

FEBRUARY 2006

Vettester

The Magazine of the Corvette Club of Northern Delaware



**Phil saw his shadow and decided to drive to Florida
for the next six weeks!**

My Two Cents



by Jack Layton

Hello everyone. With January all but gone, we can now turn our attention to February- ahh, another crappy month as far as the weather goes. But hey, it does have Valentines Day, so to all you love birds out there---Happy Valentines Day!!! Now that I have gotten all that out of the way, lets move on to the good stuff. I want to bring to your attention, some things to look for in the coming year. So buckle up, and hold on.

First and foremost, it appears we will have a great turnout to our holiday party. I say appears only because as I sit here and write this article, we are still 3 days away. At this time we have 72 people committed to attending. By the time this party ends, "all of us may need to be committed".

Concerning the newsletter, it is our goal to email and snail mail it out one week prior to the general meetings. Hopefully everyone is receiving the newsletter. If for some reason you are not, be sure to let Steve Blanchies or myself know.

As far as the general meetings go, starting in March or April, we are planning to invite several different speakers throughout the year. I thought that we needed to energize our meetings somewhat. More info on this will be brought up at the February meeting.

The activities for this year look to be "very interesting". Just hearing about some of them, it seems that Linda Kimmelman and others who have taken it upon themselves to help her out, have come up with a few winners. Stay tuned.

Our annual Red Rose Inn cruise is set for April 16th. Once again we will meet at the Prices Corner Park-N-Ride on Centerville Road at 10:00am.

We will leave at 10:30 and head up to Longwood Gardens to pick up members from KSCC. From there it is on to the restaurant for brunch at noon.

At the January meeting, Mike Crank volunteered to check into the possibility of having the club picnic on the "estate" where he works. Located in "Chateau country"-or for us common folk- Greenville. This place has it all. From a huge swimming pool, to a volleyball court and everything in between. The plan is to also do a photo shoot, so plan on bringing the car. Stay tuned for more info as Mike is checking on available dates.

As a note, I'm a little surprised that the club has not received any correspondence from the church or our Adopt-A-Family concerning the donation that we gave. them. In the past we have received, at the very least, a thank you card. We may have to make a change for this year.

Gordon Killebrew is making another appearance in Delaware, this time in Seaford. I believe it is in April, but I am not sure of the date. As details become available, I will let you know.

Steve Blanchies will be running the February meeting since I will be away on vacation. There will be quite a bit to talk about, so let's hope you all listen and behave - hehehe.

Well, that's it folks, I'm outta here. Heading to sunny San Diego, California with Janet. So, until next month, I bid you all farewell and as always, thanks for letting me put in "My Two Cents".

My Two Cents

CCND OFFICERS		
President	Jack Layton	998-9434
Vice President	Steve Blanchies	521-1961 cell
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Treasurer	Harvey Smith	376-0200
NCCC Gov.	Dave Morales	475-8560
Show Chairman	Bob Gerber	633-6594
Social Chairman	Linda Kimmelman	234-4476
Member at Large	Mike Metcalf	731-7852
NewsMag Editor	Barry Kimmelman	234-0752

Longwood Gardens

Story by Barry Kimmelman

Photos by Steve Blanchies

On Dec. 11th we met at Longwood Gardens and toured the grounds, the conservatory, sat in on Christmas carols led by an organist, and than afterwards went for dinner at the Six Paupers Restaurant in Hockessin. A great time was had by all.



Keystone State Corvette Club's Gala Ball

Story and pictures by: Steve blanchies

We had another great time at Keystone's Gala Ball. The food and appetizers were great. Bob Anderson received a large trophy to wear around his neck. They gave away a C6 coupe that was equipped with paddle shifter. Then we danced the night away.



A Great Way to Start the Off-Season!

Story by Andy Rumford

The off-season started for me on 11.8.05. That's the date that I started the interior replacement on my '79. I had known for the last 6 months or more that I needed to replace my carpeting, seats, at least 1 front speaker and do some general work on the interior of this car. Having a 3 car carport, I knew the work wouldn't be easy outside, fighting the elements and the shortened days to come in the off season. Barry and Linda Kimmelman have been kind enough to allow me to store my car in their garage (only 15 minutes from my house) while I worked on this project. Thanks guys...I owe you one!!

Barry, my son Alex and I worked on the vettes interior since the 11.8.05 with good results. The old carpeting was been removed, as well as the old seats.



New Leather seats were ordered from Al Knoch (good price... \$525.00 Oyster white leather ON new foam). The old carpeting was easy enough to remove. Took about an hour or so and it was out!! New carpeting had been ordered back in October, so that was ready to be installed. I went to Lowes, picked up a roll of Reflectix, which we used as a heat barrier, and somewhat of a sound deadener, on the floor of the car. That along with 3M super strength spray adhesive and we were set to go.

The Passenger side and driver's side went rather quickly. The molded carpet almost fell into place. Really lucky in that respect. After removing the side console and kick panels and fitting the new carpeting carefully on those pieces, the front looked GREAT!



Next were the door panels. The old carpeting had to be cut off the door panels and new carpeting installed. Using an xacto knife and being ever so careful not to cut the leather, we were successful in removing the old and installing the new. We also fixed the power door lock wiring while we were at it by replacing the old pigtail wiring leads with new replacements. Reinstalling each door panel took about an hour, which again was considerably more than I expected. We did travel to Contemporary Corvette in Bristol, PA. as well, searching for a much-needed part that I needed for the restoration and were lucky enough to locate it.

The most time consuming part of this entire project was the rear storage section. Installing the rear 3-door compartment frame as well as installing plastic trim pieces on the rear door compartments took many more hours than I had even envisioned.

With the addition of the new Oyster white leather seats, the interior looks complete. Thanks to my son Alex and to Barry for all your time, effort and words of encouragement!



A Visit to the Graveyard

Story by : Andy Rumford

Photos by: Alex Rumford



On November 29th, Barry Kimmelman, Alex Rumford and Andy Rumford traveled to Bristol, PA to visit the largest Corvette Salvage yard in the Northeast, that being Contemporary Corvette. The yard has close to 500 Corvettes all of which are in various states of demise. These cars are purchased by Contemporary from dealers throughout the tri-state area and brought to the "Graveyard".

On this day, I was searching for a door belt edge, which was not available from ANY of the known Corvette vendors..and was only available on '78 and '79 model vettes. Within just a few minutes in the yard, I was able to locate the part...that quick. I was also able to buy a pigtail connector for my power door locks...These parts were priced reasonably and I was more than willing to pay the price for these needed parts.

Contemporary Corvette has Vettes from about 1971 up to present. There are NO C1's or C2's in the yard. Their also is a small area inside where you can buy new replacement parts at a decent price. The trip to Bristol took only an hour directly up I-95. Normally, groups are not allowed in the "Graveyard", but on this day, we were lucky and spent about 30 minutes or so walking around with someone from Contemporary. We were later informed that we could bring a group up on a Saturday morning for a tour. They are open 8-12 on Saturdays. Coffee and Donuts would be provided.

While I was elated in finding the parts I needed, at the same time it was quite sad to see so many Corvettes "at the end of the line". You couldn't help but wonder how many Corvette Enthusiasts never survived the crashes.

If your looking for that REALLY hard to find part, make the short drive to Contemporary. Chances are, your parts sitting right now in the "Graveyard".



My Engine Clean-up Project – Part 2

By: Barry Kimmelman

Last month I described how a terrible disease “Whileyouareatityoumightaswellas” could hit an unsuspecting Corvette owner at any time. When I left off, I was just starting to paint the motor block in my car after deciding not to pull the entire engine out. While there would have been some advantages to pulling the motor, I wasn’t prepared to get that involved with this project, as I know I would have kept finding additional things I’d want to clean-up, repaint, re-finish, etc.

To paint the block, I first cleaned it thoroughly with Simple Green to remove the surface dirt and grease. I then went back over it again with rags soaked in brake cleaner fluid. The brake cleaner removed any remaining grease and other contaminants and it dried quickly, leaving no residue. I then went over the entire block a third time with Acryli-Clean, which works as a pre-paint cleaner and is also used to make sure that the surface is free from any contaminants. I made the extra effort with all these cleaning steps simply because, if the surface wasn’t clean, the paint wouldn’t stick to the block.

Using small foam brushes to eliminate brush strokes, I then painted the motor with Hi-Temp engine enamel in classic Chevy orange, applying 3 light coats for good coverage. After drying, the difference between the old, dirty, chipped motor paint looked much better and was clean, shiny, and nice-looking like it should be.

The next step was to paint the top surface of the heads silver where the intake manifold mates up to the heads. In this area, part of the head surfaces showed between the edges of the intake manifold and the valve covers. Since the intake and valve covers were aluminum, I wanted the exposed head surfaces to match that same color. From the factory, they just sprayed that area by hand, covering the surface with silver paint and letting overspray get on the intake manifold. I wanted something neater. I covered the head surfaces with painters tape completely, took the new intake manifold gaskets I was going to use, laid them down and traced the outline on the tape. Then, very lightly so as not to score the head surface, I used a razor blade to cut the gasket outline out of the tape and pulled it up. This allowed me to only paint the portions of the head surface that would be exposed, not the parts that would be covered by the intake. Since I was going to paint this area with “Cast Aluminum” spray paint, I was concerned about overspray elsewhere, so I masked off the rest of the motor and the engine compartment and then hit the head surfaces with 2 coats of primer and 3 coats of the Cast Aluminum paint.



One last step was needed for reassembling everything – the brake master cylinder casing looked bad and rusty, so I repainted that also.



Now that all the parts and the motor were painted, it was finally time for reassembly. New sparkplugs were put in and new ignition wires were run. Then the exhaust manifolds were bolted up and connected to the side pipes. The radiator and fan shroud were reinstalled, followed by the expansion tank, water pump, water pump pulley and fan blade. The radiator hoses and heater hoses were also reinstalled, as were the alternator and idler pulley. Next, the intake manifold, fuel filter, and distributor were put back, along with the ignition shielding parts.



I was still waiting for the carb to come back from rebuild, so I now had time on my hands to kill before I could finish. Hmmmmm, free time and me with tools are NOT a good combination. I decided to pull most of the trim molding panels out of the interior of the car and repaint them also, but that will be another article. I also decided that, while waiting for my carb to come back, it was time I tried to figure out why, over the last couple of

months, my starter had decided to give me problems. The car went back up on jackstands and I pulled the starter off and sent that out for a rebuild also. The starter rebuild only took a few days, so I reinstalled it so it would be good to go and not cause more issues.



Finally the carb came back from rebuild and it looked great. Besides being rebuilt, it was also restored, meaning each part was replated, so it looked like a brand new carb out of the box. I reinstalled the carb, hooked up the linkage and fuel lines,

filled the motor with coolant, and finally, after almost two months of work, was ready to fire up the car. It was going to be interesting to see what would happen. Considering this was the first time I've ever done work on a car like this to this extent, I had my fingers crossed just hoping it was going to start, knowing I didn't do anything major wrong.

I turned the key. She cranked for a while, as the fuel bowls in the carb filled up, and finally the motor caught and she was running! YAY!! I immediately checked for leaks everywhere and, except for minor dripping from one of the fuel line fittings that was easily and quickly repaired, all was good. There were no other leaks so it was time to set the timing and adjust the carb. Finally, it was time to do what I'd been waiting for and that was to take her out for a nice test drive. It was only a short drive down my street and back so I could double check everything and make sure no leaks developed from driving her and check the timing and carb settings, but it still felt great driving her again after 2 months.

After the test drive confirmed everything was good, I could put the final pieces back on: the main shielding piece over the distributor and the air cleaner assembly. My first major project on my car was done.

I think she came out looking very good and much improved over how the motor looked previously. Working on the car was a great learning experience.

Now, I can't wait until the next project.

If you are interested in seeing pictures from the entire project or seeing the pictures larger you can visit my website at <http://69.253.166.197> . Once on the website, click on the "Corvette Pages" link and then go to the "Motor Clean-up Project 2005" link and you can see everything from just before disassembly to the final finished result.





Humorous Diversions



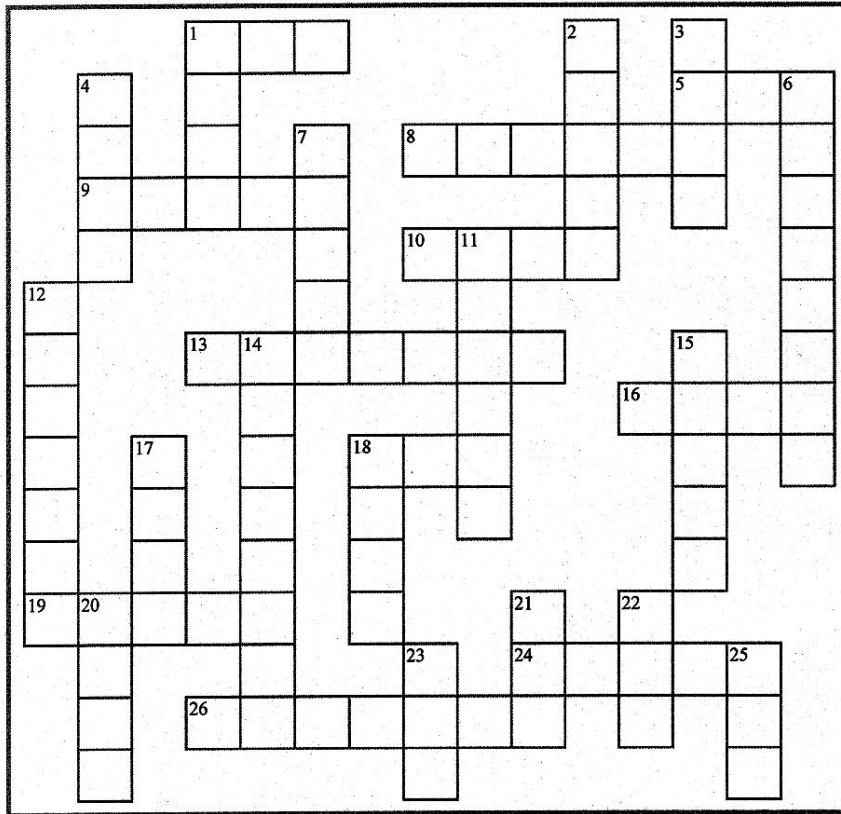
Q: What songs can you sing in your automobile?

A: Cartoons.

A Few Quickies

- A dyslexic man walks into a bra...
- A man walks into a bar with a slab of asphalt under his arm and says, "A beer please, and one for the road."
- Two cannibals are eating a clown. One says to the other: "Does this taste funny to you?"
- An invisible man marries an invisible woman. The kids were nothing to look at either.
- I went to a seafood disco last week and pulled a mussel
- Two antennas meet on a roof, fall in love and get married. The ceremony wasn't much, but the reception was excellent.
- A jumper cable walks into a bar. The bartender says, "I'll serve you, but don't start anything."

Corvette Crossword



Across

1. Gear choices in 1953?
5. 1963 susp. Improvement
8. Where C1's first ran the Mulsanne Straight
9. Heir to the Cobra mystique?
10. They dare to sit in judgement
13. Catalogue vendor
16. 1953 white
18. Home to many collector Vettes
19. _____ Window (1963)
24. Zora _____ Duntov
26. Vette's best 12 hour result here was in 1973

Down

1. Shark's lid?
2. Crossed _____
3. Brake type introduced in 1965
4. 1956-1962 fender styling cue
6. Bloomington award for unrestored, mostly original Corvette
7. Vert "ommission" 1963-1997!
11. What disappeared from the front end in 1973
12. Played Murdoch in Route 66
14. A swift WWII pursuit ship in the British Navy
15. Headlight feature from 1963-2004
17. Famed designer Harley
18. The ____ for speed
20. Tuned _____ Injection
21. Styling insp. for the first Vette?
22. Raced the Vette in "Dead Man's Curve"
23. ____-Year (1963-1967)

Answers:

Across:
 1. Two 5. IRS 8. LeMans 9. Viper 10. NCRS 13. Ecklers
 16. Polo 18. NCM 19. Split 24. Arkus 26. Sebring

Down:
 1. Top 2. Flags 3. Disc 4. Cove 6. Survivor 7. Trunk
 11. Chrome 12. Maharis 14. Corvette 15. Popup 17. Earl
 18. Need 20. Port 21. Jag 22. XKE 23. Mid 25. Six

CCND Upcoming Events

Your Cruise Director, Linda Kimmelman
302.234.4476
lkimmelman@mac.com



CLUB EVENTS

January 28, 2006
Saturday Afternoon

Mid-ATLANTIC GRAND PRIX INDOOR KARTING

TIME: 1 pm

COST: \$20 for adults + \$2 for head sock

This fast-paced indoor Go Kart facility lets you race against the clock or each other. All racing Includes: race suit, full-face helmet, neck brace, pre-race briefing and a computer printout. If you've got the itch to "drive it like you stole it," and your Vette is in winter storage, c'mon and join us at the track. Let me know if you're interested.
4060 N. Dupont Hwy, New Castle, De

February 7, 2006
Tuesday Night

CCND MEETING @ KAHUNAVILLE

TIME: 7:00 PM

February 10, 2006
Friday Night

Xtreme GLOW BOWLING PARTY @ BOWLERAMA

TIME: 9:30 pm – 11:30 pm

COST: \$4.99 per person for a group of 6

We'll meet in the Lobby at 9:15. Glow in the dark balls and a DJ spins the tunes. We'll bowl for 2 hours. All you can bowl for 2 hours for only \$29.95 per lane (group of 6). Let me know if you'd like to join us.
3031 New Castle Avenue, New Castle, De.

February 26, 2006
Sunday Morning

HOLLYWOOD GRILL

TIME: 10:00 am

Come on out and join us for brunch. They have a very impressive menu. Diner is located directly across from Astra Zeneca on Rt. 202 N in Wilmington.

March 7, 2006
Tuesday Night

CCND MEETING @ KAHUNAVILLE

TIME: 7:00 PM

CORVETTE HAPPENINGS AROUND THE AREA

February 23 – 26, 2006
Thursday - Sunday

ATLANTIC CITY CLASSIC CARS AUCTION

Atlantic City Convention Center.

FEBRUARY BIRTHDAYS

Marion Crank
John Perott
Denise Cervelli

February 6
February 6
February 7



Donna Rumford
Dave Steele
Walter Rupp

February 8
February 13
February 23





CCND JANUARY MEETING MINUTES



Meeting was called to order at 7:08 p.m. by Jack Layton on January 3, 2006. 50 members, including the board were present. Jack welcomed everyone to a new year.

The first order of business was to choose a charity. Jim Pinciotti, Executive Director of The Greater Philadelphia Chapter of ALS Association gave an informative discussion about ALS (Lou Gehrig's disease). It is a neurological disease with no known cure. Affected people live 2 to 5 years. There are a total of 30,000 people with ALS. Every 90 minutes a person is diagnosed with ALS. Patient services are free.

Jim was the sole representative for a charity present. Members voted Philadelphia Chapter of ALS as the charity for this year.

Vice President's Report: Steve Blanchies reported 43 paid members.

Treasurer's Report: Harvey Smith not able to be present.

Member at Large: Mike Metcalf reported no new apparel orders. Has catalogs available. 10 days turn around time.

NCCC Governor: Dave Morales reported the Eastern Region has 2,746 members. There will be a NCCC convention in Orlando, Fl 8/6-8/13. Reservations are due 2/1/06. Please contact Dave if interested. Central PA Corvette Club Concourse Show 1/28 and 1/29.

Newsletter Editor: Barry Kimmelman needs "Member of Month" articles. Members who have already done an article may want to do an updated one. Any suggestions for a new column, contact Barry.

Social Chairperson: Linda Kimmelman reported on upcoming events:

Sun. 1/08	Brandywine Museum
Sat. 1/28	Mid Atlantic Go Kart Racing

Show Chairman: Bob Gerber named Fred Krumm as the new assistant show chairman

Janet Taylor: Holiday party – need money tonight or make arrangements to pay by Friday. Question about "what to wear" – wear what you wish, dressy or casual – Chinese auction – Gift \$25-\$30 – 6-10 p.m. buffet – cash bar

Jack Layton: Jack asked members for feedback on:
Newsletter: Barry off to great start – members would like larger pictures or a link somewhere on website

Events: Bob Gerber & Charlotte Stigler will plan a mystery cruise weekend

Old Business: None

New Business: None

50/50: 2006 corvette calendar: John McCarnan & Dave Morales
\$43: John Perrot

Meeting was adjourned at 8:30 p.m.

Respectfully submitted, *Christine Carlantonio*

NEXT MEETING DATE – TUESDAY, FEBRUARY 7, 2006

Vette Shopper

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club of northern delaware
CORVETTE



*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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