

Corvette Cruisers of Greater Daytona The Talepipe Newsletter



January 2008

President: Bob Compton, Vice President: Jim Quinn, Secretary: Leslie Armstrong, Treasurer: Alice Luther, Directors: Ginny Quinn, Art Armstrong, Ed Doyle, Newsletter Editor: Jim Quinn

Our monthly meetings are held at the Club House Restaurant located at the Daytona Beach Municipal Golf Course the third Tuesday of each month. We invite you to dine with us starting at 6:00 PM, with the meeting starting at 7:00.

Changing of the Guard: What's old is new again. Bob Compton assumes the title of President for the next two years. Tim was presented with a watch for his dedicated years of service as president. Jim Quinn takes over as VP with the rest of the officers and board remaining the same.



Bob presents Tim with a watch.

It is my understanding that Tim and Lois will not be renewing their membership in the club next year. We are all sorry to see them depart as members of our Corvette family. We wish them the best.

Christmas Party: The party was another success. Thanks goes out to Alice for all the effort she put into it. The meals left a little to be desired. We may want to address another

location for our next Christmas Party. Let us know what you think.

From the President's Seat: I want to thank all the club officers who just completed their tour of office: President Tim O'Leary, Vice-president Bob Compton, Treasurer Alice Luther, Secretary Leslie Armstrong, and NCCC Governor John Luther. It was a good year to be a Corvette owner and be a member of Corvette Cruisers of Greater Daytona. I now want welcome the new officers: Vice-president Jim Quinn, Treasurer Alice Luther, and Secretary Leslie Armstrong. The office of Governor has been deleted as we no longer belong to NCCC but to ACE, Association of Chevrolet Enthusiasts.

ACE, among other things will be providing the club's liability insurance. ACE is associated with Ecklers of Titusville, FL. More on this at the next club meeting.

As your new president, I would like to carry forward those good times into and through 2008. I would like the club to have activities whereby all the club members and guests can enjoy America's number 1 sports car, the Chevrolet Corvette.

I hope everyone has a great Christmas and holiday season. I will see everyone at the January. Drive safe, Bob

By-Laws: At the January meeting we will be addressing the needed changes to our by-laws. The current by-laws reflect our membership in NCCC. Those references needed to be removed. Some additional verbiage has been

added to clarify membership requirements and to specify a membership year. A copy of the by-laws with the proposed changes has been posted on the club website in the Members Only section. If you do not have access to the website and would like a copy of the proposed by-laws give Jim a call and he will mail you a copy.

BOTR: We will meet at the usual place, Beall's in Ormond at Williamson and Granada, at 9:00. The Koffee Kup has been suggested because not many members made it there the last time we visited that restaurant. Although there is always the possibility that the location will change depending on the mood of the participants. We hope you can join us.

Sterling House: The club plans to visit Sterling House to help brighten the day for some 25 residents. We meet at Beall's at 1:30 on Saturday Jan 19th. A possible dinner run after the event to Royal Dynasty Restaurant after the event. Please come and join us for this event.

Bowling Green Assembly Plant Facts:

- The plant is over one million square feet under roof, or the equivalent of 22 football fields.
- The Bowling Green plant assembles more than 35,000 Corvettes and 4,000 XLRs per year.
- Production each day range from 150 – 170 Corvettes and approximately 16 XLRs.
- There are 387 suppliers from which the plant receives 1,376 parts. Seventy-seven percent of the car is made in the USA and Canada.
- From start to finish, each Corvette spends approximately 36 hours winding seven miles of conveyor systems in the plant.
- In the paint department, body panels spend ten hours winding two miles on a conveyor system.
- Body panels receive three coats of paint; primer, color, and clear coat. Corvette and XLR body panels are composite fiberglass, except for the front and rear bumpers, which are urethane.
- The Cadillac XLR is built on a separate line from the Corvette. They share the same frame and both use fiberglass body panels.

Balancing Act: Carl Sprague's morning balancing act was nothing to applaud. Early one morning Carl was backing his classic '63 Corvette out of his garage when the brakes failed, sending him and the coupe down the sloping driveway and onto a front yard retaining wall.

"What a ride, it was crazy" Carl was quoted as saying. A friend suggested jacking the back of the suspended car and fitting the chassis on planks, then use a 4 x 4 with a winch to remove the vehicle. It worked and the car had only a minor scratch on the left panel.

The license plate appears appropriate for the out of commission ride; "VET IT B".



Good weight distribution!

Interesting History: Pontiac almost beat Chevy to the Coke bottle design body, with their 1964 Banshee, a two seater convertible sports car that would have been hefty competition for the Corvette. GM stopped it, and then Pontiac president John DeLorean later became president of Chevrolet.



1964 Pontiac Banshee

Interesting Fact: T-top does not refer to the shape of the roof, but rather it is short for Targa Top.