

Corvette Club of Nova Scotia

July 2020 • • • Issue 3

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Membership Numbers

105 members, 5 of which are lifetime, and 127 cars!

C1 - 0

C2 - 3

C3 - 28

C4 - 11

C5 - 26

C6 - 33

C7 - 26

C8 - 0

Let's get our
salesperson hats on
and see if we can
recruit some C1 and C8
owners!

New CCNS Members: Kai and Laila Riebetz, Black Point – 1969 Black 427 Coupe and Red 1991 ZR1
Ernest Maxwell, Woods Harbour – 2006 Red Convertible
Stanley and Debbie Woods, Alder Point – Yellow 1975
Shaun Styche, Dartmouth – 2017 Admiral Blue Coupe
David Killam, Woodville – 1993 Dark Red Convertible

New Members:

Richard & Michele Miller, Brookside – 1976 Black Coupe

T KENNEDY
AUTO SALES

President's Message



Well, I'm sure you all have your Vette's on the road by now. Hopefully no major issues after their long hibernation.


Not a lot of events to talk about so far. Getting somewhat back to normal these past few weeks.

Locally we've had a weekly run to various destinations. Most weeks we have 6 to 10 cars.

We've had 3 "drive by" events to lift someone's spirit or to celebrate an occasion – everyone seems to love those.


I'm writing this on June 30th – seems appropriate inspiration given it is Corvette's Birthday.

The first of 300 Corvettes rolled off the assembly line in Flint, Michigan on this day in 1953.

Happy Birthday Corvette – you certainly keep getting better with age 

And finally, as the social bubble in the Maritimes gets bigger, there should soon be a few events coming together.

Stay tuned for details via email & FaceBook.

Until then; enjoy your Corvettes, help out a friend and, as always: Save the Wave 

Ivan Hines
President
Corvette Club of Nova Scotia
(902) 637-8127

2020 Corvette Chassis Production Never Stopped During COVID-19 Pandemic

General Motors is planning on bringing the majority of its North American production operations back online starting May 18th. However, it was recently revealed that some of GM's plants never completely shut down, including the 2020 Corvette chassis production facility in Bedford, Indiana.

According to a recent report published by the New York Times, the GM plant in Bedford has run continuously despite GM's announcement in March that it was shuttering North American production facilities. The report indicates that the plant was running three shifts per day with 20 workers per shift, down from the usual 250 workers. The workers all volunteered and were paid their standard wages.

The GM production facility in Bedford produces chassis and suspension components for the 2020 Corvette, including the entire suspension assembly and cradles, all of which is then shipped to the GM Bowling Green Assembly facility in Kentucky and installed into the unibody of the new 2020 Corvette.

2020 Schedule of Events

(to be updated as dates and runs are known/confirmed)

Date	Event	Host(s)
TBD	Weekend runs	
August 27-30, 2020	Corvettes at Carlisle	
Postponed to 2021	Cabot Trail	Doug Butt



To be filled in as COVID-19 determines

(Continued from page 2)

The Bedford plant also operates as a die-casting facility producing transmission casings, converter housings, and various other components for Chevrolet, Buick, Cadillac, and GMC vehicles. However, the recent New York Times report indicates that the plant exclusively produced 2020 Corvette chassis and suspension components following GM's production shutdown in March. The continued operation is said to be aimed at quickly ramping up 2020 Corvette production once the Bowling Green facility is back online.

As we covered previously, GM's assembly facility in Arlington, Texas, has also seen limited operational status during the COVID-19 shutdown. The facility worked to produce the final units of GM's full-size SUVs prior to retooling efforts for the next-gen vehicles, while also testing new medical precautions aimed at keeping employees safe when production begins to ramp back up.

The 2020 Corvette was originally slated to roll off the line in Bowling Green last December, but the 2019 UAW strike pushed that date to late January. The Kentucky facility was subsequently shuttered in March following the national outbreak of COVID-19, with less than 2,700 units total produced. Demand for the new mid-engine sports car has been so great, new orders have been pushed back to the 2021 model year.

By J Lopez — May 12, 2020

Meeting Place unless otherwise indicated:

Tim Hortons, Bedford Commons – 36 Verdi Drive. From Truro take TCH 102 to Exit 4C. Turn left at top of ramp. Straight through first lights, then right at the next light. Tim's will be on your left. From Halifax take exit 4C and turn right at the top of the ramp. Then right at the lights. It is suggested you arrive a few minutes early as times are for leaving the meeting point. Also please have enough gas so you don't need to stop the whole group to get gas. We run channel 5 on the GMRS radios.

Weekend Runs/Events

Weekend runs/events have been postponed until June 1st. At that time things will be re-evaluated.

In the meantime, stay safe.

When we are back up and driving; to host an event, please contact:

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Vette Bios

Each Newsletter we would like to feature “your Corvette Bio” story. Where you have the opportunity to share your unique introduction into the Vette world – let us know how you came to own your first Corvette and any that followed. You can send your stories to Ivan, Darleen or any member of the Executive.

Reed Conrad's Story

Well it's early morning, had coffee at 6 and breakfast at 7, so got some time.

I'm Reed Conrad, son of a fisherman and raised in the small fishing village of West Berlin, 7 miles outside Liverpool. Guess my Corvette dream began when I was 16 putting together plastic model cars when I bought a '69 Vette model and painted it orange, that I still have. But my quest for owning began when I had my first ride with my brother-in-law in '73 when he owned a '69 Big Block. It was a little rough ride but the awesome power and to see the body curves thru the windshield and low to the ground was fantastic and I told him that someday I'm going to own one as he laughed, being a mechanic knowing I was a pencil pushing banker.

Well in those early years finances were tight establishing a career and marriage, then the kids came, and no extra money to save for a dream, then high school graduation and kids off to university...for two degrees each, so still no extra cash followed by me helping them get started in their working life. Finally, things seem right and I was able to save about half of my dream budget and then I got sick and ended on disability. But the good thing was I had time at home to start looking while going through the test phase to determine my illness. I had pretty tight specifics for my Dream Car having done some research over the years. I wanted a C5 convertible, torch red outside and red inside with white roof, 30,000 miles max and of course 6 speed standard with a budget of \$30,000. Started with Auto Trader for a year when I found this 1990 C4 red convertible in Manitoba. Now that wasn't my dream but after a year of searching my theory was get a substitute now as had the cash for a C4, and then upgrade later when I could afford a loan for the extra cost of a C5. After a week made the deal, guy would store it until Spring and I'd fly up and drive her home. However, next day after a restless night I had second thoughts because of the uncertainty of my health and e-mailed the guy to cancel and he understood why. So back I go for another 2 years searching until I find a white 1987, C4 again, not my color but it had the low profile Greenwood package and in Moncton. Same reasoning, buy now and upgrade later, as my health had been diagnosed as chronic fatigue after ruling out all the really bad stuff. Made an appointment to go see it after a week and the morning I was to leave got an e-mail from dealer that the owner had decided the night before not to sell. My plans were scuttled again. When I went back to the search on Auto Trader did find two almost, a 1999 in Vancouver but had black top and interior and another in Quebec but tan top and inside. Then I started looking at US sites prompted my son who was living in Colorado. Then after another year found Corvette Hound site and there she was....torch red, C5 6 speed, red & black inside and WHITE TOP, and only 18,000 miles and newer at 2002 but at \$31,000 excluding taxes and exchange and still a year from retirement with a year still left on the mortgage with a tight disability budget. What to do, five years of searching and this is the only one I saw with everything. Surprising how many torch red Vettes were automatics and not standards and no white tops.

Another restless week of sleep and communicating with dealer. Car was initially purchase ordered to spec by a GM executive and then owned a year by another owner. I got the car down to \$30,000, the exchange rate was at par and figured the 3 years newer and half the mileage were worth going into debt more for the taxes. So sent the guy a significant payment and booked my flight to Philly, cashed in my life insurance and drew \$10K from my RSP and away I went. One look at her on arrival and the roar of the engine and all I could say is “where is the phone as I got to call my banker”, who was on standby waiting. I spent that night plotting my course back trying

to avoid New York City. Next morning the dealer confirmed receipt of funds, paper work completed and I was off, well for 200 feet until I realized in excitement left the paperwork at the dealer. Had 3 days to get to the border with the Customs limitation before I could cross over, but the dealer faxed all the paperwork to prevent holdups at Border. I got to Bangor at the end of the second day and could have got to the border that night but would have still had to over-night in Calais anyway so decided to stay here and take the night to control my excitement, have a nice meal and relish in my accomplishment. The trip was pretty non-eventful as I drove in the slow lane at 60m/h all the way, top up to block noise of supper highways with 6 or more lanes on each side, except for a near miss at Hartford exit when some idiot stopped dead in my lane to merge.

The next day I was off to Calais at 8am, arriving about 10am at US Border services and told I that they had all the paperwork and checks done except for verifying the ser# but I had an hour before 3 day limit is up, so I waited and then he came, checked the ser# and said “you’re good to go”. I put the top down for the first time as I was crossing into Canada with my Dream Car and the wind in my hair. Paid the taxes and spent the night with a long-time friend in St. Stephen area and then off the next morning for the final leg of my Journey Home arriving at 4pm to the delight of my wife Debra and the rest is history.

As some of you know I started collecting diecast Corvettes, as often trying to peddle my extras at car shows, and have 104 in total now. By collecting diecasts I have learned so much about corvettes and their styles moreso than just reading books. I have also purchased another dream car of mind, a 1963 Thunderbird, that I had admired since age 11, rather than pursue the ill-fated C4...well it was meant to be, I just had to give it time and I’d find my C5.

Can’t wait until we can get together again, probably next year and someday have another gathering at White Point.

Reed

1959

What is the difference between a 1959 and 1960 Corvette?

The panels or pleats of material run differently between the two years. The 1959 panels run from left to the right side of the car while the 1960 panels run from the front to rear of the car. 2. Another item that is striking in difference is the metal insert that is in the door panels.



1962



What is the difference between a 1961 and 1962 Corvette?

A 1962 Corvette can be differentiated from a 1961 by the front emblem being enclosed by a circle, a blacked-out front grill, the absence of chrome trim around the side cove & the absence of the three chrome strakes in the cove, and a ribbed aluminum rocker-panel trim piece.



Tim Gilby's Story

As a teenager, corvettes were always the cars that caught my eye. And at 19, I had saved enough money to purchase a used corvette, but my parents talked/guilted me out of it.

Fast forward 25 years – You watch close friends and family struggle with health issues, financial problems, and many people watch their dreams drift away without ever living them. In 2006, I decided it was time to live life to the fullest, and that meant that the first thing I needed was to buy the car of my dreams.

I saw a 2002 electron blue coupe in Moncton at MacDonald's Chev, and shortly thereafter I owned my first corvette. I enjoyed it all summer, but didn't have a garage, so I put it in storage that first winter.

Therefore, the objective over the winter was to add a garage to the house. As I negotiated construction with a builder, Kim told me I had better make it a 2 corvette garage. She had been watching a 1995 white convertible with a red interior for several months, that coincidentally was also at MacDonald's Chev. I put a down payment on the car but didn't tell her, and the next time she looked online, it read "SOLD". She was devastated, until I told her that the car was ours.

After enjoying my first corvette for a few years, I decided I wanted a 6 speed, and I wanted more HP. I watched MacDonald Corvettes website every day, and Doug knew I was looking for a blue Z06 with chrome wheels. I remember that I was in Florida when it showed up on his website. I sent him a note that I would be up to look at it as soon as I got back home. End result – traded the 2002 on the Jetstream Blue Z06 in 2010.

I enjoyed the car for several years, but always wanted a C6 convertible with the same power as my Z06. Voila – the 60th anniversary 427 convertible was born. Once again, one became available at MacDonald Corvettes in 2017. End result – traded the 2008 Z06 on the 2013 427 convertible.

Lastly, my most recent purchase in 2019. (and the history behind it). When information and pictures first surfaced for the 2009 model year ZR1, I was in awe. It was set to premier at Barrett Jackson in Scottsdale in 2008. I couldn't get it out of my head, so my father-in-law and myself decided to make the trip to see the ZR1 in person, and spend some time at Barrett Jackson.

Since that time, I have occasionally seen a ZR1 around the Maritimes, but very few. Then 2-3 years ago, 2 of them, an orange one and a velocity yellow one, arrived at MacDonald Corvettes. I constantly watched his website and admired them for over a year, but they never sold, so I always thought "some day". But then last year, something terrible happened – he sold the orange one, and now there was only one left.

Panic set in. I drove to Moncton shortly thereafter and met with Doug. End result – traded the 1995 convertible on the 2011 ZR1. I now have the 2 corvettes I have always wanted, and will keep them forever. (but I have said that before).

Tim Gilby

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