

Corvette Club of Nova Scotia

August 2020 • • • Issue 4

2020 Club Executive & Representatives

President: Ivan Hines
902-637-8127 or ivanhines@yahoo.ca

Vice President: Jody Crook
902-637-2562 (H) 902-635-0000 (C)
or crook@eastlink.ca

Past President: Matt Meade
902-221-1044 or mgmeade@dal.ca

Secretary and CCCC-ER Governor: Doug Butt
902-375-2409 or DouglasWButt@hotmail.com

Treasurer: Rick Latimer
902-462-8574 or r.latimer@ns.sympatico.ca

Director at Large: Tom Kennedy Jr.

Halifax Chapter Rep: Calvin Pearce
902-864-4324 (H) 902-456-7989 (C)
calvinpearceauto@gmail.com

Valley Chapter Rep: Ian Reid
902-679-3549 (H) 902-670-2979 (C)
ijreid17@gmail.com

South Shore Rep: Randy Eisnor
902-275-0062 (C) or raeisnor@outlook.com

Eastern Shore Chapter Rep: Vacant

North Shore Chapter Rep: Mark Delorey
902-386-2193 (H) 902-631-5410 (C)
mark.delorey@ns.sympatico.ca

Tri-County Rep: Jody Crook
902-635-0000 (C) crook@eastlink.ca

Editor: Darleen Langille
902-434-5755 or langille1005@hotmail.com

Events Coordinator: Calvin Pearce
902-864-4324 (H) 902-456-7989 (C)
calvinpearceauto@gmail.com

Event Photos: Ivan Hines
Charity Coordinator: Joan Butt
Driver's Lotto Coordinator: Rick Pentz

Website: Matt Meade
902-221-1044 or mgmeade@dal.ca

Inside this Issue:

President's Message
50/50 Winner
Schedule of Events
Electric Corvette in the Future?
Rick Latimer's Story
CCNS joins the Canadian Council of
Corvette Clubs – Eastern Region
Sponsor Page



“Hey Dad, what is that?”

“Son, that’s a Mustang’s worst nightmare”!

“In moments of doubt: Trust your instincts, say
“yes”, and buy the Corvette.”

New CCNS Member:

Tom Goodwin, Clarks Harbour – 2004 White Convertible

Membership Numbers

108 members, 5 of which are lifetime,
and 131 cars!

T KENNEDY
AUTO SALES

President's Message



Summer is slipping away from us again. And even thou we haven't had a "normal" club year, it's great to see the small pockets of members finding a way to enjoy the cars and comradery in the midst of this new reality.

When thinking of a topic for this month's newsletter, I got a call from a friend asking my opinion on buying a 2017 Stingray. It's quite a common occurrence and I enjoy sharing any knowledge and experience I've gained over the years. What do you guys & gals say when asked "what should I look for when buying a used Corvette?"

It's not a simple answer in my opinion. There's the standard things that apply to most vehicle: clean title, panel gaps, service records and overall condition. But with Corvette it's more than a conveyance. For most of us it's our baby. Therefore the level of quality we look for should be much higher.

I've told many of you the story of checking out a 2003 Z06 for a new member before he agreed to buy. It was a terribly kept car. Filthy dirty with several small (and a few large) scratches. But of course the seller wanted over market price! He wasn't at all please with my "expert" opinion and after a few colourful words about me and our club, stormed off in the car. Good riddance!

You can never be 100% sure on any used Corvette unfortunately – all you can do is ask plenty of questions (there's several videos and sites online devoted to that exact topic) and enlist the help of a Corvette enthusiast if possible 😊.

Take care

Ivan Hines
President
Corvette Club of Nova Scotia



Congratulations to the 50/50 winners on our recent South Shore run. Another \$45.00 was raised for our charity.

A reminder that Christmas is coming and, this year there may be a greater need than usual. We are again going to have a Pajama Drive for those less fortunate. The pj's are to be winter, (long sleeves and long bottoms) sizes newborn to 16.

Thank you
Joan Butt
Charity Coordinator

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	



To be filled in as COVID-19 determines

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.

Electric Corvette in the Future?

General Motors has filed a trademark for a vehicle called 'E-Ray' — hinting at a possible electric Corvette.

Over the last year, GM has already announced a lineup of 12 new electric vehicles across all its brands.

With supercars going electric at a fast rate, you would think that the automaker would have launched an electric program for the Chevy Corvette, but it is nowhere to be seen in GM's official electric lineup.

But now we might get an early indication that it could still be in the plans. GM has filed a trademark application for the mark 'E-Ray' in the "motor land vehicle" category.

'E-Ray' might be a play on 'Stingray' — nameplate of several versions of Chevy's flagship sports car.

For more information on this, go to: <https://electrek.co/2020/08/13/electric-corvette-gm-e-ray-trademark/>

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:

Contact: Calvin Pearce
902-864-4324(H) 902-456-7989 (C)
calvinpearceauto@gmail.com



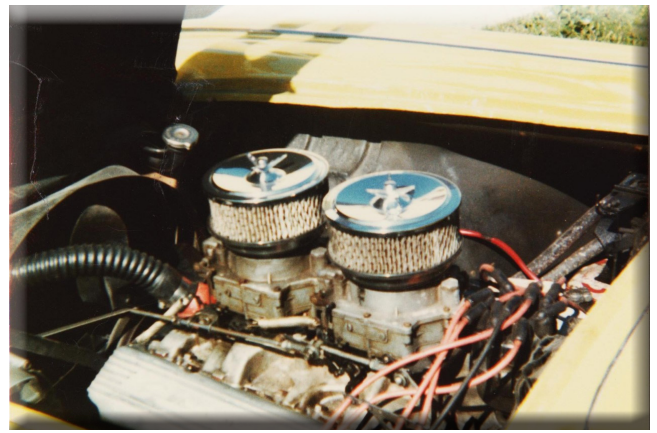
Vette Bios

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.

Rick Latimer’s Story

I have to blame my dad for my car addiction. For as long as I can remember he had the “boats” as I used to call them... the Chrysler’s: New Yorker, a couple of 300’s, the Buick’s: Roadmaster, Park Avenue, Riviera, an Olds 98, a Cadillac Fleetwood and more. He taught me how to drive on the 300 when I was 13. Since I showed a keen interest in cars he bought some tools and tune up gear when I was 15 so that I could keep them tuned up.

Although the boats were nice and had some pretty hefty big block engines, they weren’t my cup of tea so as soon as I got my license I scraped up some money and bought a well used 1970 340 Challenger. It didn’t last long because I quickly learned the true cost of owning a vehicle but my taste for horsepower didn’t wane. In fact it was only enhanced a year later when my good friend Steve from across the street rolled up in a bright yellow 1958 Corvette. He popped the hood to show me a 427 with two 4 barrel carbs jammed inside the engine compartment!!! I have included a couple of photos because some folks might not believe that you could shoehorn a big block into a C1. Now this was no cornering machine as you can well imagine but straight line acceleration was scary, especially without the assistance of traction and stability electronics we have today. And that was my first intro to Corvettes.



A few years later I had landed a reasonably good job out of university and once again the muscle car bug hit me. Steve, who had since moved to North Carolina and was still into Vettes, convinced me that a Corvette was what I needed. I didn’t have much cash but he said that there was a ’64 Corvette roadster for sale locally that needed “a bit” of work but would fit my budget. I trusted his judgement so I wired the money sight unseen and he secured the deal. I took a week’s vacation and flew to North Carolina with another friend of mine who was going to accompany me on the drive home. When I arrived and saw the car it was tough to hide my disappointment as it needed more than just “a bit” of work... it truly was a piece of junk. The car had many stress cracks showing through very faded red paint and a red interior in equally bad condition. The transmission would not downshift from 3rd to 2nd and many of the gauges didn’t work. We surmised that the car had been used for drag racing as it had a 4:56 rear end with a large after market pinion snubber and the inside lip of the rear wheel wells had been removed to accommodate wider rims. I’m still amazed to this day that we managed to drive it home as we also discovered during the return trip that the engine was consuming antifreeze (discovered to be a crack in the block). We were just lucky that one of the few working gauges was the temperature sensor or it may have been a different story.

Needless to say that when I arrived home I found myself faced with a decision... patch it up to sell and recoup my money or do a complete rebuild. In the end I figured that I had a great opportunity to "personalize" the car so the rebuild began. Over a two year period everything was ripped out of the car except for the rear end. A performance 327 block was found at a junk yard and sent to an engine rebuilder friend of mine to be bored out, balanced, blueprinted and lots of goodies added. I reinstalled it with Hooker headers and turbo Corvair mufflers. The 2 ½' exit pipes were so large that the back panel chrome exhaust bezels needed to be removed to fit them through. I rebuilt the Muncie 4 speed, replaced every wire in the car and dyed all of the interior pieces to black. Once the basic components were reinstalled I took it to a fibreglass specialist for body repair and paint. I went with the brightest yellow paint I could find, added some aftermarket rims and the photos show the finished project.

I can honestly say that during the rebuild there were times I regretted taking on such a project. I can also say that I will never go through that exercise again but in the end I was very pleased to own and drive a very clean, very high performance '64 Corvette. Since then I have owned a 1995 Coupe, 2007 Coupe, 2011 Grand Sport and my current 2019 Z06 but none will be as special as my first.





CCNS joins the Canadian Council of Corvette Clubs – Eastern Region

If you attended last year's AGM or read the minutes, you'll be aware that the Club tasked Treasurer Rick Latimer to determine if a more comprehensive and cost-effective insurance coverage package could be found to cover both the Club's activities as well as provide liability protection for CCNS' officers and directors. Once the issue was researched, it was determined that there was no "cheap" solution and that the best option was one that had been researched and considered a few years prior. That solution was the Canadian Council of Corvette Clubs – Eastern Region (CCCC-ER), or Quad – C as it is more commonly known, and to that end, CCNS recently made application to, and was granted a prorated membership in Quad – C for the balance of 2020.

Somewhat akin to CAA where one gains access to certain privileges and services by virtue of being a CAA member, Quad – C offers access to insurance coverage to member Corvette clubs which is ideally suited to the hobby and typical club activities. But Quad C is much more than just a source of insurance, Quad – C was established in 1975 by a group of individual Corvette clubs throughout the provinces of eastern Canada with a common desire to share in the Corvette experience. The Quad – C "Council" draws representatives from each club, all volunteers, and elects an executive from among that community.

One key Quad – C goal is to bring member clubs together by striving to facilitate and foster fellowship among Corvette owners, share Corvette history, experience, technical knowledge, and promote "all things Corvette". Quad – C also focuses on hobby activities and programs with the objectives of fun and safety. Furthermore, Quad-C also enjoys relationships with key sponsors and advertisers whose support helps conduct the Council's business and activities.

Throughout a typical year, Quad – C Corvette clubs share information related to their hosting of social gatherings, summer cruises, rallies and car shows which in some case include judged events; and members from all the clubs are encouraged to support their fellow clubs. Those who participate in Quad – C sanctioned events as identified in the Quad – C calendar also accumulate points toward the annual Participation Series. Information about all this and much more is readily available on the Quad – C website: <https://www.quadceast.com/>.

Each member club has one individual appointed to serve on the Quad – C council and act as the conduit for the two-way flow of information between Quad – C and the club. For CCNS, Secretary Doug Butt will act as the Club's Governor for Quad – C. He will be receiving membership cards, windshield "zappers" and other information in due course which will be passed on to CCNS members. Questions related to Quad – C may also be directed to him as well.

Thank you to both Rick and Doug on behalf of all CCNS members for their efforts on this.

2020 Member Clubs

Corvettes of Southern Ontario	Greater Moncton Corvette Club
Corvette Club of Windsor	Wasaga Beach Corvette Club
Pine Ridge Corvette Club	Newfoundland & Labrador Corvette Club
Corvettes of Durham	Brampton Corvette Club
Corvettes of Peterborough	Niagara Corvette Club
Lake Country Corvette Club	Corvette Club of Nova Scotia

Thank you to all our sponsors



Sponsor



Established 1985

• Financing • Warranties • Trades

Bible Hill, NS

(902) 897-8836

www.tkennedyautosales.com



Sponsors



Hines Marine Services

Lower Woods Harbour

902-723-2429

info@hinesmarine.com



Atlantic Canada's vehicle wash & equipment headquarters

1-888-775-8383 Elmsdale <http://maritimecarwash.ca/>



Sponsors

Lisa & Girls

Tyrone Nickerson

&

Crystal Ross



**Little Erica
Fisheries**

Sandy & Debbie
Stoddard



902-663-2551 (Reg Leblanc)