

July 2004

Vettester

The Magazine of the Corvette Club of Northern Delaware



Courtesy of :Tom Polis

July 6th saw our first club meeting at Kahunnville. To say that we had more than enough room would be an understatement! No crowd little room here. We had the room off the entrance to the left that was usually reserved for the indoor car displays. We even had an empty table left over, with an abundance of space for more if needed. What was needed was a little extra volume for those speaking because of the extra square footage. This should be a simple remedy with a microphone at the next meeting.

Kicking things off was a DVD presentation of the Concord Mall show by Greg Boulden. Something new for the club, it was well received and copies are available. Greg has also been approached by some looking to make use of his talent for their calendar photos, and he is also up for this. He says it's only a hobby but the results are professional.

-Also from the Concord Mall show- if you were there Barry Kimmelman has photos of *your* car, and needs to be contacted if you are looking for copies!

The next project we want to get off the ground for Vette Show 2004 is the C6 display. This is to be offered to our membership first. There has been talk in the club of some members acquiring one, and we would like to set up a separate display and make them special guests of the show. If this is you or you know of someone, please contact the board and we will take it from there. This offer will also go out to other clubs, and we also would like contacts at dealerships to help us get in touch personally with these proud new owners. The C6 is guaranteed to draw a lot of attention and what better way to show our appreciation of this new Vette than at our own show!

The first judging class will be held at our club picnic Aug 22nd. This was set up to consolidate time and effort with August being such a busy month on the calendar. Picnic begins at 10am, all those wanting to participate in judging need to be there by 1p. This should take a little over an hour with plenty of time left for festivities. Another class will be held in Sept. **JM**

My Two Cents



by Jack Layton

Now that we have closed the book on the first half of the year, what better way to start the second half then with an outing at the Blue Rocks on fireworks night.

The weather was perfect for the July 2nd event. 8 cars paraded around the track, with a pit stop in center field for some pictures. Then it was off to the picnic area, where 26 of us did some serious eating and drinking. After the Blue Rocks won the game, a fantastic fireworks display was put on, capping the end to a great day. Kudos to Mike Metcalf for planning and pulling off this event.

The Concord Mall show on Fathers Day also had great weather. 23 cars participated. The club raised \$160.00 on the Peoples Choice balloting, which will go towards our Adopt-A-Family this holiday season. My thanks to Janet for all the time and effort she put into this show.

Lynn Blanchies put together a nice cruise for ice cream, dinner and more ice cream (in that order) on July 11th. Get the scoop of the day's activity inside the newsletter.

On August 8th, a show called Corvettes for Kids takes place in Bally PA. Proceeds benefit local children with life threatening diseases. I am hoping that we can get a few cars to go up to this show. Let me know if you are interested.

The city cruise on August 15th hosted by Kahunaville looks to be filling up fast. Rumor has it that the cut off is 1000 vehicles, and that they' re approaching that number pretty quickly.

Registration stops on August 2nd, but if you want to participate, you will want to register as early as possible. Check Kahunaville's website for more details, and a registration form.

Don't forget the club picnic at the DuPont Pavilion in the Chestnut Run complex on August 22nd. Times are from 10a-6p. Members are asked to bring a dish of their choice. The club will be providing the main entrees and drinks.

Saturday September 18th, First State Corvette Club has their show at Townsend Brother's in Dover. We need to have a nice turnout for the show. Call me if you want to go.

Preparations for our show at Kahunaville on October 3rd are moving along. We are starting to receive some sponsorship money and door prizes. Keep up the good work. Flyers for the show will be coming shortly.

On behalf of the club, I wish to send my condolences out to Jim Haggerty on the passing of his brother on July 2nd. The club did send flowers.

So, hit the road, pound the pavement, and enjoy the ride. Now that the second half of the season has begun, don't let an opportunity to enjoy the view slip away. At the time of this writing, we have had 14 of 16 weekend days without rain since Memorial Day. Hopefully, most of you have gotten to enjoy them.

And as always... thanks for letting me put in "*My Two Cents*".

CCND OFFICERS

President	JackLayton	998-9434
Vice President	Joe DeSanta	832-7147
Secretary	Christine Carlanonio	984-9558
Treasurer	Harvey Smith	376-0200
NCCC Gov.	Dave Morales	475-8560
Show Chairman	George Burritt	610-255-4381
Social Chairman	Lynn Blanchies	322-6649
Member at Large	Mike Metcalf	731-7852
NewsMag Editor	Joe Murray	836-3619

JULY 2004



CCND Member of the Month *Bill Skinner.*

1965 was the first and only year General Motors bestowed the Corvette with the big block L78 396/425 HP motor. Truly a significant and special car right from the beginning, it was produced only from mid March to the end of July of that year. Representing the only mid year change in Corvette history, only 2157 were made, with 1407 of them being Roadsters. This was also the first year for four wheel disc brakes on a Corvette.



Built on June 12, 1965 in St. Louis, Missouri, this car was driven home from the factory by the original owner by way of H & B Chevrolet in MacDonald, Pennsylvania. Somehow, after only a year and 33k miles, the allure of the new '66 T-Bird was enough to bring about a 'parting of the ways' and begin a journey that would end in the garage of Bill Skinner.

Along the way the car sat for a spell, and was resurrected in the late 70's. The engine was pulled apart to find only a need for gaskets, and after a repaint, the reward was an NCCC 1st place Concourse at Carlisle in 1983. History shows two more stops in the Pittsburgh area with the next stop being where Bill found the car at Pro-Team in March 1997.



His first Top Flight was achieved in October at a Chapter meet in Jenkintown, followed by an NCCC Peoples Choice at East Strousburg, and a Mall Choice at the Galleria Mall in York. This was all good, but he felt that this special car needed that something special. So after doing his first 'body off' on a basket case '67 427 coupe, that he took all the way to National Top Flight, Bloomington Gold Honors, Duntov Award, and Triple Spinner Award, he knew what that would be.

By now 2002 had dawned and he wanted to take the car back to the way it had left the factory. Pulling the motor and starting from the ground up was the only way to go. Maintaining the original interior, topping it off with an original lacquer finish and everything performing like the day it was new was the end result.

Two years in the making, a May 2004 trip to Wildwood, N.J. had Bill leaving with a Regional Top Flight Award. Next up in June, Bloomington loomed on the calendar as one of the most prestigious events in the hobby, judged by some of the most knowledgeable judges in the country. Out



of 8475 points, no more than 424 can be deducted to achieve Gold status. Held by some as more important than a Top Flight, Bill accomplished this with a mere -150 point deduction.

The NCRS National Convention in Windsor, Ontario is where we can find him as of this printing. Probably the most difficult award to achieve, and the toughest place

to get it, at a National, the goal is a PV (Performance Verification). This consists of a 135 item pass or fail, by the book, factory spec operations check. Only 1 failure and 15 minutes to make a repair, after that you're out. Doesn't get any closer to perfection than that.



Bill Skinner has been a member off CCND since 1995, serving as Show Chairman from '97 – '03. He also holds the distinction of being our very first Member of the Month!

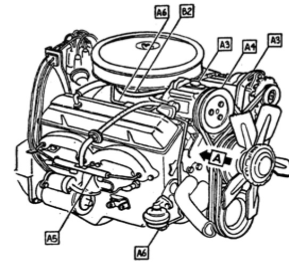
His pursuit of the Corvette hobby has

seen him go from casual participant to passionate enthusiast, and has enabled him to achieve the personal accomplishment of attaining the highly respected positions of NCRS Master Judge and Bloomington Gold / National Corvette Certification Board Judge.



Vette Tech

By Pat Bush

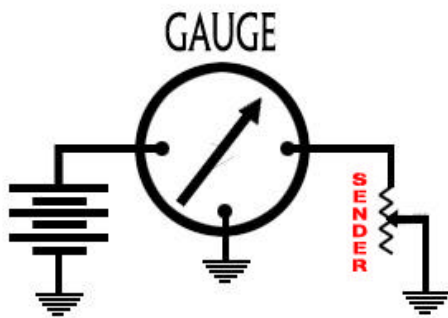


Corvette Cooling and Temperature Systems (Part 3)

So now we've been through the entire physical cooling system and it turned out not to be anything mechanical or functional in our system. That's excellent as we don't want to be wantonly replacing parts if we can avoid it. Now, there's only one place left to go. To the electrical system and our gauges. This article looks at Corvette temperature sending and gauge components as the last place for us to troubleshoot. Before I get into this, I want to thank Jack Humphrey, NCRS Rocky Mountain Chapter for much of the information in this section of the article. He provided me with most of the theory and troubleshooting techniques for the sender and gauges. That said, let's get started with a few facts about the system:

- Your temperature gauge is not exact! As a matter of fact, there's a lot of variance at the low end of the scale and that's by design. The system allows for more variance at the low-end, but IS very accurate as you approach melt-down. This was a trade-off in cost versus function by the GM engineers.
- The temp gauge is nothing more than an ammeter with a known metered resistance applied to make the needle move.
- Temp gauges are hand calibrated to a specified sender at the factory using a special resistor connected to the gauge itself called a "shunt" resistor. Or, if you have a mid-year, the gauges were manually calibrated with a fixed voltage load and the needle was carefully put on the gauge.
- All temp senders are not the same! And I have a box of them in the garage to illustrate the fact!

Alright, now that we have that together, let's talk about the system itself. It is really a very simple circuit as follows:



We've got a battery (connected to a common ground) feeding the temp gauge via ignition switch (not depicted). The temp gauge is grounded at the instrument cluster (center path in above drawing). Then, a third leg of the circuit flows from the temp gauge, out through the firewall, and to the temperature sender (dark green wire). The sender itself is grounded to the engine block. Should make things easy to troubleshoot right? Well, sort of.

The big variable in a 30+ year old car is father time. Senders are often changed, gauge packs are "restored", wires get brittle, connections get corroded, Bubba and Cletis did some "work" on the car – you get the picture. So let's take this from a methodological approach:

- **Start with the mechanical easy stuff first** – CHECK YOUR RADIATOR CAP and all other accessible components of the cooling system for leaks, constrictions in hoses, faulty clamps, etc... A pressure leak/or variance will send you south on your gauges because unpredictable temperatures will be reported to the gauge/sender depending on the pressure variant of the system. This is what happened on my 71. Three days and a lot of readings later, it turned out my OE radiator cap was kaput.
- **Keep checking the easy stuff** – Make sure there is no "gunk" on the sender. Oil, sealant on the sender threads, and poor/faulty connections cause lots of headaches. Particularly if they put sealant on threads. This changes the resistance to ground and appropriately the reading on your gauge.



- **Test the Sender** – Next on the list is to really check the sender out.
 - Make sure the bakelite center post isn't cracked and the center terminal isn't spinning
 - Now, get a digital multi-meter and test the resistance of the unit by attaching the COM connector to the center pole and the NEG connector to the sender case. The following values are within specifications:
 - **Cold (prior to Start)** - 700-800 Ohms
 - **Bringing up to initial temp** – Ranges between 130 and 120 Ohms with the meter accepting a slight drop (2-3 Ohms) with each opening and closing of the thermostat... each time the thermostat opened and closed there was a drop in resistance until it finally settles out
 - **Hot Run: Idle** – 107-116 Ohms within a couple of ohms either way
 - **Hot Ignition Off** – 60-80 Ohms (engine gets hotter due to latent heat dissipation) and then starts to rise again (Engine has exhausted latent heat and is now cooling off)



Do these tests at least twice. If you have these types of readings consistently (and there is a little bit of flex in them), the problem IS NOT your temperature sender. If it is the sender, you can get one that will read correctly with your gauge from Lectric Limited. Contact me if you have questions.

Moving right along, we now know the sender itself is good and it is time to think about an electrical problem. Do not fret, you can figure out most of the problems without an invasive procedure. Fixing them however, might be something you want a shop to do once you nail the problem. Dashes on Corvettes are just a complete PITA. I do meditation, breathe deep, have a soothing beverage, and try to stay calm when I'm in there! But, let's look at some basic troubleshooting:

- **Charging Issue** - If the battery voltage, at the temp sender, jumps up/down then the gauge needle will follow in lock-step. Since this is an ammeter at heart, it's time to look at the charging system or ground. Check all grounds and voltages in-line. You should read around 13.8-14V with the car running. Nominal 11.8V when car is off. The horn relay is always "hot".
- **Bad Ground** - If the gauge's ground connection at the instrument cluster isn't rock solid, then the gauge needle will hop around erratically (losing/gaining electrical ground reference for the whole reporting system). Crapola, gotta take out the center gauge cluster. Plan on a weekend.
- **Sporadic Short to Ground** - If the sense lead from the gauge out to the temp sender is flakey (sometimes shorting to ground), then the gauge needle will move erratically in lock-step. Check the harness and tighten all the connections on the horn relay (B+ bus for the electrical system). See if that stabilizes things.
- **Sporadic Resistance** - If the temp sender is sporadically changing resistance internally, then the temp gauge will move in lock-step. You've got a bad gauge, ground, or shorting wire if you have already tested the sender. Crapola, gotta take out the center gauge cluster. Plan on a weekend.
- **Inductor Windings are Bad** – If the internal inductor windings inside the gauge are 'flaky,' then the gauge needle will fluctuate. You've got a bad gauge. Crapola, gotta take out the center gauge cluster. Plan on a weekend.
- **Gauge doesn't move at all.** Check fuses. If fuse is good, likely a broken wire in the harness or the gauge is bad. Try replacing the gauge first but **MAKE SURE YOU USE THE SHUNT RESISTOR THAT CAME WITH THE GAUGE OR IT WILL NOT BE CALIBRATED CORRECTLY!!!!** The resistor fits underneath the ceramic posts that the harness connects to. If you think it is the wire, test continuity. If you have a stable wire – 0 Ohms closed circuit, that ain't the problem.

That's all there is to finding and killing the source(s) of the problem(s). Now, it's a matter of methodically removing one variable at a time until you get to the truth. I've been through this at least 3 times in my ownership. If you need help, please let Joe know. Sometimes a simple call or piece of advice can help. I hope everyone found this to be a useful article and have fun driving this summer with a cool (figuratively and literally) car!



Woody's

June 16th we were off to Woody's in Northeast, MD for a great dinner. There was only on street parking, so most of the group did not drive their Corvettes. This was my first time at Woody's and the food was great! Everyone enjoyed themselves and the ice cream afterwards. Sorry no pictures, I forgot my camera.



Cavalcade of Corvettes

On June 27th four cars from the club went to the Middletown Grange Fairgrounds, Newtown, Pa for the 34th Annual Cavalcade of Corvettes by the Corvette Club of Delaware Valley. Most of the trip was on I-95 to north of Philadelphia.



At the show there was a Corvette only parking area, Dyno, and an all type of vehicle judged car show. One of the Corvettes took 3 large trophies. What a beautiful car and you could tell he had spent a whole lot of money on it. There were 2 large buildings one with an evolution display and the other had their club cars. Also there were 2 GM racing Corvettes there. One had a twin turbo 427 with a yellowish, gold custom paint. It's front grill area and headlight setup very closely resembles the C-6.

We all put our cars on the Dyno. The numbers did not quite seem to be up to snuff. Of course you never think the numbers are high enough, but Dave has had his done before and his reading was lower.



After the show we went into Newtown and found a nice place for dinner. We saw part of the NASCAR race at the bar before eating.

Blue Rocks

Another great evening was spent at the Blue Rocks game on July 2nd. The evening started with 8 Corvettes traveling around the warning track in front of a packed stadium, our Club members and families. We had a large area to enjoy our picnic and the game. The Rocks won 2 to 0, then we watched the fireworks.





New Meeting Place

Kahunnaville, our new meeting place, provides us plenty of elbow room. Now we have room to expand our membership and supply them a roomy place to attend the meetings. So, come on out to the meetings and invite a prospective member.



Ice Cream and Dinner and Ice Cream

When meeting at the Goodyear store on Route 40, it's always fun to see the passing cars gawking at our cars before we head out. We had 10 Corvettes that headed down Route 40 to Elkton and left onto 213. We traveled over the bridge at Chesapeake City to our first destination, the Real McCoy ice cream stand. All eyes at the stand watched as we pulled into the parking lot across the street and parked. After carefully crossing the road, we ordered, sat under the trees, talked and ate. Janet ate the last pulled pork sandwich of the day from the award winning Real McCoy Bar-B-Que stand and Don took home a rack of ribs. Well, how were they Don?



From there 6 cars continued down 213 to Rock Hall and Waterman's Crab House for dinner. Frank ordered a dozen crabs which he shared with everyone. Thanks Frank! Frank, our food expert, told us that most places do not cook the crabs correctly, but these crabs were done perfectly. As we ate we listened to a live band, looked at the surrounding boats and enjoyed the other summer sites at the restaurant.

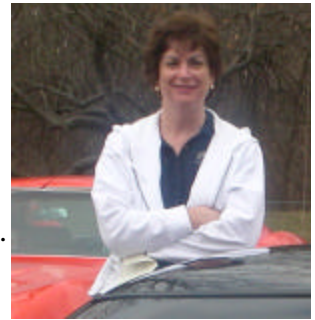


After returning to our cars we stood around talking and some of the other patrons came over to talk with us about our cars. Two of the restaurant patrons, who just happen to work at the VA Hospital, went for a ride around the block. That sure did make their day!

On the trip home we stopped at Downeys in Chestertown for another ice cream fix. Lynn and I had a few rain sprinkles just before returning the Vette to its spot in the garage. What a great way to spend a Sunday afternoon.



Upcoming Events by Lynn Blanches



Aug 11 **Mystery Mid-Week Dinner Cruise.**
Find out more at the next meeting or stay tuned to the web-site.

Aug 15 **Crazy Car City Cruise at Kahunaville.**
Dennis Gage will be filming for one of his programs. Leave Kahuna at 10:45am for a cruise of the city. Return to Kahuna for the cruise night, pig roast, music, etc. You must pre-register to participate. Registration form (\$5.00 fee) is on their web site, www.Kahunaville.com or stop by.



Aug 22 **CCND Club Picnic Barley Mill Plaza (New date)**
11am – 5pm Participants should bring a side dish - hamburgers and hot dogs, drinks, etc. will be provided. Volunteers needed for set-up, cooking & clean-up.

Aug 27-29 **Corvettes at Carlisle -- Enough Said!!**

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 is at 10:30am at 4th & King Sts Contact Steve Blanchies 302-322-6649



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

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. Money will be collected at the August and September meetings or contact our member

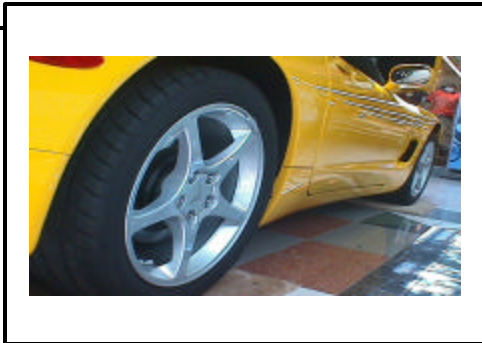
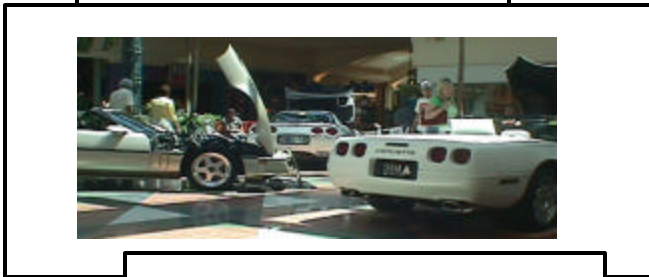
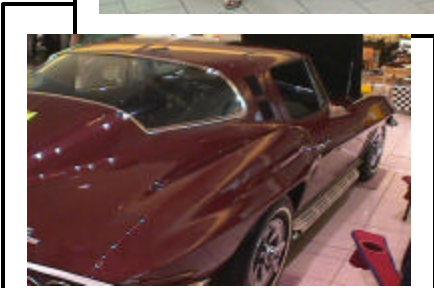
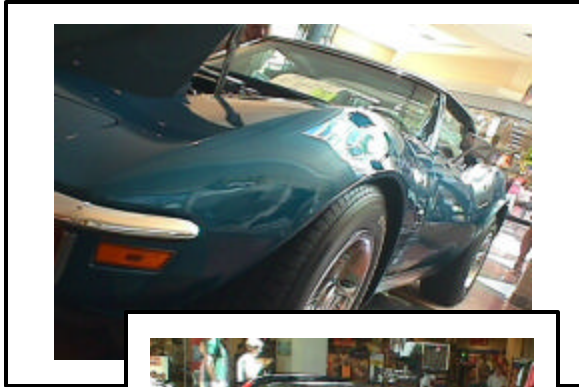
TheresaVentresca@aol.com or 302-731-1885

<http://www.parenaissancefaire.com>

Birthdays

CiCi Taylor	8/2	Steve Blanchies	8/17
Pat Tronto	8/5	Lisa Merkel	8/25
Bruce Taylor	8/6	Linda Cook	8/27
Don Steinhauser	8/11	Mike Metcalf	8/29

Father's Day @



Father's Day..., Father's Day ..., If women are from Venus, and men are from Mars, then this was definitely a Mars kinda day. Good turnout at Concord Mall, and another great effort from the club. As you can tell from the pictures, there were some great cars, and a fine example of CCND.

Father's Day is traditionally a time for our members to celebrate CCND, and is a departure from all of our other shows, where we get the chance to showcase our own Vettes in our own backyard. An added touch this year were new (for us) acrylic trophies that were 'styling'!



Concord Mall

So let's get those hands together, the band jumping, and a standing ovation for all those who represented CCND so well, and especially for our trophy winners:

Peoples Choice:

1st place – Andy Rumford

2nd place – Ray Caselena

3rd place – Harvey Smith

Merchant's Choice:

Jack Anderson

Mall Management:

Barry Kimmelman





CCND July Meeting Minutes



Prior to the meeting, club members were treated to a 20-minute video, prepared by Greg Boulden, featuring members' cars at the Concord Mall Show. Copies can be made in DVD or VHS. See Jack or Barry Boulden for more info.

Meeting was called to order by Jack Layton at 7:35 p.m. Forty members, including the Board, were present.

Vice President's Report: Joe DeSanta reported that CCND's current paid membership totals 96. Draft of Kahunnville show flyer passed around. Need "Member of the Month" articles.

Treasurer's Report: Harvey Smith not able to attend.

Member at Large: Mike Metcalf recap on Blue Rocks game: 28 people came, 8 vettes drove around the track. He is working on a drive around the track *after game and before fireworks*. Club merchandise: hope to receive soon, turn around time is very slow, so we may want to consider getting another vendor. Steve Blanchies & Andy Rumford doing some research.

NCCC Governor: Dave Morales not able to attend.

Newsletter Editor: Joe Murray is working on a special *C6 display* for the Kahunnville show, hopefully with an actual C6 on display. Anyone who knows anyone who has ordered or plans to purchase a C6, please contact Joe. He would like to send them a personal invitation and have them as "Guest of Honor" with a free membership to CCND.

Activities Chairperson: Lynn Blanchies recap of Woody's dinner cruise: 16 people attended, great food!!

Upcoming activities:

Sun. 7/10 Ice cream run to Chesapeake City: Leaving from Goodyear Tire Center, Route 40 at 2 p.m., possibly head to Rock Hall, MD after ice cream

Sun. 7/18 Join the FSCC on a cruise to Suicide Bridge Restaurant. Will be leaving from Sears Automotive, Prices Corner at 9 a.m.

Sun. 7/25 Boat trip on the Chesapeake, leaving from Goodyear Tire Center, Route 40 at 9:45 a.m. Everyone is to bring a covered dish

Sun. 8/15 Kahunaville City Cruise with Dennis Gage. Parade starts at Kahunaville at 10:30am, and returns for Cruise night, pig roast, music, burnouts, etc. For registration form, go to www.kahunaville.com – they are stopping at 1,000 cars, so register ASAP

Sun. 8/22 Club picnic: Dupont Chestnut Run pavilion, entrance on Route 48, 10am-6pm, volunteers needed for set-up, cooking, clean-up. The club provides burgers, hot dogs, sodas, and condiments, but everyone is expected to bring a covered dish.

Janet Taylor received ok from club members to return to the Riverview Inn for the club Christmas Party, to be held sometime in January. Also asking each member who will be attending to bring door prize donations. . More info later

Show Chairperson: George Burritt not able to attend. Jack Layton reported that \$400 has been received for sponsorship and possibly another \$200. Estimated expenses to the club are \$1,200 for trophies and \$1,000 for t-shirts. Need help with parking and judging. Bill Skinner will hold judging classes in August and September (dates to be announced). Still looking for more judges – if you are interested, please call Jack.

Old Business: None

New Business: Everyone happy with new meeting place, but will need to use the sound system for future meetings.

50/50 winners: Magnetic lights - John Perrott; Blue Rocks tickets -Tom Polis; \$47 - Dave Divito

Meeting adjourned at 8:50 p.m.

Respectfully submitted,
Christine Carlantonio, Secretary

NEXT MEETING DATE – TUESDAY, AUGUST 3, 2004

Vette Shopper

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1996 Red / red Coupe, LT4, 6-spd, loaded, 13.5k miles, 1 owner, all paperwork, and factory plastic seat covers. This is the 48th car delivered Bowling Green delivery program, excellent cond., \$23,500 Bill Skinner 834-4309

Next Month Features:

Member of the Month - Barry and Linda Kimmelman

Vette Tech - Timing Is Everything – Pat Busch

Crazy Car City Cruise at Kahunaville - Sponsored by Dennis Gage

.....and much more!!!

2004

July

TO:

FIRST CLASS MAIL

CCND NEWS
P.O.B. 223
New Castle, De.
19720



*The Corvette Club of Northern Delaware was
Established in 1973 and is a member of
The National Council of Corvette Clubs*



Check out our web site @ www.vetteclub.org