



Calypso 2014 C7-2LT-Z51 Corvette Stingray

The first year of an owner specified dream



Dedicated to the inspiration and tolerance of my family. Without their love and support the joy of Calypso could not be realized.

Holidays in United States							Jun 2014 (Pacific Time)	
Sun	Mon	Tue	Wed	Thu	Fri	Sat		
1	2	3	4	5	6	7		
8	9	10	11	12	13	14		
15	16	17	18	19	20	21		
Fathers' Day		Play 1100			2000?	3000!		
22	23	24	25	26	27	28		
	3100!		<u>3300</u>					
29	30	1	2	3	4	5		
					Independence Day			

June of 2014 was the month where the ordering process came to a close. I had sat in the purgatory of Status 1100 from December 24th (2013) until this month, when it changed to Status 2000, sometime between the 17th, and the 20th. I was overjoyed, as it was getting real. The very next day I checked again to make sure I wasn't dreaming, and it had changed again to Status 3000!!! By Monday it had moved again; to 3100. The next major step was VIN day and the expected Production Day.

I was absolutely ecstatic by that point. Constraint, allocation, and delivery risk were no longer issues. The production line had my build order and by the speed of 3000 to 3100 all the required components to build the car were in stock. It was strictly a matter of fitting into the schedule. Of the 15 builds that had been authorized I was in one - would it be 14 or 15??



June 25th - The long wait, thinking about the car that I had ordered (pictured above) was over. There was no changing now. The last few days of June and the first few of July were tedious.

I knew that one day about 10 days to two weeks following the 15th of July, my car would be sitting waiting for me. And in July it did end up there; pictured below in Delivery area #6.



National Corvette Museum

350 Corvette Drive • Bowling Green, KY 42101-9134
Phone [270] 781-7973 • Fax [270] 781-5286
www.corvettemuseum.com

June 25, 2014

Pete Neild
12648 Butterwood Ct.
Poway, CO 92064

Dear Pete,

CONGRATULATIONS ON YOUR PURCHASE OF A NEW CORVETTE! The National Corvette Museum is thrilled that you have chosen to take delivery of your new Corvette at the "Center of the Corvette Universe."

As agreed on the phone, your scheduled date of delivery is **Tuesday, July 29, 2014 @ 7:45 A.M., CST.** Enclosed is information to coordinate your travel arrangements. When making travel arrangements, please be sure all air fare/travel packages are refundable and changeable. We hope you can understand that neither Chevrolet nor the National Corvette Museum will be responsible for costs incurred during those variations.

At the time of your special delivery, the following items are required:

- ❖ A license plate or temporary tag
- ❖ Proof of ownership (bill of sale, etc.)
- ❖ Proof of insurance
- ❖ Valid operator's license

Please do not forget to pack them!

The following regulations apply to the Corvette Plant tour:

- No back packs, purses or bags of any kind are allowed in the plant
- If you require the use of a service animal, please provide us with notification and documentation prior to and during your delivery
- No Food Or Drinks
- You must wear closed toed shoes (no sandals or high heels!!!)
- No cameras, pagers, cell phones etc.
- Children must be seven years of age or older
- We suggest eating before your arrival at the museum – as total delivery could take up to 5 or 6 hours

Please note that Plant tours may not always be available due to Plant closures or tour cancellations for corporate privacy issues.

The National Corvette Museum looks forward to being an integral part of this memorable occasion-**the delivery of your new 2014 Laguna Blue Corvette Coupe.** If you have questions concerning the process, please call me at 1-800-205-4248.

Sincerely,

Lori Bieschke
NCM Delivery Department Manager



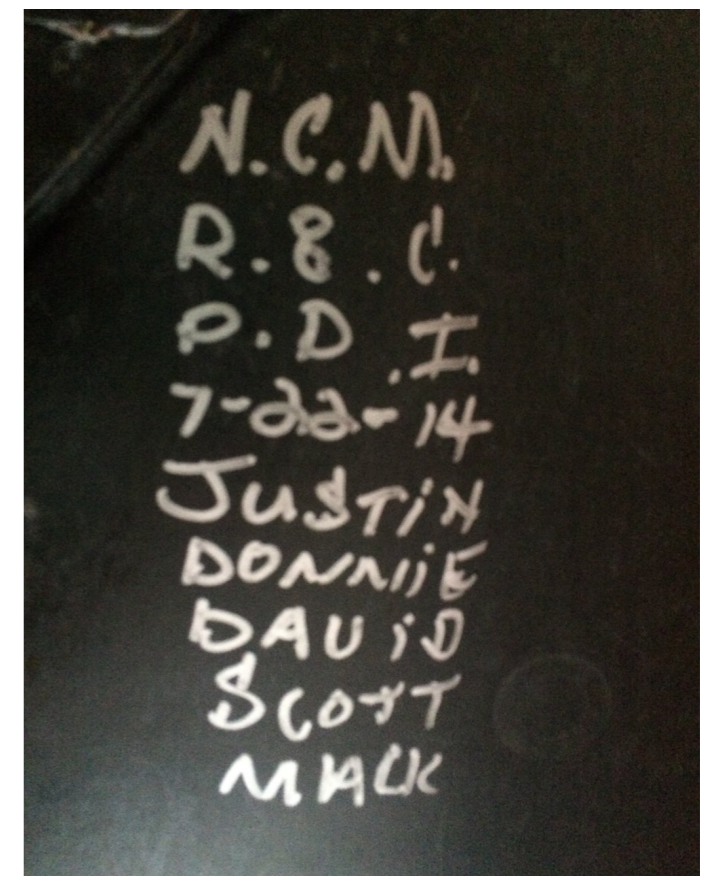
On the 8th of July the VIN # (32,438) was assigned and the parts were placed in the queue for the remainder of the week. On the 14th the sequence was started, and then on the 15th Calypso was born, at the head of her class. The **Leader of Batch 15**.

pneilddroid@gmail.com, Holidays in United States Jul 2014 (Pacific Time)

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	1	2	3	4 Independence Day	5
6	7	8 VIN#	9	10	11	12
13 Cynthia To Canada	14	15	16	17	18	19
20	21	22	23	24	25	26
27 Fly to Nashville MSIPMH	28 Big Day	29	30	31	1	2

With Calypso taking her place at the lead of the Batch, another six weeks of Corvettes (4,850) completed the 2014 Model year behind her, for a total of 37,288 over the year.

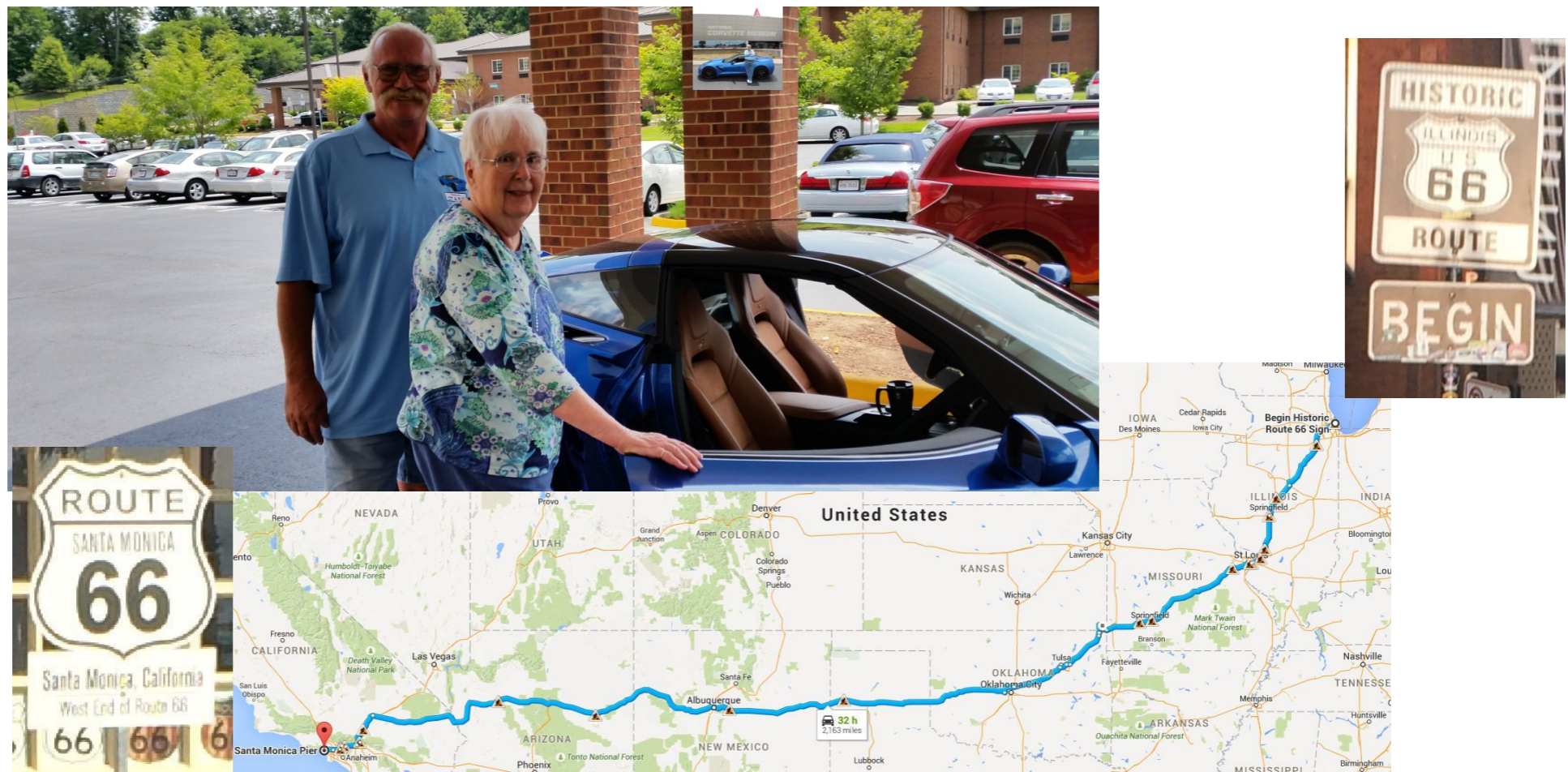
On the 22nd she was inspected by the Museum Delivery Team, and several months later I found the evidence.



July ended with the delivery of the car.



August began with a trip back east, followed by the **Route 66** trip.



Peter Neild, Holidays in United States							Aug 2014 (Pacific Time)	
Sun	Mon	Tue	Wed	Thu	Fri	Sat		
27	28	29	30	31	1	2		
	Fly to Nashville	Delivery at Museum	Drive to Richmond	Pete's Route 66 Trip 1st and 2nd Zaino	XPel install	Drive to Cincinnati		
3	4	5	6	7	8	9		
Pete's Route 66 Trip Drive to Chicago	Drive past St. Louis	Drive to Amarillo	Drive to Saligman	Drive to Santa				
10	11	12	13	14	15	16		
Pete's Route 66 Trip		North County		Bone Marrow	Body CT	Timber and Chris		
17	18	19	20	21	22	23		
						Third Zaino		
24	25	26	27	28	29	30		
Fourth Zaino				El Cajon Car Show				
31	1	2	3	4	5	6		
	Labor Day							



In amongst the other "issues" in August, that I had to get back for, there was some time for some afternoons out with Wendy.



And my first paint chip. I did it, and it has been repaired now.





**Calypso's
First car show was a hoot.**

**I learned a lot during this
show. What people were
interested in, and what they
were not interested in.**

**Mike Smith came in and
took some pictures, and I'm
glad he did. More lessons
learned.**

**I'm ready for more, no
matter how old this gets.**



Mike Polite, my third and final "Sales Guy" that hung in there with me through a majority of the lengthy "wait", has turned into a pretty good friend.

More on him later



September - With Dentists and Oncologists; September was pretty much an active month for me, with very little time to concentrate on Calypso. But this book isn't about that.

It was pretty much Sunrises and Sunsets, that marked our days.

The weekends were spent coming to the realization that Calypso was now a "used" car and was going to start collecting little chips, dings and scratches. Those little things that are hardly noticeable, but you know are there, because; you pretty much put them there in moments of carelessness. My diligence had to improve.





OCTOBER

Was Different

What is October without Oktoberfest. After years of going and just walking. This year Mike invited me to "SHOW" and show I did. It was a lot of fun, much better than walking.



The weekday business trips included side-bars as well. But the hours in parking lots and on these little junkets made me believe that ordering the translucent roof was a mistake. The internal car temperatures sky-rocketed, and the creaking and cracking of the lexan roof was becoming a concern. I needed away of stopping the sun's rays, without screwing up the appearance. I needed:

STOP-RAY



So in October I invented it. Stop-Ray goes with Stingray. And it stops the rays of the sun from entering all-together.

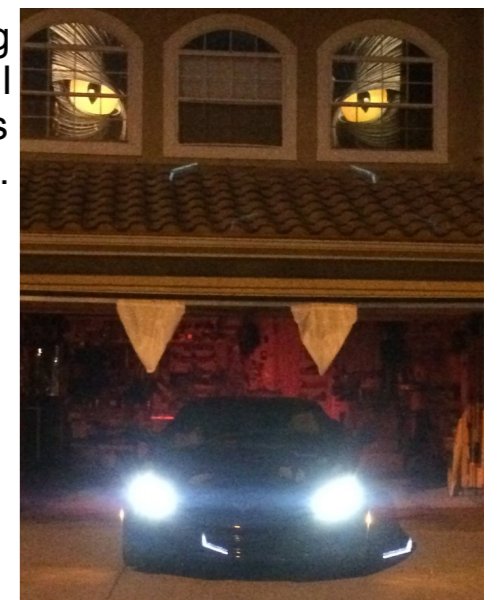
Testing proved that with Stop-Ray the outside surface temp could get up to very hot temperatures. But on the inside it stayed pretty much as cool as it was when you left it in the early morning. Over the next several months, more aspects were engineered and it is very close to production.



Calypso also picked up a nail in October. I minor puncture that was easily repaired. And in so doing, I discovered the brake ducting. This was an aspect that would also grow legs as the year went on.



No October would be complete without celebrating Wendy's Birthday on Halloween. Mike Smith and I conspired to make Calypso look as sinister as possible.





November - Another Trip to Mountain View proved out the mileage and "Eco Mode" effectiveness - - Didn't do anything for the bugs.

November also marked the time to say good-bye to the '01. It was a sad day, but a visit to the Corvette Shop and some time with Nick; all is good.



DECEMBER

Was not a good month. First came a little scrape to the undercarriage. I had taken a driveway entrance a little wide and bottomed out. I know it's there, but it doesn't show, and no real "harm" done.



Then came DECEMBER 7th; the day that will live in Infamy.

In addition to Pearl Harbor, and not to be confused with Charlie's Birthday. December 7th took on a whole meaning for me. It was the day I was T'boned by a BMW. Sealing forever my disdain of all aspects.

I worked the issue through State Farm, my insurance company, and the battle was on to convince "da other guy's", that the fault rested solely with their client. The battle raged until January, as did the wait for the repairs.

"But Christmas Came anyway."



A MORE DETAILED DESCRIPTION – Dec 11th 2014

Apparently, I was not clear enough in my last description for some readers. The picture below which is a Google Maps Satellite view (oriented so that North is up), shows a little more detail of how the collision took place.

Vehicle #1 is my 2014 Corvette. Shown where I had stopped.

Vehicle #2 is the BMW driven by Mr. Valenzuela. Shown at near the point of impact.

Vehicle #3 is I believe Mr. Kruse's vehicle. Shown in his position near the point of impact.



I had come to a complete stop bridging the parking spot, in back of car #2 (this is as shown in the previous description's picture). I was awaiting Car #3's exit from his parking spot further to the west. At the time of the collision Car #3 had exited the parking spot and had started the turn over to his side of the lane, and therefore had a good view of the collision. I on the other hand was watching Car #3 to insure that he had clearance to complete his turn. That is when I noticed the left back-up light of car #2 come on in my right periphery vision. He immediately backed up before I could turn my head or react in any way. My head turn was completed in time to see Car #2 make contact with my passenger side door. After the collision took place I immediately placed my car in park and turned the engine off as I opened the driver's side door. This caused Mr. Kruse to come to a stop, as my opening door blocked his path, which was my intent. After I exited, Car #2 had pulled back into the parking space, and I walked around the front of my car and down the right side examining the damage as I went. As I passed Mr. Valenzuela who had exited his car, he said "I didn't see you." It was at that point I waved down Mr. Kruse, and asked him if he witnessed the collision. He stopped and offered me his contact information. At that point I went back to Mr. Valenzuela and we both examined the visual damage followed by the exchange of information.

JANUuuuuu

January was a very long month, as far as Calypso life goes.

The first thing of the new year was the project to change the "badging". This was a task that I took on myself. So I took the "Christmas Money" I had received and placed the order for the Black Badging.

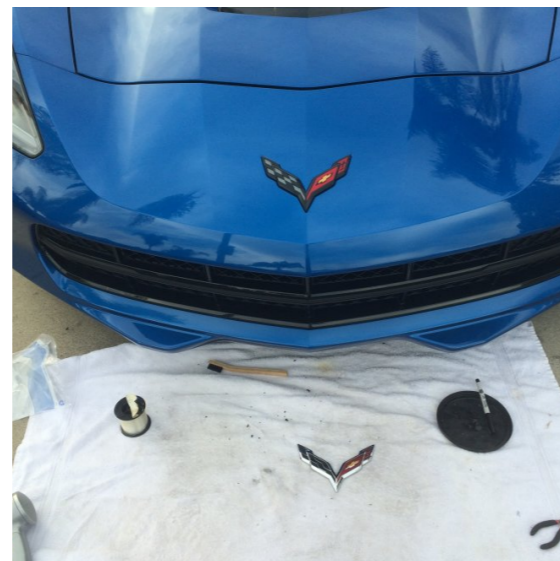
The front and side emblems both Chevy Chevron and the Stingray emblem were relatively easy.



The Chevron in the back and the Corvette lettering were a little more of a challenge. Especially when I got all the letters off. It presented a dilemma of "style".

It was finally decided to leave the lettering off for awhile to see how it looked over time.

It has stayed that way, and actually led up to the discovery made in June.



The other thing that was changed was the running lights. A very inexpensive "black-out" film allowed me to cover over the orange and red running lights.

This gave the car a more total - black trim and all the trim chrome was gone except for the bearing dust covers and the wheel lug nuts.



uuARY



Having gotten the word from StateFarm that the other guy's insurance had accepted 100% Liability; the "repair" started mid-month.

Careful attention was paid to the structure, and a new door was not really justified, as the body had flexed properly; just the paint was cracked.

That brought it down to THE PAINT. It had to MATCH - NO EXCUSES!!!!

After the composite body appraisal, and the paint sanding, it was off to the paint "match" task. It was decided that the entire front quarter, door and front bumper would be painted and blended. Paint and blending would insure that there would be no discontinuity of paint finish and tint visible from any angle. You would be able to approach the car from any direction and angle and not see a difference in the paint or tint. A total of 25 square feet of body surface would be treated for a six inch crack in the door panel below the side-view mirror. I discussed this "approach" with several body shops that I was familiar with and received good assurances that the "repair" was over and above a "normal" repair. Three of the five told me that as long as the panels were painted together and off the car, that there would be no method of detecting that it was ever painted. I gave them approval to proceed.



Inspecting the paint prep with the body pieces off, I was allowed to study the Dry Sump Oil System, and the integral cooling system. More to follow.



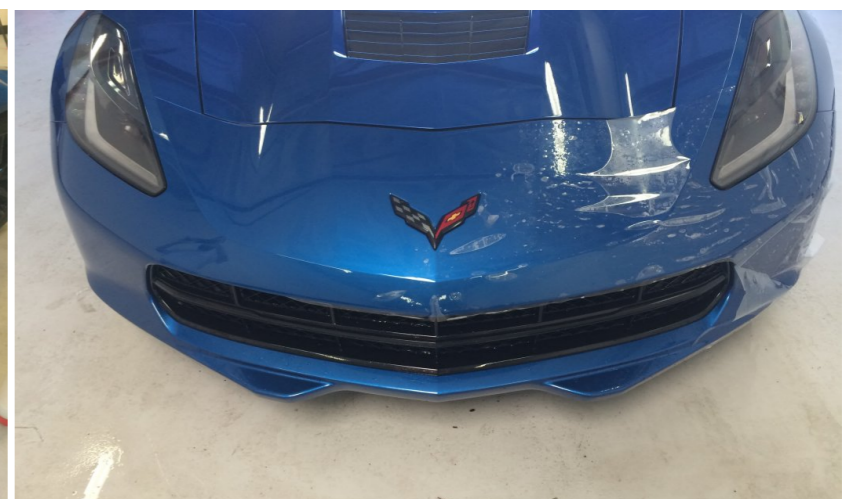
The repairs almost completed and some of the body panels (the critical ones) in place called for an initial inspection. I went down late in the afternoon and performed my first inspection.

Everything that was "together" looked good, so some more dry time, and the car would be ready to be picked up the following day. A Friday. Little did I know another Calypso opportunity was about to take place.

MORE JANUARY



THAT Friday morning. The day that I was arranging to pick Calypso up; a very rare incident took place. In moving the vehicles around a shop truck's front tire snagged the front fender and ripped the front bumper off the front of the car. A vast amount of damage was done, but ALL of the parts that were destroyed were "trim", and nothing actually functional was harmed. This repair was totally on the Body Shop and would be covered at their expense. What was supposed to be a quick four day repair just turned into a lengthy repair. With most of the "work" being repeated. AND there was going to be some "compensation" for what had happened. More on this in **February**.



With the remainders of the repairs now "on the shop" and done, it was off to the custom house for the XPeI treatment. This time not just the front bumper that I had done in Richmond. This time the rocker panels were included FREE OF CHARGE. Gone was the minimalist GM rocker panel protection, this time an over the top "front to back" treatment. This time I was allowed to stay and witness the entire process. The XPeI product is magical, and the people that do it are highly trained. It was truly like watching an artist compose a painting. It's too bad that Calypso had to take such a huge "hit" to get this treatment. But her sacrifice was starting to look like a reasonable cost / benefit with a positive outcome.

FEBRUARY

February was a great month for Calypso.

The team at the "store" (as Mike P. calls it) came through for me. The one option that I wanted and caved on, was going to happen.

Mike P. insisted = Marty, and Paul talked it over, and to make up for the time that Calypso had been in the shop "on them" the issue was made "right".

They put in my **CARBON FIBER DASH**. And in so doing routed the power line for my Radar Detector. A custom installation of both at no cost to me.

It was RIGHT. (Plus some more learning.)



My Pit Crew - The Support Team
@
Bob Stall Chevrolet in La Mesa.





After the events of December,
Januuuuuary and February...

It was good to have the month of
March with Calypso as simply a
series of sun-rises and sun-sets
book-ending, calm and peaceful
collections of reflective
moments.

I was genuinely starting to feel very
rewarded with my decisions as I
approached the end of my
65th year.

What will life bring next was the lesson
learned. Hopefully by example I can
pass it on.

March





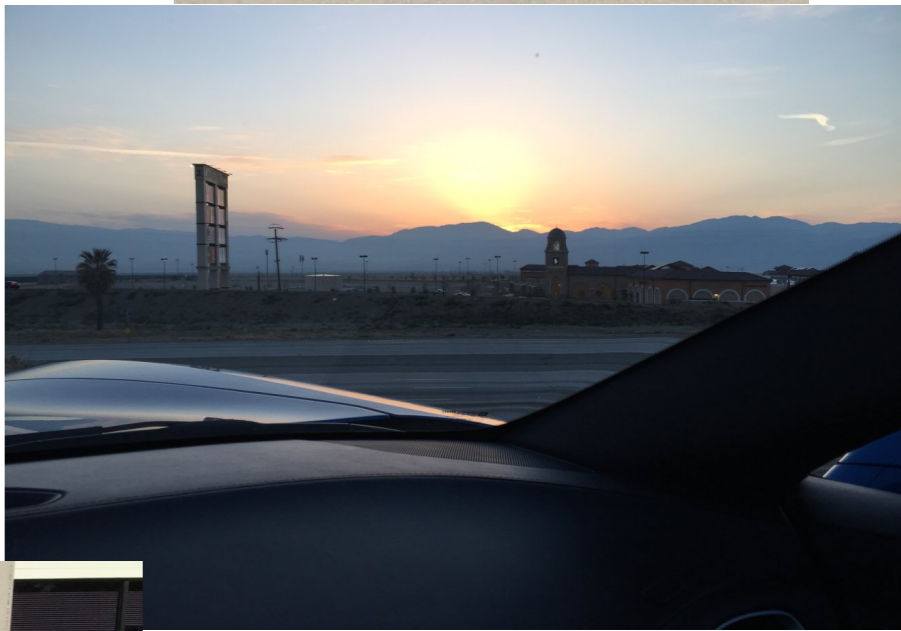
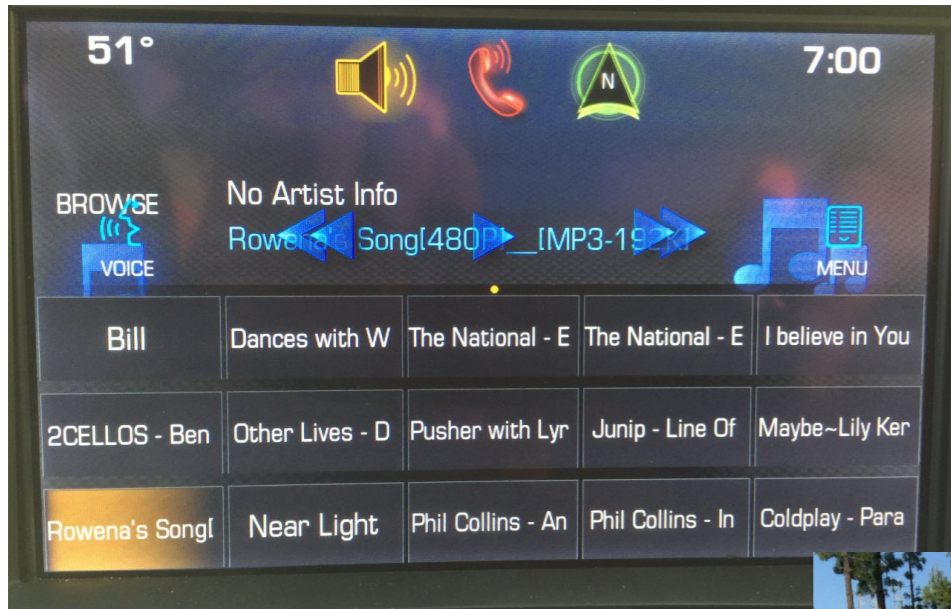
Just when the days slowly evolved into sameness; with trips to the store for this and that, it was time for another stretch of legs with Calypso.

A haircut, and a new surge combined into a trip to Jan Medical in Mountain View. John Boothby turned me onto a piece of music destined for the road and I was on my way.

65 and the month of

APRIL

slipped away.



The music John motivated me with for the trip was "2 Cellos Benedictus".



The other w as a song from one of my Mom's favorite movies, "Mr. Holland's Opus". The song w as called "Row enna's Song".
Thanks again Mom for my taste is good music w ith emotion.

MAY

Everytime this guy brings his car to work, I am reminded of my High-School parking lot.
I would fit now.



Calypso appreciating my mother-in-law's taste in color. She fits, don't you think.

With all the "exposures" in Januuuuary and February, and all the studying I did on the "aero" underneath the skin of Calypso; the decision was made. The Z06 front end was lighter and the intake to the engine compartment was less restricted, and the brake cooling was twice the size. So the last change made to Calypso was to replace the base grill, (that I had painted) with a Z06 grill. That's it = DONE.



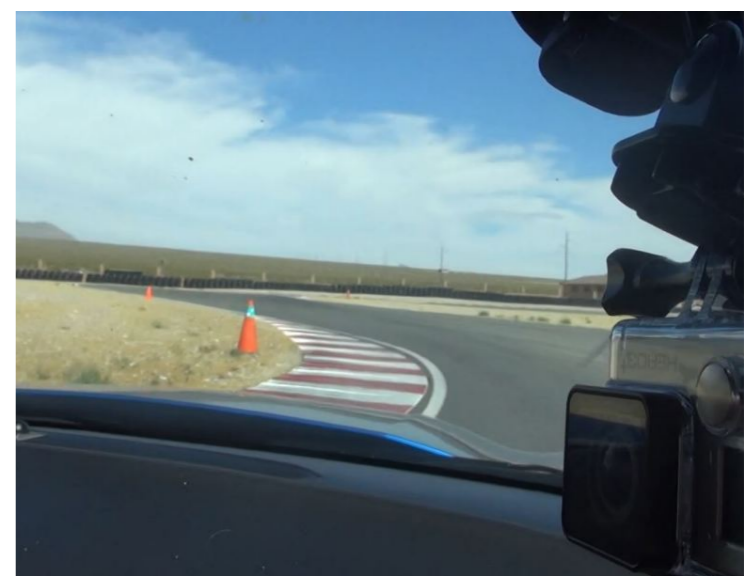
*Palm
Springs
Weekend*

In the many years that I have visited and stayed in Palm Springs I was always fascinated by the "Cruise the Boulevard" activities at the end of winter.

This year the entry to Palm Desert on Route 74, was the first "thing".

And THEN, "*Cruisin' the Boulevard*"
was way Cool !!!



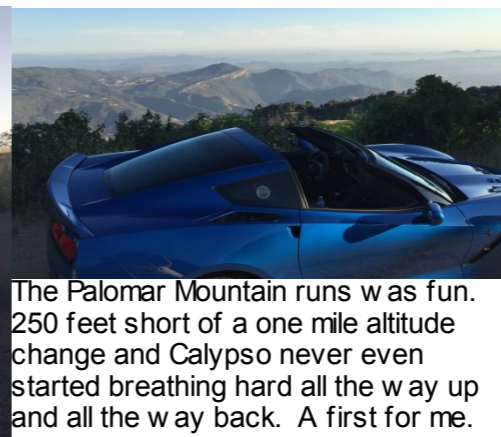
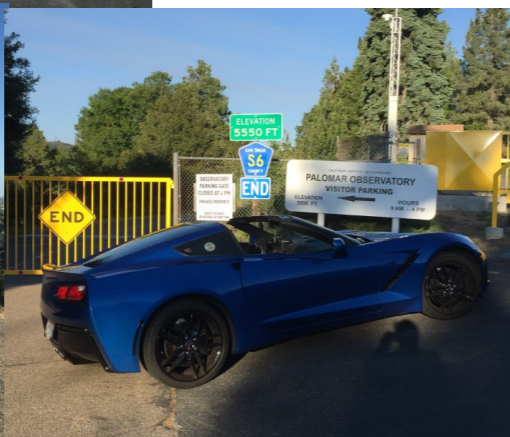


JUNE

Started at Spring Mountain Raceway.
Calypso was with her own kind.

The trip to Spring Mountain in actuality was more than I expected it to be. In retrospect, I think I could have been a little more aggressive on the track, but there was just so much going on in so many respects perhaps it was best I "do it" calmly and with all due attention.

The second "Big Thing" for me in June was Calypso's creation of "Jake". The symbol of Corvette Racing for "leave no prisoners", "JAKE" as a solar reflection cast nearing, during and trailing the summer solstice just added to the magic that is the C7 Corvette and Calypso's meaning to me.



The Palomar Mountain runs was fun. 250 feet short of a one mile altitude change and Calypso never even started breathing hard all the way up and all the way back. A first for me.



**So here it is 65 years of car after car after car.
50 years from dreams to Corvette. It went like this. . .**



Sure, Wendy and I had cars in between. Family cars. Cars that were practical. Cars that met the needs of a growing family.

Not cars for ME.



**From my dad giving me his car.
To one bought from a shipmate.
To my first used; dealer bought car.**



At the age of 50 my first Corvette.

A 1992 Black Rose C4 Convert.
It was a brutal Rocket.





After the Black Rose, came my more docile yet faster, 2001 C5 Le Mans Blue Convert.

A much more civilized car. Able to do many things from desert runs to mountain roads. But it still wasn't ME.

Both the C4 and the C5 were in their 15th year, when it was time to move on.

15 years from the age of 64 - hmmm. It was time for CALYPSO.





15th



22nd

*Happy
Birthday - Calypso*

**JULY
2015**



29th

