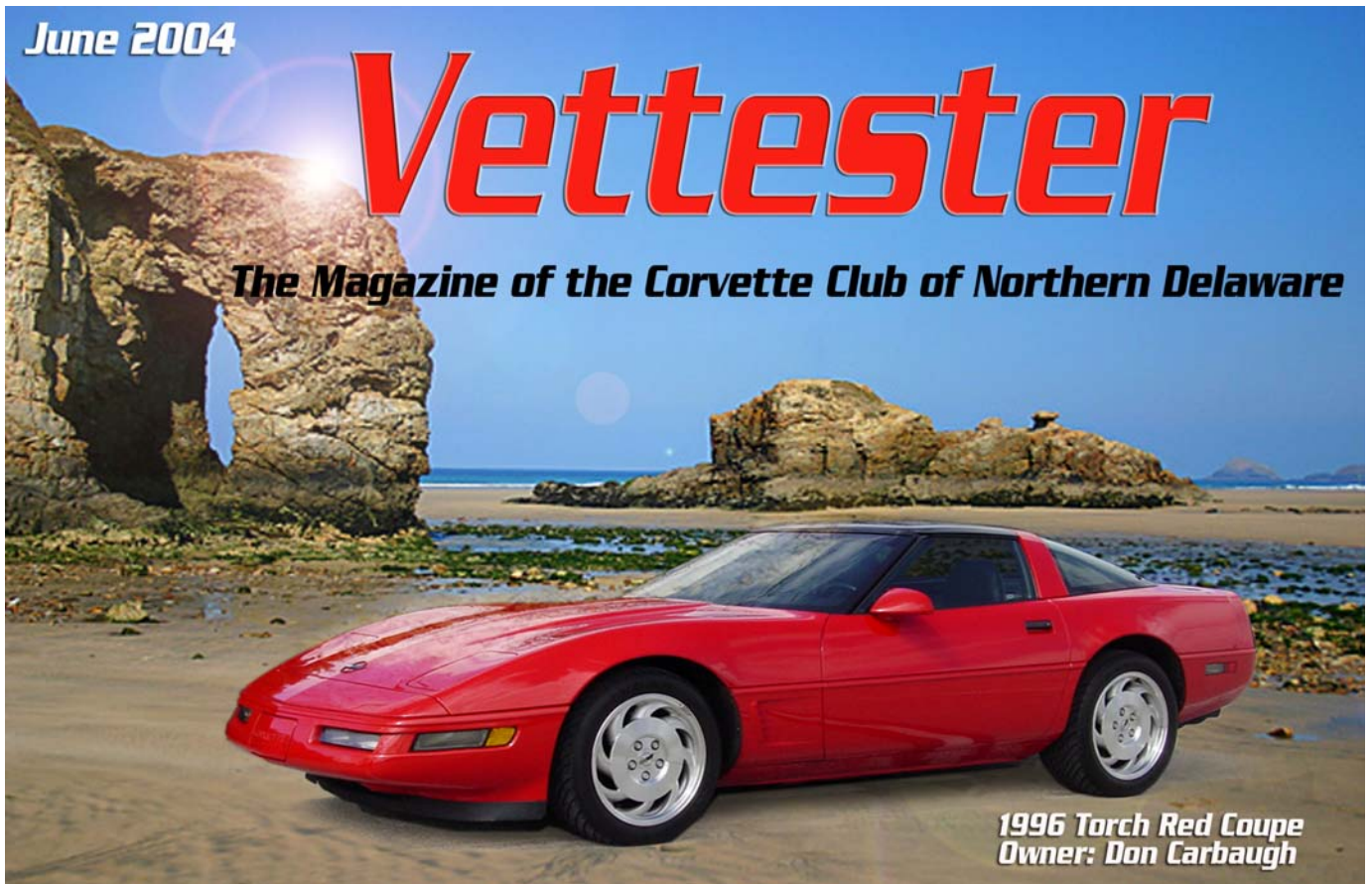


June 2004

Vettester

The Magazine of the Corvette Club of Northern Delaware



**1996 Torch Red Coupe
Owner: Don Carbaugh**

Extra, extra, read all about it – CCND puts on the show of shows!.... Sounds good doesn't it? That's just the kind of headline we're looking for! And the way things are shaping up, this certainly looks like the case. This month we're going to bring everyone up to date on how things stand so far for Vette Show 2004, ...and things look good!

Just got back from the drags that were anything but a drag. Things were smokin' as usual and like I've stated here before.... Corvette Day at Cecil County isn't just about 'racers'. There's a lot of guys like you and me who get that heavy right foot going, and just want to work it out. And this is the place to do it. Check it out on the inside....

Vette Tech is back again, and Pat Bush tells us about those little annoying signs that usually lead to bigger problems. Something that we all want to avoid, and can do without, but none the less need to know what to look for.

And while I'm giving away all of the surprises of what's in this issue.... How many of you know the story of the first production

line L88 Corvette? Well, since this isn't a quiz, I'll bet we all know where this can be found.

Jack gives us the new date for our club picnic, but not to fret! With the August 15th date now open, no need to take it off your calendar. Rumor has it that Dennis Gage and My Classic Car will be filming at Kahunaville, including a parade through Wilmington. Stay tuned on this one....

Bill Skinner's '65 396 is sportin' a new look these days thanks to a just completed, from the ground up, body off restoration! Over two years in the undertaking, Bill rolled it out the door in time to pick up his first Top Flight with this car in May, at Wildwood, N.J. Next month we'll get the whole story, right here, in our Member of the Month feature.

A reminder on those photos for the calendar – September is the deadline – Thanks goes out to those who have already got them to us – please give this a priority consideration – we want to do the best job we can for you. **JM**

My Two Cents



by Jack Layton

Finally, June has arrived. The only month that historically has been shown to have the most sunny days out of the entire year. Hopefully, the weather gods will see to it that this year will be the same!

First up is our annual Concord Mall show on Fathers Day - June 20th. As of this writing we have 20 cars registered. Cars can start entering the Mall at 7:30 AM, **and all cars must be inside by 9:30 AM.** Cars cannot leave until 6 PM when the Mall closes. Contact Janet for more information and registration.

The Blue Rocks date is Friday July 2nd and it is a fireworks night game. Mike Metcalf has reserved us the picnic area with 25 tickets. The cost is \$20.00 per person – money is due NOW! Again this year we will have 5-6 cars drive around the field prior to the game. Members who wish to attend need to let Mike know.

Once again this year our club picnic will be held at the DuPont Pavilion in the Barley Mill complex. **The date has been changed from August 15th to August 22nd.** Time is still the same...10a-6p. Members are asked to bring a dish of their choice.

The club will be providing the main entrees and drinks. There will be more info as we get closer to the date.

Final preparations for our show at Kahunnaville on October 3rd are just about done. In your newsletter, you will find sponsorship and door prize letters. These are to be given out to anyone who donates money or door prizes. It is, in effect, their receipt for their charitable donation.

We need the commitment from the “entire” membership to make this show a success. Joe Murray has more info regarding the show in his article.

Our next meeting will be at Kahunnaville. Please enter from the front doors, and then proceed to the Banquet room. Meetings will be called to order at 7 PM promptly. Please be on time.

So I say...get those motors runnin', set out on the highway, lookin' for adventure in the great ol' U.S.A. Well, maybe it's not the correct words, but you get the idea. Enjoy the view, and as always... thanks for letting me put in

“My Two Cents.”

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Secretary	Christine Carantonio	984-9558
Treasurer	Harvey Smith	376-0200
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NewsMag Editor	Joe Murray	836-3619

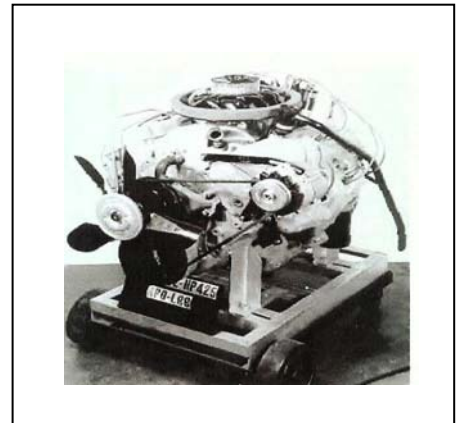
L88 - The Legend Begins

The first factory L-88..., in a 1966 C.O.P.O. Corvette..., to say that it is one of the most important Corvettes ever produced, doesn't quite capture the magnitude of this milestone event! It was 'big' then, and is nothing short of 'huge' now. If that was all there was to it, it would merely be history, but this was to be the beginning of a legend!

The L-88 was the culmination of Zora Duntov's quest for Corvette to be king. This first assembly line Corvette with the code named L-88 engine, was delivered to Roger Penske. Preparations for debuting this car at the 24 hours of Daytona were done at his shop in Newton Square, Pa. This first time out, the car was campaigned in it's factory red finish, but after seeing the huge success of this effort, the sponsor requested a repaint to Sunoco blue for the second race at Sebring.

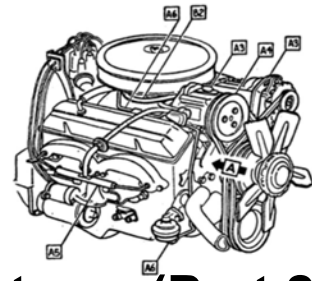
The Daytona race was not without its tense moments. After tearing up the front end by putting it into the back end of a slower car, a radiator was pulled from a Corvette parked out in the parking lot, flashlights were taped to the fenders, and Dick Gulstrand was able to drive on through the night. Although the Sebring race was uneventful by comparison, the result was the same - 1st in class in back to back world class events - its first 2 times out!

Fast-forward to the present..., now in the hands of Kevin Mackay of Valley Stream, N.Y., he has secured the preservation of this icon with a restoration that rolls back the clock to those glorious early days. This state of the art restoration was done 'in house' at his facility, Corvette Repair Inc., and made its debut at the Monterey Automobile Races in August 2002.



Vette Tech

By Pat Bush



Corvette Cooling and Temperature Systems (Part 2)

Last month we looked at all the background necessary for us to troubleshoot cooling system problems in Corvettes. This month we take a look at troubleshooting the cooling system. Now there's only a couple of things that can go wrong with the system:

- **The thermostat is sticking (or worse, it's stuck closed)** -- This one is really easy – your car will overheat in minutes since no coolant can get into the block. If you don't shut it down you'll blow a head gasket or crack the block/heads. Very bad. But, also a five minute fix if you catch it. As a course of general maintenance, once every three years, I replace my thermostat. It's a ten minute job and is an insurance policy for me. I always carry a spare and gasket in the car. The most important part in changing this out is to make sure you get all the gasket material off the outlet and manifold and you pull the outlet down square. Two 9/16 bolts and you're there and it's easy to get to.



- **The radiator cap is going bad** -- This will cause erratic behavior. If the cap begins to go bad, it will not be able to maintain system pressure. Un-pressurized coolant will boil much faster than when it is pressurized to correct specs, and you will often get unreliable function from the cooling system if it's working sometimes and not others. This is an often overlooked component that can cause great angst (it was the source of my overheating problem on my small block). So, from the school of hard knocks, I think I will change that puppy once every three years or so.

- **The water pump is going bad** -- You'll have anti-freeze on the ground and it will be dripping from the front of the pump. There's not much that goes wrong with a water pump but its front seal. Hence the leak. Only once or twice have I seen the interior impellers erode and that was on salt-water boat engines. This would be one of the last things I would look at.



- **The radiator is plugged** -- Anything that limits flow or efficiency in the system will raise the temperature of your car. A good flush and fill every couple of years will help to keep corrosion and build-ups from reducing your radiator's efficiency. Sometimes though, you just have to pull the radiator and have it re-cored or in severe cases -- replaced. If you need to do this, contact Joe DeSanta or me directly and we'll put you in touch with some folks in North Wilmington who are the best around, especially if you are thinking about preserving that numbers matching radiator.

- **The block has crud in it** -- Obviously, there are lots of nooks and crannies inside a motor where rust and deposits can build up. Rust and sediment are the biggest culprits and inflict a large increase in heat-load. Any constriction in flow through the motor will cause heat increase. Again, flush and fill every couple of years is an excellent way to assure you don't get too much of this stuff gunking up the matter. And when you flush and fill, don't forget to flush your heater core too cause it too collects a ton of crud. If you have to have your motor serviced, make sure you have it hot-tanked because the caustic agents used to remove oil deposits also help to remove rust in the block and heads.

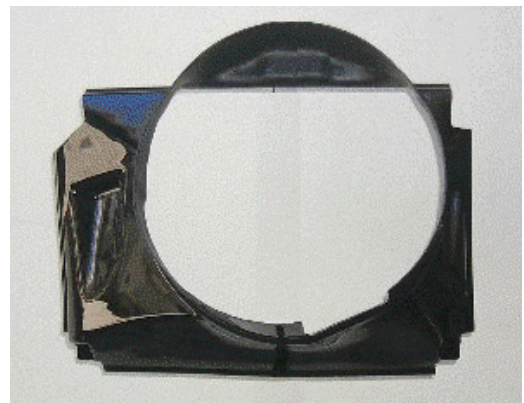
- **The fan clutch is bad** -- Easy test and fix. Start and warm the motor up. Shut it down and watch. If the fan spins more than a couple of revolutions by hand, the clutch is bad. Also you should hear a little “roar” occasionally – this is the fan clutch engaging and putting the fan into overdrive. Replacing the clutch means removing the fan assy (four nuts) and replacing the unit. **MAKE SURE YOU GET THE RIGHT CLUTCH FOR YOUR CAR!** There are several but most are available.



- **You have a pressure leak somewhere in the system** -- Check all your hose clamps and make sure they are tight. Any leaks in the system will reduce pressure and increase operating temperature. (See radiator cap).
- **Seals/Air Dam are missing or degraded** – Check all the seals in the cooling system for brittleness or they may just be missing altogether from some other owner. Sometimes replacing the seals will solve your problem. Also check and make sure you have the right air dam installed under the car and make sure there is nothing limiting air-flow to the radiator. If you need to replace the seals, this is sometimes best done by a mechanic unless you enjoy removing the hood, radiator, fan assembly and shroud. It ain’t easy and is generally a weekend project on a C-3 provided you do not run into any issues.



- **You have the wrong mix of coolant** – Remember you need to fill it in a 50/50 water – anti-freeze mixture. 100% anti-freeze or water will actually cause the car to overheat.
- **You have the wrong fan/shroud combination** – Also common with the Bubba and Cletis repair approach. Not all fans and shrouds are the same and there are several combinations for Corvettes. An improper fan or shroud can cause overheating as well. Get the numbers books out and check ‘em.
- **Houston, it’s not the cooling system....** – If everything else is in order, call me and we’ll “shoot” the car with an infrared gun (unless you already have one). This will tell us exactly what temperature your car is running at. If it does indeed run high, it could be a constriction internal to the motor, but chances are it’s the final piece of the puzzle that needs TLC – the temperature gauge circuit and sending unit.



Next month, we’ll work on the temperature gauge and sender.

Corvette Day at Corvette Day at



What a day... you missed it?... shoulda been there! This is one event that lives up to it's billing, and then some! We had straight axles thru C5's, Z06's, ZR1's, and a couple of those Viper guys. And if that isn't enough, CCND's own Jay Brantner drove away with the 1st place trophy in the class 5 bracket! This also qualified him for the Top-Dog competition, where he placed 2nd. Way to go Jay! Also from CCND, Jack Anderson and his co-conspirator Steve Raign were in his Sateen Silver '62 demonstrating the 'go' with the 'show' in this body off restoration. Now that's cool!



Cecil County Dragway Cecil County Dragway



Smoke, burning rubber, fumes, exhaust thunder, tires squealing. ...what an atmosphere! It wasn't just for the guys either. One couple from Virginia in a C4, were standing on a 12.2 all day long, no matter which one was driving. Clubs and solos from Maryland, Pennsylvania, New Jersey, and Delaware, were also represented with nary a frown to be found. Legalized speed can do that – it would be tough *not* to have fun!



Vette Show 2004 Report

For those tuning in late, progress is being made on all fronts regarding our CCND hosted Vette Show 2004. The show committee has met twice, and plans are already in place for just about every aspect of the show. The selection of the Delaware Veterans Administration Hospital as the charity for this event was passed at the May club meeting. Following the show committee meeting, preliminary contacts have been made, with the next step being to meet and go over details.

One of the main concerns expressed by the membership has been as to what capacity the proceeds from the show can be used for something tangible. Phone calls have indicated that there are two projects currently in need of attention that would fit this criteria. The VA recommendation is that our donation be applied to both of these areas.

The first is the opening of a new fourth floor wing that is in need of bedside TV's for the patients. Anyone who has ever spent any amount of time in a hospital, knows that that little TV is your only connection with the outside world. It is certainly a lifeline (no pun intended) that reaches beyond those four hospital walls. The second involves what seems to be the closet thing to a Veterans Home in the State of Delaware. They have an extended care facility on the premises that is currently developing a recreation/garden area for these patients. These are obviously in-patients and they have little to do, and no where to go. Plaques will be set up as a permanent reminder, and in appreciation of, those who have contributed. Both of these projects qualify as 'gifts that keep on giving'!

The letters for door prizes and donor contributions have been completed, and you will be receiving them shortly, if you haven't already. Just about anything can be used for door prizes – the more the merrier! Any monetary contributions are greatly appreciated. The ultimate goal would be to hopefully have each member be able to get one \$100 sponsor. Help us help the veterans!

The initial call for judges has gone out, and we have approximately 20 members signed on so far. But more are needed! Bill Skinner will be conducting 'judging seminars' to bring everyone up to speed on the 'how to' and what to look for. Everyone knows a nice car when you see one, and this will explain how you assign points. You are guaranteed to have lots of fun doing it, and you will get to see some great cars up close and personal. More on this as we get closer to the show....

Rounding it out.... Andy Rumford will be handling getting the show info posted on the website.... and we are also working on getting a C6 display.... Sounds like fun to me!



CCND Minutes

By Christine Carlantonio



Meeting was called to order by Jack Layton on June 1, 2004 at 7:05 pm. Forty members, including the board, were in attendance.

Vice President's Report: Joe DeSanta was late due to heavy traffic.

Treasurer's Report: Harvey Smith reported club is in the black.

Member at Large: Mike Metcalf - Blue Rocks update: Friday 7/2, fireworks night in the picnic area on the 3rd base line, \$20/person. We are committed (and have to pay) for 25 people - so far 7-8 people are signed up. Non-secure parking because of fireworks, and they will let 5 or 6 cars drive around the field before the game. Club apparel: getting ready to put in an order in July, and trying to get more catalogs. Club calendar: need photos! Digital images should be sent to Joe DeSanta, others to Mike who will scan.

NCCC Governor: Dave Morales not able to be present.

Newsletter Editor: Joe Murray reported that the Veterans are excited to be the selected charity. The money will be divided between to two projects; bedside TV's for patients in the new wing and landscaping, etc. for the extended care/recreation area.

Social Chairperson: Lynn Blanchies reported on the following upcoming activities:

Sun, 6/20 – Father's Day at Concord Mall - 20-25 cars, trophies, \$10 signup, mall pays club \$750 to participate

Sun, 7/11 – Ice Cream Run - details to follow

Sun, 7/18 – Suicide Bridge Restaurant – meeting First State & Eastern Shore for lunch

Sun, 7/25 – Boat trip on Jay's father's yacht – will take the first 20 people to sign up

Sun, 8/22 – Club Picnic – DATE CHANGE

Show Chairman: George Burritt not able to be present but Joe Murray gave an update on the 2004 CCND car show:

Judging – Bill Skinner and Bob Cook have volunteered to hold judging seminars.

Donor letters for door prizes and sponsor letters were handed out at the meeting.

Trophies – Kahunaville will be providing entertainment, food, sell 50/50. The club will have to buy the trophies, which are estimated at about \$1000.

Old Business: None

New Business: None

50/50 Winners: Orange cleaner: Barry Kimmelman; Upholstery cleaner: Barry Bolden; \$37: Jay Brantner

Meeting was adjourned at 8:40 pm.

Respectfully submitted, Christine Carlantonio, Secretary

NEXT MEETING DATE - TUESDAY, JULY 6, 2004 AT KAHUNNAVILLE

Upcoming Events



June 27 **Keystone State Corvette Club Annual Show**
Held at Penske Chevrolet, King of Prussia, PA
For details – contact Jack

July 2 **Blue Rocks with Fireworks**
Game time is 7:05pm Before the game we will enjoy a picnic of
Hot Dogs and Hamburgers etc.
Cost is \$20 per person.
Please check with Mike Metcalf for reservations



July 11 **July is National Ice Cream Month**
Join us for a cruise to Chesapeake City for Ice Cream-Soft and Hand Dipped
Next door has Pit Sandwiches. Afterwards we can take a drive. Let me know who wants
to come.

July 18 **Join the First State Corvette Club for lunch at Suicide Bridge**
They will be taking a cruise on the river (\$34 per person). Let Jack know if you would
like to go and if you want to take the dinner cruise or eat in the restaurant with Jack and
Janet.

July 25 **Join us for a boat cruise on the Chesapeake**
We will take a 55ft cabin cruiser to enjoy a picnic, swimming, sunning and just hanging
out. There are still some spots available, please call or e-mail me to reserve.

Aug 15 **Car Cruise & Show at Kahunaville**
Dennis Gage will be filming for one of his programs.
Leave Kahunaville at 10:45am for a cruise of the city,
return for the wildest street party in the east, live music, bull/pig roast and the world
famous burnout's. You must be registered no latter then August 2. A registration form is
on their web site, Kahunaville.com or call them directly. \$5.00 fee



Aug 22 **CCND Club Picnic Barley Mill Plaza (New date)**
10am – 6pm Volunteers needed

Birthdays

Andy Rumford	7/4	Sharen McCarnan	7/7
Harry Haas	7/5	Rick Picho	7/15
Barry Boulden	7/6	Bob Dantzler	7/24
Dave Morales	7/6	Bill Molnar	7/24

C4 Ram Air Installation or *(The air down there)*

by Matt Guthan



The front bumper of my C4 Corvette needed a little attention over the winter. The bumper was in need of repainting, and the “Corvette” license plate needed to be replaced. Instead of a direct replacement front plate, I decided to go with the front ram air system from A/O Engineering. The kit consisted of the inlet scoop, diffuser, duct hose, and new air cleaner lid. It didn’t look that difficult to install, but I would recommend some knowledge of vehicles.



First, I started with removing the front license plate, which is held in by two t-10 torx screws. The kit comes with templates to help you make the correct cuts, with the license plate area being the first of many. With the template taped to the license area, it was going to be hard cutting on my baby, but I kept telling myself “it’s going to be better”.



After the removal of the fiberglass, and using a hacksaw to cut the “egg crate”, the next step was to remove the entire air cleaner assembly. With the air cleaner removed, the next

template was installed on the radiator shroud, and I used an air powered cut-off wheel to get the cut I needed. Next was the template used for getting your “center” mark, and called for a 5 ¼” hole saw bit. A/O Engineering claims that the structural integrity of the bumper is not comprised.

The last cut was to the top of the frame to make the needed clearance for the air filter assembly. This is installed first, and then the hose that runs from the scoop to the air lid. This hose is a little hard to install because it has to be inserted into the air filter and then turned to lock in. After the hose is connected, it’s just a matter of painting the diffuser and scoop to match your bumper.

I thought the kit wasn’t that bad to install, but it’s very time consuming, and you must be patient. There were lots of concerns about water getting into the scoop and getting into the motor. The hose has small holes in it to help drain the moisture that may get in, but the best way to avoid worries about sucking up water is to avoid those deep puddles!



Vette Shopper

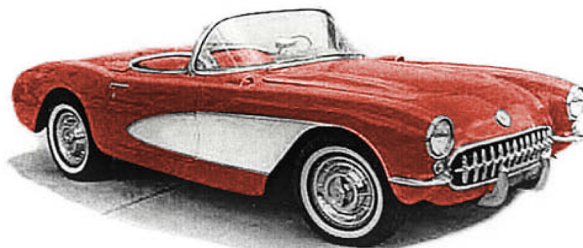
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