes, new friends, new churches, and yes, even a new Corvette Club (none as great as RCCC of course, but you can't have everything!!) then once we knew for sure we were going, we looked forward to them. That's what life is all about—adventure! We wish you the very best!

Larry and Barbara Hale have been on my mind a lot lately too. I am so glad we honored him with an “Honorary Membership.” He and Barbara are special to this club, and they have been with us through thick and thin, through retirement, wedding bells, and all. Unanimous vote. RCCC—ya done good!

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2007 Officers

President: Ernie Pierce

Vice President: Gene Talley

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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

The Vintage View—1967

By John Lemons

The "mid year" Corvettes are those built between 1963-1967. They are usually categorized as a single group but a lot of Corvette groups put the '67 in a class by itself. Top priced are consistently paid for the '63 and '67. The 1963 is understandable but why the 1967?

The 1967 Corvette is a car that shouldn't exist. Chevrolet had planned a body style change for '67 but delayed it at the last minute. It finally arrived as the 1968. Stylists were told to change a few things but time was short. This is usually disastrous, but this time the opposite happened.

Rather than come up with new emblems and scripts, they just left most of them off. The 1967 is the cleanest, least adorned of any Sting Ray body. Because of government regulations, the knock-off wheel was gone and Chevrolet developed a bolt on style wheel. Thus the "Corvette Rally" was born. The 1967 aluminum wheel was a master piece. It was so nice, Corvette stylists dusted off the design and used it later on the 1982 Collector Edition. But enough about design and looks. Let's get to the real issue; POWER!

In addition to the standard 300 horsepower, 327 cubic inch engine there was also a 327 with 350hp and three, yes count them, three variations of the 427 rated at 390, 400 and 435 horsepower. (Tim the Tool Man Taylor "UGH UGH UGH" sound inserted here.) Then there were the twenty 427 engine models sold to retail customers called L88's.

Ah yes, the L88. Rated at 430 horsepower, it had five less horsepower than the 435hp L71, but at \$947.90 the L88 was more than twice as expensive. So why buy it? Well Chevrolet wasn't being exactly honest about the L88's horsepower. It actually put out more than 500hp but was intended expressly for racing. Chevrolet tried to discourage customers from buying it by rating the horsepower lower than the L71. A total of 216 L88's were retailed to customers in '67, '68 and '69 but the 1967's were considered the most rare.

The 1967 Corvette is as close to a "can't lose" investment as you can get. It is considered by many to be the most refined Sting Ray of all and many have heard of 1967 435hp convertibles selling for Ferrari prices. If Chevrolet had followed the 1967 with an even greater 1968, the '67 would be thought of today as just another nice oldie. But the '68 didn't turn out that way. (We'll talk about that one next month.) A lot of potential new Corvette buyers in 1967 waited for the new body style to come out in 1968. It was an understandable decision at the time, but it looks now as if it wasn't the best one.

Larry Hale—2007 Honorary Member!

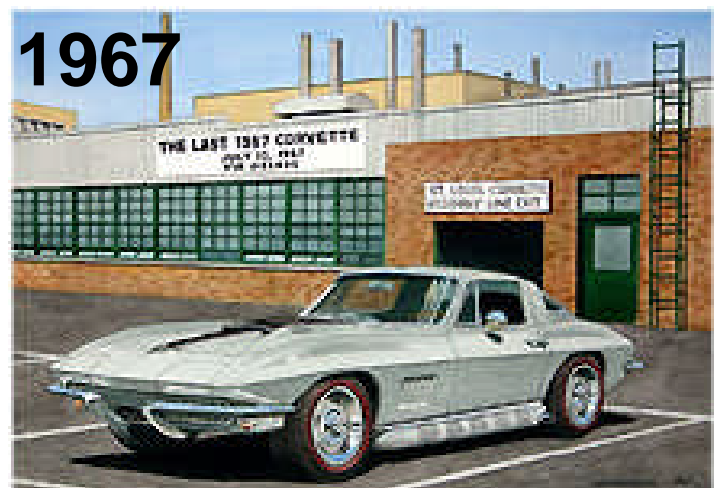
At the February meeting, Long time member Larry Hale tearfully announced that he had sold his Corvette, not because he wanted to, but because of problems with his knees, he could no longer get in and out of it. He informed us that he would be having two more knee operations in the coming year, and if all went well, hopefully he could purchase another Vette next year and re-join us. Sometimes it seems life just ain't fair, but Larry has great faith, and we believe he will be back.

The bylaws were researched, and sure enough, it allows us to honor a member who's dedication and contributions to the club are deemed worthy, to be granted by vote of the membership—an annual honorary membership, Corvette or no Corvette! At the March meeting, the club unanimously voted Larry and his wife an Honorary Membership in the RCCC for the year 2007.

Congratulations Larry and Barbara—who luv's ya?

Wanted—Pics of your Corvette

If you think we have had **too many C5's** on the cover of this newsletter—there's a reason! We go by birthdays in the month—might do it differently later, but for this year, that's the way. However, I am limited to using the pictures I have, or can get you to send me. **Please send me some pictures of your car because if I don't have ANY, I have to draw another name.** This newsletter starts getting put together for the following month the day the present month's edition goes out to everyone. I can't mess around too much. Send them in to me by e-mail—it greatly heightens the chances of getting picked for the cover.



Mark and 'Colie's Bullet

Mark and Nicole Redden joined our club owning a nice white 1996 C4 Coupe with an automatic transmission. It was a nice Vette and Mark did a ton of work making it even nicer. But then he decided he preferred a C5. After all, in Corvettes, it's not the year or the generation, it's simply preference. What suits you!

After much searching Mark and Nicole decided on a 1999 pewter coupe with a 6-speed (real men prefer...) and as the second owner, bought it with 48,000 miles on her (no miles for a well taken care of Corvette). Only problem was, the car was in Louisville, KY. They went to get it and fell in love with it driving it back.

Of course, Mark being Mark, he didn't stop there. First step—cleanup, polish and wax to get the outside perfect and looking new. Next, a host of other modifications, including B&B Bullet Exhaust (Hmmm—was the car named after the exhaust, or the exhaust type purchased because of the name of the car???). Trust me, if you haven't been around the Bullet, IT'S LOUD! (Like I said Corvettes are all about preference)

Benefits from freeing the exhaust mean intake mods are good, so Mark installed a Vararam Cold Air Ram Intake. Friends are friends, amigos are amigos, and so Buddy Johnson provided custom painted parts for under the hood, and Mark added lots more chrome. This car is getting faster and showy, too.

With those loud exhausts, the stock sound system is no longer adequate, so Mark took care of that little problem and added an Alpine CD player, PPI amp, and Canton speakers. They can drive loud and still hear the music.

Mark also decided the Bullet just stood too tall for his liking, and so lowered the car using the stock bolts, but that only allowed about 3/4 inch of adjustment. When he stood back and looked at it, it just wasn't wild enough. So he went back to work and now the car is as Mark calls it—"insanely low". Mark avoids speed bumps like the plague!

In its present form, Mark has also added lots of embroidered interior stuff, and powder-coated wheels that go just right with the pewter paint. He and 'Colie love drivin' and ridin', and most of all—catching The Colonel asleep at the wheel and blowing his doors off!!!!



Cover Photo

Just in case Harless thought he was the only one who's wife helped clean and polish the Vette!



A Beautiful Vette and a Beautiful Couple!

Minutes: February 2007 (approved)

The meeting started early and prior to 6:40 p.m. no notes were taken. There were 34 members present. Larry Johnson gave treasurer's report, beginning balance of \$859.00 with numerous deposits and checks written since last meeting. As of 2-15-07 the club had a balance of \$819.07. Gene Talley opened the floor for nominations for President. Larry Harless nominated Ernie Pierce and there were several people that seconded the nomination. Gene asked for other nominations and there were none. All were unanimous for Ernie to serve as President for the remaining year (2007).

Old Business discussed was the trip to be made to Whitwell to the Buttonwillow Theatre. Mike Nabors stated needed to change trip to Sunday afternoon since the weather was not going to be good for Saturday night. He asked for a show of hands how many could go and the majority could go. Mike also gave some info about a car show March 31st from 8am. to 6pm at Stone Mountain. Will give more details later.

Corvette Expo will be March 15-17 \$10.00 per car if anyone interested in going. Vote was taken to continue plans for the car show with the Lions Club on June 2nd from 10am to 6pm. Cathy Mindell discussed C-5 & C6 Bash in Bowling Green April 26-28. Selling raffle tickets if anyone interested.

David Bonner suggested the club return membership dues to R.T. Cutcher since he resigned and was so early in the year. Ernie and Buddy stated according to the by-laws, dues were not refundable as a result of resignation. Ernie asked if there was any further business to be discussed and there was not, so the meeting was adjourned.

Billie Dempsey for Nancy Price

Woohoo—Catfish and Barbeque!

On Saturday, March 10—despite the threat of rain, 8 brave couples gathered together for an evening cruise to Pikeville, to eat at the Pign-Catch, a local gathering spot restaurant for those that crave barbeque, ribs, or catfish. The club left from the usual gathering spot at the Tractor Supply parking lot and traversed the mountain to Dunlap, TN, where we picked up Randy Slomian in his red Vette (we all bet he would be driving a red one!) Given his past history, we put him in the middle of the pack to protect him from himself!!!

Once we arrived at the restaurant, parked the Vettes all in a row, they gave us a private room, probably because of The Colonel's influence, and of course, the club's reputation for getting loud and rowdy (yeah right!). We were surprised as Howard and Donna Roddy joined us shortly after we were seated. Thanks to them for coming—they are always an enjoyable couple to be around, but often work schedules prevent them from a lot of events!

The catfish were exceptional, and so were the hush puppies that went along with them. So was the barbeque and the ribs.

Leaving the restaurant, we took the winding road back—Highway 30, into Dayton and then back top Chattanooga via Hwy 27. Cruising up the mountain in the dark, overlooking the lights in the valley, was great fun, and best of all, it never rained. This time I think it knew better, or more likely, the club was blessed!



How TO (or NOT) Care for your Corvette!

When I joined the club, there was a culture shock for this ole boy. I was not one to clean the car with the precision of an open heart surgeon or for that matter, the precision of Bubba the mechanic, down at the “*You ding em ... we bling em*”, back yard garage. Heck if I got the bug juice off the grill it was good to go and I tell ya there has been some big skeeters clinging to that grill - know what I mean? After all, I was not used to every trip being a mini car show.

I was in proselytized on my first visit to the DQ by discerning one member opening the bonnet of a yellow C5 clutching a bottle of Windex and some dang fangled micro super absorbent tangerine orange towel. Now I knew those C5's had more “do-hickey thingys” (that’s a technical term) than the C4's, but glass under the hood. Got to see this, so I casually sauntered over that way and deviously peeked over my shoulder to see what needed cleaning with windex under there. Fuel rails!! ... actually, smoothy rails. Now I have been to two world's fairs and a cock fight and I ain't never seen nuffin like that. I walked over to my C4, gave it the eye over, and finally the Ed back of the hand casual wax test. Man oh man, I may as well junk this baby. No way it is gonna pass the mustard with my newly found friends, as I pulled out a Kelly Blue Book to check the salvage value of a C4. Thus the no dust bunny cleaning began. I think I spent more time cleaning the car than I did driving it. And on those warm balmy days, as I cleaned the wheels for the third time, I wondered if the car would actually run, unless it was treated as the Queen of the Big Ridge Gazette Possum Day Festival. Lets see I did use the lavender scented, silicon glazed, NASA developed molecular bonded, easy on the hands car wash, bought online from Victoria's Vettes. Yep ... this baby is good to go, at least down to the Stop N Rip for gas. Speaking of gas ... never get broccoli on a hot dog.

Now we get into caring for the Vette. I figure for \$15.95 on geezer day, I'd run it down to the oil change plac and let Bubba do his thing. Including shooting WD40 on the door hinges to keep em from squeaking. He is good, the doors have never squeaked, though I did one time when I slammed it on my fingers. Now I learn that only a Yugo owner would use one of those places. No Siree, you gots to do it yourself. Now the trick is to decide what to wear to an oil changing. It should be elegant, yet not overly stated. Perhaps nice earth tones would seal the deal. So off I go to my first oil changing party. I walk in to the stares of the participants and yep you guessed it ... I was a tad bit over dressed for this occasion. Jeans were the attire of choice. Now over the years I have gotten out of the jean business. One reason is they fit sorta like a cheap hotel ... for the rest of this story you will have to be told in person. So I guess my pleated khaki's with the mandarin orange Hawaiian shirt, with tortoise shell buttons was a bit over the top. I pulled up a wheeled stool and slid up close to proceed to see how a Vette oil change is properly done. Taking notes, using my slide rule, and my astute sense of observation I figure with 6 or 7 more training sessions, or 2 more Ultra's I too can do this. Well ... next time around I got my chance. I slide up under the ole Vette, commenced to loosen the new magnetic oil plug and learned a valuable lesson in life. One should let the engine cool before draining the oil. After treatment of my 3rd degree burns over 100 percent of my hand and forearm, I was to the point of actually getting to add the oil. Oil changing 101 was almost behind me, and there was no way I was gonna get an A in this class.

Until next time, keep the brake dust off and the throttle to the floor.

By Anonymous



Anonymous—well, close

Calling All Owners of Older Vettes

We have numerous members who own some beautiful antique older Corvettes. We rarely get to see 'em. Perhaps at our car show or some other local car show.

We recognize that you folks aren't going to get that investment Corvette out and go on a lot of cruises or attend events that carry us miles away.

What we need is some leadership in that area. Most of the events that happen with the RCCC are not from any kind of organized club effort—just some member (mostly me) that says— hey, let's get together and go to _____, eating at _____ restaurant, and then drive home.

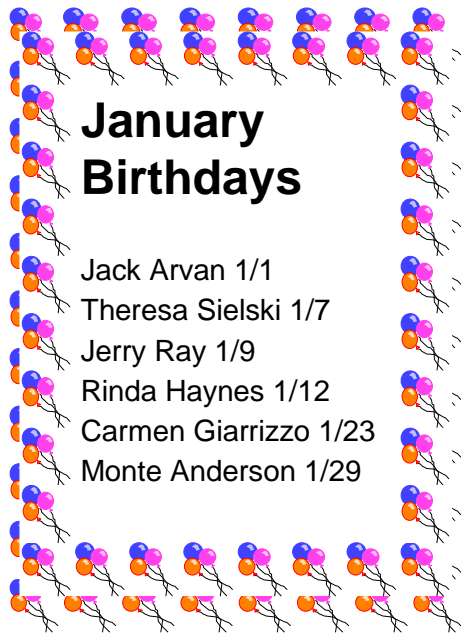
Those events put miles on the car, and that's ok for the newer cars, but most of you with older, original, numbers-matching cars aren't going with us—you're welcome to, even if you don't drive your Corvette, but we understand your not wanting to get the Vette out.

Think about how we can improve the club for YOU—might be a subgroup within the club for all older Vette owners, or a special gathering, or whatever you can think up that works. Let us know what your ideas are.

Personally—I like the idea of a subgroup within the club. For older Vette owners—perhaps a quarterly get together, to swap ideas and help each other out with restoration. Perhaps you didn't know our Vice President is restoring a '65 coupe—almost ready to paint.

Mike D.—what do you think?

Events



January Birthdays

Jack Arvan 1/1
 Theresa Sielski 1/7
 Jerry Ray 1/9
 Rinda Haynes 1/12
 Carmen Giarrizzo 1/23
 Monte Anderson 1/29

This Month's Events

April 8: **Easter Sunday**

April 20, 21, and 22—**Grand Rod Run**—Pigeon Forge TN

April 26-28—**C5/C6 Bash** Bowling Green KY

Regular Club Events:

Every Tuesday: Dairy Queen at Highway 153 after 5:30 pm.

Tuesday, week prior to the monthly club meeting ea. month: RCCC Board Meeting at Dairy Queen Hwy. 153 at 6:30 pm.

3rd Thursday ea. month: RCCC monthly club meeting at O'Charley's Restaurant on Hixson Pike. Dinner at 6:00 pm and meeting at 7:00 pm.

Every Friday in nice weather: Sonic Drive In in Soddy Daisy on old Highway 27—when weather is nice.

Summer Cruise Ins Begin

2nd Saturday Each Month: Dayton—Rhea County Courthouse
Begins April

3rd Saturday Each Month: Soddy Daisy, 10039 Dayton Pike by Pizza Hut
Begins April

4th Saturday Each Month: Cleveland, TN at Courthouse
Begins April

A special thanks to all who have complimented us on the newsletter and its new look. The Editors assure you that it is especially appreciated as we try to bring you the very best publication possible.