

February 2004

Vettester

The Magazine of the Corvette Club of Northern Delaware



This is the time of year when everybody has had just about all the winter fun we care to handle. But the down hill slide is much easier to take than the uphill climb. This is where those nice days and Vette cruises start looming on the horizon and we all have something to look forward to. None of this comes to pass however, without planning, planning, planning!

We already know that early entries on the agenda include the Dyno Pull (Steve Blanchies), the Red Rose Inn Cruise (Jack Layton), and the Blue Rocks game (Mike Metcalf). If you haven't made *your* plans yet for any of these events, you should contact these guys asap.

George Burritt has been busy working on a number of things, but one that's ready to go on the calendar is our CCND hosted 'Corvette Show at Kahuna-ville' Oct. 3rd. From the information George provided at the meeting, these folks are as committed as we are to putting on a first class event. With a show of this magnitude riding heavily on promotion, they are making available to us the use of their web site, e-mail, and database of lists, as well as distributing as many flyers as we will provide. Additional

exposure will be in their 'Cruisin News' and calendar of events. All of this is key to supplementing our existing game plan.

The goal for CCND quite simply, is to set the bar for Corvette shows in the 4 state area. There will be participation from clubs and individuals from far and wide. Some have participated before and will be expecting nothing but the best! For first timers – well, you only get one chance to make a first impression!

Many, many details will be needed to be looked after. Calls will be going out for judges, runners, tabulators, people to help with parking, set up, tables, tear down, etc. This is a club effort, its success depends on club participation, everyone will be expected to help out!

If you're still waiting for your club membership card...., so is everyone else. The bad news is that Joe DeSanta's computer has taken a dump. Along with it went an invaluable amount of pictures, information, and years of work. This is going to take quite a bit of work and time to recover.

JM



My Two Cents



by Jack Layton

Ah, February...the transition month. Once we get through this month, can spring be far behind with its sunny warm days? Just the thought makes me want to pull the car out and go for a spin. After all, by the time you read this newsletter, there will only be about 30 days of this crappy season left, and that alone gives me reason to hope that the worse is behind us. Let's hope so.

The holiday party was a big success. We had a great turnout, and everyone said they had a great time. I especially know of two people who really had a good time by splitting the entire pot from the 50/50 drawing. Now I won't mention how much Moira McDonald and Tom Polis won, but suffice it to say it more than paid for their night out. Congratulations to both of you.

As I mentioned in last months newsletter, our 6th annual spring cruise to the Red Rose Inn is set for March 28th. You can sign up at the next meeting or by calling me. Reservations are being made for 11AM. I plan on leaving from the Sears Automotive building in Prices Corner shopping center at **10AM SHARP!!!!!!**

Look for some new activities forthcoming from Lynn Blanchies this season as well as some of the popular ones the club has done in the past. As always, if you have some activity you wish to do, by all means let her know.

At the last meeting it was proposed that we think about switching the meeting place to Kahunaville. They certainly have more than enough room for us. The only question is whether they have enough "suitable parking" for the cars. Stay tuned.

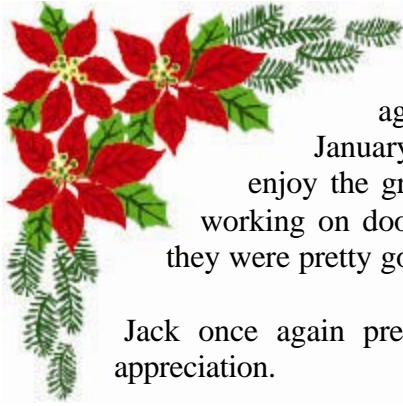
And now, it is with deep regret that I mention the passing away of a fellow Vetter. Jack Layton, who was President of the First State Corvette Club, was killed February 2nd in an accident in Dover. My condolences go out to his wife, Cindy, and family. Flowers were sent on behalf of the club, as well as a memento. We are also planning to make a donation to their charity.

I also want to extend my condolences to our Show Chairman, George Burritt, on the loss of his sister.

As I set sail for the Caribbean for some fun in the sun, let's hope for a quiet end to February. I hope to see all of you at the next meeting and as always...thanks for letting me put in "*My Two Cents*".

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Member at Large	Mike Metcaif	731-7852
NewsMag Editor	Joe Murray	836-3619



The CCND Holiday Party was once again held at the Riverview Inn, Pennsville, NJ on January 31st. It was a full house – 50 people were there to enjoy the great company and good food. I (and Jack) had been working on door prizes for a few months. If I must say so myself, they were pretty good!



Jack once again presented his officers from 2003 with engraved key rings as a token of his appreciation.



The annual Member of the Year award was presented to Steve Blanchies. This was a “no-brainer”. Steve, who has been one of the most active members of the club from the day he joined, was presented with an engraved clock.



Once again the Riverview Inn did a fabulous job, and we will be going back again next year!

Janet Taylor



FEBRUARY 2004

CCND Member of the Month

by Jack Anderson



I guess I caught the "fever" pretty much like everybody else - as a teenager in Baltimore, my cousin's next door neighbor had a beautiful new '62 Corvette. It was Sateen Silver with a red interior and a white soft-top. What a knockout combination. I fell in love with that car, and never forgot it.



As with most people, everyday life tended to get in the way of dream fulfillment. Marriage, two children, and several careers took priority. Not until the kids were grown and some bills caught up did I feel secure enough to take up pursuit of "the dream" again.

Finally, when I turned 50, I decided it was time to treat myself. After all, how many half-centuries do we have to celebrate? The hunt for the right car began in earnest.



In October, 1996, I came across a nice '62 driver at the car corral at Fall Hershey. It wasn't perfect, but the price was right. The colors were wrong - Honduras Maroon, black interior and top. But I liked it. And I was discovering that silver/red cars were pretty hard to find. So I drove it home.

The next five years I spent enjoying the car - shows, cruise nights, the obligatory three days in Carlisle every August. I spent a lot of time (and more cash than I planned) getting the car mechanically right. Rebuilt the engine, the trans, replaced the rear, the cooling system, most of the interior, and a zillion little (except in price) items. I intended to get the car as close to original as I could, undoing the 40 years worth of changes made by who-knows-how-many previous owners.



By the time that most of that was done, I knew that the biggest job could not be put off any longer. I had nursed a so-so paint job as far as it could go. My friend Steve Gray was tired of teasing me about dunking the car in Mother's Showtime, trying to hide all of its sins. I had actually started buying the stuff by the gallon. So in December, 2002, I bit the bullet, and started a total cosmetic restoration. Partly for financial reasons, but more for the satisfaction of doing it myself (with the generous help of Steve), I decided to strip and paint the car at home.



Steve and I completely disassembled the car - chrome and stainless trim, which I drove out to Harrisburg for refinishing (Librandi's Plating - I highly recommend their work). Doors, hood, trunk, top - all off. All of the glass. Steering column out. The instrument panel was disassembled and I gutted the interior. Finally I commenced to strip every speck of paint I could find.

Folks, don't try this yourself!

Only kidding. It was therapeutic. Rather than whiling away the hours playing stupid FreeCell on the computer, I would go out in the garage and scrape the paint off the car. It proved to be just the sort of mindless task to help wash away the pressures of the workday. And what else is

one to do during the cold winter months, when there are no car events to attend. I only wish I had kept a log of the hours spent.

Now here's the ironic part. As the car was being stripped of several layers of paint, we discovered that the factory paint was Sateen Silver! I had already figured out (from thinning paint on the instrument cluster and steering wheel) that the original interior had been red. That led me to believe that the car was originally red, maybe white or black. It certainly would be unlikely to have been Honduras Maroon with a red interior. So the car I "settled" for in 1996 was a silver/red car all along. I was surprised, shocked, and conflicted. What to do? I had grown really fond of the maroon color, but here was the chance to have my silver/red car. It took about two minutes to decide - I had to take it back to the original colors.

Getting the car ready for paint took about two months. This was the ugly, grunt work part. Helper Steve decided I should do this on my own, can't say that I blame him. He stayed home to play FreeCell.

When that was done, I sent the car to Joe Stephano for some of the more ambitious body work. From there, we trailered the car to Steve's garage for final prep, sanding and painting. My garage was just too cramped, and a total disaster as a clean workplace.

By then the weather was warming up. Steve and I had fabricated a paint booth in one of his bays. Since the car is never going to Bloomington, we elected to shoot it in base/clear.

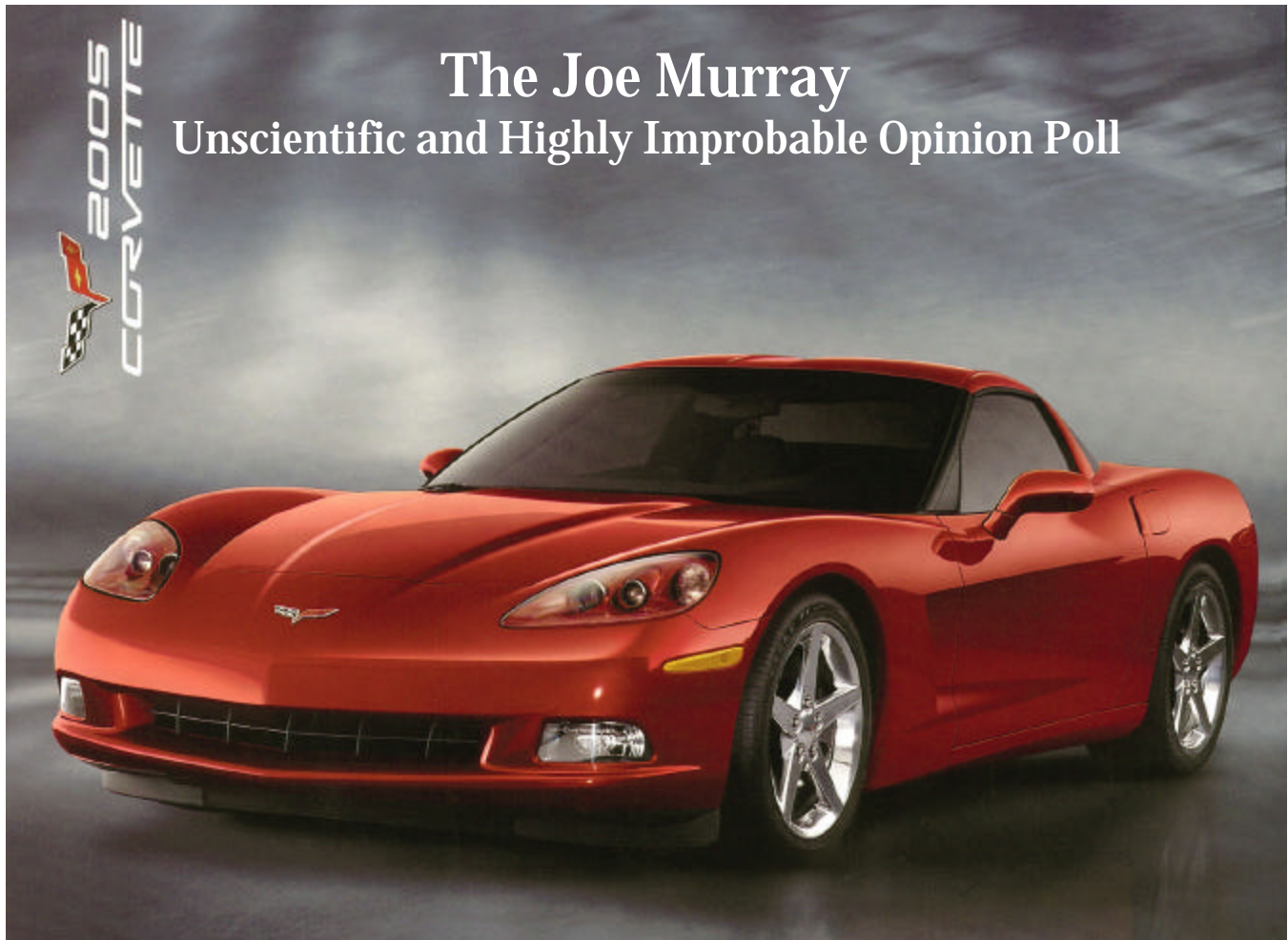
Our goal was to finish the car in time for the caravan to Bowling Green for the 50TH Anniversary bash in June. However, as with all such projects, the originally budgeted time and money are never sufficient. What was so easy to disassemble proved much trickier to put back together. As careful as we had been to bag and label parts, they never seemed to be where we could find them when needed. Many parts that I was planning on reusing, I ended up having to replace. They just weren't nice enough when compared to the quality of the rest of the restoration. For those who attempt this, be liberal in your costs estimate - and then double it. In my case, a lot of extra money was spent changing the interior to red. I had previously redone the black seats, carpet, and soft top. Now I had to redo them to go with the original color combination.

The car was finally road worthy in time for Corvettes @ Carlisle, August, 2003. Though I had missed a good portion of the car season, I made the most of the months remaining. In addition to Carlisle, I drove it to Columbus, Ohio, in September, for the Muscle Car Association drag race meet, in caravan with a group from Kahuna's.



It was a ton of work, but a good learning experience. I now have the car I had wanted all along, so it was worth every muscle cramp and bout of frustration.

Now it's on to the next project.



The Joe Murray Unscientific and Highly Improbable Opinion Poll

This whole saga of the C6, from the first announcement of the coming of a new Corvette..., through the little leaks of information..., through the ups and downs of all the 'spy' adventures..., to the up to the last minute suspense of the official unveiling..., has been quite a ride. A new Corvette is BIG! There have been only '6' in its fifty plus year history! And as it is with anything with the world as its stage, controversy comes with the territory.

Not being two months since its debut, without one being seen on a road, a parking lot, or a showroom, most of us have nothing more than pictures, and the words of people who get paid to write good promo to go by.

It was against this backdrop that I asked our members to come forth with an opinion. As tough as this criteria may appear on the surface, I was confident that Corvette owners are indeed a savvy group who know which end of the duck is doing the quacking. This data was compiled by passing out a brief poll at the meeting, with the emphasis being on the 'comment' section. And true to my instincts, the responses were quite good. So here we go.....

I had anticipated the possibility that opinions may be divided along lines of member loyalty to favorite Corvette generations. For the most part this was not the case. Overall, opinions ran the gamut from 'what were they thinking', to 'need to see it', to 'a worthy successor to the C5'. The

poll showed that even though all of the elements of this new design are not getting enthusiastic responses, from the total package perspective, the majority of our members would purchase a C6!

- + overwhelmingly this new Vette meets most people's expectations
- + the most widely applauded aspects were the horsepower and performance improvements
- + next would be the looks, sleeker styling, and body lines
- + the fixed headlamps drew a pretty much 50-50 response, the back end was considered an improvement, with the front end being something that was a 'need to get used to'
- + didn't get any good comments on the interior (probably a wait and see), though new gadgets and amenities were a plus, price wasn't
- + the overriding 'however' here would be - that those who have seen the car at the Philadelphia Auto Show say the car is 'most impressive' in person

So there you have it. A random sample of perceptions from our little corner of the world. I use the word 'perceptions' because everyone would like to sit in one and take one for a ride. But we don't know how long it may take for everyone to do so. Not all of our members have been out in each generation to form an opinion, but each of us have 'perceptions' of each one. That was one of our considerations in deciding which one to buy.

But before I go, I can't put this away without naming the recipient of my 'Unscientific and Highly Improbable Award'..... and that goes to:

"Should never have changed from the C1"



REPORT FROM SCOTTSDALE – 2004

by Jack Anderson



I recently returned from my fourth annual trip to Scottsdale, AZ, for the Barrett-Jackson Auction, accompanied by fellow CCND member Steve Gray. Some of you may remember my article on our first trip in 2001. We were so impressed by the experience that we have made it a “must” on our annual car calendar.

This year’s event was no disappointment. Billing itself as “The World’s Greatest Classic Car Auction”, Barrett-Jackson really knows how to put on a show. It gets bigger every year. This year 762 cars passed across the block. An amazingly high 98% resulted in sales, totaling \$38,500,000 in collectible vehicular dreams. That was an increase of \$10,000,000 over 2003 sales. Attendance throughout the 4-day event exceeded 185,000, accommodated by a newly enlarged tent for the auction area.



I noticed several trends this year. Prices are up. The quality of the cars keeps getting better. In prior years, there was a small quantity of vehicles in the “attainable” price range of \$6,000-\$15,000. Not this year. Also, prices of \$100,000+ used to be exceptional, generating a strong response from the audience. This year, multiples of that figure became more or less commonplace. The jaded onlookers wouldn’t respond enthusiastically until \$200,000 was bid.

That being said, there were no “high \$\$” (listen to me- I’m jaded, too) feature cars this year. Last year, a Jaguar was bid up to \$900,000 (didn’t sell until post-auction, when I think it went for a million). This year, the highest sale was a gorgeous 1938 Lincoln Zephyr 3-window coupe street rod, which garnered \$432,000 (all prices quoted herein include the 8% buyer’s premium). Nicely done car, with a vintage Lincoln V-12 engine instead of your typical late model big block. Touted as “A Piece of Hot Rod History”, it surely made some history on the auction block.



There were, of course, many noteworthy Corvette sales. Among these were a nice collection of Callaway cars. The 1997 C7R GT1 Endurance race car went for \$216,000. The famous 254MPH 1988 “Sledgehammer” brought \$221,400. A 1991 ZR1 speedster, \$189,000. A relative bargain was a 1987 Twin-turbo convertible, 1-owner car, for \$24,840.

On the non-Callaway side, 1953 Corvette (#227 of 300) commanded a whopping \$210,600. For a 6-cylinder Powerglide car! Two 1954’s went for over \$105,000 each. A 1959 brought \$118,800. A very well restored 1962 fuely went for \$101,520. A 1965 vintage race car, originally a 396 engine but now a 327, well documented race history, sold for \$86,400.



The big block cars were strong (pun intended). There were three 1967 435HP cars in black, red interior and hood stinger. Two roadsters, one coupe. All beautifully restored. They brought from \$115,500-\$130,680. Especially notable was a 1969 coupe equipped with the L-88 engine and J-56 HD brakes - \$169,500, and not even a mid-year car.



The Tri-five Chevy's brought some hefty prices, too. A '57 Convertible with "original" (who knows?) fuel injection brought \$100,440. A stunning black '55 Nomad with a 502 engine went for \$143,000. And a '55 street rod, equipped with a C5 suspension and transaxle, a 502/550HP engine, found a new home for \$226,800!

A 1969 Camaro RS COPO car went for \$142,560. Nice.



Some notable non-Bowtie sales:

1954 Hudson Hornet Convertible- \$82,000

Two 1955 Mercedes-Benz 300SL Gullwing Coupes - \$386,900 & \$367,200

1990 Porsche Ruf all-wheel drive, 550HP twin-turbo, 0-60 MPH in 2.8 seconds(!!!!), one of two built, developed at a cost of \$316,000, went for a paltry \$56,000.



Mopars? We got'em. I've never seen so many hemi-cars in one place. The best was a 1970 Hemi Cuda coupe, touted as "The Ultimate Hemi Cuda". Nice rotisserie restoration, claiming all original sheet metal. It brought \$216,000.

For you Ford fans, the top sale was a '67 Shelby GT500 fastback. Originally a Ford factory drag race car, it had been re-equipped with an all-aluminum Carroll Shelby 427/650HP engine. \$280,800! Must be a world record price for a Mustang.



Any other Studebaker nuts out there? Just me? Well, I liked the 1953 Commander hardtop- \$27,000. And the rare '55 President Speedster, for \$43,200.

This is just a sampling. Many beautiful machines crossed the block, most meticulously restored, some fairly original survivors.



One of the nicest things about Barrett-Jackson is the timing. You all know how unfriendly East Coast winters are to the car hobby. The weather sucks, the last cruise night was months ago, and there ain't nothing going on until Spring. We need a "car guy" fix.

So I suggest to everybody – come January, drop what you're doing and head out to Scottsdale. Short sleeve shirts, 70-degree days full of sunshine, and cars galore!





By Lynn Blanchies



- 2/26 – 2/29 Atlantic City Classic Car Show \$16 adults
 3/13 Dyno Day - **Cancelled**
 3/14 Cowtown - Woodstown NJ Auto Swap Meet
 3/28 Sunday Brunch at the Red Rose Inn
 Please reserve with Jack if you have not done so already
 4/28 Shady Maple Farm and Smorgasbord



Since this was such a hit last year we are going again. Unfortunately at this time of year we cannot make reservations (we really tried), so we will have to make do. The cost is approx. \$16.50. Still working out the details but this will be a lunchtime event. Signups will start at the March meeting, or contact me directly. (302-322-6649) **Mark your calendar!**

- 5/16 Run to the Beach. Details are being worked out for a cruise to the beach before the crowds converge. We will have brunch at one of the local restaurants. Any suggestions?

Please remember you do not have to drive your Corvette to our events, bring the family!

CCND February Meeting Minutes

Meeting called to order by Jack Layton on February 3, 2004 at 7:05 pm. Thirty-four members, including the Board, were present.

Vice President's Report: Joe DeSanta reported that CCND's current paid membership totals 82. Due to a virus hitting his hard drive, Joe will be late with membership cards. Anyone who can burn pictures on a CD would be appreciated so that Joe can rebuild his corvette library.

Treasurer's Report: Harvey Smith reported club is in the black. Harvey gave the monthly report as well as the 2003 Annual report.

Member at Large : Mike Metcalf is ready to put in the February order for club apparel. Club calendar - talking to 4 printers about designs, multiple photos, event pics, etc. Joe Murray proposed multiple car calendars. Blue Rocks - Instead of sky box @ \$40/person, Mike suggested using picnic area - trying to get a fireworks night - \$22/head - minimum 25 people - be prepared to bring \$22 to March meeting if interested. Club must have money up front before making commitment.

NCCC Governor: Dave Morales not able to be present.

Newsletter Editor: Joe Murray handed out a scratch sheet for members' comments on the C6.

Social Chairperson: Lynn Blanchies reported upcoming activities:

Melting Pot - Mon, 2/16

Chesapeake Bay Cruise - Jay Brantner to check if Sun, 7/31 is open

Shady Maple - Sat, 4/24

Jack noted that the **Red Rose Inn Cruise** will be Sun, 3/28.

Janet reported that the holiday party was great, food was excellent - full house - everybody received a door prize - will be making plans to come back next year.

Show Chairman: George Burritt and Jack Layton met with Richie (Operations Mgr of Kahuna). They have 14,000 sq. ft. inside for shows, complete new sound system, 3 indoor restaurants, close circuit TV. **Sun, 10/3 show date** - 10/10 rain date - advertising available on their website - they will distribute flyers and list our events on their calendar as well as e-mail event dates. DE Divas women to sell 50/50's - Mac Thomas to DJ - L&E Enterprises will be available to take digital pics on mugs & t-shirts - we provide trophies. No insurance needed - everyone needs to register. Show winners get permanent parking space.

Williams Chevrolet to host a show on Sat, 5/1 - all makes & models up to 1980 - registration 10 am - 12 pm - judging/voting 12 pm - 2 pm - 32 trophies - free admission.

Old Business: Jack will be making donations of bed sheets, blankets and pillows to the Delaware Humane Association - please contact Jack if anyone wishes to donate any of these items.

New Business: Jack presented Harvey Smith & Joe Murray with an engraved corvette key chain. The other board members received one at the holiday party.

Jack reported that Kahunnville is available to us for a possible meeting site.

50/50 Winners : Mother's Wipes: Christine Carlantonio; Car Wash: Don Carbaug; \$30: George Burritt



Meeting was adjourned at 8:25 pm.

Respectfully submitted, **Christine Carlantonio**, Secretary

NEXT MEETING DATE - TUESDAY, MARCH 2, 2004

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Misc. Corvette Promotional Models and Misc. Corvette Die Cast Models 1:18 scale Jack Dobbins 610-409-0544

1994 Corvette Coupe finished in Polo Green with 6speed, Hyper-chip, Borla exhaust, open intake with K&N filter, leather seats, soft top (Sunbrella), car cover, passive alarm and Bose stereo system. Have only used Mobile 1 Oil. Car has approximately 87,000 mile on odometer asking \$12,000.00 Call: C.J. Schiavino at 609-839-3721

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CCND NEWS
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New Castle, De.
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*The Corvette Club of Northern Delaware was
Established in 1973 and is a member of
The National Council of Corvette Clubs*



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