



Vettester

The official newsletter of the Corvette Club of Northern Delaware. February 2008

CCND Officers

President

Andy Rumford

Vice President

Steve Blanchies

Treasurer

Harvey Smith

Secretary

Christine Carlantonio

Member at Large

Mike Metcalf

NCCC Governor

Fred Krumm

Social Director

Jack Layton

Show Chairman

Michael Crank

Media Chairman

Barry Kimmelman



Lots of smiles at the CCND Holiday Party. Pictured are Andy Rumford and Brian Falla

Website Updates:

New slideshow of member's cars on the Home Page

New arrangement and look on the home, Club Officer, CCND Activities, and other pages. More changes coming...

This month

Holiday Party

20 Questions

1973 Corvette Specs

C3 5-speed install

Understanding transmission ratios



CCND celebrating 35 years!

On the Road

By Andy Rumford



February and you can feel the season quickly approaching....what a great feeling it is!! Lots to do this month, from the Atlantic City Car Show to the Philadelphia Car Show, both different, and worth a look see if you have never had the chance. Mark your calendars as well for the Club's February 24th Go Kart Racing Event!!

April 6th, 2008 will be the clubs annual "Kickoff Brunch and Cruise". We will be returning to the Red Rose Inn this year. Signup sheets will be available online through our Clubs website and at our club meetings. Cost is \$19.50 per person. We will be meeting at Lantana Square and departing their at 10AM. We will cruise up to Longwood Gardens to meet with KSCC and proceed onto the Red Rose Inn. A Great way to "KICK OFF" the season. Come and join us!!

A few dates for your 2008 Corvette Calendar.
More to follow:

- Spring Carlisle..... 4/23-27
- Keystone State Corvette Club
Penske Chevrolet..... 6/8/08
- Corvette Club of Delaware Valley
Cavalcade of Corvettes..... 6/21/08
- 2nd Annual "Corvettes at Nemours,
Ronald McDonald House" 7/12/08
- CCND
Fall Concord Mall Show..... 10/26/08
- Corvettes for Chip
(CCND / Keystone).....11/2/08

The Clubs Holiday Party on January 19th proved to be a very nice event with approx 50 people attending. Dedication and Service awards were presented to : Linda Kimmelman, Steve Blanchies, Michael Crank, Brian Falla, Kevin Frazier, Mary Lou Gilbert, Larry Gilbert and CCND's Member of the Year for 2007,

Barry Kimmelman. Thanks again to everyone who made this event a success! Pictures about the event will be on the clubs website soon. If anyone has any feedback about the "Holiday Party", simply call me or let me know. Anything we can do to improve it, would be welcomed.

Another event in April in addition to the Red Rose Inn brunch will be Keystone State's Poker Run. Information about this event will be forwarded via a separate email.

Lights..Camera..Action!!!! Well, one of the goals I have for myself this year is to take and compile , along with Bob and Charlotte, a video encompassing the year for CCND. I'm hopeful this home made production will be as fun to view as I will have "shooting" the year for all of us to see. Any good ideas, let me know!!

It's a nice balmy 25 degrees today. I can't wait for Orlando in a few days! The Season will be here before you know and we all will be "**On the Road**"

Meeting Agenda

Upcoming Agenda for the next meeting on 2/5/08

Corvette Club of Northern Delaware **Meeting Agenda 2.5.08**

Call to Order:

Welcome:

New Members:

2008 Officers Reports:

Vice President:	Steve Blanchies
Treasurer:	Harvey Smith
Member @ Large:	Mike Metcalf
CCND Governor:	Fred Krumm
Newsletter Editor:	Barry Kimmelman
Social Chairperson:	Jack Layton
Show Chairman:	Michael Crank

Old Business:

Holiday Party - Recap
Club Calendar Update (Mike and Steve)
2008 CCND Show Charities - Time to choose (1 or 2)
Membership Cards. - (still working on this item)
CCND Personalized Plates - 200 required - Steve can provide update.
Christmas in July - Cruise (Mike)

New Business:

March Corvette Show, Lowes Grand Opening, Avondale, PA. KSCC Pursuing.
Red Rose Inn - Season Kick-off, Sunday Brunch on April 6th. Sign up sheet online and at the March meeting. (\$19.50 per person includes tax+Tip)
April 12th - HCCP (Spring Event), Booths Corner Farmers Market
Adopt a Family - Decision on retaining charity for 2008.
Club Picture - When and Where...ideas?

Adjournment:

50/50:

Next Meeting date is March 4, 2008

CCND JANUARY MEETING MINUTES

Minutes from the last CCND meeting



Meeting was called to order at 7:00 p.m. by **Andy Rumford** on January 8, 2008. Andy brought a sheet cake for all members with January birthdays. Andy welcomed everyone for the New Year.

Vice President: **Steve Blanchies** reported 37 paid memberships. (Updated number – 44 paid)

Treasurer: **Harvey Smith** presented the financial report.

Member at Large: **Mike Metcalf** reported no merchandise on order. Working on club calendar.

CCND Governor: **Fred Krumm** not able to attend.

Newsletter Editor: **Barry Kimmelman** reported that he needs “Member of the Month” articles. (Barry’s e-mail is BKimmelman@comcast.net.) New section on website for general news – send articles to Nancy McCarnan at janaca@verizon.net. Website has a new look. If anyone would like to have their car on the website, send a picture to Barry.

Social Chairperson: **Jack Layton** reported on some preliminary club activities:

- ❖ Grand Prix Racing – 02/24 – more info in newsletter
- ❖ Shady Maple – Saturday in March
- ❖ Woody’s – Mid-week cruise
- ❖ Rock Hall, MD
- ❖ Sambos
- ❖ Boondocks – Smyrna
- ❖ Cape May Lewis Ferry
- ❖ Ride to the Beach – May

Show Chairman: **Michael Crank** reported on possible charities:

- ❖ Friendship House
- ❖ Delaware Hospice
- ❖ Faithful Friends
- ❖ Delaware Vets
- ❖ ALS
- ❖ Arch of Delaware

Instead of an oral presentation, Michael agreed to ask each charity for a written presentation and club will vote for one or two.

Old Business: **Holiday Party** - Andy needs \$45/person by 1/13 – Bob & Charlotte will provide the music, Larry & Mary Lou will handle the Chinese Auction

Our Lady of Grace – Andy received and read a thank you letter

New Business: **Atlantic City Classic Car Show** – 2/28 – 3/2

Philadelphia Auto Show – 2/2 – 2/10

Membership cards – Brad Perott volunteered to make and distribute sometime in March

Meeting was adjourned at 8:00 p.m.

Respectfully Submitted, Christine Carlantonio, Secretary

NEXT MEETING DATE IS TUESDAY, FEBRUARY 5, 2008

CCND Events

Jack Layton

302-998-9434 87twinturbo@comcast.net



CCND ACTIVITIES

February 5th 2008
Tuesday

CCND club meeting @ 7pm at the Lone Star Restaurant on Route 13

February 24th 2008
Sunday

Racing at Mid Atlantic Grand Prix. \$55 package gets you 3 races plus one -year membership. Membership gives you discounted prices plus one free race on your birthday. Meeting time is 11am when the doors open. If we have 20 or more, they will open up at 10am for us. Their address is 4060 N. Dupont Highway. They are located behind the Comcast building.

March 4th
Tuesday

CCND club meeting @ 7pm at the Lone Star Restaurant on Route 13

March 12th
Wednesday

McGlynns pub and restaurant. Located in the Polly Drummond shopping center. Our first mid week outing of the year. Meeting 6:30 at the restaurant.

March 22nd
Saturday

Clear off the dust and polish em up. Were heading for Shady Maple in Lancaster for "One hell of a feast". Beautiful countryside, great food and loads of horsepower. What more could you ask for? Meet at Lantana Square shopping center. Leaving promptly at 10:30.

Future Activities

April 6th

Red Rose Inn brunch

April 9th or 16th

Olive Garden on Concord Pike

May 23rd

Cruise to the Beach for Sunday Brunch

January Birthdays



John Perrott	February 6
Jimbo Basile	February 6
Marion Crank	February 6
Denise Cervelli	February 7
Donna Rumford	February 8
Dave Steele	February 13
Roger Bain	February 14
Kevin Frazier	February 26
Ron Stewart	February 27



CCND Tidbits

Nancy McCarnan

302-378-3663 nmccarnan@verizon.net

- Ginny Steele was in the hospital for 5 days this month. She went home on January 7th. We hope Ginny is feeling better.
- I haven't heard any update on Paula Boulden but we all wish Paula the best.
- Donna Rumford's father passed away Jan. 21st. Our condolences to Donna, Andy, and their family.

**** Note from the editor:**

This section of the newsletter is for information about the CCND members. Anything such as news, promotions, announcements, etc that you would like to share with the membership just contact Nancy to have it included. Especially over the winter months when there is a reduced level of overall activity from lack of shows, cruises, events, etc this makes a great way to let others know what's happening in our lives.

CCND Misc

Barry Kimmelman

302-234-0750 bkimmelman@comcast.net

As you may have recently noticed, there has been a number of changes to the CCND website, giving a bit of a different feel and look to the site. These changes include the member's cars slideshow on the front page, the "accordion style" content boxes on the Front page, Club Officer page, and CCND Activities pages. Hopefully, other changes will be coming soon as I find the time to work them out and make it possible to implement them. Some of the changes I have in mind are technically more difficult to implement and not having much website experience before doing the CCND website I'm trying to "learn as I go".

As always, I'm very open to any and all ideas from the membership on changes the club would like to see on the website, whether it involves the layout of the site or individual pages on it, changes in the navigation through the site, content you would like to see added or removed, etc.

Contact me with any ideas or suggestions you may have on either the website or the newsletter.

20 Questions:

Name: Valarie Thawley

What is your age? 43

What is your occupation? Staff Scientist

Where do you live? Newark, DE

What is your marital status? Single

Do you have children? NO

Do you have pets? YES!!!

What is your Favorite Food? Shrimp

What is your Favorite Music? Pop

What made you want to join CCND? To meet other Vette owners

How long have you been a CCND Club member? 1 year

How long have you been interested in Corvettes? All my life

Are you a Driver or Passenger? Driver

When did you get your first Corvette? 1995?

What year was your first Corvette? 1975

What is your favorite over-all Corvette? 1963 to 1965

What is your current model year Corvette? Stingray

Do you prefer coupes or convertibles? Convertibles

Do you prefer Automatic or Manual Transmissions? Automatic

Do you do your own service work on your Corvette or do you take it to a mechanic?
Both. Depends on what needs to be done.

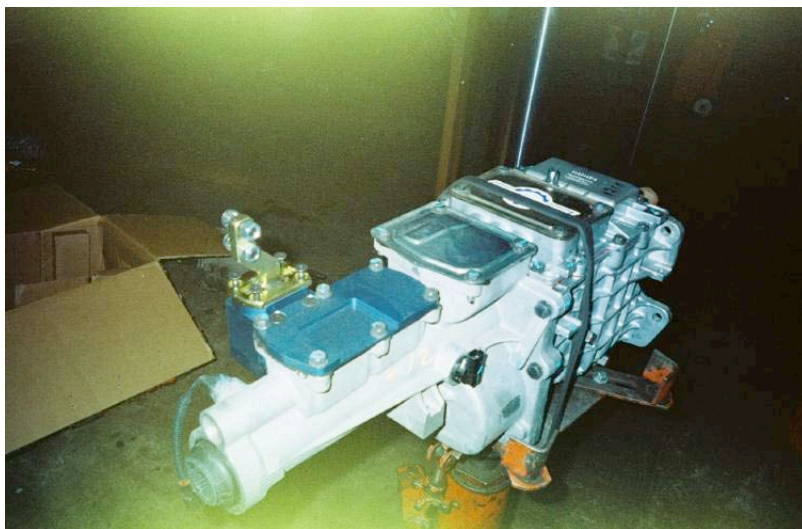
Besides CCND and Corvette related activities, what non-Corvette interests do you have? I do weight pulling with my dogs, go to school, play darts, and golf, and go jet skiing in summer.

C3 5-Speed Install

Mike Metcalf

I needed to do something about my M21 (Muncie 4sp transmission), as the sync between 3rd & 4th gear would sometimes grind when the temperatures were hot. I had to double clutch to avoid the problem. To solve the problem would mean rebuild the tranny (again), or buy a replacement from Muncie, or should I go all the way and invest in a 5 speed conversion. I also thought about cruising around 60-65mph, watching the tach hover around 3000 rpm, my gas gauge quickly going down, stress on the engine and internal noise where you can't talk to the passenger.

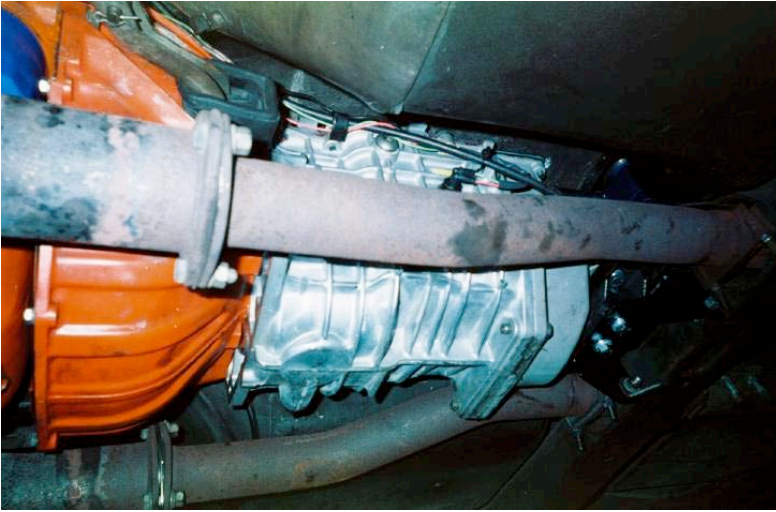
Well the decision was easy- after talking to Barry about what he read on the Corvette



forum, and talking to a guy who was at our show in October, I decided to give Classic Chevy 5 Speed a call as well as Keisler about the conversion. I read the vendor web pages and looked for related experience on C3VR, everything came back positive, but before I ordered the tranny, I needed to find someone I could trust with the installation. During our Chip Miller cruise/show I was talking cars (what else) with one of the members of Keystone who suggested I give Joe Conte a call, as he recalled Joe having some experience. I called Joe, thanked him for his support of the show for Chip, and discussed the possibility and his shop's experience with this installation. I was pleasantly

surprised to hear that Joe's shop had done 3 of these installs and one very recently on a C3 like mine. I ended up talking to Jimmy who is the lead mechanic/manager of the service shop. He asked some basic questions: tranny type, rear ratio, shifter manufacturer, spline and clutch size. He was then gracious enough to pull the invoice from his last job and cover the details, hours, \$\$, and equipment needed to do the job right. Jimmy explained they were going to check the flywheel and install a new clutch, pressure plate and bearing and measure/validate tolerances. I was convinced this is where I wanted to go.





I ordered the TKO 600 transmission and shifter from Classic Chevy 5 Speed (got free shipping) and planned the install date with Jimmy from Conte's. I arrived on a Saturday with my vette and the parts so his shop could begin the work first thing on Monday. Jimmy called me on Tuesday said he got the transmission installed but had some problems: the tranny end of the old drive shaft has compressed fittings (at he universal joint) not mechanical as he expected, so it took some additional time to deal with that, had to remove the exhaust header on the passenger side as the "Hooker" header had a very large collector and was in the way to do the install, and finally the yoke size

on the new driveshaft was smaller than the yoke (3 7/32" vs. 3 5/8") at the rear. After talking to the tech staff at Classic Chevy 5 Speed, and the drive shaft manufacturer (Inland), it was determined that my car with a manual transmission had an automatic yokes installed (go figure). Classic Chevy 5 Speed shipped a new driveshaft to Conte's the next day to match the yoke sizes...seems as though this is not uncommon-thanks to the General.



Jimmy called me on Friday and said a couple other issues came up but got quickly resolved with the tech staff at Classic Chevy 5 Speed. His mechanic was out test driving the car and should there be no issues, the car would be ready Saturday morning. One more phone call...while drive testing the vette, my heater core started leaking and fogged up the windows. We decided to bypass the heater core (for now) but Jimmy could not say when everything could be done-this was at 4pm on Friday. I was disappointed, but knew they did the best they could with all the issues they encountered. Saturday morning, I was reading the paper, drinking my coffee and Jimmy called. The mechanic decided to stay

late on Friday and get my car done. JoAnne and I picked the vette up on Saturday afternoon. What a difference, over a 1000 rpm drop between 4th & 5th gear at 60 mph.

My experience with Classic Chevy 5 Speed and Conte's was fantastic. Conte's was in constant communications with me, they were honest and friendly. See the photos of the install.



1973 CORVETTE

Corvette specs by the year



- There were rumours that a mid-engine Corvette would be introduced for 1973, but nothing that radical appeared
- Major changes for 1973 involved the following:
 1. a new domed hood
 2. body-color urethane plastic front bumper
 3. a fixed rear window which added a little more trunk space
 4. a new coolant-recovery system
 5. new chassis mounts
 6. steel-guard-beam doors
 7. the "egg-crate" front fender side vents of the 1971-72 models were replaced with non-trimmed air-duct types
 8. radial tires
 9. increase of sound-deadening material
- In a 1973 road-test by *Road & Track* the 1973 model was louder than the 1971 under some circumstances
- All convertibles came with a choice of Black or White soft tops

LD. NUMBERS

- The serial number [Vehicle Identification Number -- VIN] was stamped on a plate on the inner vertical surface of the left windshield pillar visible through the windshield.
- Convertible Serial numbers ranged from 1Z67K3S400001 to 1Z67K3S434464
- Coupe Serial numbers ranged from 1Z67K3S400001 to 1Z67K3S434464
- Corvette engines have the last six digits of the VIN stamped on the block next to the engine number
- The body number plate was located on the engine side of the cowl.
- The Fisher Body Style Number 73-1YZ67 identifies a Corvette Stingray convertible
- The Fisher Body Style Number 73-1YZ37 identifies a Corvette Stingray coupe
- The body number is the production serial number of the body.
- The trim number indicates the interior trim color and material.

ENGINE & Transmission

- The standard motor was a 350ci V8 motor, overhead valve with a 4.00" bore and 3.48" stroke. Compression of 8.5:1 with 5 main bearings, hydraulic lifters, and a Rochester four-barrel carb. Output was 190hp@4400rpm.
- Two optional motors were available: One additional small block had 9.0:1 compression with a Rochester four-barrel carb on an aluminum intake hydraulic lifters and high performance cam and produced 250hp@5200rpm (L82 motor). A Big Block 454ci motor option was available, with a Rochester carb, 8.5:1 compression, hydraulic lifters, and high performance camshaft producing 275hp (LS4 motor),
- A manual 4-speed close ratio transmission was standard, or an automatic 3-speed turbo-hydro-Matic tranny was available.

CHASSIS

Wheelbase:	98 inches	Overall length:	182.1 inches
Front tread:	58.3 inches	Rear tread:	59.0 inches
Wheels:	8" wide slotted steel 15"	Tires:	15"
Brakes:	4 wheel disc	ratio:	3.36:1 (optional 3.08, 3.55, 3.70, 4.11)
Front suspension:	upper and lower A-arms; unequal-length wishbones; coil springs; anti-roll bar; tubular shocks		
Rear suspension:	fixed differential; nine leaf springs; lateral struts and universally-jointed axle shafts; radius arms and direct-acting shock absorbers		

OPTIONS

RPO Custom interior trim (\$154)	RPO M40 Turbo Hydra-Matic automatic transmission (n/c)
RPO A31 Electric power windows (\$83)	RPO N37 Tilt-telescopic steering wheel (\$82)
RPO A85 Custom shoulder belts (\$41)	RPO N40 Power steering (\$113)
RPO C07 Auxiliary hardtop for convertible (\$267)	RPO P02 Custom Wheel covers (\$62)
RPO C08 Vinyl cover for auxiliary hardtop (\$62)	RPO C50 Rear window defroster (\$41)
RPO C60 Air conditioning (\$452)	RPO T60 Heavy-duty battery (\$15)
RPO G81 Positraction rear axle, all ratios (\$12)	RPO UF1 Map light (\$5)
RPO L82 350-cid 250-hp V-8 (\$299)	RPO U58 AM-FM radio (\$276)
RPO LS4 454-cid 275-hp V-8 (\$250)	RPO U69 AM-FM radio (\$173)
RPO M21 Four-speed close-ratio manual transmission (n/c)	RPO J50 Power brakes (\$46)
RPO M40 Turbo Hydra-Matic automatic transmission (n/c)	RPO Z07 Off-road suspension and brake package (\$369)
RPO YJ8 Cast aluminum wheels (\$175)	RPO QRM White stripe nylon steel-belted radial tires GR70 x 15 (\$32)

HISTORICAL NOTES

- 70.8% of 1973 Corvettes had air conditioning
- 41.2% had four-speed manual transmissions
- 91.5% had power steering
- 79.3% had power brakes
- 46% had power windows
- The 1973 Corvette was the only Vette that combined the new soft body-color front end with chrome rear bumpers.
- Two magazines tested the 1973 Corvette with the L82 engine



CCND Holiday Party

Story by B. Kimmelman, Photos by G. Steele & L. Kimmelman

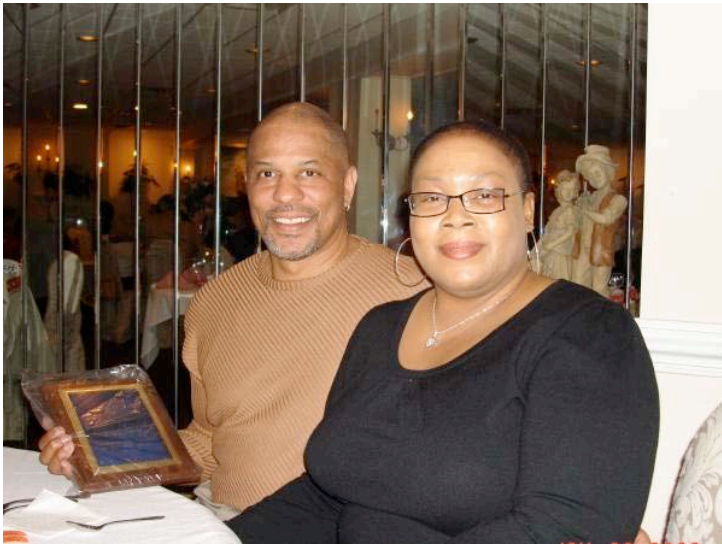
On January 19th CCND held our annual Holiday Party, this year at IL Giordano Restaurant in Avondale. The party was attended by approx 50 people including some guests from our sister club, the Keystone State Corvette Club. The party was held in a beautiful banquet room and the room, and the people made it a great event.

Bob and Charlotte Gerber handled the DJ music, Linda Kimmelman did the decorations, and Larry and Mary Lou Gilbert ran the gift exchange - thanks for taking the time and putting forth the extra effort to help the party be a success guys. We all appreciated it greatly! Andy Rumford handled the MC duties and also presented the annual club awards. Congratulations to all the award winners.

The night was filled with good food, drinks, smiles, laughter, and a great time was had by all there. If you weren't able to make this years Holiday Party please try to make it next year and join us in the fun!

More pictures can be found here: <http://www.vetteclub.org/pictures/holidayparty0108.html>





Wide and Close Ratios Defined *by Paul Cangialosi*

So what does having a wide or close ratio manual shift transmission mean anyway? First of all it has nothing to do with how close or wide your shifter moves within it's pattern. That term is actually called "long or short throw" shifter. I'll discuss here a simple method that visually will show what close and wide ratio is.

There is no particular formula as for why a close or wide ratio gearbox are what they are. I say this because what was considered wide ratio in the 1960's is considered close ratio today. Confused yet? Assuming that one reading this article knows what a gear ratio is, the difference between two gear ratios in a transmission can be called a ratio spread or drop. That drop is a percentage of the previous ratio. **Figure 1** shows the formula. Let's say we have a close ratio 4 speed Super T10. The ratios are: 2.64 first, 1.61 second, 1.23 third, and 1.00 fourth. The ratio change between the gears is : 39%, 24%, and 19%.

Figure 1

$$\text{Ratio1} - \text{Ratio2} = X$$
$$\frac{X}{\text{Ratio1}} = \text{Percent Drop}$$

Borg Warner's extra low ratio Super T10 had a 2.88 first, 1.75 second, 1.33 third and 1:00 fourth. Notice if you plug these gear ratios into the above formula you will end up with the following drops; 39%, 24%, and 25%.

Think of gear ratios as a distance between 2 points. In a typical muscle car 4 speed application fourth gear is direct or 1 to 1. Again thinking in terms of distance, consider fourth gear or direct as your final destination. The further you get away from 1:1 (direct) you in a sense get wider. The Muncie M21 and M22 Close ratio 4 Speed was the closest ratio 4 speed ever put into a production car. It's ratios were 2:20 first, 1.64 second, 1.28 third, 1:00 fourth. If you plug those ratios into the formula in **figure 1** you will end up with 25%, 22%, and 22%. Compare these percentage drops to the previous drops found using the Super T10. Notice that although the 2-3 and 3-4 drops of the Super T10 and Muncie are pretty close percentage wise, the 1-2 drops vary quite a bit. The reason is that the Super T10's have a lower (higher numerical) first gear. The 2.88 and 2.64 ratios are further away from direct than the Muncie's 2.20 first gear ratio.

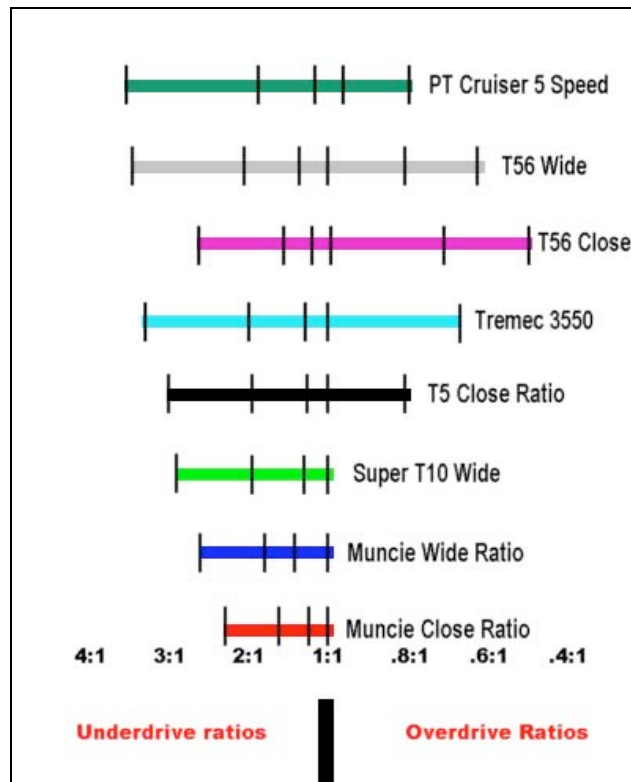
What makes close - close? What you have learned is that you can't gain distance without loosing closeness. The lower the first gear, the wider the 4 speed will be. If one were to look historically on what a close ratio box was, it usually meant a gearbox that had 25% or lower drops across all gear spreads. The problem is that when the Muncie close ratio box was designed in the 1960's we really didn't worry much about gas mileage. In order for you to get a "close ratio" Muncie your car had to be equipped with at least a 3.70 rear end gear. You needed at least that low of a final drive to get your car moving. The "wide ratio" M20 had a 2.52 1st gear. You could get a 3.31 or 3.55 rear with that, gain a little more economy, but it wasn't cool to have what they considered a wide ratio box in your Corvette. By late 1974, fuel economy and air pollution were considerations. Catalytic converters were mandatory by 1975. Axle ratios had to drop to get the better gas mileage the EPA demanded. So in order to get cars moving with 3.08 or 2.88 rear end gears, cars that had engines with decent amounts of low end torque had "close ratio" transmissions with 2.64 first gears, and with smaller cubic inch engines first gear ratios in the 3.0 range. So the newer close ratio transmissions are wider than the older wide and close ratio transmissions!

What works and what doesn't? Doug Nash Corporation had an interesting solution to this dilemma. Make a 5 speed box with a close ratio spread like a Muncie M21 and make 5th gear direct. Again think of what I said about distance between two points. The more stops you make in your travel to get to your final destination the closer the distance between your stops. By adding a lower first speed gear and keeping a direct 5th, you gained more distance, but added an extra stop. The Doug Nash Street 5 speed came with a 3.27 first gear. This allowed drag enthusiasts to use a 3.08 final drive and still get good close ratio acceleration. This worked great.

Newer cars today produce a great deal of low end torque. Most peak power is made in the 4500 RPM range. The average 5 speed such as a T5 is actually extremely wide ratio by 1960's standards. The close ratio T5's used by Ford Motorsport use a 2.95 first, 1.94 second, 1.34 third, 1.00 fourth, and .80 fifth. You do the math with the formula. You

can also see more results with my [RPM calculator](#). These new five and six speeds in a sense are really wide ratio 4 speeds with additional overdrive gears for fifth and sixth speed. Cars can now cruise at 1800 RPM at 70 MPH because the engine's torque curve can handle the load. If you are still thinking in terms of distance, not only are you getting further away from our final destination of direct drive, but you are now going past your final destination into two levels of overdrive (such as the T56 6 speed). Chrysler's new PT Cruiser has a 2.4L 150 horsepower 4 cylinder engine. The engine produces 162 lb-ft @ 4000 rpm. The 5 speed transaxle Cruiser has a final drive of 3.94! The first ratio is 3.50, second is 1.96, third is 1.36, fourth is .97 and fifth is .81. I hope you can actually see this is really is a 3 speed with two overdrive ratios. The engine really doesn't produce power until it hits 4000 RPM. So the gearing sort of works, but the car can be boggy at times.

Goodbye Wide and Close Ratio I have enclosed a chart with shift points of some popular transmissions. Cars really are no longer being offered with close or wide ratio transmission options any more. If you look at the chart you will see how by plotting stops of a distance traveled you can mentally get what close or wide ratio may mean. In one sense if you compare stops some transmissions have similar distances between one or two stops. Others are drastically different. It is no longer an issue as to what is close or wide any more, but more of an issue of how much percentage drop your engine can handle



Road racing events such as Nascar, or SCCA type races still require transmissions with a close ratio spread. It is not uncommon for some of these cars to have 1.86 first gear ratios. Plot a gearbox on the above chart with a 1.86 first, 1.59 second, 1.17 3rd and 1.00 fourth. How do those results look in comparison to the others? What percentage drops does that same box create using the formula in this article? Since road race cars tend to be operating at the higher range of RPM and speed, a low first gear is not needed. A ultra close ratio gearbox has other advantages as well. Since the load changes are not as severe, drivetrain parts tend to live longer. High shock loads of wide ratio transmissions usually cause gearbox failure and rear axle failure. Less heat is generated in a close ratio box. A car having a final drive of 2.98 and a direct 4th gear has the same overall ratio as a car with a .80 overdrive 5th and 3.73 final drive. The car with the overdrive will use more horsepower and generate more heat thru the transmission, then the direct drive box. However maybe the 3.73 rear may offer more low speed punch on turns. My point here is that when it comes to what is right for your car, it is still a matter of trial and error.

In closing..... Getting your street or race car geared properly can produce fantastic results. Jericho, G-Force and Liberty's all make excellent 4 and 5 speed gearboxes for drag race applications. If you have a track only car then sticking a 4.11 or 4.56 rear end gear and using one of these will produce better results than any street 5 speed. When it comes to road racing try and find other people using similar engine and rear combinations as yours and compare how they do against one another especially if they use a different transmission.

Humorous Diversions

Add a smile to your day.....



Three sons left home, went out on their own and prospered. Getting back together, they discussed the gifts they were able to give their elderly Mother.

The first said, "I built a big house for our Mother." The second said, "I sent her a Mercedes with a driver." The third smiled and said, "I've got you both beat. You remember how Mom enjoyed reading the Bible? And you know she can't see very well any more. I sent her a remarkable parrot that recites the entire Bible. It took Elders in the church 12 years to teach him. He's one of a kind. Mama just has to name the chapter and verse, and the parrot recites it."

Soon thereafter, Mom sent out her letters of thanks: "Milton," she wrote one son, "the house you built is so huge. I live in only one room, but I have to clean the whole house."

"Gerald," she wrote to another, "I am too old to travel any more. My eyesight isn't what it used to be. I stay most of the time at home, so I rarely use the Mercedes. And the driver is so rude!"

"Dearest Donald," she wrote to her third son, "you have the good sense to know what your Mother likes. The chicken was delicious!"

I felt like my body had gotten totally out of shape, so I got my doctor's permission to join a fitness club and start exercising. I decided to take an aerobics class for seniors. I bent, twisted, gyrated, jumped up and down, and perspired for an hour. But, by the time I got my leotards on, the class was over.

A woman's husband had been slipping in and out of a coma for several months, yet she had stayed by his bedside every single day.

One day, when he came to, he motioned for her to come nearer.

As she sat by him, he whispered, eyes full of tears, "You know what? "You have been with me all through the bad times. When

I got fired, you were there to support me. When my business failed, you were there. When I got shot, you were by my side.

When we lost the house, you stayed right here. When my health started failing, you were still by my side... You know what?"

"What dear?" she gently asked, smiling as her heart began to fill with warmth.

"I think you're bad luck... get the **** away from me."

I urgently needed a few days off work, But, I knew the Boss would not allow me to take leave.

I thought that maybe if I acted "Crazy" Then he would tell me to take a few days off.

So, I hung upside-down on the ceiling and made funny noises.

My co-worker (who's blonde) asked me what I was doing. I told her that I was pretending to be a light bulb, So, that the Boss

might think I was "Crazy" and give me a few days off.

A few minutes later the Boss came into the office and asked, "What in

the name of good GOD are you doing?"

I told him I was a light bulb.

He said, "You are clearly stressed out."

Go home and recuperate for a couple of days."

I jumped down and walked out of the office...

When my co-worker (the blonde) followed me, the Boss asked her, "...And

where do you think you're going?!"

(You're gonna love this....)

She said, "I'm going home too. I can't work in the dark."

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