

# Corvette Cruisers of Greater Daytona The “Talepipe” Newsletter



JULY 2020

President: John Doria; Vice President: Gary Swanson; Treasurer: William Simmons;  
Secretary: Jamie Hawes; Directors: Arthur Armstrong, William Geize, Linda Wolff;  
Newsletter Editor: Jean Doyle

Our monthly meetings are held on the third Tuesday of each month at T.G.I. FRIDAYS, located on the corner of Granada Boulevard and A1A in Ormond Beach. We invite you to dine with us (Dutch treat) at 5:30 p.m., and stay for the meeting, which begins at 7:00 p.m.



**HAPPY JULY 4<sup>TH</sup> TO ALL** This year may be a little different from other years in the way we celebrate – no fireworks, no big gatherings, no festivals. Therefore, the burden is on each of us to remember in our own way, why we celebrate the 4<sup>th</sup> of July. Our freedom and independence might be taken for granted in today’s climate of unrest, but be thankful we still live in the greatest country in the world.

**God Bless the USA**



## Coming Up...

What’s more American than ICE CREAM and Corvettes? (Well maybe hot dogs and apple pie.) But the Board decided to put the first two together again since the last ice cream run was so successful. On



Monday, July 13<sup>th</sup>, let’s get together for a drive up the coast to Sally’s Ice Cream Shop in Flagler Beach for a little indulgence. We’ll leave from Bealls in Ormond Beach at 6:30 p.m. Masks are optional but distancing is a must. \*\*One thing the Corvette Cruisers can not be accused of, and that is turning down a chance at some good old-fashioned ice cream.

**MONTHLY MEETING: This is a change of venue for our meeting, so pay attention.**

TGI Fridays is not yet able to handle a group, and I'm not quite sure we want to take our chances in that narrow room, anyway. Therefore, and for the July meeting only, on Tuesday, July 21<sup>st</sup>, we will meet in a very large banquet room at the Hidden Lakes Golf Course in New Smyrna Beach. We will have the room to ourselves and can easily honor all social distancing requirements. Just like our regular meeting, dinner will begin around 5:30 and the meeting will be at 7:00 p.m. just like usual. (I hear their burgers are wonderful!)

**DIRECTIONS:** Address is 35 Fairgreen Ave. New Smyrna Beach, 32168. Take US 1 south to NSB. Turn right onto Turnbull Bay Road. (across from Pappas Restaurant on the left.) Continue straight, crossing over the railroad tracks, for about a half a mile. Hidden Lakes Golf Course is on the right. Call John if you get lost at 386-453-9812.

# Reviews

**“CRUISE” MEETING:** Finally... the Corvette Cruisers had an actual Corvette event in lieu of our regular monthly meeting.. After three months of doing nothing as a club (thanks to COVID-19), we were able to get together for a little cruise. Fourteen ‘Vettes carrying twenty-two members met at the Bealls in Ormond to begin our little trek. It was so good to see each other, all at a safe distance, to catch up on how we all were

faring. Apparently no one had suffered from the virus. The Wolff’s brought their ’64 convertible (re: Bob’s story in the June Newsletter), and Bonita Richardson pulled up in her new 2019 Velocity Yellow Z06. Things sure do change when we don’t meet for a while. Art and Leslie Armstrong led the way for Edie and Liz Byrne, Rick Demichina, Bill Simmons, Bonita Richardson, John and Rose Pona, Bill Geize and grandson Ant (short for Anthony), Ken and Jamie Hawes, Gary and Cindy Swanson, Bob and Linda Wolff, Sheri Lekan, Vin and Tracy Giglio, Will Masatta, and Ed and Jean Doyle through the Scenic Loop and some of the backstreets around Ormond Beach. (Somewhere along the way we lost Will and Bob and Linda) Our trip culminated at the Big Scoop Ice Cream Shop in Rossmeyer’s Harley Davidson village. (Trying to decide between 26 flavors was a task in itself, but everybody seemed to manage quite nicely.) Thank you Mother Nature for the beautiful weather for a drive and eating ice cream outdoors. It was great fun to see everybody. We missed those who couldn’t make it. (Photos by Bill S. and Jean)

# This & That

**MONEY WINNER:** Jamie Hawes came well-prepared during our “substitute meeting” by selling 50/50 tickets. The lucky number, pulled by Bill Geize’s grandson Ant, belonged to Rose Pona, who happened to be on her way



out to dinner with John following the cruise. The Corvette Cruisers were happy to help with the dinner bill by contributing \$19.00.

**UNIQUE CLUB:** The Corvette Cruisers may be the only club with a president who doesn't own a Corvette. Yep, that's right! John Doria sold his Sunflower Yellow 1971, and as you read this, it is making its way to Germany, where it was purchased by a German investor. Now John is playing the waiting game, as his fate for his new C-8 is in the hands of GM. Will he get a Christmas present, a New Year's present, a birthday present (in Feb)??? Only the Corvette gods know the answer to THAT one.



**A NEW ADDITION...**to the Richardson/Simmons garage is the 2019 Velocity Yellow Z06 Coupe belonging to Bonita (mentioned earlier under "Review"). This one complements Bill's 2013 Velocity Yellow 427. It certainly begs the answer to the question of which one is faster – the Z06 or the 427? Congratulations on the new ride. (One yellow goes (John's), one yellow arrives.)



**JULY CELEBRATIONS:** Our only birthday being celebrated this month is that of Cindy Swanson. Happy birthday Cindy, the month belongs to you.



No anniversaries in the month of July. Must have been too hot to get married.

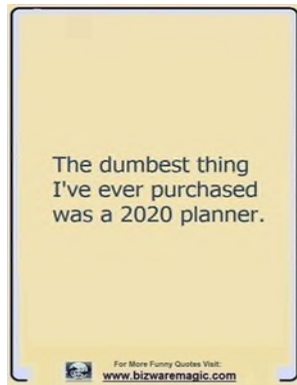
**FOR SALE:** A 2007 Mazda Miata retractable hardtop. Red with black cloth interior, 6 speed manual. Looks new, 42,000 miles. Asking \$8,900. Call Gary Swanson at 716-450-3311.



**ZOOM, ZOOM, ZOOM...**and I'm not talking about cars. Your Board of Directors has been working diligently from the confines of their homes to discuss future plans for the club as we slowly regain our foothold back to normalcy and more events..



## ALWAYS ROOM FOR A LITTLE HUMOR:



Experimental Research Vehicle), developed by engineer Zora Arkus-Duntov as a platform



to develop and refine the Chevrolet body, chassis and suspension systems, to the "omega" 1990 Chevrolet CERV III. The latter debuted at the 1990 NAIAS in Detroit and



paved the way for a future generation of mid-engine concepts while influencing the design architecture of the C5 Corvette.

One of our favorites on display was the 1968 Chevrolet Astro II. Chosen to be included in our Parade of Significant Cars, the Astro II Experimental was designed as a prototype for possible mid-engine Corvette production vehicles of the 1970s. Chevrolet R&D, under the direction of Frank Winchell, provided the mechanicals.

# Member Input

## A Mid-Engine Story

(submitted by Liz and Edie)

At "The Amelia Island Concours d'Elegance," special classes are created by assembling vehicles that tell a story. In 2020, The Amelia celebrated The Cars of Harley Earl by gathering 14 vehicles significant to the automotive designer's incredible career at General Motors. Seven rare Lozier automobiles were displayed in a tribute to the most expensive American "Brass Era" car.

To celebrate the launch of Chevrolet's mid-engine Corvette, Bill Warner and his team assembled an inspiring class of nine mid-engine (and one rear-engine) Corvette prototypes. Vehicles in the class included the "alpha" 1960 Chevrolet CERV I (Chevrolet



# Corvette Chatter

By Jean

**A series of unfortunate events means not all 2020 Corvette orders will be filled, but it's not all bad news.**

Built with as many off-the-shelf parts as possible, the car was powered by a liquid-cooled version of Chevrolet's 390 hp Mark IV big block engine. Sporting the Firefrost Blue paint desired by Bill Mitchell and Chevrolet General Manager Pete Estes, the Astro II debuted to the public at the 1968 New York Auto Show.

What would The Amelia be without a little pageantry and fun? Bill Warner, the event's founder, took delivery of his new 2020 Chevrolet Corvette Stingray on the show field. The keys were handed to him directly by Mark Reuss, president of General Motors and Amelia judge.

*"When General Motors announced the C8, I simply had to order one and I thank Mark Reuss, Michael Simcoe, Steve Haener and Jim Sardelli II for making delivery on the Field of Dreams possible,"* said Bill Warner, The Amelia's founder. *"The car truly redefines the Corvette and is a technical marvel. In my 60 plus years of driving, this is truly one of most exciting and sophisticated cars that I have ever owned."*

The all-new C8 Corvette got off to a bit of a rocky start shortly after it was unveiled last year. Not that it was a bad thing, obviously, but demand for the new mid-engine masterpiece was off the charts, and the 2020 Corvette suddenly became the hottest thing on the planet. Subsequently, this led to massive markups, as hot models often do. But after all automakers were forced to shut down production for two months this spring, it only compounded GM's efforts to fill 2020 Corvette orders. And now, the automaker has announced that it won't, in fact, be filling all of them.

The news comes to us from the Detroit Free Press, who received the information from GM spokesperson **Kevin Kelly**. "We are not going to build all of the 2020 orders," Kelly said. "We've had an enormous demand for this vehicle and we had that work stoppage (in addition to the strike) and we have suppliers trying to come up to speed too. The plant is still coming up from COVID. We still haven't brought up the second shift yet, so we're still ramping up."

Kelly also revealed that GM had received 20,181 orders through May 1. The automaker sold 3,820 Corvettes in the first quarter, with

most of those sales going to 2020 models. But this series of complications threw a proverbial monkey wrench into their plans, and there just isn't enough time left to build enough cars to satisfy existing orders. Kelly did say that GM would work with affected customers and dealers to offer a 2021 option, however.

This comes in spite of the fact that GM decided to extend production of the 2020 Corvette. Originally, the automaker planned to stop taking orders in May, but has adjusted that timeline to late July. Additionally, GM will continue to build 2020 Corvettes through the fall. It notes that this will allow it to build most, but not all of the orders it has already received.

The good news is, customers that get bumped back to the 2021 model year won't have to pay more for their shiny new rides. Kelly also confirmed that the base price for next year's Corvette will remain at \$59,995, while the convertible will stay at \$67,495. Customers can start ordering their 2021 models in July.

While this may come as disappointing news for some 2020 Corvette customers, it's completely understandable. GM is working hard to produce as many cars as possible. But in these unprecedented times, it's just making life terribly difficult for automakers in general.