

Volume 1, Issue 6.

October 2017/December 2017



Corvette Club of Windsor

NEWSLETTER

President's Report

TO ALL MEMBERS

I would like to take this opportunity to thank everyone for the pocket watch and the kind words spoken by Moe. I joined the club in 2007 after purchasing my 1971 Corvette in Michigan. I HAD NO IDEA WHAT TO DO TO BRING THIS CAR TO LIFE. Thanks to Wayne Sauve , Bob Small and many other members in our club I am very proud of what I have accomplished as a car guy and member of the Corvette Club of Windsor. As President of your club I watched the dedication and ownership that our members took over the last few years. You guys made the club so appealing we have the highest membership in a long time. One man does not make a club successful, a team does.

Now I am leaving the President's position in good hands. Dan Reaume will take it from here and I am sure the club will continue to grow in many directions. The new /old executive is now in place. A big thank you to Gary McGuinness who goes about keeping our financial status up to date for the last many, many years. Personal THANKS from me Gary also.

Marilyn keep the donations coming.

Thanks again to everyone. I love this club and hope we can continue to help those that need our help.

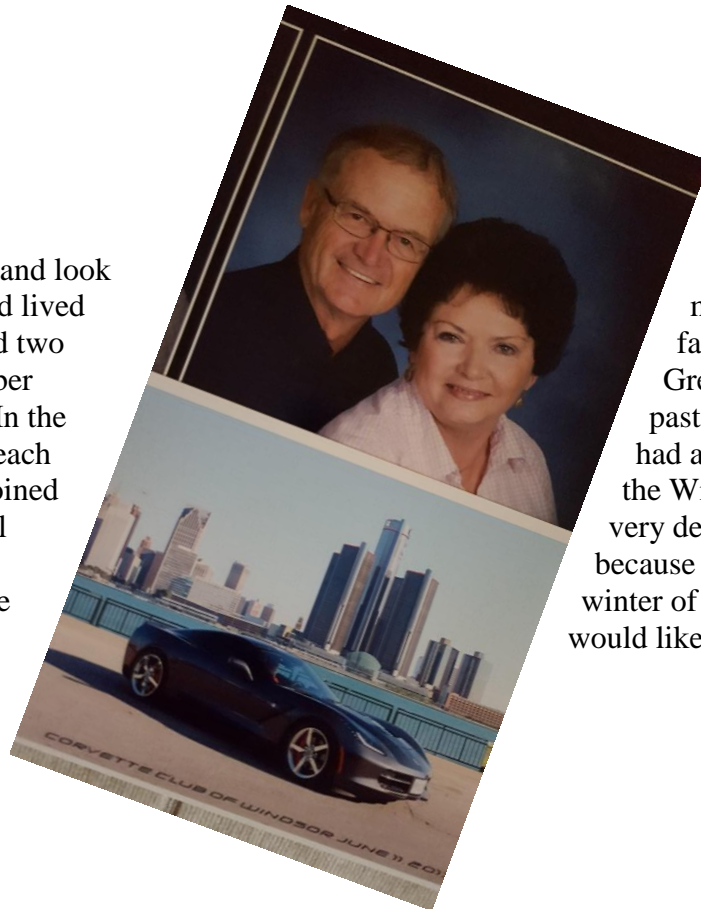
BRYAN HANSEN, President.

New Members

Ralph and Linda Harvey

We are excited to join your club and look forward to participating in club activities. We are both retired and live in St. Thomas with our two sons and two daughters. Our latest Corvette is a 2014 Cyber Red purchased for touring purposes. In the past we have owned a 1964, a 1971, a 2005 and each for touring purposes. We joined the Windsor Corvette Club not only because we have several very dear friends in the club as well as because of your variety of activities. After a return from the winter of 2017-18 we hope to be more involved with the club and would like to show you a picture of us and our Corvette.

Thx Ralph & Linda Harvey



forward to 2018 most of our lives in a fabulous grandchild. Grey coupe that was past we have owned a 1964, had a purpose for our the Windsor Corvette Club, very dear friends in the club as because of your variety of winter of 2017-18 we hope to be would like to show you a picture

Club Events

Sunday, October 1, 2017

Apple Fest Car Show –Beside Colasanti’s in Ruthven





Saturday, October 7, 2017

3rd Annual Stoney Point Sportsmen's Club Show & Shine – 6348 St. Clair Rd. Stoney Point

No report

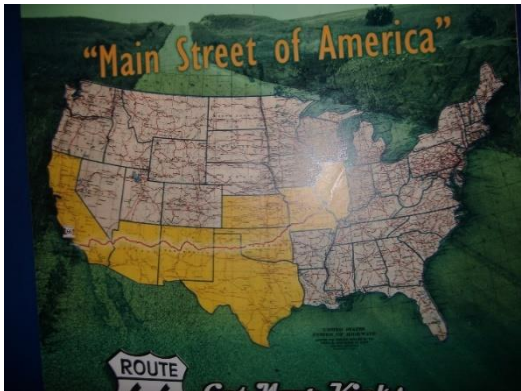
Wednesday , October 11 through Saturday October 14, 2017

Corvette Pace Car Registry 2017 Route 66 tour –
Joplin, Missouri to Tucumcari, New Mexico.

5 States, 678 miles (over 1000 km)



This was a trip from Peter's bucket list. Peter and Joan Roberts had already driven about 200 kilometers on Route 66 in Arizona a few years back in a rental car, but here was a special opportunity to add more miles on this special highway in the Corvette. We were to meet Enzo and Karen Carboni at the hotel in Joplin, Missouri, but unfortunately when we arrived we learned from Karen that Enzo was in the hospital in Joplin. The hospital staff recommended that he forget the road trip and have Karen drive Enzo and the Z06 home, which is what they did.



Route 66 is referred to as the "Mother Road" by the Dust Bowl "Okies" on their journey of desperation or by others who named it "Main Street of America". It was designated a national highway, and I say "highway" loosely, having its official beginning on November 11, 1926.



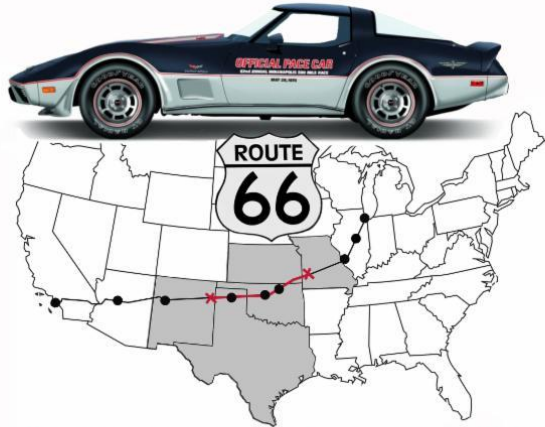
The way it looked in the beginning.



During the Great Depression of the 1930's the 2,400 mile dirt road was improved and evolved into a narrow, twisty two-lane roadway as it wound its way through 8 states from Chicago, Illinois to Santa Monica, California. It was reported as "continuously paved" in 1938. The Federal Aid Highway Act of 1956 provided funding for the national interstate and defence highway system. By 1970, nearly all segments of original Route 66 were bypassed by a modern 4-lane highway. The outdated, poorly maintained

vestiges of US Highway 66 succumbed to the interstate system in October 1984 when the final section of the original road was bypassed by Interstate 40 at Williams, Arizona. There had been improvements where the original road was widened and straightened, some portions becoming 4-lanes, before the advent of the Interstate Highway System in the 1950's. Route 66 was made famous by John Steinbeck's novel "The Grapes of Wrath". It also fueled the growth of restaurants, hotels, motels, tourist attractions and gas stations along the way.

**2017
CORVETTE PACE CAR REUNION
OCTOBER 11th - 14th**



JOPLIN
MISSOURI KANSAS OKLAHOMA TEXAS NEW MEXICO
TUCUMCARI

5 STATES. 678 MILES.

Our particular trip was organized by the Chevrolet Corvette Pace Car Registry through event director Bruce Jeschke. We had 38 Corvettes participate, the majority being Pace Cars.



No show !

Despite the pictorial in the literature and on the jackets that we received, there was no 1978 Chevrolet Corvette 25th Anniversary Pace Car in our group, only C4, C5, C6 and C7's.

Day One - 241 miles (389 km) Joplin, Missouri through Kansas to Edmond, OK

It all started at 5:00 pm Wednesday, October 9 with an event kick off at the La Quinta Inn, Joplin, Missouri with introductions, goody bag and jacket hand outs. They provided Old Chicago pizza with a cash bar. We also received an expandable charm bracelet with the Pace Car logo and a Route 66 charm. Others got additional charms for participating in other Pace Car events.



8:30 in the morning we were all lined up – 38 Corvettes, the great majority being Indy Pace Cars, with a police escort out of the hotel parking lot, then about a 1 kilometer procession up to Old Route 66.

Our agenda the first tour day was:- discretionary stops; drive through Missouri and Kansas, buffet lunch at Rib Crib, Claremore, OK; Will Rogers Museum; more discretionary stops; dinner Pop's Soda Ranch, Arcadia, OK.

Road navigation was easy because we had all been given a several hundred page "EZ 66 Guide for Tavelers" by Jerry McClanahan. This provided mile by mile maps of the entire Rout 66 with anecdotes and special things to see.



Early on, we stopped at the LAST of three historic "Marsch Arch" bridges at Brush Creek that once graced Route 66 in Kansas.



More original service stations and tourist traps.



Will Rogers Museum, Claremore, OK



Blue Whale and souvenirs outside Catoosa, Oklahoma

I don't know if this place was there during the Route 66 heyday, but it is where we stopped for dinner. Pop's Soda Ranch, Arcadia, OK, has over 700 varieties of pop and therefore of course, 700 flavour choices in ice cream sodas. They also have a criminal banana split – compulsory share between 4 people if you want to be able to walk out of the place.



Day Two - 225 miles (363 km) Edmond, Oklahoma to Shamrock, Texas

Our second day of driving started at 8:30 am from our hotel in Edmond, Oklahoma.



Scheduled stops were: Route 66 Museum, Clinton, OK; lunch at Montana Mike's; Old Town/Route 66 Museum, Elk City, OK; Sleep Inn Hotel, Shamrock, Texas. Shamrock is so small that there is not a single restaurant in town that can handle 78 people at once for dinner, so we split up and went to places like; Big Vern's, Mosquite Canyon or El Sombrero - all good.

Through most of Oklahoma they built I-40 to follow Route 66, thus making the Mother Road into a service road. It crosses back and forth over I-40 many times. After our stop at Cadillac Ranch, Joan and I decided we wanted to follow an old section of Route 66. The rest just barrelled down I-40 to the next adventure. As we meandered down this virtually unused road we came to an intersection which was not plainly marked in our book map. There were no "Route 66" signs but there was a house on the corner. When I asked at the house for directions, the owner was extremely accommodating, saying everybody stopped to ask where we should go. I asked him why there were so few signs and he said the people steal them all.

Just like the start of the Indianapolis 500, three lines of Corvettes, at one of our stops. Impressive, and instantly became a photo opportunity for other patrons who gawked at the display.



Route 66 Museum, Clinton, OK





At the drive in display

Ran into this pair, maybe 1,000 HP, very serious road rockets, who were part of a group from California on a 28 day road trip. They were in the parking lot of Montana Mike's restaurant where we had stopped for lunch.



Old Town/Route 66 Museum, Elk City, Oklahoma. Pioneer town recreated with museum, houses, various stores & businesses and services like funeral home, dentist etc, from 1930's era. There are tableaus of life on Old Route 66 from auto camping in the desert, through neon tourist courts, diners and gas stations, all depicted with old vehicles, murals and memorabilia.



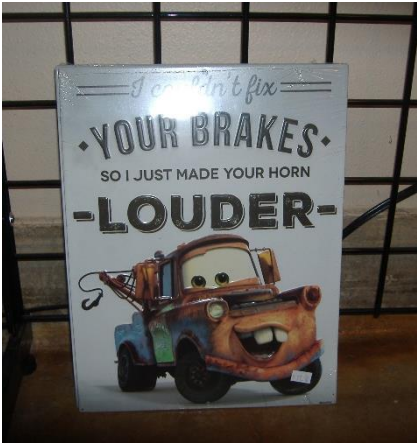


We could not miss the U-Drop Inn/Conoco Tower in Shamrock, TX right on Route 66. This Art Deco masterpiece from 1936 now houses a visitor centre. For the young in us, this garage was the inspiration for “Ramone’s Body Shop” in the Disney/Pixar movie “Cars”. This gem was only 200 metres from our hotel, so I could get pictures of the neon at night as well as next day in daylight.



Poster in visitor centre

Towmater says “I couldn’t fix
YOUR BRAKES,
So I just made your horn
- LOUDER -



Day Three 212 miles (342 km) Shamrock, Texas to Tucumcari, New Mexico

The third day we left the hotel at 9:00 am, but before we did we took pictures, on the stairs of the hotel, of most of the participants. What a great group of people.



Devil's Rope Museum, McClean, Texas. Barbed wire museum! Who knew there were so many different types and varieties of the stuff. There were wire twisting and fence building machines, as well as dozens of other barbed wire applications. Not to mention dozens of branding irons etc. All in tribute to barbed wire with barbed wire creations and memorabilia.



We knew we were in Texas, when on the road we saw a billboard sign promoting a “FREE 72 OZ STEAK DINNER” - if you can eat it in one hour. We decided we did not have time.



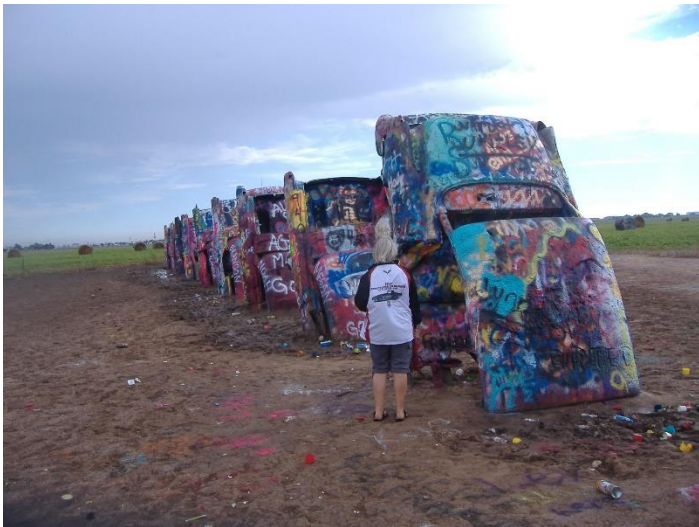
VW Slug Bug Ranch - half dozen nose-dived Volkswagen Beetles, just down the road from the Cadillac Ranch.



Cadillac RV Park near Bushland, Texas. Giant “2nd Amendment Cowboy” at Cadillac RV Park with several pristine Caddy’s mounted on ramps in the entrance.



Cadillac Ranch. The outdoor artwork titled Cadillac Ranch was NEVER actually on Route 66, but it is still an “art” icon not to be missed. It sits all alone in the middle of a field on the other side of I-40, with painted hay bales sitting as witnesses. The paint graffiti is about 4 inches thick, so the bodies of these 10 luxury barges, planted nose down in the dirt, do not look like they were Cadillacs.





Mid Point Café and Gift Shop, Adrian, Texas. The unofficial mid point in Route 66.



Sign read
"WELCOME - midpoint
Los Angeles 1139 miles
Chicago 1139 miles"



Russell's Truck Stop, Glenrio, New Mexico.

"Corvette Only" parking?



Tucumcari Convention Center. The town rolled out the red carpet for us to show off our cars in the Convention Center parking lot, then a greeting and presentation from the Mayor of Tucumcari inside the Convention Center. Very nice welcome to our final destination.



Flat topped mountain looms in distance to welcome you to Tucumcari.

Original restored neon sign inside Convention Center.



Closing activities included a catered dinner outside at Watson's Famous BBQ, Tucumcari, New Mexico at 6:00 pm. Fabulous food, all you could eat. This was a "dry" town, but some of us smuggled in wine, spirits or beer, about which the restaurant owners could have cared less. Unfortunately, at dusk, we were invaded a multitude of tiny mosquitos, definitely not Texas sized. Someone had repellent, but it did not work too well on these tiny critters, but the itch was Texas sized. After we had eaten, there were draws for various gifts. Joan and I both won stainless steel travel mugs with the pace car logo.



There was a closing activities bonfire at the legendary Blue Swallow Motel, just down the road, but most of us skipped this finale because of the mosquitos.



Before we left Windsor, I was a little concerned about the condition of the road surface on Route 66. As it turned out the majority of the route was smoother than the Interstate. There was only one VERY bad section of Route 66, about 10 miles long, with huge holes, patches and SEVERE bumps, but that was all. The Interstates, however, invariably had “knock your teeth” out transitions at almost every bridge. The regular pavement is asphalt, but the bridge surface is mostly concrete. Where they meet there is a bump which is really noticeable with my 30 aspect ratio run flat tires. All of this pounding caused two of my exhaust tips to break off and the rear carbon fibre splash guards loosened up as well.

Fortunately I had bought the exhaust tips from Corvette Depot in Windsor and Rob Menzies, the owner of Corvette Depot, replaced them free of charge. What a great ending to an unforgettable trip, plus we have Rob as a member of our Club. Please support him and his business, just as he supports our club with sponsorships. Thanks again Rob.

In all the Route 66 road trip was a very pleasurable event, which I was glad we could attend. Nobody got a speeding ticket, although most of us deserved several. Thank you to the Chevrolet Corvette Pace Car Registry for inviting us. Believe it or not, the total distance of Joan and my entire trip, garage door to garage door, was EXACTLY 4,000.0 miles or 6,452 kilometers.

Did you notice the blue sky in all of the pictures? We were really fortunate on our entire 14 day trip, where we went on to visit friends in El Paso after leaving Tucumcari, New Mexico.. It only rained on the first and last days of our trip. Rest of the time prefect.

Now a word of caution to anyone going through Colorado or Wyoming in the fall. After visiting friends in El Paso, Texas, we had originally planned to go on to Palm Springs, California and then head back via Las Vegas, Salt Lake City and through the mountains in Colorado to get home. We would have picked up about 50 more miles of Route 66 in California. Just a few days before we left, a friend told us we might need snow tires, so I called the State Police in Colorado and lo and behold, after October 1, if you get stuck without snow tires or chains, it is a \$1,000 US fine. WOW!. I don't know where to get 325/30R19 snow tires or anything to fit on my 12 by 19 inch rims, and there is no room for chains. HA, HA !! ☺ So we changed plans and went home via San Antonio, forgot Colorado.

Thursday , October 19, 2017

This meeting was at Central Park Athletics.

A brief recap of the Oct 19th meeting. It was a full house at the monthly meeting. Dinner menus and such were discussed for the annual Christmas party. Ralph organized one last fall ride set for Mitchell's Bay. Ron Packer talked about an outing to R&M in the spring, private tour and dinner in house in an refurbished 50s diner. Ed Jones gave a few more details on the trip to Tail of the Dragon set for early fall. A few laughs were had as President Bryan Hansen, in his last official act, wielded some executive power by nominating present and absent members for up-coming executive positions. Ron Packer also talked about the Steel Town Corvette Show all Chevy show. Moe Dupuis

Sorry no pictures

Sunday , October 22, 2017

CRUISE

This Sunday Oct 22nd we will be going by the back roads to the Parkside Restaurant

In Mitchells Bay for lunch

WE will be leaving from the Tim Hortons in the Sobeys plaza at E C Rowe &

Manning at 10:30 sharp

Sunday looks to be real nice and this will probably be the last cruise of the year.

Linda and I hope you will join us

See you Sunday

Linda & Ralph

Sorry no pictures or story

Friday, October 27, 2017

Victoria Greenlawn Chili Car Wash

Ken Gray invited the Club to get a car wash and a great bowl of chili at Victoria Greenlawn's and James H Patterson's Chili & Car wash. Event is to raise money for the Arbor Foundation. There were supposed to be special treats. Linda

and her team at JHS will have some delicious desserts available. It was also heard that Bev might be making some of her famous cakes 😊

No more news

October 28, 2017

Good Evening Everyone,

Jenny and I will be attending this year's Murder Mystery at Heritage Village on October 28, 2017. We have gone the last couple of years and it is a lot of fun. Attached is the advertisement, the cost is only \$ 6.00 per person and all are welcome. If you have never been, they give you a pamphlet with a write on all the people in the story as well as a little history on the town, etc. Then you go around the village and talk to the different characters in the various buildings and in the streets to determine who the murderer is and submit your answer. Then everyone gathers at the end and they outline what actually happened.

It runs from 5:00 to 9:00, but you can arrive really anytime, this is no specific order that you must go and you go at your own pace, etc. We normally go around 5:30 and grab a burger, etc. for dinner out there, then walk around and try to solve the murder.

If anyone would like to join us for this, it is a great time. Just let us know so that we can watch for you. This is also a great fundraiser for Heritage Village.

Thanks, Gary and Jenny

Sorry no more information

Canadian Transportation Museum & Heritage Village
Village Murder Mystery

Saturday October 28th 2017
5pm—9pm

Gate opens at 5pm
Show starts at 6pm
Murderer is revealed at 9pm
\$6 per Adult, 12 and under Free
Event runs Rain or Shine

Refreshments Available in our Boarding House 5p-9p

6155 Arner Townline
Essex, Ontario
519-776-6909

www.ctmhv.com

CANADIAN
Transportation
MUSEUM & HERITAGE VILLAGE

The advertisement features a photograph of a log cabin at night with interior lights glowing. The text is arranged in a clear, readable layout with key details like date, time, and cost highlighted.

Saturday, November 4, 2017

Indoor Automotive Flea Market - Canadian Heritage Transportation Museum.

Sorry no more information

Saturday, Nov 11, 2017

Surprise Party; November 11/ 2017 Ralph and Linda Thomas will be celebrating their 50th wedding anniversary.

There will be an open house at Johnny Sholtz in Tecumseh (13037 Tecumseh Road East) November 11/2017 between 12 and 4 p.m. It will be a cash bar and with free food. The family would like the members of the Corvette Club of Windsor to drop by. Ron Jeffery

Sorry pictures

Sunday, November 12, 2017

3rd Annual Stoney Point Sportsmen's Club Show & Shine – 6348 St. Clair Rd. Stoney Point info: Dave [519-984-4820](tel:519-984-4820)

Sorry no information

Thursday, November 16, 2017

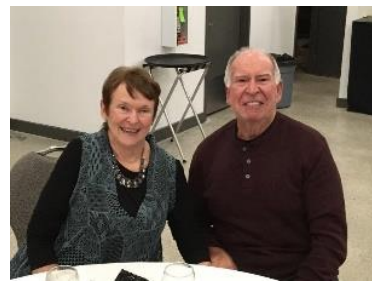
Informal Club meeting at Boston Pizza on Manning Road. No official agenda, just chat and eat pizza.



Friday, December 8, 2017

Corvette Club Christmas Party at Central Park Athletics





Future Events - Upcoming events

We will wait for next year to post 2018 events, but there are two events that require your attention now.

Mattick Chevrolet Corvette Caravan – June 2, 2018



Ed Jones will be organizing the gathering at Matick Chevrolet for the Belle Isle race for next year again. This is that fabulous all day event at the Chevrolet sponsored Detroit Grand Prix. Ed does not know how much the tickets will be at this point, however it will likely be close to the \$150 US/couple that we paid last

year. There will only be a one day window for him to get the tickets, so we would like to get this info out to everyone to find out interest from our members. I have said that I will collect the money for him since he will be back in Florida. The date will be Saturday, June 2, 2018. Any interested members can email Ed Jones and myself.



Lynda Reaume

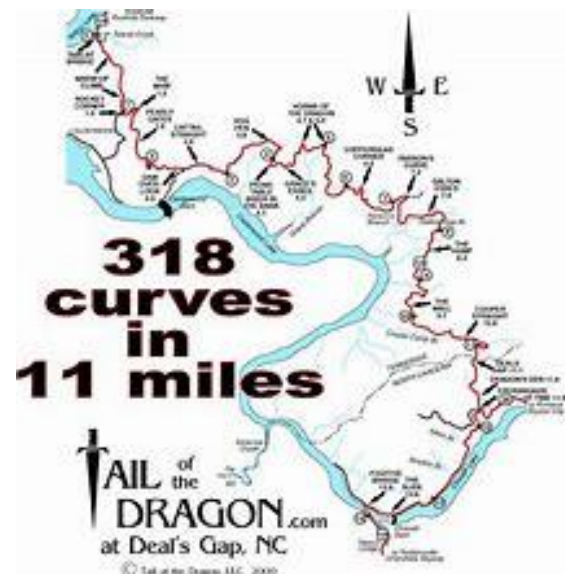
If you plan on going, email Lynda right now at lyndareaume@yahoo.com or Ed Jones at edjones@hotmail.com .

Tail of the Dragon – October 2018

Lynda and Ed are working on a trip to Kentucky, Tennessee, and North Carolina to take in the Tail of the Dragon and some other beautiful roads down there. Plan so far is to leave Thursday, Oct 11 and to return Oct 16 or 17. I will keep everyone updated as I book things and look for a deposit to secure a spot.

Lynda Reaume, Ed Jones

Co Activity Directors



Neat rides

Answer to last months quiz about which non Corvette cars were owned by members displayed at Fogolar Furlan Labour Day car show in September.



This beautiful 57 Chevy is members Garo & Arlet Kalktik other car.



This great looking Prowler is one of members Bob & Ruth Bobbis cars.

Anybody else have a second treasure hidden in their garage?

Thoughts at this time of year

“Led Zeppelin, the Corvette of Rock”



Brian Wilson and Mike Love were key tastemakers, interweaving car culture with their music.

This is about as true as it gets!!!!!!!

Corvette Owner Answer ...

This went around the Facebook page, and Internet a couple of times.

It's well worth consideration



A man named Tom Nicholson posted on his Facebook account the sports car that he had just bought and how a man approached and told him that the money used to buy this car could've fed thousands of less fortunate people. His response to this man made him famous on the internet.

A guy looked at my Corvette the other day and said, "I wonder how many people could have been fed for the money that sports car cost."

I replied I am not sure, it fed a lot of families in Bowling Green, Kentucky who built it, it fed the people who make the tires, it fed the people who made the components that went into it, it fed the people in the copper mine who mined the copper for the wires, it fed people in Decatur IL. at Caterpillar who make the trucks that haul the copper ore. It fed the trucking people who hauled it from the plant to the dealer and fed the people working at the dealership and their families.

BUT,... I have to admit, I guess I really don't know how many people it fed. That is the difference between capitalism and welfare mentality.

When you buy something, you put money in people's pockets, and give them dignity for their skills.

When you give someone something for nothing, you rob them of their dignity and self worth.

Capitalism is freely giving your money in exchange for something of value.

Socialism is taking your money against your will and shoving something down your throat that you never asked for.

I've decided I can't be politically correct anymore. (I never was, actually)

His answer made him famous on the internet world as it received almost half of a million shares and more than eight hundred thousand reactions on Facebook.

Thanks Marilyn Fahringer



Your Corvette would look like a Smart 4 Two in this Dubai traffic jam!



Tips and other Fix It ideas

Well written comments on steering lock.

1998 to 2004 C5 corvette 'pull key wait tens seconds'

Just an update on my situation. Most of you know I had the steering lock up only a few weeks after having the Steering Lock campaign being improperly performed by Gus Revenberg. I am not giving up. I have proof that Revenberg did not do the recall correctly, regardless of whether or not it works. I have got nowhere with 5 people at the GM Customer Care looking for restitution on the costs. Finally the last one, as high as I could go, told me the dealer did it right and also because it failed too long after the work was done (6 weeks and 518km). They also said because I asked them to disable the lock mechanism that then put the onus and responsibility on me. She was denying my claim and I could go nowhere else in GM. I wrote three letters to the President of GM Canada initially asking to get me to talk to someone with authority who will listen to my rationale and later asking him to provide the data that the Executive Review Team was using at justification for their refusal. This got me nowhere. Finally, after a letter to the General Council of General Motors asking how I could address the Board of Directors did I get some positive action. Just goes to show that perseverance pays off when you are right because I got a refund in the form of a Visa credit to be spent at any GM dealership for whatever I need for any car. Yeah!!!

My recommendation for anyone with a C5 to get the LMC5 kit that Bob Small has or get what I got from Corvette Central. Your C5 will encounter this problem for sure. When I was on the Route 66 trip, a guy there said his C5 had had it happen 5 times. I would have had it happen when I could not unlock the passenger door electronically. I unlocked with the key and the "security" notice displayed, thinking the car was being stolen. If I had not had the relay kit installed I would have had the steering column lock again.

Peter Roberts

I have copied Bob's email and notice about how to correct this problem for you all.

----- Forwarded message -----

From: **Bob & Chris** <corvette@mnsi.net>

If anyone is interested I'm going to make one last purchase of the LMC5 for our club and a few others.

If you own a C5 manual shift then you most likely will eventually have the issue if you haven't added the kit yet. Peter Roberts learned the hard way and in the end it cost him time and way too much money at the dealership.

Since GM never corrected the problem there ended up being 4 recalls on the C5's pertaining to two issues. The first being the "pull key wait ten seconds" and the second "service steering column". All the recalls did not work and it has left many C5 owners stranded on the road. Your car can have 10K or 150K it doesn't matter. Once this happens it's a trip on a flatbed to a service shop.

In a quick Coles notes I'll try to explain what happens.

- GM installed a Steering Column Lock mechanism on all 1997 - 2004 manual (MN6) cars and on 1997 to 2000 automatic (A4) cars
- There was and still is a GM recall for this problem on affected models and years
- It is one of the most problematic issues that C5 owners deal with
- It can happen to you if you have a pre-2001 A4 (auto) OR any year MN6 (manual) or Z06 car. Age or mileage makes no difference.
- Low battery voltage seems to aggravate and sometimes cause column lock failures

While you're trying to start your car and the voltage drops below the minimum 12.5 for starting it signals the "K" relay in the security system which is part of the control column lock system. This relay cuts fuel to the engine as its perceiving an attempted theft.

Second the "K" Relay that is located near the control column lock thinks it's failing. The body control module monitors relay position and if the relay fails to switch over the BCM sets the pull key and wait message to attempt to correct the problem. When this happens the column lock will stay in the locked position and your toast.

If the car was from the US you can always tell if the latest recall was done if the steering wheel won't lock with the key out. This only means the recall was done but doesn't mean it won't happen thus the LMC5 kit. GM even sent a bulletin out for the 1998 to 2000 automatics but I have never heard of this happening to the automatics.

As of now Les and Ori have ordered and I owe Brian Deloge a kit since he let me give his kit to one of our members in London. If any of you want this kit please email me by Wednesday of this week since I am going to call Richard at Compliance Parts and put the order in on Thursday. I will have them by Saturday and will get them to you shortly after.

The kit's are \$40 US plus shipping and no I don't up the cost on them or pay duty on these since they are a US safety product. I pay \$40US and you pay \$40US plus the shipping. They are not difficult to install and there is no pulling apart the dash or cutting wires as some of the other kits are. They are installed in the passenger foot well where the BCM is located. I don't install them anymore but if you don't feel up to doing it yourself Rudy at Allchin Brake (sponsor) has done several of them and he charges about an hours' time. The last time I talked to Richard at CP he said he has sold more kits to GM than to individual customers.

Sorry it's so long winded but I tried to explain so there are no questions.

One more note, If any dealer says your C5 hasn't had the recall done like they did to Peter my opinion is to tell them to green flag the recall on the vehicle and put in the kit.

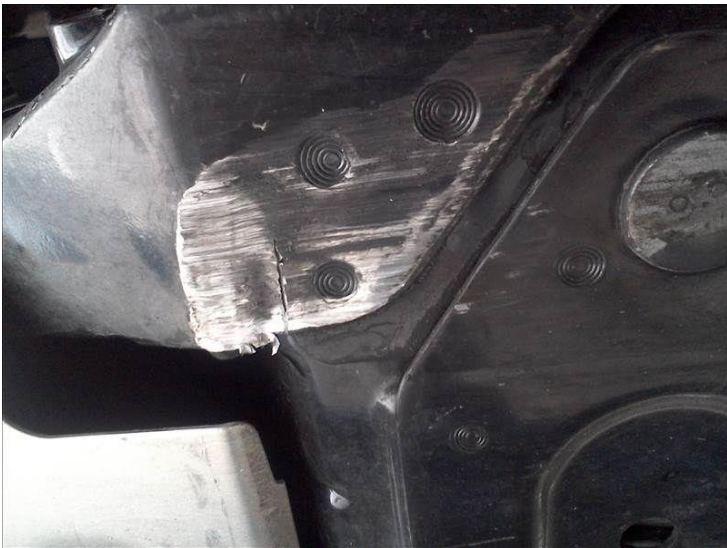
Bob

+++++

Who would have believed this? A One-Inch Crack Totaled This Brand-New Corvette Grand Sport. Watch out for road kill, speed bumps and other paraphernalia on the road these days.

This is all the damage it takes to render an otherwise perfectly gorgeous Corvette useless.

Road debris is a real concern, especially as our nation's infrastructure continues to erode. Chunks of pavement are adrift. Potholes grow into craters. Bridges fall into disrepair. That's not even mentioning the junk that could fall off the speeding truck in front of you. The mean streets of the world are becoming just that, and your finely tuned Bowling Green-built machine is low enough to be one of the most vulnerable cars out there.



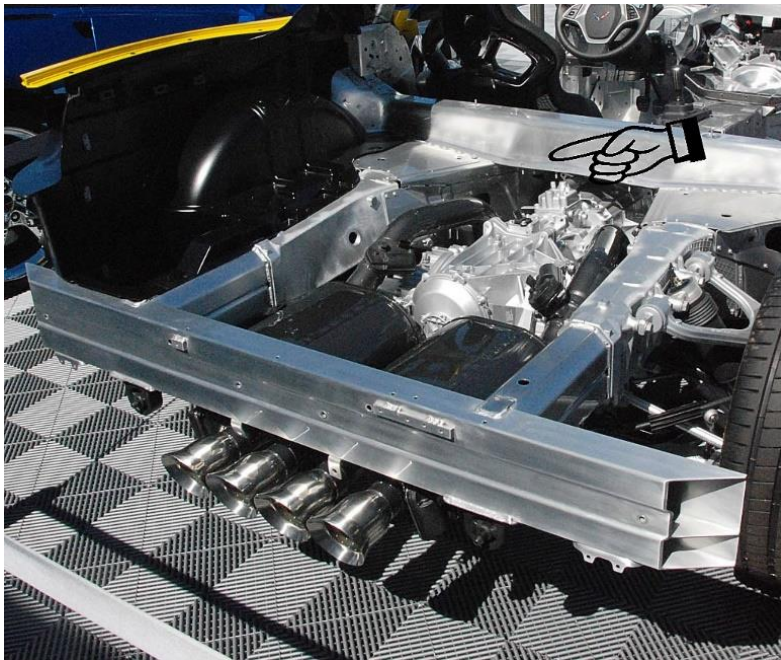
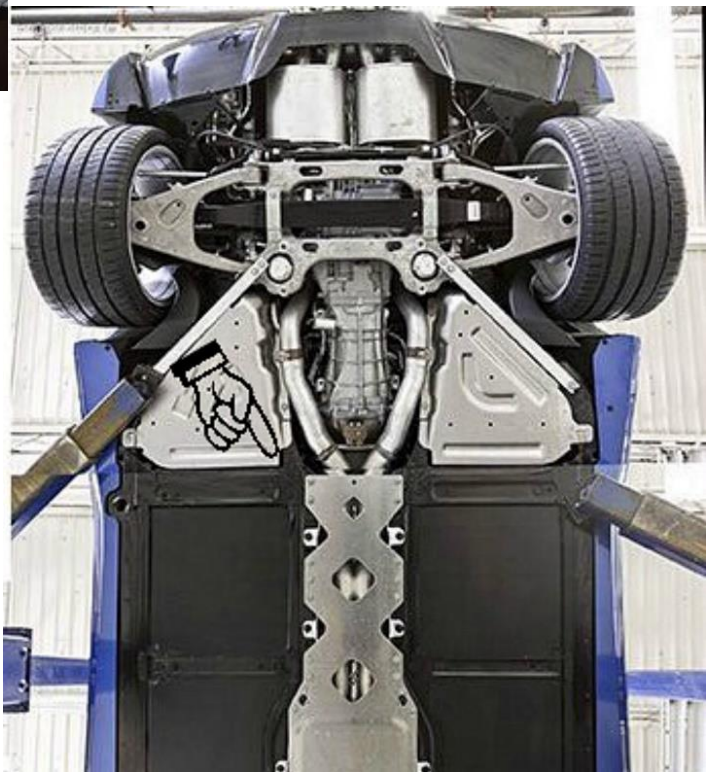
Corvette Forum member “**cdm85-251**” **recently found this out the hard way**. Something on the highway jumped up into the car's undercarriage, and aside from some loud clunks, he thought he'd gotten away without too much damage. No fluids were leaking. The car's delicate bits seemed to be unharmed. Or so he thought. But as he put in his post:

“I had the misfortune of being on an extremely busy interstate about a month ago when a vehicle in front of me went over a large rock or chunk of something VERY hard.

This interstate is eight lanes wide where I was at, and vehicles were all around me doing 70+/- mph, so I had nowhere to go and I couldn't stop without causing accidents for others. I tried to straddle it, but it hit a number of places under the car. Luckily it missed anything with fluids.”

Upon further investigation, he found a small crack in the rear transmission tunnel section of the Corvette's frame. This part is completely non-serviceable. Because it's a bonded piece of the frame that can't be replaced without compromising structural integrity, it isn't available from GM. As a result, the insurance company totaled the car. It's scary to think that a Corvette can be taken out of commission as simple as that. Who would have guessed that a monster of a car like this Corvette could be taken out by a chunk of road garbage

These following pictures give us a better idea of where this damage actually occurred. Welding the crack was not an option from either GM or the insurance company. In the US the vehicle title has to show the car was a write off, however this car could easily be resold with a “clean” registration and the buyer would not be aware of the damage. See the hand.



Peter Roberts editor



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