

August

2004

Vettester

The Magazine of the Corvette Club of Northern Delaware

Corvettes for Kids



**CCND MEMBER OF THE MONTH
Barry & Linda Kimmelman
and their dream 1965 Coupe**



"Timing is Everything" Vette Tech by Pat Bush

My Two Cents



by Jack Layton

Here we are in the dog days of summer. With August half over as of this writing, it is time to gear up for the fall shows and activities.

Our show at Kahunaville is progressing. Sponsorship donations continue to come in. However we still need more door prizes. I will be ordering the trophies around the middle of September. We are also looking for a group of members to assist in stuffing the goody bags. The plan is to do this the week before the show. We still need more judges. We have 20, but would like 30. If you're interested in judging, call Bob Cook at 610-274-1447.

Vettes in Glasstown is September 12th. We are meeting at Mike's Famous Harley Davidson, and leaving at 7am. If you have never been to this show, you should attend it. A great place for a show, with Shoppe's and the Glass factory on the grounds. If you are interested in going, just show up by 7am at Mike's.

A day at the beach "Corvette Style" is on September 26th, at Ocean City, NJ. Drive your Vette up on the boardwalk, park it, and enjoy the sites. Leaving from Mike's Famous at 8am. If interested, be there by 8am.

The 2nd Concord Mall show is on October 24th. The mall can handle approximately 25 cars. You can sign up at the September or October meetings, or by calling Janet or myself.

The hayride has been scheduled for October 30th at 5pm. We have reserved two wagons this year. They leave promptly at 5 o'clock, so please be on time. Afterwards there will be a cookout.

On August 8th, a group of us headed up to Bally PA. to participate in the Corvettes for Kids show. Perfect weather was the order of the day. Approximately 350 Vettes were there. Each year, the beneficiary of a previous show chooses his or her favorite car. That honor this year went to our own Andy Rumford. Also, Steve Blanchies won part of the \$1000.00 raffle. If you're curious as to how much he won, you can ask him. Congratulations to both Andy and Steve.

Just a reminder, all sponsorship donations need to be received by the club no later than September 10th to ensure that their name gets on the shirts.

In closing, it seems that everyone who has attended the first two meetings at Kahunaville is pleased. If you have not been to a meeting yet, you're in for a treat. There is plenty of room to move about and relax. Also, if you are a new member and have not received your membership packet, contact Bob or Charlotte Gerber at 633-6594.

Hope to see all of you at one of the many activities coming up, and as always... thanks for letting me put in "My Two Cents."

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AUGUST 2004

CCND Member of the Month

By Barry & Linda Kimmelman

I was lucky enough to grow up on a dairy farm in South Jersey and because of that, I learned to drive very early. I think I started driving the big tractors when I was about 7 or 8 years old, and I always had motorcycle dirt bikes and go-karts to play around with on the farm at about the same time.

I didn't really get into cars though until I was 12. I convinced my dad to let me go buy an old Volkswagen beetle, so I could convert it into a Dune Buggy. Well, that never happened.

While we were searching an old car lot for a Volkswagen and I had my head stuck inside one that had been sitting for God knows how long, (4 flat tires, trash and leaves piled up on the inside), I thought it was the greatest find of all time, my dad yelled over to me, "Here, come take a look at this!" I went over and he was pointing at a car that I have no clue about and he said, "Let's get this instead. It will be more fun and we can fix her up." I fell for it and said OK.

It turned out to be a 1969 Austin Healy Sprite. I loved driving that little car all over the farm and kept it for about 3 years before we finally sold it.



That car is what got me "into" cars! From the moment I got it, I started to read all the magazines like Road & Track and MotorTrend. The Exotics were nice but I remember always coming back to read the reviews and look at the pictures of the Corvettes the most. Also, owning a Corvette had always been my father's dream, so he would always point them out to me, as we would drive down the road. My father, being a farmer with a wife and 3 young kids could only dream about owning a Corvette. I remember him having a separate jar as his 'Vette Fund but it was always empty.

In 1979, my father got very ill and knowing it was his last chance to live his dream, my grandparents purchased a brand new '79 - White with Black leather interior Corvette for him. I remember my mother driving to pick him up at the hospital with the car as a surprise and she tied a huge red bow around the whole car. It was great knowing that he was able to have his 'Vette even for the short time he was able to enjoy it.



Afterwards, my mother drove the car for a while and also loved it, but became convinced that she needed something more practical... so she sold it, despite my insistence to keep it. I didn't have the money at the time to purchase it from her and having my driver's license only about 2 years, I knew the insurance would have been too much money anyway.

Like my father, I had always dreamed of the time that I'd be able to have my own 'Vette, but first financial reasons, and then getting married, and other more pressing matters, also seemed to deter me. But the dream was still lurking, coming out every time I saw a Corvette.

Linda, my wife, was amazed that, when we would be cruising down the road at 60mph in the car, I could spot a 'Vette going in the other direction in a flash and I'd yell out "WOW! look at that beautiful

'73," or "Look at the beautiful '79 – just like my dad use to have," or "Oh my God, what a beautiful '63 Split Window Coupe!" She would always ask how I could tell the year in a flash as it went by. I knew it was because of all my years of dreaming about owning one. One time she mentioned that I always described each Corvette I saw as "Beautiful".

"Do you ever see one that you don't consider beautiful?" she asked me.

I thought about it and said "No, all 'Vettes are beautiful," and laughed.

Finally, after being married about 4 years and approaching 40 years old, and with Linda talking about wanting children, I knew the time was now or never. If we have children now, it would be at least another 20 years before I could consider getting a 'Vette. After talking to Linda about it, she said, "Go for it! I know how much it means to you," so I started the search.

With my age, the C3's were what I most associated with, and my dad's '79 helped that association, so naturally I started looking for a nice condition C3 that I could afford. Preferring the early chrome bumper years, that's I was searching for. That's when the problems started...after looking at a number of ads, I went to look at a car and sat in it, or I should say I TRIED to sit in it. I was only about 14 when my dad got his '79 and size wasn't a problem back then for me. Since then, I'd gotten a bit larger and my 6'2" 235lb frame wouldn't fit in the C3 – at least not well enough to drive it comfortably and Linda wasn't too comfortable in the passenger seat either. The 'Vette place we were at also had a few C2's, but as much as I had always found them beautiful, I considered them to be WAY beyond both my budget and the scope of my dreams. A C2 just couldn't be in my future – dreams as good as THAT just didn't happen to ME (except for Linda!).

At that point, disappointed that maybe my idea of getting a 'Vette was down the drain because I didn't fit in the C3 well enough, I was ready to go home and sulk but Linda said while we were already there, we should at least sit in one of the C2's. As soon as I sat in that car, I knew that I HAD to have one no matter what... even Linda was smiling! It was comfortable and roomy enough and I just felt like I belonged in this car more than the C3. Even after explaining to Linda that these were more expensive and beyond what we planned on spending, she said if we could do it than we should go for it! Linda, even being the early Mustang fan she is, was already starting to love the C2's.

So, the search started all over again. Finally, a few months later, I went to see a car about 2 hours away from home. It was 1965 Milano Maroon Coupe, 327/365hp, matching numbers, with sidepipes, that had just been frame-off restored over a 4-year period by the previous owner. It only had about 500 miles on the car since the restoration had been completed. I knew THIS was the car! A few days later, I went back with Linda and friend of mine, who has a '65 convertible. We spent five hours going over the car: up on the lift, inside it and out, driving it, etc.



The next day, I called the shop and said, "I want it."

That afternoon, I drove back down to the shop and paid for the car. They needed a few days to take care of a few minor issues. I was heading out of town on business so, on Sat March 13, 2004, I went back to get the car. What a thrill!



When I got the car back to the house, Linda saw my expression and said, "NO! You can't sleep out here in the garage tonight with the car!" At 3am in the morning, she realized that I wasn't in bed and came looking for me. There I was, in the garage, just staring at this Corvette, still unable to believe it was actually ours and in our garage.

My dream finally came true and it was even better than I could have imagined! For close to a month, I would be in the garage everyday, wiping off the 3 specks of dust that fell on her paint since the last time I wiped her down. It was a rare day if I didn't take her out, even if it was just to drive her around the block once and put her away again. The days it rained, I'd just be out in the garage wiping her down again, and staring at her. Linda and I referred to the car as "our baby" so often that we officially named the car "BABY."

Then tragedy happened! Three days short of having the car only one month, my wife's car had to go into the shop, so I was driving her into work. It was such a beautiful morning and we decided to take the 'Vette. After I dropped her off, I was heading back home and sitting at a red light. Out of the blue, I saw the reverse lights come on in the car ahead of me and it started to back up. I had nowhere to go. I blasted the horn but the car kept coming... until it slammed into the front of BABY! I was afraid to even get out of the car, figuring I'd see nothing but shattered and shredded fiberglass everywhere.



After finally looking at the car, I can't believe how lucky I was. The entire chrome bumper assembly, the support brackets, and the nose grill were all damaged and bent in but there was no fiberglass or paint damage at all!

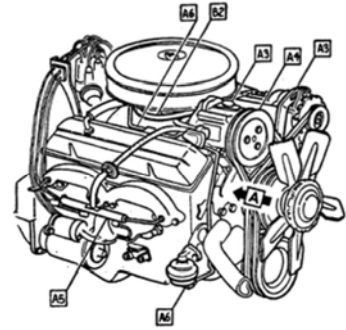
Back to the shop in Maryland we went for repair where I had purchased the car. Luckily, this shop does some of the best Corvette restoration work in the country. I was able to see a number of the jobs they were working on during my previous visits there, so at least I knew that BABY was in good hands. After six weeks, we finally got BABY back; as good as she was before the accident.

Linda and I have really been enjoying taking BABY out for drives and going around to local car shows. BABY has now pretty well completely converted Linda from a Mustang girl to a 'Vette girl. She now wants to start looking for a nice condition C4 to join BABY in the garage!



Vette Tech

By Pat Bush



Timing Is Everything

Seems like every time someone calls me about an engine problem, I end up talking about distributors and engine timing. This month, I figured, maybe I can get the message out to our total membership about the importance of the distributor and engine timing in performance. So let's talk Corvette distributors....

You can build an engine from the ground up, everything new, and still the motor will run like pookey. Why? It's not the machine work, the heads, the cam, or the pistons. Everything about a motor revolves around "timing". How the engine fires is directly dependent on the distributor. Unfortunately, we tend to not spend nearly enough time on this important engine component. Rather, we fix it, replace it, and doink with it but never really understand its importance in achieving top performance in a motor.

So What is the Function of a Distributor?

Surprisingly, this isn't rocket science. In any engine, the distributor does exactly what its name implies – it distributes spark in an organized fashion to each cylinder. It is the one component that drives all other systems in an engine and it is the one component that directly impacts performance and efficiency over all others except maybe the carburetor.



So What?

Problem is, every GM engine had a matched distributor with a certain "advance curve" (more on this later) modeled against the camshaft in the engine – and many of these have been replaced, changed, or decimated in process. **DISTRIBUTORS BETWEEN MOTORS ARE NOT INTERCHANGEABLE EVEN THOUGH THEY FIT!** Although all 63-74 small block and big block cars take the same style distributor (and they look alike and fit perfectly), simply swapping them is asking for performance woes. Even rebuilding them with new parts does not assure that original performance will be gained. Why?

Well, it all has to do with the advance curve of the unit and the cam installed in the motor. Each distributor manufactured for a Corvette was matched to a "profile" for its sister camshaft. Everyone is familiar with the advance settings for timing – maybe you've even set the timing on your car. What you are doing here is "dialing in" the camshaft and distributor to work at their peak performance based on the centrifugal (manual) advance of the distributor. This is why all older motors are timed with the vacuum advance line plugged. Remember that the camshaft works very closely with the distributor and all those numbers I talked about in prior articles come into play. If apples don't equal apples, you are going south on performance.

So What's the Point?

Well, even when you rebuild a distributor, you need to have the distributor calibrated for the camshaft installed in the car. Yes, there is play in the specifications. But too often setting things up as described without “setting the distributor” will cause break-up of the motor at higher RPMS because the total advance is out of wack. What we are talking about here is centrifugal (mechanical) advance. To set a distributor to work with a cam, requires that you set the mechanical advance to the right setting for the camshaft. There is a special machine that does just this to set the mechanical advance to tolerances. This requires precision grinding and the correct counterweights and springs for the distributor. Once this is done, when vacuum advance is applied, total advance for the motor is where it needs to be – between 34 and 36 degrees and the car runs like it was supposed to.



Trouble is, there is no way an aftermarket distributor mainshaft can be calibrated to adjust to ALL variations in GM engineering and cam profiles. Yet, there are only two shafts available – one for standard performance and one for high performance. So you guessed it, they tried to make a shaft that generally works in every application. And, generally at lower RPMS they do. The problem is when you try to time the car to spec and the mechanical advance doesn't match the cam profile. Then the engine will just not want to perform as you think it should when you “get on it”.

So What do I do?



I think most of us “backyard mechanics” have been here on those older mechanical tach drive distributors. Car runs fine but tach doesn't work. Ok, so we need to replace the main shaft in the distributor. Now tach works great, but engine starts breaking up at around 4000 RPM's or just doesn't “feel” right. You checked top dead center, it was aligned correctly, all is good, and set timing correctly to GM specs. Still doesn't run right. Here are a couple of tips:

- 1) ***Have the distributor calibrated for your motor.*** If you want to know a great success story, contact Steve Corrado. Once he put the original cam back in and had the distributor calibrated, all his performance complaints disappeared.
- 2) ***Trial and Error Method*** - For the budget minded, you can back/advance the timing off in ½ degree increments until the problem goes away. Drive the car with each adjustment and see how it goes. This method will likely not give you the best “off the line” performance, but it will eventually remedy the situation provided this is your only issue. If you have an aftermarket cam, you need to do this anyway to find the correct mechanical advance curve. The GM spec will get you in the ballpark, but you will need to fine tune.
- 3) ***Make sure your vacuum advance is to spec!*** Too much advance causes as much of a problem as not enough. Many guys replaced advances to change the curve. Get the right one for your engine!

Hopefully, this will solve your problem. If you have questions, always feel free to email me at pbush@attglobal.net.

CORVETTES FOR KIDS

The 19th Annual Corvettes for Kids all Corvette show was held on August 8, 2004. Each year on the second Sunday in August the organization sponsors a show to benefit local children who have a life threatening illness or injury. The money that is collected is placed in a fund which benefits these children and their families and assists them in paying their medical bills.



This year's beneficiaries were 2 sisters, Lauren, 7½ and Megan, 6, from Royersford, PA. Both girls suffer from autism, immune system dysfunction, GI tract abnormalities, and numerous food allergies. Megan also began to have seizures and acute hypersensitivity to sound.



They have a silent auction and a regular auction, where some of us made our cash donations. Our own Andy Rumford took one of the rare trophies presented at this show, and Steve Blanchies won a chunk of the cash raffle.

This year we had 6 cars there to represent CCND. Let's try for a bigger group next year!



Upcoming Events

Sep 6



National Association of Letter Carriers New Castle Branch 4015, invites the Corvette Club to participate with them in the Wilmington Labor Day Parade. Parade begins at 11:00am, staging at 10:30am 12th & King Sts. Contact Steve Blanchies 302-322-6649 Cell 521-1961



Sep 12

Vettes in Glasstown XXV, held at Wheaton Village, Millville NJ. We will leave from at Mike's Famous on Rt 9 & 295 at 7:00am. Pre-Registration \$10.00 – Day of Show \$15.00

Sep 14

Keystone Corvette Club has invited us to share in their annual Belly Buster trip to Shady Maple for their Seafood Buffet night. We will leave from Marbrook Elem. School at 5:30pm. Cost is approx. \$22. per person

Sep 15

Judges Meeting held at Bill Skinner's house located at 111 Veronica Lane, Bear De 19701. Meeting will start at 7:00pm

Sep 26

A Day at the Beach. Sponsored by the Boardwalk Corvettes of Atlantic City. Being held on THE BOARDWALK in Ocean City, New Jersey. We will leave from Mike's Famous at 8:00am. Pre-Registration \$15. Day of Show \$20.



Oct 1-2

Free State Corvette Club Ocean City MD weekend

Oct 3

Vettes for Vets



Oct 17

Pa. Renaissance Faire located at the Mount Hope Estate & Winery in Manheim, Pa. The Faire site is an authentic 35 acre Elizabethan village, which has over 70 shows on 12 stages. A catered picnic lunch will be served and there will be special parking provided. Cost is \$33.95 adult, \$17.95 child for entrance fee and lunch. All monies have to be to Theresa by Sept 17. TheresaVentresca@aol.com or 302-731-1885 <http://www.parenaissancefaire.com>



Oct 30

Annual Hayride

September Birthdays

Al Spayd	9/1	Ellen Turano	9/13
Steve Gray	9/2	Tom Polis	9/14
Joanne Patterson	9/2	Steve Corrado	9/17
Joe DeSanta	9/5	Ruth Belcher	9/23
Bob Cook	9/8	Paula Perrott	9/23
John Joannides	9/11	S. Lynn Taylor	9/25
Frank Ventresca	9/12	Elmer Yu	9/27
Pat Bush	9/13		



CCND August Meeting Minutes



Meeting was called to order by Jack Layton on August 3, 2004 at 7:05 pm. Forty-two members, including the board, were in attendance.

- Vice President's Report:** Joe DeSanta reported 97 current members.
- Treasurer's Report:** Harvey Smith reported club is in the black.
- Member at Large:** Mike Metcalf – the turn around time for club apparel was faster this time and orders were distributed before the meeting. In appreciation of our support, Mike received 2 Blue Rocks' game tickets which were raffled at the meeting. Jack thanked Mike for the great job he did at the Blue Rocks outing.
- NCCC Governor:** Dave Morales not able to be present.
- Newsletter Editor:** Joe Murray had nothing to report.
- Social Chairperson:** Lynn Blanchies reported on the following upcoming activities:
Wed, 8/11 - Dinner cruise - Iron Hill Brewery - Wilmington Waterfront - 7 pm
Sun, 8/15 - Kahunnville City Cruise with Dennis Gage
Sun, 8/22 - Club picnic – club to supply hot dogs, burgers, soda, water – bring covered dish and BYOB.
- Janet Taylor reported on the Christmas Party:
Riverview Inn - 1/15/05 - \$25/person - deposit due in Oct - minimum of 50 people or club loses money - cash bar - bring a gift (~ \$25)
- Show Chairman:** George Burritt not able to be present but Jack passed out flyers for the **Vettes for Vets Show 2004**. Jack asked if everyone could pass out the flyers at cruise nights, 7-11's, Happy Harry's, etc. Janet offered to e-mail the flyer to anyone wanting color copies. First judging meeting the day of the picnic. Most of the cars should fit inside. Arrangements have been made to have club cars on display indoors, but they need to be there before 8:30am. An area will set aside for the C6 display. We have received about \$2700 in sponsorships (mainly from Steve Blanchies), and Jack is hoping for a total of \$5000. If you feel uncomfortable asking for sponsors, you can send in \$100 in your name. We need 100 cars entered to break even. Club is buying trophies and shirts. Table will be set up for literature from sponsors. Vendors allowed, but Jack/Janet must know ahead of time. Advertising: Jack said Andy Rumford researched and Comcast was the best deal. Bill Skinner suggested that advertising in the Baltimore Sun and Philadelphia Inquirer would be more bang for the buck. Other suggestions for ads were the *Cruisin' News*, *Out & About*, *Spark*, and *Community News*. Flyers will also be sent to all cars who registered for the 2002 show, and all area Corvette Clubs. We are in need of more door prizes...use your imagination (free coffee, donuts, etc.) Plans will be finalized in September.
- Old Business:** Club calendar: Only 6 pictures have been received so far. If there aren't enough by September, the calendar will be scrapped.
- New Business:** None
- 50/50 Winners:** Blue Rocks' tickets - Andy Rumford; Blast All Wheel Cleaner - Dave Steele; All Purpose Cleaner & Degreaser - Max Wilson; \$27 - Andy Rumford

Meeting was adjourned at 8:25 pm.

Respectfully submitted, *Christine Carlantonio*, Secretary

NEXT MEETING DATE - TUESDAY, SEPTEMBER 7, 2004

Vette Shopper

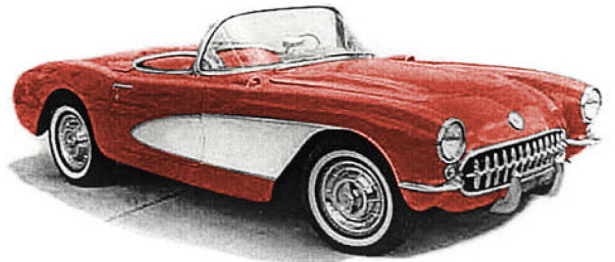
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2004

August

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The National Council of Corvette Clubs*



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