

Corvette Cruisers of Greater Daytona The Talepipe Newsletter

March 2006



**President: Tim O'Leary, Vice President: Mike Turner, Secretary: Leslie Armstrong,
NCCC Governor: John Luther, Alternate Gov: Warren Brasch, Directors: Lois O'L
Prez: Art Armstrong, 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.

Breakfast on the Run: Beautiful weather greeted us for our March 5th BOTR. Eight of us met up for the cruise to the Country Club for a wonderful brunch that is served there. John L. brought out the '57 with Alice sporting ear plugs for the ride. John R. showed up sporting a new Greenwood hood and other chrome goodies on his Vette. Also joining the group that morning were the Konopsky's, Valerie, and the Quinn's. A woman that works at Publix saw our Vettes and grabbed Alice to see what were doing there. She and her husband have a Vette and were looking for a club to join. They're from Pennsylvania and winter here. We gave her our information and hope to see them join us soon.



Jim lead the group along Riverside Drive down to Beach Street where we motored by all the motorcycles lined up along Beach Street. At 9:30 in the morning they were already packing

them in between the Main Street Bridge and ISB for the start of Bike Week in Daytona.

After breakfast we shot some photos for the calendar, being it was such a beautiful day. Then everyone was off to do whatever.


Next BOTR will be April 9th, because the club will help celebrate Jim's 60th birthday with a cook out. (You're invited; 3:30 PM, please RSVP to Ginny at 761-3403) Tentative plans are to go to the Blackwater Inn on Rt 40 just across the St. Johns River Bridge. We will be meeting one hour later at 10:00 if we go there.

Speedway Spring Show: This is the show that our late model Corvettes can attend. March 24, 25, and 26 were the dates. The club tent was set up on Friday located near the tunnel entrance at turn 4. Saturday saw quite a turn out of club members. The weather was sunny but cool and windy. It appeared that everyone there had a good time. The tent came down on Sunday with a light turn out by club members.

Before and After Photos: Sorry 'bout that. Jim was out of town the week of the meeting and so this was put off another month. In April we'll do it. If you want to show off your pictures you still have a chance to email them to Jim so he can include them.

**Member: National Council of Corvette Clubs (NCCC). Please visit their web site
(www.corvettesnccc.org). Florida Region web site at (www.ncccsouth.com).**

Corvette History – March

- **March 2, 1990:** At the Firestone Test Center near Fort Stockton, Texas, a team of drivers set a dozen land speed records with a Corvette ZR-1 and a Corvette L-98. Cars were in near stock condition, minus mufflers and catalytic converters. Records include 5000 miles in a time of 28:46:12.462, 5000 km in a time of 17:40:53.748, and 4221.256 miles in 24 hours. Average speeds for all record runs were 170-175 MPH. One driver is Corvette Development and Validation Manager John Heinrichy.
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- **March 6, 1996:** Corvette's Chief Engineer, Dave Hill makes the final decision to stop C4 model Corvette production and put all emphasis on C5. June 16 is set as the last day of building C4 Corvettes.
 - **March 7, 1997:** Chevrolet begins selling the 1997 model Corvette.
 - **March 14, 1977:** The 500,000th Corvette drives off the assembly line.
 - **March 18, 2000:** In Florida, the 48th Annual Superflo 12 Hours at Sebring is held. Corvette C5-R, #4, driven by Ron Fellows, Chris Kneifel, and Justin Bell, places 16th overall. Corvette C5-R, #3, driven by Andy Pilgrim, Kelly Collins, and Frank Freon places 24th overall.
 - **March 20, 1999:** At the 12 Hours of Sebring race, Ron Fellows, John Paul Jr., and Chris Kneifel drive C5-R No. 3, finishing 4th in class. Andy Pilgrim, Scott Sharp, and John Heinrichy drive C5-R No. 4, but do not finish the race.
 - **March 23, 1957:** Chevrolet enters four Corvettes in the 12 Hours of Sebring race in Florida. The Corvette SS (Super Sport), driven by John Fitch and Juan Fangio, runs only 120 miles before being retired on lap 23 due to erratic brakes and faulty rear suspension. Richard Thompson and Gaston Andrey in No. 4 finish first in GT Production class, 12th overall. A third Corvette wins Modified Production class, 15th overall. The fourth Corvette takes 16th overall. 12th place is the best showing for a car in GT class at Sebring.
 - **March 23, 1992:** General Motors applies for a registered trademark of "STINGRAY".
 - **March 24, 1956:** Four 1956 Corvettes take part in the Florida International 12-Hour Grand Prix of Endurance, at Sebring, Florida. Car No. 1, with 307-ci engine, driven by John Fitch and Walt Hansgen, runs in SCCA class C/Modified, and finishes the race, winning first in its class, and ninth overall. Car No. 5, with 265-ci engine, high performance Duntov cam and 4.11-to-1 final drive, and driven by Dale Duncan and John Eager, runs in class B/Production, but breaks an axle shaft 20 minutes into the race. Car No. 6, with 265-ci engine, 3.70-to-1 final drive, driven by Ray Crawford and Max Goldman, runs in SCCA class B/Production, and finishes the race 6th in class and 15th overall. Car No. 7, with 265-ci engine, 4.11-to-1 final drive, driven by Ernie Erickson and Chuck Hassan, runs in class B/Production, but blows a piston about 1:20 hours into the race.
 - **March 27, 1962:** At the 12 Hours of Endurance race at Sebring, Florida, M.J.R. Wylie and Duncan Black drive Gulf Oil's 1962 Corvette to 2nd in A/Production class, and 18th overall.
 - **March 27, 1978:** The Wall Street Journal runs a front-page article about the 1978 Corvette Indianapolis 500 Pace Cars, indicating they would be excellent investments.
 - **March, 1960:** A Corvette finishes first in class at the 12 Hours of Sebring race. Two Corvettes of the Camoradi racing team, driven by Jim Jeffords and Fred Gamble, finish second and third in GT class.
 - **March, 1961:** At the 12 Hours of Sebring race, Corvette drivers Delmo Johnson and Dave Morgan finish 1st in GT class and 11th overall.

- **March, 1964:** A Corvette finishes first in GT category at the 12 Hours of Sebring race.
- **March, 1966:** Roger Penske, in his 1966 Corvette with 427 ci engine, finishes first in GT class at the 12 Hours of Sebring race.
- **March, 1967:** At the 12 Hours of Sebring race, Dave Morgan and Don Yenko compete in a 1967 L88 Corvette, finishing 1st in GT class and 10th overall.
- **March, 1968:** At the 12 Hours of Sebring race in Florida, Yenko/Rodriguez race 1968 L88 Corvette (No. 2), Thompson/DeLorenzo race 1968 L88 Corvette (No. 4), and Morgan/Sharp race 1968 L88 Corvette (No. 3). One finishes first in GT class.
- **March, 1972:** At the 12 Hours of Sebring race in Florida, Dave Heinz and Bob Johnson race Toye English's 1969 L88 convertible to first in GT class.
- **March, 1973:** The driving team of John Greenwood, Ron Grable, and Mike Brockman drive a Corvette to a win in its class at Sebring, and taking third place overall, the best ever showing for a Corvette at Sebring
- **March, 1983:** The 1984 Corvette goes on sale in the US, except for California.
- **March, 1989:** Chevrolet introduces the Corvette ZR-1 at the Geneva Auto Show in Switzerland.
- **March, 1990:** Dennis Amodeo, winner of 36 Corvettes through a 1989 VH-1 contest, sells the collection to artist Peter Max for approximately US\$1.5 million.
- **March, 1992:** Ground-breaking ceremony is held next to the Corvette plant for a permanent home for the National Corvette Museum.

Attire Desire: The shirt committee met and made their choices for the new club shirt. The selections were presented and the overwhelming choice was matching men's and women's shirts in tangerine. Men's shirts are \$19. and women's are \$21. If you haven't placed your order yet please call Shirley or Chuck. Shirts will have the club logo on the front of the shirt; your name can be added for an additional cost.

Club Charity: Valerie received a letter from the Conklin Center thanking the club for our recent donation.

Gift cards were received for the Children's Home Society. Please remember to bring your gift cards to the next meeting. CHS helps children from newborns to age 18. They offer adoptions, foster care, child abuse and neglect prevention, emergency shelter and group homes for more than 1,100 abused, neglected and abandoned children. Please be generous in you contribution. We ask members to purchase gift cards from Walmart or other department stores

to assist clients with the purchase of food, clothing and personal hygiene items.

A Visit With Our Neighbors: The O'Leary's, Konopsky's and Luther's visited with the Flagler Corvette Club at their cruise-in meeting. They meet in the parking lot at Woody's BBQ. They claim the food was good, but enjoyed the stop at Russell Stover's next door.

Harvey Bach of the Ponce Inlet Corvette Club stopped by our tent at the Speedway Show and passed out flyers for their show at the lighthouse in May. Sounds like it will be a very nice show. We should get some of our members together to go and show our support.

Welcome: Guests Manny and Esperanze Wolf were introduced to the club. They recently moved here from Pennsylvania and are looking for a club to join.

50/50: This month's winner was John Reis. What ya going to do with the cash, John????

Corvette History -- Chevrolet's Corvette SS Could Have Been a Contender *by David Bellm*

It was a classic story of a promising car that didn't have a chance to really prove itself. And from it was born one of the more significant legends of Corvette history.

The Corvette SS began in 1956 as a pet project of General Motors' styling director Harley Earl, who wanted Chevrolet to take on the big names in international endurance racing. Earl's initial idea was to design a racy body, drop it onto a Jaguar D-Type chassis, and swap the Jag's six for a Chevy V8.

But that notion wouldn't do for Corvette engineering guru, diehard racing fan Zora Arkus-Duntov. When he heard of the plan, he pushed for an all-new chassis design that would incorporate ambitious engineering concepts. Duntov's arguments won out, if for no other reason than the fact that the D-Type's main structure was a monocoque configuration and therefore had no separate frame to drop any sort of body onto.

To save time, Duntov purchased a Mercedes-Benz 300SL frame and from that drew much of the inspiration -- if not verbatim design elements -- for the Corvette SS's structure. To this platform, he added a race-prepared 283-cid Chevy V8, a de Dion rear axle, and an experimental braking system.

The car's hasty debut was the 12 Hours of Sebring, in early 1957. Juan Fangio and Stirling Moss had initially agreed to pilot the car in the race, but development delays plagued the car, giving the superstar drivers second thoughts. These misgivings proved well founded. Replacements John Fitch and Piero Taruffi battled a number of gremlins from the very beginning of the event, and were forced out after just 23 laps.

The SS nonetheless showed considerable promise when it was running well, and the team looked forward to trying the car at Le Mans that year. Unfortunately, the Automobile Manufacturers Association enacted its infamous racing ban before the June event, relegating the Corvette SS to being a test bed and show car.

But the story doesn't end there. In 1958, Earl's successor, Bill Mitchell, bought the spare Corvette SS chassis. He then collaborated with his staff to design a new body for it, and he campaigned the car himself -- "privately," so as to dodge the AMA ban. Mitchell's racer was significant for introducing one of the most beloved of all Corvettes shapes, the 1963-67 Stingray design.

For more articles on historic race cars and vintage sports cars, along with drive-test articles on today's hottest performance cars, go to <http://www.autiv.com/>

About the Author

David Bellm is a seasoned test driver and automotive historian. His work has been featured in a wide variety of online and print publications.

Calendar is still in the works. We need pictures. Here is a sample of what we have so far.



Mike T. '01 Z06



Valerie A. '95



John R. '04



Chuck & Shirley K. '99



Jim Q. '06

Oops, sorry, that's not a Vette