

April 2005

Vettester

The Magazine of the Corvette Club of Northern Delaware

***Inside This Months Issue:
Baby Gets a Makeover
CCND Red Rose Inn Cruise
Terry Shannon Member of the Month
CCND Trailer and much More!***

***1966 and 1960 Vettes!
Owner: Terry Shannon***



My Two Cents



by Jack Layton

OK, I guess you can say that spring has officially arrived, but not according to the temperatures lately. 45 degrees and raining on the first day of spring, was not the best weather to have for our 7th annual Red Rose Cruise. However, this was the first year that we had to deal with the wet stuff, so I won't complain too much.

As it was, we had 50 people come out, and after all, it's about getting together and having a good time, with or without the cars. Everyone seemed to have a good time. There was plenty to eat, and to enjoy the company of all who attended. My thanks to the members of Keystone State Corvette Club, and First State Corvette Club for attending this function.

As of this writing, the trailer is just about ready. Now that it has been decaled and lettered, Steve Blanchies is in the process of building some storage shelving to help keep things in their place. Thanks Steve for picking up the trailer and doing the carpentry work.

At the March meeting, a motion was presented that the club purchase a brick to be used in the making of a free standing wall to be built in the museum. The cost was \$250.00, which goes as a donation for the museum. The motion was voted on and passed. FSCC, BCCC, and ESCC also purchased bricks. All four will be together.

Regarding the clubs website, Andy Rumford says the new site is almost ready to be published. Check in periodically to see when the new site is up and running. Thanks Andy for all your time in revising the clubs website.

Mike Metcalf has secured June 3rd, which is a Friday night, for our Blue Rocks outing. It also happens to be fireworks night as well. We have reserved the picnic area. The cost is \$25.00 per person. Mike is also trying to see if we can get 10 cars to parade around the field before the game. If interested in attending, contact Mike either by phone or email.

The Concord Mall show is all set for June 5th. The show will be a combination of cars and motorcycles and advertised as such. I am looking for 15 to 20 street rods and muscle cars. I have secured around 10 to 12 custom bikes. If you, or anyone you know is interested in attending, the cost is \$10.00. You can contact me by phone or email.

Now that the season is "Officially" underway, we can turn our attention to the next event, which is cruising up to Shady Maple on Saturday, April 23rd. I also hear that there is a cruise to the beach sometime in May. Be sure to contact Lynn Blanchies if you want to attend either of these events.

Just a reminder that Keystone State Corvette Club is holding their 2nd annual poker run and rally April 17th. As of right now, we have 7 cars signed up. I am told that there is still room available if you're interested in participating. Contact me, either by phone or email.

As I sit here typing, I can hear Willie Nelson singing "On the road Again". Let's take that cue from him and start pounding the pavement. After all, April is here and the weather is improving. I am ready to get out and ride all 400 of my horses. Hope to see all of you attending some of the events this year. Sooooo...enjoy the season, 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 Carlanantonio	984-9558
Treasurer	Harvey Smith	376-0200
NCCC Gov.	Dave Morales	475-8560
Show Chairman	Bob Gerber	633-6594
Social Chairman	Lynn Blanchies	322-6649
Member at Large	Mike Metcalf	731-7852
NewsMag Editor	Steve Blanchies	521-1961 ^{cell}

Baby Gets a Makeover by Barry & Linda Kimmelman

Part 1 – Intro and Stripping

As most of the club members know, Linda and I purchased our '65 Coupe, named Baby, last spring. When we bought her she had just been completed out of a four-year body-off restoration. She only had approx 500 miles on her since the restoration and was in great condition. The only thing that wasn't done during the restoration was new paint. The body looked in good condition and the paint job that was on the car was also in pretty good shape. It did have some minor flaws but not too bad considering we judged the paint job to be approx 15 years old. Overall I would rate the body and paint condition on the car at a 7 or 8 on a scale of 10. I knew I would eventually want to get her repainted sometime in the future but I figured on at least a few years ahead.



Well, like most of my plans, that one fell through. I had a lot of bad luck following me last spring and summer and there were a few “incidents” with Baby that required paintwork. First, during the second show I took her to I had an area of paint on the hood blister from reflections coming up from the chrome air cleaner onto the bottom of the hood while the hood was open. A word of advice – when at a show and you have the hood open, put a towel or cover over your chrome air cleaner if you have a C1, C2, or C3 car! After that first incident there were a few others involving a chip on the front fender than a long scrape on the same fender and worst of all a bit of a to-do with the drivers side door. The blistered paint on the hood was extremely upsetting to say the least but the others were not quite as bad simply because I figured by that point she already had to go into the shop for the hood touch-up so the other areas were just additional things to add to the list. The problem was the list was getting longer and longer each time something new happened.



By the end of August I decided on the shop to work on Baby. After much looking around and research I decided to have the work done at a place called Joe's Garage in Newport. Joe has been specializing in Corvette work for 30 years and only works on early corvettes – C1's, C2's, and early C3's. Joe's Garage is a small shop and the owner, Joe Stephano, is the only person there so I know all the work is being done by him and not a lesser-experienced employee. He can do anything from simple touch-up work on the paint to a full-blown body-off restoration.

My intention was a simple one – repair the areas that needed repairs and hope it wasn't going to cost a small fortune. I already knew the biggest issue would be trying to match the color of 15-year-old lacquer paint. After talking to Joe, I also discovered that besides the color matching issue, blending in the touched up areas is very difficult to do on lacquer without the repaired area being at least somewhat noticeable. Just out of curiosity, I also asked Joe to work me up a quote in case I was interested in just repainting the entire car rather than dealing with

the issues involved in retouching the bad areas. Joe got back to me about 3 days later after he had a chance to look over the car completely (I had left it there for him to evaluate). The quote I was given included completely stripping the car down to the bare fiberglass, making any and all repairs needed on the body and then repainting it again the stock Milano Maroon color but using base coat/clear coat paint instead of the original lacquer. We choose to go with BC/CC instead of lacquer again because of easier maintenance plus any possible future repairs on the paint from rock chips or other damage would be easier to repair and blend in. He would go over the body thoroughly, checking every inch, top to bottom, front to back, to make the car as good as or better than the day it left the factory on Feb. 26,1965. At the price given, Linda and I felt it was worth it so we decided to go ahead with the complete job.

This article will be in three parts, each part covering a different aspect of the complete job. Part 1 will be the disassembly of the car, stripping of the paint, and the “archaeological finds” that we came across on this 40-year-old car. Part 2 will discuss the fiberglass repairs to the body required to make Baby look as good as she did when she was brand-spanking new. In some ways she is going to be better than when she left the factory originally. Part 3 will discuss the steps after the body repairs are made which entails sealing the body, sanding, priming it, sanding it again, sealing it again and re-sanding, painting and wet sanding it, clear coating it and sanding yet again, buffing the final finish, and final reassembly.

Linda and I dropped Baby off at the shop again at the beginning of September. The first step involved disassembly and removal of all chrome and trim pieces. This included front and rear chrome bumper assemblies, all emblems, gas tank door emblem, windshield and rear window stainless steel trim molding pieces, side pipe covers, antenna, driver and passenger door interior panels and glass, and anything else that wouldn't need to be painted or repaired (see pic #1). During the stripping process, the headlight buckets were also removed and completely disassembled.

There are basically two common methods of stripping the paint from these cars. One is a chemical stripping process and the other is media blasting. We went with the shops recommendation of chemically stripping the car. This is a much longer and labor intensive process that took weeks to complete but we felt it was the better method. Media blasting the car would have had it completely stripped down to the bare fiberglass in a manner of a few hours instead of weeks, but the downside is that it's very easy to overdo it with media blasting, causing damage to the body. Media blasting also tends to round off the sharp edges and feature lines of the body. If that happens it takes a lot of time and skill



to rebuild up those edges with fiberglass which can mean more time and labor in the long run defeating any advantage from the time saved by blasting it in the first place. I've learned that although it's overall a better method, chemically stripping a car is a very dirty, messy job that I don't envy anyone that has to do it (see pics # 2, 2a, 2b)!

Once the car was stripped down to the fiberglass we started to discover some very interesting history this car has gone through over the last 40 years. First thing we noticed was that although Milano Maroon is the stock color the car left the factory with, at some point it had been painted Glen Green and then repainted Milano Maroon again, as we found traces of the green still in places under the existing lacquer (see pic #3).



The next interesting thing we discovered was that at some time in the car's history it had been heavily modified – there had been flairs added to the fenders and then later on taken off again. It could be seen in the fiberglass where the flairs had been blended in and then repaired again when they were removed (see pics #4, 4a). This was visible only on the front fenders, as both the rear quarter panels had been replaced. Another panel that had been replaced on the car was the taillight panel. After realizing that the taillight panel had been replaced we strongly suspected that someone had added a 3rd taillight on each side sometime in the past (this was a very common custom modification years ago on the Midyear cars). The taillight panel was probably replaced because it would be easier than filling in the third holes when the extra taillights were removed.



After stripping the hood, we found that the hood came from a 1966 model as we found holes for mounting the Corvette emblem on the front left side that was only on '66's (see pic # 5).



The last major “discovery” we found on the body was that during some prior repair shop visit the entire front of the car including the front fenders, and hood surround were literally coated with approx an 1/8” of Bondo. Under the Bondo were the beginnings of fiberglass repairs that had been done but instead of finishing the job correctly with more fiberglass, the shop at the time choose to use LOTS of Bondo over the entire front of the car! It took days to remove every last trace of Bondo back down to the original fiberglass so that we had a good starting point on the body to begin our own repairs.



Next month we will go over the body of the car and the repairs that were made to make it as perfect as possible before the new painting.

April 2005

CCND Member of the Month

by Terry Shannon

I have been a Chevy muscle car fan from way back. My first car was a '65 Chevy Impala SS. I stuck a "097" cam into my little 283 and replaced the 2 barrel with a 4 barrel and terrorized Kirkwood highway in the late 60's. That "Lead Sled" was way too heavy so I bought a '63 Chevy II and stuffed a 327CI, 300hp mill in there and added headers and



traction bars and went back to the loop between Howard Johnson's, McDonald's and Gino's. I found out along the way that the seats and door panels from a '67 Camaro fit pretty damn good in that little flea with teeth as I called it. Couldn't keep a tranny in it so I sold it and bought a more civilized '69 Camaro SS with a 350/300 4 speed in it. I mellowed out and bought a '74 Camaro with A/C and an automatic transmission in 1978. Then came marriage, fatherhood and some unmentionable cars.



Fast forward to the not so distant past and I ended up working with some motor heads that got me thinking about the good old days. Back in the good old days Corvette was king as far as I was concerned. The cost was just out of reach for me then and my story is the same one you've read many times. Always wanted one! Then one of my co-workers bought a '64 Corvette Roadster and showed up in my driveway with it one Saturday morning. I call that the day of the infection. I had the fever!

For several months I bought and read a ton of books and magazines about Corvettes. I started going to car shows as often as I could too. One of those shows was the CCND Fathers Day Show at the Concord Mall. There my wife Gwen and I met Bill and Beth Molnar. They were very gracious with their time and answered a million questions while I lusted after their '60 Corvette. Beth told Gwen how much she loved the car and I think that was the point where Gwen really started getting comfortable with the idea of putting a Vette in the garage.

In the summer of 2003 I went over to the show in Vineland hoping to find something nice for sale. I had heard of a Corvette dealer called Conte's Corvette and thought I'd slide by there on my way just to find out where the place was so I could come back another time. They were closed when I got there but sitting right there in the window was a '66 big block coupe with a four speed tranny, A/C, P/S, side pipes, knock offs and it was talking to me right through the showroom window! I was back on Monday and found that the car was in really great shape. One more trip with a friend who has had a few Vettes and the deal was done! I was sure I had died and gone to heaven as I drove it home. There is indeed NOTHING like a big block!

As I went to various shows with my '66 I noticed that my attention was increasingly directed to the C-1's in attendance. Around this time my wife and I welcomed our first grandchild into the world. A safety concern came up as Gwen was driving a BMW Z-3 at that time. She didn't want to put the new bundle of joy in the front seat of a convertible with an air bag that she couldn't disable. So the Z-3 was traded in on a BMW 545i with a nice back seat for the baby in the spring of 2004. Soon after, it hit Gwen. "We need a convertible" she said. I couldn't have agreed more! I started scouring the internet looking for a C-1. They always look good on the internet, unfortunately. After several false starts I was again back at Conte's Corvettes. Lo and behold there was a '60 Corvette that looked just like Bill and Beth Molnar's ride! Black with silver coves, red interior and a white top. Done deal, this baby's coming home with me!

Soon after came the Backyard Buddy so I can double stack them in the garage. I have not done a whole lot to the '66 so far. I hid the Pertronix electronic ignition under the cap, replaced the



front disc brake calipers with some stainless steel sleeved jobs and converted to a spin on oil filter. I also added a teakwood steering wheel which really sets off the interior. Ironically, I met the previous owner at the Vineland show a year after I bought it and he said that the teakwood wheel was the final touch he had planned on putting on the car had he not sold it. Interestingly, this gent won this car in a raffle to benefit a New Jersey school. In his words "It was supposed to be a frame off restoration". Judging from the receipts I received for work and parts that he paid for, including a

repaint, he didn't end up netting much after taxes when he sold it to Conte! Be careful of what Pro Team calls a frame off restoration is all I can say.

As for the '60, well it's certainly not as original or in as great shape as Bill and Beth's ride but it's a nice looking driver and it's a lot of fun. The '66 is so close to original that I don't want to change anything else and what I have changed is certainly reversible. The '60 will be the one I'll



play with without fear of harming something sacred. It's an NOM car that started out as a 4 speed 283/230 with Cherry Bomb exhausts that somebody has stuck an unknown solid lifter cam into that is just a blast to drive and very dependable. I've replaced all of the brake linings, wheel cylinders and hoses and done a couple of other things during this long winter so that Bill Molnar won't try to hop in and drive away with the wrong car. I changed the top to black and installed a set of Cragar SS mags, something else

I've always wanted. Currently the instrument cluster is at Corvette Specialties of Maryland getting freshened up and the right rear bumper is getting rechromed as it was scratched up very noticeably. As the result of a long walk on Limestone Rd. this summer I have also replaced the fuel sending unit over this winter.

What might my next chapter be? Who knows. But now that my wife has taken over my Jeep Grand Cherokee as the baby transporter this BMW 545i seems expendable. Cadillac STS? Corvette C-6? Hmmmm. Gwen did mention that we need a convertible SHE can drive. In my mind I've already got it narrowed down to Sunset Orange, Artic White or Machine Silver.



Upcoming Events by Lynn Blanchies



- April 3 Daylight Savings Time Begins
- April 5 CCND Meeting @ Kahunaville 7PM**
- April 12 Dinner at the **Red Robin**, on Route 40 @ Peoples Plaza. Meet at the Restaurant at 6:30 PM. They have over 22 Gourmet Hamburgers and bottomless Fries. Please reserve with Lynn Blanchies 302-322-6649 or boatwidow@comcast.net
- April 17 Keystone Corvette Club Road Rally – Reserve with Jack
- April 23 CCND trip to **Shady Maple Smorgasbord**. Lunch at the famous Amish Buffet. Cost is approx. \$15.95ea. Meet at the Park'n'Ride at Prices Corner We will leave at 10:45am Please reserve 302-322-6649 or boatwidow@comcast.net
- April 21-23 National Corvette Museum C5/C6 Birthday Bash
- May 3 CCND Meeting @ Kahunaville 7PM**
- May 6-8 Wheels & Wings Show, Millville, NJ
- May 30th Delaware Memorial Day Parade for the Delaware Veterans Association, 5:30 PM. The club will receive \$25 per car that attends the parade up to \$200.00. Convertibles are needed to carry dignitaries. Please Reserve.
- June 3 CCND Night at the **Blue Rocks**. Drive your Corvette on the field. We are reserved at the 'all you can eat' picnic area. Fireworks. \$25.00 per person.
- June 5 Concord Mall - American Muscle Cars & Custom Bike Show. Please volunteer to help at the table. The club gets paid extra for the show.
- June 19 CCND Fathers Day Corvette Show at Concord Mall

April Birthdays

4/2	Matt Guthan	4/20	Gwen Shannon
4/3	Chris Carlantonio	4/22	Mike Boutwell
4/8	Christine Carlantonio	4/22	Vincent Brittingham
4/11	Jo Anne Metcalf	4/22	Dudley Fraser
4/13	John Farnan	4/24	Norman Powell
4/15	Jack Layton	4/25	Jennifer Brantner
4/15	Stephen Raign	4/26	Stephen Koniza
4/16	Dorothy Ciabattoni	4/27	Bill Skinner

7TH ANNUAL RED ROSE SUNDAY BRUNCH CRUISE by Steve Blanchies

We all have been keeping our eye on the weather for the CCND's big season kick off. The forecast several days ago was for good weather and a temperature of 52* but now the possibility of rain is in the picture. What will it be? Will this be a cruise of Corvettes or a cruise of the family's daily drivers? If history holds true we will have great weather and be driving our pride and joys on Sunday.

Well the day has arrived and it is raining. Most of CCND and most of Keystone's members did not drive their Vettes to the Red Rose Inn. We did have a large group and as usual there was plenty of food and fellowship to be had by all. Although it did rain it was a great day to be with friends



DINNER AT JOE'S THE UNCHAINED RESTAURANT

Thirteen CCND club members met on a Wednesday night for dinner and conversation. Some of us did drive our Vettes that night and then on Thursday we had another snow storm. So during the next couple of weeks of bad weather the Vette went back into the garage. Hopefully the weather will cooperate for our trip to the Red Rose.





CCND March Meeting Minutes



Meeting was called to order by Jack Layton on March 1, 2005. Thirty-three members including the board were present.

- New Member:** Chris Kado – C6 with 1,800 miles (1st C6 to join CCND)
- Vice President's Report:** Joe DeSanta reported 69 paid members. Need "Member of the Month" articles.
- Treasurer's Report:** Harvey Smith not able to attend. Jack reported club is in the black.
- Member at Large:** Mike Metcalf reported that he is trying to get a new apparel company.
Blue Rocks – Fri. 6/3 – fireworks night - \$25/person – picnic area – trying for 10 cars to ride around inside track.
- NCCC Governor:** Dave Morales not able to attend.
- Newsletter Editor:** Steve Blanchies needs articles for the newsletter. Advertising is available at \$50 for business card size.
- Social Chairperson:** Lynn Blanchies reported on upcoming activities:
- | | |
|------------------|------------------------------------|
| Sun. 3/20 | Red Rose Inn |
| Sat. 4/23 | Shady Maple |
| Sun. 7/24 | Boat trip on the Chesapeake |
- Show Chairman:** Bob Gerber reported Delaware Humane Society happy to be on board. They will add us to any advertising they do. Will have a 38 ft mobile vehicle at car show for people to see.
- Janet Taylor:** Janet reported that Andy Rumford has put in 30+ hours on the web site. She was very pleased with the work. Andy is also working on password protected areas. He is 85% ready. Should be up and running in about 3 weeks.
- Jack Layton:** **Red Rose Inn** – leaving from the **PARK N RIDE** behind Prices Corner – leaving **10 a.m. sharp!** – Pickup KSCC at Longwood Gardens – room is reserved – this is a rain or shine event. We will take pictures after meal. Poker run also scheduled.
- Keystone State Corvette Club poker run Sun. 4/17. CCND leaving from Hooters/Dunkin Donuts, Routes 1 & 202 at 9 a.m., \$15/car pre-registration – \$20/ day of, limited to 40 cars, approx. 65 mi or 2 hrs. Entry fee to be refunded if cancelled. Rain Date Sun. 4/24
- Old Business:** Discussion about getting new club trailer lettered.
- Printer still down. Hope to have back for next newsletter.
- New Business:** Corvette Museum in Bowling Green is selling 620 bricks from the old Flint plant for a free standing wall. Surrounding Corvette clubs (CCND, FSCC, ESCC & Beachcombers) will each purchase a brick with the club's name for \$250.
- Concord Mall Show, Sun. 6/5. Modified motorcycles, street rods, muscle cars. Open to everyone, club receives \$750 to participate.
- Club photo – will be taken after Red Rose Inn
- Kahunaville car show Sat. 7/30, proceeds to support colon cancer, would like CCND to attend.
- 50/50:** Spray wax cleaner – Jay Brantner; Glosser & Tire Shine – Tom Polis; \$28 – Frank Ventresca
- Meeting was adjourned at 8:30 p.m.

Respectfully submitted, **Christine Carlantonio**

NEXT MEETING DATE – TUESDAY, APRIL 5, 2005

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Please contact Mike Metcalf to advertise on this page !!!

CCND New Trailer!



For Sale: Totaled 2003 Anniversary Corvette - Restoration or parts car for only \$15,000.00 Call Dan DeRitis - Cell: 215-704-5902 Home: 610-361-2921

For Sale: 1999 Corvette - Lt. Pewter, 17K miles, auto, HUD, black int. 2001 5-star rims, Bose stereo, Garaged kept, \$25,000 OBO Call Shaun Donovan at 302-683-9182



For Sale: 1999 Corvette – Magnetic Red Grey Interior, chrome wheels 29K miles, auto, glass top, heads-up display. Loaded, excellent condition, Garage kept, \$26,500 call 302-993-1261

For Sale: 1990 Coupe painted top, excellent condition, only \$250 call 302-993-1261

"Just a small note to say Thank You to everyone at CCND for the very attractive plant that was sent regarding my father's recent passing. My family and I were very surprised and extremely thankful for your gesture." Tom Ptomey

2005

April 2005

TO:

FIRST CLASS MAIL

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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*



Check out our web site @ www.vetteclub.org