



# Vettester

The official newsletter of the Corvette Club of Northern Delaware  
November 2013

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Thanksgiving, Corvette Style



## **Featured in this issue:**

- \* **Corvette Racing Triumphs in ALMS**
- \* **A Year of Cruise-Ins**
- \* **Are You Using the Proper Oil in your Vintage Vette?**
- \* **A CCND Vette Plays its "Part"**
- \* **CCND in the '80s**
- \* **And More!**

**DON'T FORGET TO SIGN UP FOR THE CCND CHRISTMAS PARTY  
FRIDAY NIGHT, DECEMBER 6, AT THE GREENVILLE CC**

# CCND OCTOBER MEETING MINUTES

Minutes from the last CCND meeting

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Meeting was called to order at 7:00 p.m. by **Steve Blanchies** on October 8, 2013. **Steve** thanked everyone who attended. **Christine Carlantonio** brought dessert for all to share.

- Vice President:** **Mike Metcoalf** reported 139 members and 81 paid memberships.
- Treasurer:** **Harvey Smith** gave the financial report.
- Webmaster:** **Bob Avery** not able to attend.
- Member at Large:** **Jane Murray** not able to attend.
- Newsletter Editor:** **Fred Krumm** appreciates all submissions – looking for more great articles. **Andy Rumford** race car winner. You can contact Fred at [www.fredvkrumm@comcast.net](mailto:www.fredvkrumm@comcast.net).
- Social Chairperson:** **Fran Pepeta** reported about Mikes, Pennsville, NJ - clay target shooting - \$23 for 50 - \$40 for 100 - will send details by email.
- Show Chair:** **Jack Bianchino** reported that 27 cars were signed up for the Concord Mall show - cruise nights went well - anxious to do again next year.
- Business Manager:** **Bob Avery** not able to attend.
- Club Historian:** **Bob Cook** still looking for early newsletters.
- Committee Reports:** **Holiday Party** - **Marian Crank** reported \$45/pp- same menu - Friday, 12/6 @ 5:30 pm
- Old Business:** **Rick Berry Tour** - 10-26 - massive corvette collection - afterwards dinner at Sambos (last day open) in Leipsic or Seafood City, Felton
- New Business:** **Officers for 2014**  
**Dues for 2014**  
**Rocky** - winner of a 2014 corvette  
**November meeting** - NJ Corvette Caravan presentation  
**Stockings for Soldiers** - **Elouise Wolos** would like to do again - motion approved for \$500  
**Adopt A Family** - \$2000 for Thanksgiving & Christmas
- 50/50:** **\$44** - **Matt Guthan's Mom**  
Meeting was adjourned at 7:38 p.m.

Respectfully Submitted, **Christine Carlantonio**, Secretary

**NEXT MEETING DATE IS TUESDAY, NOVEMBER 12, 2013**



PO Box 10132, Wilmington DE 19850

## Meeting Agenda for November 12, 2013:

Call to Order

Welcome

New Members

2013 CCND Officer Reports:

Vice President:	Mike Metcalf	Newsletter Editor:	Fred Krumm
Treasurer:	Harvey Smith	Member @ Large:	Jane Murray
Secretary:	Christine Carlanantonio	Webmaster:	Bob Avery
Show Chair:	Jack Bianchino	Business Manager:	Bob Avery
Social Chairperson:	Fran Pepeta	NCCC Governor:	
		Club Historian:	Bob Cook

Committee Report: Christmas Party

Old Business:

- Recap ~ Concord Mall Show
- Tour Rick Berry's Corvette Collection

New Business:

- Christmas Party ~ 22 signed up as of 10/28/13
- Wilmington Western Rail Road ~ Holiday Lights Express & Dinner 12/28 @ 6 pm
- Ronald McDonald House New Years Day Breakfast
- 2014 Membership Dues
- Nominations of Officers for 2014

*2014 Pike Creek Cruise Nights: April 5th, May 3rd, June 7th, July 5th, August 2nd, September 6th, October 4th*

Adjournment

50/50 -- Jane Murray

Club "Swag":

- CCND 40<sup>th</sup> Anniversary Window Stickers: \$5.00 for 2. Mount inside or outside
- CCND "Regular" Window Stickers (2 types): \$5.00 ea. Mount inside or outside
- CCND Coffee Cups: \$6.00 ea.
- CCND License Plates: see Jim DeFord →

**Next Meeting: December 10, 2013**

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

Please be **generous** to your server





## Championship Trophies Galore for Corvette Racing

*Magnussen voted ALMS' Most Popular Driver, Chevrolet wins Green Challenge award*

**BRASELTON, Ga.** – Chevrolet and Corvette Racing had ample reason to celebrate at the American Le Mans Series' annual Night of Champions awards banquet. The two organizations took home seven awards on the evening at Chateau Elan, the night after the ALMS' finale - Petit Le Mans at Road Atlanta.

Chevrolet received the GT manufacturers' championship, and Corvette Racing won the GT team trophy - the second consecutive season for both. Antonio Garcia and Jan Magnussen, drivers of the No. 3 Compuware Chevrolet Corvette C6.R, were the recipients of the GT drivers' championship - the second for Magnussen and first for Garcia. Oliver Gavin and Tommy Milner, last year's GT champions, walked away with third-place championship trophies in the driving category.

It was a doubly special night for Magnussen. The Dane won the ALMS' Most Popular Driver award for the second time in his career. American Le Mans Series fans voted on the honor through [alms.com](http://alms.com), the series' website.

Chevrolet also won the Green Challenge GT championship, which goes to the manufacturer that races the fastest while being the most efficient with its petroleum use combined with cleanest emissions. The No. 3 Chevrolet Corvette C6.R won the MICHELIN GREEN X Challenge - an award that goes to leading GT and prototype teams using the same criteria as the manufacturer trophy.

Corvette Racing will open the 2014 TUDOR United SportsCar Championship with the **Corvette C7.R race car** at the Rolex 24 At Daytona on Jan. 25-26.

### ALMS GT Championship Standings:

Driver Standings	Team Standings	Manufacturer Standings
1. <b>Antonio Garcia/Jan Magnussen - 135</b>	1. <b>Corvette Racing - 171</b>	1. <b>Chevrolet - 174</b>
2. Dirk Muller - 129	2. BMW Team RLL - 140	2. BMW - 154
3. <b>Oliver Gavin/Tommy Milner - 105</b>	3. SRT Motorsports - 121	3. SRT - 137
4. Bill Auberlen - 102	4. Risi Competizione - 73	4. Ferrari - 126
5. Dominik Farnbacher/Marc Goossens - 101	5. CORE autosport - 55	5. Porsche - 119

# Last Pike Creek Cruise-In of 2013!

April 6<sup>th</sup>, May 4<sup>th</sup>, June 1<sup>st</sup>, July 6<sup>th</sup>, August 3<sup>rd</sup>, September 7<sup>th</sup>, **October 5<sup>th</sup>**

A great year of Cruise-Ins was capped by the October 5 event. Special thanks to Show Chair and organizer Jack Bianchino, along with the folks at Ruby Tuesday and all the attendees who made these events such a success. We don't yet have the final total of funds raised for The Ministry of Caring, but we do know it was a substantial amount -- again representing CCND working for and with the community at its best (while having FUN!!!)



Given the success of the 2013 Cruise-Ins, is it any wonder that plans are already underway to continue this in 2014? Planned dates are:

**April 5<sup>th</sup>, May 3<sup>rd</sup>, June 7<sup>th</sup>, July 5<sup>th</sup>, August 2<sup>nd</sup>, September 6<sup>th</sup> & October 4<sup>th</sup>**

Mark your calendars now!

**Bob Avery** reports – “I am in the process of removing / repairing the engine from my '66. The problem is a worn cam/lifter due to the removal of ZDDP from modern oil. I have been reading articles pertaining to this problem. The following information, written by Tony and Michele Hamer, does a good job of explaining the issue. Most of us in the old car world refer to the problem as “Zinc removal”. **ZDDP is more than that. Protect your older car that is running a flat tappet cam shaft.**”

## ZDDP - Debunking the Motor Oil Additive Urban Legend

*By Tony and Michele Hamer*

ZDDP, Zinc dialkyldithiophosphate, is a compound that was introduced over 70 years ago and regularly added to motor oils. Its claim to fame is that it was the most cost effective metal on metal anti-wear

additive.....and that is no legend. The compound was originally developed for use in airplane engines, but very quickly was found to be effective in car and truck engines for the anti-wear protection, in particular associated with flat tappets, overhead cam lobes, buckets and followers and the associated lifters where there is considerable pressure generated at the metal to metal interface and wear of the surface is known to be prevalent.

All tests that we've reviewed conclude that ZDDP is effective in moderating the wear, when formulated properly with base stock oils. ZDDP is also known to have anti-oxidant and corrosion resistant properties which are very useful in preventing aging of the internal combustion engine.

Over the last 40 years there has been considerable pressure to reduce the use of ZDDP in motor oil applications because of long term human toxicity concerns, and the fact that they are considered to be toxic to aquatic wildlife with long lasting effects. This can be alleviated with proper safety and disposal practices.

Further, influencing the decision is that catalytic converter life times are decreased by contamination with Zinc and Phosphates, and hence a drive to decrease the use of the additive to lower concentrations and in some cases its elimination.



As engine oil manufacturers decreased the concentration of ZDDP in motor oils over the last 20 years concerns became apparent about the impact on wear in engines, both classic and modern. It is now clear that modern passenger car engines are quite different in their need for ZDDP. Many are multivalve overhead cam engines with lower spring pressures. Those modern engines, that still use an overhead valve arrangement, use roller lifters instead of flat tappets and hence have lower pressure metal to metal contact and consequently require lower performance additives.

However, the impact on classic engines was more concerning. There are reports from several years ago that problems were manifested in the rapid wear and almost total destruction of the camshaft and lifters in freshly overhauled engines. Some have blamed this problem on poor quality rebuilds, and also that the replacement lifters which were not meeting hardness specifications. But this problem is also attributed to the appearance of lubrication problems during the “run in” or “break in” period. The benefits of ZDDP are, after all, especially important during the break-in period for camshafts and lifters, and it makes sense that the excessive wear and destruction of parts will show up in recently overhauled engines well before we see it in higher mileage motors.

So these are some of our conclusions. These types of problems are never simple, but as a result of our reading we would offer the following observations:

1. Consider using ZDDP as an additive in the motor oil during the run in period on a rebuilt classic engine. We are presently doing this on our rebuilt Jaguar 3.4 litre engine for the Mark 2.
2. Be careful with the concentration of ZDDP used in your break in oil, as over dosing can cause increased wear – more is not always better! Always refer to the manufacturers specs and measure well.
3. Consider using, in your classic, motor oil which specifically contains ZDDP. Valvoline, for example, has a range of products as do. If you prefer, add ZDDP to your normal engine oil, making sure that you measure properly and achieve the manufacturers recommended concentration levels.

And remember, the ZDDP additive can help ensure a happy and long lived motoring.

# Not my ordinary Saturday

*By Don Nayden*

I did something a little different on Saturday (Oct.26).

Here's the web site for the feature film **In Search of Liberty** (about the U.S. Constitution) by BluNile Films. <http://insearchofliberty.com/>

The script calls for several scenes in the film to show a red Corvette driven by a modern day Ben Franklin on his way to the National Constitution Center in Philadelphia. I had the unique opportunity to drive my red Corvette Saturday for the filming of the Philadelphia scenes with the National Constitution Center, Independence Hall, and surrounding streets as backdrops.

The actor playing Ben's character will be edited into the driver's seat though the magic of Hollywood. Michael Crank, one of my Corvette friends was with me and he will be edited out for an actor who will be the passenger appearing in the car for the interior shots with Ben.

Michael was a big help with coordinating the signals from the director while I navigated the busy streets during filming for two and a half hours. The actual camera time was probably less than 12 minutes. The rest of the movie is being filmed in California and filming, editing, etc. is scheduled to take six months.

There were 7 locations with about 30 shots. The locations were South 6th Street across from the National Constitution Center and Independence Hall, South 5th Street between Walnut and Chestnut, Chestnut Street in front of Independence Hall, Walnut Street and 6th Streets, the 500 block of Pine Street, and Race Street between 7th and 6th.

This picture is on South 5th Street behind Independence Hall. The Executive Producer and Director (for Saturday's shots) Norm Novitsky on the right and the happy looking camera man John is in the center. I'm on the left.

I'm hoping the next movie I get to drive in has some high speed scenes without cobblestones 😊.



# The History of CCND – Year Thirteen - 1985

*By Club Historian Bob Cook*

***As we get near the end of our 40<sup>th</sup> Anniversary year, we continue to look forward to Bob Coo's fascinating journey through the Club's founding and early years. As Bob points out below, there are some "gaps" in our historical records – and so this month we move forward to a representative year from what some refer to as the "Me Decade" – the 1980s.***



Last month we looked at CCND's seventh year – 1979. Unfortunately, we do not have newsletters from 1980 through 1984. So, this month we will review the year 1985 (thanks to Jim Davis for providing the 1985 newsletters):

The President for 1985 was Bill Comer, who owned Millcreek Tire store on Kirkwood Highway.

The newsletter was produced using a computer for the first time in January, 1985 by Bill Harris – and of course, a dot matrix printer (remember those?).

Meetings were still being held at the Delcastle Inn.

On June 14 to 16 CCND sponsored a Rehoboth Beach Getaway Weekend. A large ocean view room with 2 king-size beds was \$125 for the two nights.





A Corvette Display was held at Greytak Chevrolet (now Nucar) on May 18 from 10:00 am to 5:00 pm to celebrate the grand opening of Greytak's High Performance Parts Center. Door prizes, gifts to the first 50 entrants, and a People's Choice award were given.

A Concord Mall Display was held on June 29, evidently the only one held in 1985.

Used 1984 Corvettes were selling for the mid-\$18's in mid-1985. Jim Mayhart advertised his red 84, automatic coupe for \$18,670 FIRM in the October Newsletter.

A "Fun Rally" was held on October 6, called the "Fiberglass to the Sassafra". The event was a NCCC sanctioned event.

October 19 CCND members participated in the "annual" caravan to Lancaster County Winery's "Oktoberfest". A Corvette display was held at the winery.

CCND ended the year with a Christmas Party (not Holiday Party) on December 14 at Bob O'Hara's house. The Club supplied the beer and soda and every couple brought a covered dish.



So, that was 1985. The pace of events seems to have slowed significantly from the activity of the late 70's. However, membership was a healthy 55 (couples counted as one member).





Concord Mall, October 20  
*Pix by Bob Avery & Jack Bianchino*

Presidents Cup:

Mike Metcalf                      2014 Coupe



Mall Management

Jane Murray                      2013 GS Coupe



Kids Pick

John Zimmerman                1965 Coupe



People's Choice

1<sup>st</sup> Rocky Crisconi                2014 Coupe



2<sup>nd</sup> Horace Wahl                    1994 Convertible



3<sup>rd</sup> Matt Guthan                    1963 Roadster



# Almost too good to be true...C7 reality

*By Mike Metcalf*

When GM presented the C7 back in January, I was really impressed with what I saw. At the time, I really liked my C5, but I had thought I may trade up to a low mileage 2008-2010 C6. Imagine how surprised I was when my wife encouraged me to buy a new Stingray!

So it started. I gathered all the information I could find about the C7 and read it over and over again, until May when I went to Diver to place a deposit. I was number 5 on the list, only to find out Diver's allotment was limited to 4 at that time. The Diver sales team was straight with me, and could not provide a date or expectation of when I may be able to order my C7. My research found that Kerbeck had the largest allotment in the country with 507 C7's allocated from GM. That led to a June drive to Atlantic City with my grandson -- we left Kerbeck's with a order for a new C7 with an estimated early 4th Q 2013 potential delivery. With selecting the NCM delivery as an option (R8C), the dealer choice was secondary. And so, I committed to Diver that they would be my maintenance provider.

The order placed included: Cyber Gray metallic paint with the LT2 package (including the new Kalahari color seating/interior scheme), Z51 performance, Magnetic Ride Suspension, Exhaust Performance Package, Automatic, Navigation system, etc.

The staff (Dave & Sam) at Kerbeck was extremely helpful throughout the process – but they were very careful not to set expectations regarding delivery.

I followed the ordering process almost daily through the Corvette Forum and Kerbeck, along with the new information as presented by the Forum participants. The NCM contacted me for specific information regarding delivery...it was sinking in to me that this was reality, especially when they called in October and asked me when I wanted to schedule delivery. When both the NCM and Kerbeck called the very same day, needless to say I was excited!

We made all the arrangements (flight, rental car, sleeping accommodations, payment, insurance, etc) and flew to Nashville on October 19th -- with delivery planned for the 20th.

It's only a little over an hour to Bowling Green from Nashville, but we planned to stay over two nights (good advice from Dr Alan Simpkins) at a beautiful B&B. We planned to drive home on Saturday the 21st.

We arrived in Bowling Green around 4pm on Thursday, enough time to stop by the NCM before checking in at the B&B. ***To our surprise, my car was already on display!***



After staring at the car (and others) for a while and a visit to the NCM store, it was time to check in at our B&B (Victorian House) located in Smith's Cove about 10 miles from the NCM. The B&B owners were so nice and were experienced with new corvette owners. So we settled in before going out to a wonderful dinner in BG.

The next day's schedule of activities included a plant tour, NCM tour, paperwork review and a detailed review of the Stingray. The day was long but obviously exciting; we were in touch with our kids and club members via the webcam along the way. The teams at the NCM and assembly plant were nothing short of first class folks, they made us feel welcomed all along the way.

We headed back to the B&B after dinner. The owners offered their garage for the night which I gladly accepted, and after a good night's sleep and breakfast we were off for our 760 mile ride home. Unfortunately it rained from KY to MD, so it took us over 12 hours to get home...nonetheless, what a great ride!!

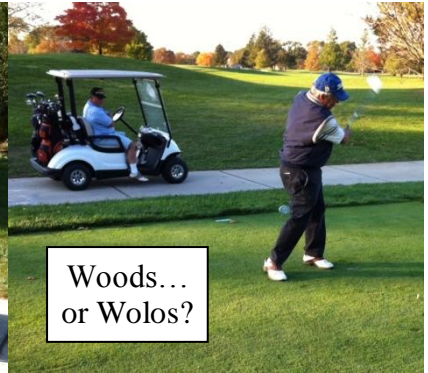


# More October Fun:

*“CCND Open” – a different sort of driving....*



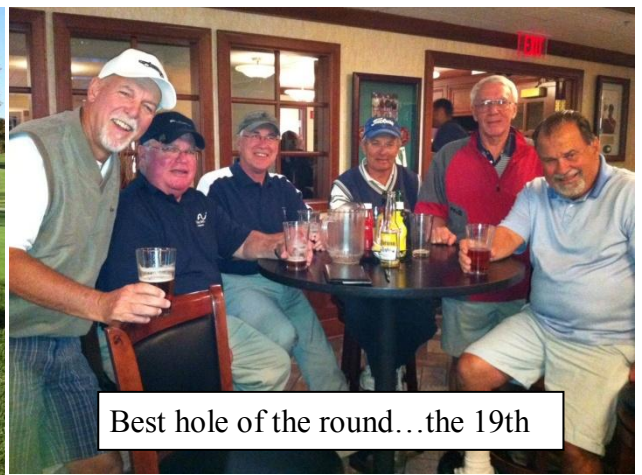
Do we really want to do this?



Woods...  
or Wolos?



A golf ball about to get “Perrottized”



Best hole of the round...the 19th



## November Birthdays:

- |        |                                |
|--------|--------------------------------|
| Nov 2  | Keith Patridge<br>J. Greg Wood |
| Nov 5  | Barbara Scott-Cooper           |
| Nov 6  | Jim deFord                     |
| Nov 14 | Brenda Boling                  |
| Nov 20 | Donald Gaines                  |
| Nov 21 | Ashley Polis                   |
| Nov 25 | Ken Woodcock                   |
| Nov 26 | Kathy O’Connor                 |
| Nov 28 | Dave Romasko                   |
| Nov 30 | Frank Cahall                   |



# 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](http://www.vetteclub.org)

**Corvette Club of Northern Delaware  
PO Box 10132  
Wilmington, De. 19850**

First Name \_\_\_\_\_ Last Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home # \_\_\_\_\_ Work # \_\_\_\_\_ Cell# \_\_\_\_\_

Email \_\_\_\_\_

Birthdate \_\_\_\_\_ Corvette Year \_\_\_\_\_

Signature \_\_\_\_\_

Significant Other Name \_\_\_\_\_ Birthdate \_\_\_\_\_

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*Compliments of Harvey C. Smith, Jr.*

A classic red and white convertible Corvette, likely a 1950s model, shown from a front-three-quarter view.

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