

Greetings for October



***President's
Corner***

I do not know how to slow down the passing of time, but it seems unfair that it seems to continue to accelerate. The distractions of trying to sell our house have ended (at least for now) with no success. Being gone for our trip to Scotland seemed like it created a bigger of “things to do” than would be expected for a two week vacation. We are sorry we had to miss the Bocker Car Show and the Low Speed event at Rivets Stadium.

We were able to recover enough from the trip to host the wiener roast. We thought that the almost continuous rain was going to give us a break, but we only got one boat ride before we decided it was going to be raining soon. Fortunately most everyone got to

cook a hot dog over the fire before it got kind of wet. Most of the event photos show everyone moved in the house for the balance of the event.

We had a long board meeting prior to the October 7th regular meeting. Several important issues were discussed, as you can see from the meeting minutes. (The unapproved minutes are published in the October edition of *Vette Visions*). One item that needs special emphasis is that we will be investigating obtaining a new club sponsor. The board began to fill out the activities calendar based on Barb Jackson’s input. I want to invite anyone with an idea for an activity to contact Barb.

I want to thank Dennis Mathews for his leadership for all of the parades this year. We had one of the best year’s ever and ended the season with a great parade at Stillman Valley with a good meal following at Granite City.

The fall run hosted by Stimart’s is scheduled to October 14, we are all hoping for a no rain day. Also, the Perryville Road cleanup on October 20 will go much better if the rain holds off.

Louise and I have been doing some car shopping and it is really amazing when you see the amount of change in technology in my car driving 56 year lifetime. These changes translate to amazing performance, greatly improved safety, better fuel economy, and mostly improved reliability.

For example it is commonplace to have a family car that can outperform most dedicated “rave” cars of the 1950’s both in straight line acceleration and in cornering ability. The addition of cruise control was just the beginning of convenience features that have shown up since the 1950’s. Now we have back up cameras and sensors, cross traffic warning, lane departure warnings, blind spot traffic warnings, and adaptive cruise control. I am not ready to give up driving to the autonomous vehicle, but I do like many of these new safety features. One of the interesting trends is the reduction in the size of the engines. The V8 engine has been gradually replaced by the V6 with no real loss in performance. Of course we feel thankful for the continued development of the V8 (and in some cases even V10 and V12) engines for the high performance car market, but the average family car is going the other way. Now many of the newer models are only available with 4 cylinder engines (often turbocharged) that perform as well or better than the cars of the 1950’s. Of course most of this change in engine size is being forced by government demands for improved fuel economy. But that translates into a positive impact on the environment.

One unfortunate by-product of all of this technology for me is how difficult it is getting for me to keep up with what it takes to do any maintenance on a new car. The good news is that they are a lot more reliable in the areas that really count.

If you have any questions or concerns about the club, please let me know.

Leon Gorsch

NICC President