



Vettester

The official newsletter of the Corvette Club of Northern Delaware

October, 2012



Could this be the new C7?

In this edition:

- * *Hagley Mills Car Show*
- * *Who has my 1962 Corvette?*
- * *Lantana Square Pictures*
- * *VA Hospital Show*
- * *Corvettes for Chip*
- * *Rick Henricks Donates \$100,000.00 !*

Minutes of Meeting 9/11/12

Minutes from Roc Crisconi

Meeting called to order 7:15pm

New members Introduced: No new members

Member Report –Mike Metcalf- 138 members 77 paid memberships

Please start signing up now for the 2013 membership

Financial Report – HarveySmith – gave his report.

Website – Barry Kimmelman – not present

Member at Large – Mary Lou Gilbert – not present.

Newsletter Editor - Andy Rumford – not present

Secretary – Christine Carlantonio – not present

Social Chairman – Fran Pepeta– asked for suggestions for dinner cruise. He will be putting together trip to Shaffer's Canal House in Oct.

Marion Crank informed all the Christmas Party will be held Sunday Dec 2 at Greenville Country Club.

Show Chair – Jack Bianchino – Concord Mall show is Oct 28. Please sign up. If there are not enough cars the show will be opened up to others.

NCCCGovn. – Bob Avery – Diver Chevrolet is not interested in doing any more tech nights.

Club Historian – Bob Cook – not present

Old Business – nothing to report

New Business – Steve B. opened discussion of keeping the club in NCCC. Our 2 yr. test run is over as of 12/31/12. Bob Avery mentioned no one had been to any of the NCCC meetings from our club to his knowledge. The club voted to end the club membership. Individuals are welcome to join.

Harvey motioned to adjoin meeting at 7:45pm

50/50 won by Fred Krumm

Next meeting Oct 9, 2012, 7:00pm

2012 CCND Officers

President

Steve Blanchies

Vice President

Mike Metcalf

Treasurer

Harvey Smith

Secretary

Christine Carlantonio

Member at Large

Mary Lou Gilbert

NCCC Governor

Bob Avery

Social Director

Fran Pepeta

Show Chairman

Jack Bianchino

Webmaster

Barry Kimmelman

Newsletter Editor

Andy Rumford

Business Manager

Bob Avery

Club Historian

Bob Cook

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www.vetteclub.org

** CCND has a monthly *Food Drive* program that lasts all year long. Every club meeting we will have a big storage box available to drop off any food items that you can donate. Please bring canned and other NON-PERISHABLE food items if you wish to contribute. **Thanks!!!**



Meeting Agenda for October 9, 2012

Call to Order

Welcome

New Members

2012 CCND Officer Reports

Vice President: Mike Metcalf

Treasurer: Harvey Smith

Webmaster: Barry Kimmelman

Member @ Large: Mary Lou Gilbert

Newsletter Editor: Andy Rumford

Secretary: Christine Carlantonio

Social Chairperson: Fran Pepeta

Co-Show Chair: Jack Bianchino

NCCC Governor: Bob Avery

Business Manager:

Club Historian: Bob Cook

Old Business

Recap –Ocean City NJ

Kerbeck Toys for Tots

Other Shows attended???

CCND Concord Mall Show October 28th

New Business

Vote November 6th

Adjournment

50/50 Mary Lou Gilbert

Next Meeting date November 13, 2012~ Nomination of Officers

CCND Window Stickers \$5.00 ea. Mount inside or outside
Just in - CCND Window Stickers \$5.00 ea. Mount inside - clear background
CCND Coffee Cups \$6.00 ea.
CCND Calendars \$10.00 ea. Now \$5.00
CCND License Plates \$25 & \$27 see Jim DeFord

Please be generous to your server.

During the meeting can all members please put your Cell Phones on VIBRATE...thanks

CCND...October, 2012 "Events"

- See CCND's Website for more details
-

CCND ACTIVITIES

October 6th.....CCND Cruise Night at Lantana Square
October 9th.....CCND Club Meeting
October 17th...CCND Dinner at Schaeffers Canal House
October 30th...CCND Show at the Concord Mall

UPCOMING ACTIVITIES

October 13th....Autumn in Morrestown
October 13th....Pike Creek Cruise Night
October 13th....Habitat for Humanity Car Show, New Garden shopping Center..Kennett Square
October 21st....Delaware County Community College Car Show
October 28th....Car Show at the Valley Forge Convention Center

Happy Birthday CCND Members!!

Nancy Skinner.....	Oct.3
Elizabeth Pepeta.....	Oct.6
Jane Schindewoif.....	Oct.11
Ed Wolos.....	Oct. 14
Gary McKenzie.....	Oct.15
Ellen Koniver.....	Oct.17
Patty Avery.....	Oct. 18
John Cooper.....	Oct.21
Phyllis Feingold.....	Oct. 23
Jim Henderson.....	Oct 28
Paula Boulden.....	Oct 30



Pictures from the Hagley Mills Car Show.....courtesy of : Jim deFord







September Lantana Square Cruise Night Pics.....courtesy of Jim deFord





Veterans Hospital Show...Pictures by Jim deFord









Small-Block V-8 is the Heart of [Chevrolet Corvette](#)

Iconic engine has defined Corvette performance for nearly 60 years

DETROIT – For 58 of its 60 years, the [Chevrolet Corvette](#) has been powered by the legendary Chevrolet V-8 engine. Technological advancements have increased output threefold – from 195 hp in 1955 to 638 hp today – as well as reliability, refinement and efficiency.

However, the fundamental architecture of the Chevrolet “Small Block” remains the same today as it was in 1955: a 90-degree V-8, with overhead valves actuated by pushrods, and a 4.4-inch on-center bore spacing.

“The brilliance of the Chevrolet V-8 is its elegant, efficient design,” said Jordan Lee, global chief engineer for Small Block Engines. “The Chevy V-8 has fewer reciprocating parts, and is very efficient and has one of the best power-to-weight ratios of any engine family in the industry. The design is incredibly compact, enabling the Corvette’s signature sleek profile and low hood line.”

Despite a sporty appearance, the early Corvettes’ performance didn’t match their good looks. The car launched in 1953 with the “Blue Flame” inline six-cylinder engine and a two-speed automatic transmission – not exactly the stuff on which to build a sports car legend. That changed in 1955, when the new small-block V-8 engine became available and was ordered by 99 percent of Corvette buyers.

Not only did the new and significantly more powerful engine breathe new life into the Corvette’s driving experience, it could be linked to a three-speed manual transmission that gave the driver an even greater connection to the car. The result made the Corvette a proper sports car, and enthusiasts responded. Sales nearly doubled from 1954 and by the end of the decade, they nearly tripled.

Immediately after the V-8 was introduced, the small-block began a steady march upward in displacement, power and technological advancement.

The Corvette's first 4.3L (265 cu. in.) small-block engine in 1955 produced up to 195 hp with an optional four-barrel carburetor. Today, the LS9 6.2L (376 cu. in.) supercharged small-block in the [Corvette ZR1](#) is rated at 638 hp (476 kW), delivering about 230 percent more power than the original small-block engine from only 42 percent greater displacement.

Today's small-block is also remarkably fuel efficient. For example, the 430-horsepower (476 kW) LS3 version of the Gen-IV small-block helps the 2013 Corvette accelerate from 0 to 60 mph in about four seconds, run the quarter-mile in just more than 12 seconds and achieve a top speed of 190 mph – all while achieving EPA-estimated highway fuel economy of 26 mpg.

That fuel economy compares favorably to vehicles more commonly associated with daycare drop-off vehicles than road-course lap times. Indeed, the Corvette's highway fuel economy is better than the 2013 Hyundai Equus (23 mpg), Volvo XC90 AWD (23 mpg) or [Subaru Legacy](#) with the 3.6L flat-6 (25 mpg) – and it matches the [Toyota Venza](#) (26 mpg). It also matches or beats other sports cars with smaller engines, including the [Nissan 370Z](#) (26 mpg/3.7L V-6), [Porsche 911 Turbo](#) (24 mpg/3.8L flat-6) and [BMW Z4](#) (26 mpg/3.0L straight-6).

Here is a look at some of the most significant small-block engines in Corvette's history:

1957 283 "Fuelie" – Almost 30 years before the widespread adoption of fuel injection, the Corvette offered it on the newly enlarged 283-cubic-inch small-block, resulting in 283 horsepower – and the one-horsepower-per-cubic-inch benchmark that is still considered a noteworthy performance achievement for modern engines.

1969 350 – The small-block's displacement grew throughout the Fifties and Sixties, but when it settled at the 350-cubic-inch mark in 1969, an icon was born. Many enthusiasts equate the small-block with the classic 350, which remained the Corvette's standard engine through 1996.

1985 "L98" Tuned Port Injection – Although electronically controlled fuel injection was introduced on the Corvette in 1981 (the early "Fuelie" engine featured mechanical fuel injection), it was the 1985 introduction of the L98-code engine and its Tuned Port Injection system that launched the modern era of performance. Its basic port-injection design is used on the 2013 Corvette and almost every other gas-powered vehicle sold in America.

1997 LS1 – The third generation of the small-block debuted in the C5 Corvette. Completely redesigned, it introduced a new aluminum "deep skirt" cylinder block, high-flow aluminum cylinder heads and more – all while retaining the basic 4.4-inch bore-center design of the original small block.

2006 LS7 – Co-developed with the C6.R racing program, it is the highest-performance naturally aspirated production small-block in Corvette history, rated at 505 hp, with a 7,000-rpm redline. It was introduced in the C6 Corvette Z06 and is also included with the 2013 427 Convertible Collector Edition. It is hand-built at GM's Performance Build Center near Detroit.

2009 LS9 Supercharged – It's the most powerful automotive production engine ever from Chevrolet and its 638 supercharged horses help push the [Corvette ZR1](#) to a top speed of 205 mph. Like the LS7 engine, it is built by hand at the Performance Build Center.

Founded in 1911 in Detroit, Chevrolet is now one of the world's largest car brands, doing business in more than 140 countries and selling more than 4 million cars and trucks a year. Chevrolet provides customers with fuel-efficient vehicles that feature spirited performance, expressive design and high quality. More information on Chevrolet models can be found at [2012 Cars, SUVs, Trucks, Crossovers & Vans | Chevrolet](#).

Who has my 1962 Corvette?.....by: Doug Kinsman

Owning a Corvette as a teenager in the 60's was the envy of all my friends. I wonder if they knew that my bi-monthly paycheck was \$86.49 and that the monthly finance charge for buying my 1958 Corvette was also exactly \$86.50? Then of course there was gas, insurance, maintenance and some contribution to my room and board at home. Since I drove a Corvette – I had to pay something!! I was a car nut the day I was born. But the Corvette was the only car in my mind after seeing that white 1954 Corvette near our friends house that I would lust over when we visited. I couldn't take my eyes off the red interior and that grille!! I got my first full time job at 18 with an auto insurance company and saw new Corvette applications come through. I would keep them on my desk an extra day just to savor the sight of someone buying my dream. Six months later I was out looking and bought a white 1958 Corvette with red interior. I was King of the road and didn't have one cent in my pocket to spend on anything but driving. But I didn't care – I had my dream. I even took two friends to work to help with the gas costs – yes – two – one sat in the middle and HER knee was right where the three speed gear shift was located – and that was not all bad either!. It had a 283 V8 engine with 3 speed manual and twin 4 barrel carburetors. I remember the link between the two carbs and I would drop off the connection from one to the other thinking I could save on gas, at the cost of some power. But one day on my way to our Muskoka cottage on 400 highway north, there was a car playing around with me. I was with my brother and told him he had to get that 2nd carb linked up, so I unlocked the hood, he bent over the windshield and he was able to connect the carbs on the go – seems ridiculous today, but then I was 19 years old and anything is possible! Sadly my white 1958 was parked in front of my girlfriend's house and got hit hard in the left rear end. I recall picking up pieces of fiberglass for 50 feet away from the car. It was towed to the dealer – Gorries Chev in Toronto Ontario, Canada for repairs. That is where I had purchased it used, for \$3000.00 and it remained there for an eternity. Weeks and weeks – I think two months before I got it back. When the repairs were finished my dream was just not the same. I was sensitive to the fact it sat higher on the left side then the right side – so that every time I walked up to it I was disappointed and just lost the “feeling”. So – I was out looking for my next one. It was now 1963/4 and I bought a 1962 for \$3600.00. It was black with red interior and a complete knockout. This one had the new 327 V8 with four speed transmission, but I just can't recall the engine HP? I have never been able to get that car out of my mind. But at that time, I was now in my early 20's and had a friend who liked hunting, so this 62 Corvette went hunting. We would use it like an SUV – over farmers' fields and through shallow swamps and all - I just wish I had known what I truly had. That didn't mean I didn't love the car – the opposite – it was everything to me. The magnet for girls, the SUV for hunting and year round use in

Canadian winters. I didn't have the hard top so I would use duct tape to keep plastic over the canvas convertible top to keep it from the ravages of our harsh Canadian winters. I then got promoted and had a company car and the 1962 Black Corvette sat with little use. Although it was my dream it just didn't make sense keeping it and I wholesaled it for \$3050.00 to a dealer in

Toronto, Ontario. Actually, I gave that task to my brother, who did the deal for me and was more than happy to use it while he looked for the best price. I still have a copy of that sales agreement and it indicates that my mother was the co-signer and I had a lien on it with the Toronto Dominion Bank in Weston, Ontario. After that came marriage, two children, house and all those things that do not blend well with Corvettes. In 1988 I did buy a new white Corvette with red interior for \$22,000.00. I did love that car, but again also had a company car and just couldn't stand it when it got dirty. If I got caught in the rain I would go home and open that huge hood and polish the wheel wells. I was just too obsessed and again sold it with just 12,000 kilometers (8000 miles) use. So – here I am again in 2012 wanting my original black 1962 Corvette back again if possible and if not just to see it, or pictures would be wonderful. I don't care that it was a part time SUV, had 40,000 miles on it when I sold it or the winters it endured, I just want to have the opportunity to hear about it 50 years later and perhaps have it back in my possession one more time!! In the interim I just purchased a 1962 White/red beauty that has all original drive train – 327, 4 speed and 250 HP. It has Duntov, Bloomington Gold, 99.4% Top Flight and more - but I still would prefer my original 62 black/red one back and have put ads in papers and written this story hoping that someone will call me or write. It was registered in New Jersey in 2007 as a Historical vehicle – that I know for sure. It had also been in Ohio before that.. The serial number is 20867S108566. It was originally black with red, but I don't know if that is the current color combination OH – sad news as an addendum – that highly awarded white/red Corvette I now own? Just got rear-ended to the tune of \$60,000 and I am waiting to see what to do next. Same as my white 1958 got hit – parked. Left side and I am just hoping the result is not the same. Déjà vu – all over again as it has been said – so sad too because I am again without my 1962 Corvette for a very long time. Is there anyone out there that could help me find my 1962 Corvette?

Please write me at kinsman@sympatico.ca

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Rick Hendrick Contributes \$100,000.00 to the Corvette National Museum



A long-time friend has stepped up to the plate for the National Corvette Museum’s proposed [Motorsports Park](#).

Rick Hendrick recently made a \$100,000 donation to the park through his Hendrick [Automotive Group](#).

Hendrick says he is proud to be associated with the track’s message of education and safety and called the addition of the [Motorsports Park](#) “an exciting next step” for the facility.

“The Museum is already a very special place for Corvette and racing enthusiasts, and this new project will grow that reputation even more,” Hendrick said.

Hendrick knows a thing or two about racing. His teams have won 10 Sprint [Cup Series](#) Championships and more than 200 NASCAR victories.

The museum has already paid \$3 million cash for the land for the Motorsports Park and has raised about \$1 million to help with construction. Officials are hoping that most of the facility can be built by the museum's 20th anniversary in 2014.

They're also hoping that they can get enough major commitments to service a \$10 million debt, which would require about \$750,000 a year in sponsorship commitments.

Museum Executive Director Wendell Strode said NCM is "grateful" for Hendrick's "generous" donation and "thrilled" by what it means.

"Coming from one of the most successful individuals in [NASCAR history](#), this is a real confirmation that all of our hard work, planning, and fundraising activity is beginning to get the attention of people who understand and appreciate the full potential of the NCM Motorsports Park," Strode said.

"As we continue to move forward, we are confident that validations like this one will lead to increased involvement from sponsors, race teams, and [motorsports](#) organizations who will want to be a part of this exciting project."

NCM officials and architect Steve Crawford hope to have the design for the park done by the end of the year, and it's expected to take another three months to prepare bid documents. Whether work starts in 2013 will depend on how fundraising efforts go, Strode said.

The motorsports park will be used for education, recreation, and training of Corvette enthusiasts. The City-County Planning Commission of Warren County has approved most of the requirements that will be needed for construction, though a building permit won't be issued until the results of a study by a sound engineer are obtained. That was one of the stipulations the museum agreed to after residents nearby expressed concerns over potential increased levels of noise from the track.

Strode is confident the park can be designed so that noise won't be a problem for neighbors

Northern Lights Car Show By: Matt Guthan

Northern lights tattoo and car show sponsored by northern lights tattoo and car show team. Response a bull (dog rescue) was the charity for this great event, we had over 100 cars on this beautiful day, food, vendors, and great prizes make this a must go to show each year.







C5 Corvette for Sale



1999 Chevrolet Corvette Targa \$13,499 OBO

Owner: Fred Krumm 302-563-3009

The Argent C5 is up for sale. This is a beautiful 6-speed that is priced for daily driving or weekend fun. All the right mods: Corsas, Honker, tune, Z06 Motorsport wheels, tasteful interior graphics, refurbished seats in heavy-duty black leather (great contrast). 105K miles and still going strong. Body and interior look really nice, but it has been a daily driver and so there are some small stone chips and a bit of curb rash. But, you have to look closely. I put Argent in local shows now and then and don't win trophies, but I'm never embarrassed and get lots of compliments. Comes with a "Dr. Colorchip" kit to get it nearly perfect -- I just haven't taken the time to do so. This car drives wonderfully and has been very well maintained. All service records since 2005. Recent work includes: all fluids changed out @ 91K miles; shocks, brakes, alternator, battery and AC condenser @ 103K miles. Recent oil change with 100% synthetic. PA inspection good thru November. I've loved the car for nearly 4 years, but I just bought a Z06 so it's time for someone else to enjoy it! You owe it to yourself to check this car out. I took the pictures recently so they are a very accurate representation. Reasonable offers considered.

2012 Corvettes for Chip Show

Fall is rapidly approaching and the [Corvettes For Chip Show](#) is coming up *fast*.

Scheduled for Sunday, November 4, 2012, this year's Show is shaping up to be the best ever with new Sponsors and a flurry of participant registrations underway.

The Show is held at the Brandywine Park in West Chester, Pennsylvania. There are many pictures from last years show (and prior shows) at www.CorvettesforChip.com

The Board of Directors for Show would like to personally invite your Club to participate in this year's Show. We will be featuring Callaway Corvettes and a rare 1991 Callaway Speedster will be on display courtesy of Lance Miller.

Any members with Callaways should contact us about having their Corvette in our special display area. *We will be at Carlisle - or you can call or email us.*

What's different about this years show is that we have done some follow-up survey work with some participants from last year and have taken their constructive feedback and made significant changes to the Show format.

Award Ceremony: We've completely changed this focus on awards ONLY. This will not be a repeat of last year. We all agree that mixing auctions and awards at the end of a long day is not a good idea. A welcomed change for certain !

Professional DJ and Sound System: After we were reduced to a bullhorn last year, we've contracted for a professional sound system and DJ to make this an enjoyable and understandable event for everyone.

New Sponsors: We've added new Sponsors and vendors that will help make this years event even more special.

Please encourage your Club to participate in this year's Show. We are asking that you have members register and pay on-line at www.CorvettesForChip.com as soon as possible so that we get a good count on how many Corvettes we have for this year.

Remind everyone that the registration fee is a donation to a worthy charity – so there's no reason for folks to wait on the weather forecast to register.

Now is the time to show your Support !

For those members on Facebook, you can also search for Corvettes for Chip and join the group for updates, newsletters and up to the minute Show and related Corvette information.

If you have any questions about the 2012 Show, feel free to contact me or any of the Show Planning members that you may know.

Best Regards --

Scott Karlin
Business Manager
2012 Corvettes for Chip Show
(610) 701-5754

CCND License Plates for Sale..... White \$25 , Black \$27 . Old Fashion Style thick Black and Whites are \$30. If your interested please contact Jim de Ford at belvumanor@yahoo.com .



CCND Membership Application

Come be a part of the Corvette Club of Northern Delaware. Simply complete the form and mail to the address below with your \$35.00/yearly payment. We look forward to seeing you at our next meeting. You can also complete this membership application online at: **www.vetteclub.org**

**Corvette Club of Northern Delaware
PO Box 10103
Wilmington, De. 19850**

First Name _____ Last Name _____
Street _____
City _____ State _____ Zip _____
Home # _____ Work # _____ Cell# _____
Email _____
Birthdate _____ Corvette Year _____
Signature _____
Significant Other Name _____ Birthdate: _____

CCND Club Store.....A Great way to support your Club!!

The following Items are available by contacting the person indicated. Should you wish to order an item please contact them directly. What a great addition these would be.

Steve Blanchies: Club Calendars, Mugs and Window Stickers

Mary Lou Gilbert: Club Garments

Mugs: \$6.00



Window Stickers: \$5.00 for a set of (2)



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