



Vettester

The official newsletter of the Corvette Club of Northern Delaware
January 2014



Happy New Year!!!!



Concord Mall, Oct 20, 2013 Bob Avery

Featured in this issue:

- * **Bob Avery's Corvette Odyssey**
- * **Dealing with Dry Rot**
- * **Holiday Fun...**

CCND DECEMBER MEETING MINUTES

Minutes from the last CCND meeting



LOOK FOR
DECEMBER 2013
MEETING
MINUTES IN THE
FEBRUARY 2014
EDITION OF **THE**
VETTESTER



PO Box 10132, Wilmington DE 19850

Meeting Agenda for January 13, 2014:

Call to Order

Welcome

New Members

2014 CCND Officer Reports:

President:	Steve Blanchies	Newsletter Editor:	Fred Krumm
Vice President:	Mike Metcalf	Member @ Large:	Rocky Crisconi
Treasurer:	Harvey Smith	Webmaster:	Jane Murray
Secretary:	Christine Carlantonio	Business Manager:	Jim Davis
Show Chair:	Jack Bianchino	NCCC Governor:	John Zimmerman
Social Chairperson:	Bob Avery	Club Historian:	Bob Cook

Old Business:

- TBA

New Business:

- TBA

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

Adjournment

50/50

Club "Swag":

- CCND 40th 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: February 11, 2014

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

Please be **generous** to your server



A Corvette Odyssey

By Bob Avery

When Fred approached me to document the repair of my 66 Corvette for the news letter, it started me thinking about how I became interested in cars...

I remember riding in the back seat of my father's 1949 Pontiac, telling my parents the make and year of each car we passed. **I bet they were thrilled.**

The excitement that I felt as a small boy is still with me today. Many of you reading this share that same passion. We have met many fine people and made many good friends while enjoying something we (mostly I) love to do.



In high school, I was in the co-op program. I would go to school half a day and work the other half. At a \$1.05/hr, a nice car was out of the question. **(Oh man, I sound like my dad.)** But I did have a car, a real cool (not really) 1961 Chrysler Windsor. The 61 Chrysler is a big car with huge fins, and push button drive. When I got the car (\$600) it had well over 100k miles on it. Half way through my senior year the engine blew up and I was hoofing it once again.

Shortly after graduation, a letter arrived from Uncle Sam inviting me to Philadelphia for a physical. In those days if you were able to walk -- you passed. I opted to join the Delaware Army National Guard. After being released from active duty, I got a real job -- and a real car. I purchased a 1968 Plymouth GTX, 440/375 hp/4spd. Loved that car. After just 400 miles on the odometer, I headed to Cecil County Drag-way. During the first pass my foot was shaking so badly on the clutch, I



wasn't sure the leg would work. My best time that day was 13.09/104 mph. After some (many) mods the car went 12.98/108 mph. Not bad for a daily driver.

As luck would have it, the service manager from the dealership where I purchased the car was also a weekend racer at Cecil County. Additionally it was the first year Chrysler offered 50K-mile warranty. I felt like I had a factory sponsored race car. One weekend, I ripped the welds holding the rear suspension in place. (A 5000 rpm launch can do that, but what a rush). Brought the car to the dealership for repairs with the slicks still on it. Try that today!!!



Patty and I were married in 1972. We purchased a house that same year and I started night school. I did not touch a car for next 21 years. In August 1993, while in a customer's office, I noticed a picture of a beautiful Corvette on the wall. I asked my customer some questions about the car and to my surprise, he said that I should buy it.

After a few minutes, was had a deal and I drove home a 1961 black/black Corvette.

On October 9, 1993 we drove the car to a CCND show at Lantana Sq. "I was hooked" We joined CCND and enjoyed the 61 for the next few years. However, as nice as the 1961 was, I always wanted a mid-year big block Corvette.

In 1996, while traveling in Canada I found this well worn 30 year old 1966/ 427 convertible.



The next weekend we drove to Toronto to trailer the car home. The '61 was sold and the restoration of the '66 was started. Under the guidance of my friend Dave Massey, every nut and bolt was removed. The car was restored from the ground up in 9 months – and treated to its original Mossport Green finish. I had never been a part of a project like this, and was amazed with the transformation of this car. We enjoyed the car for the next 16 years with no major issues.





Which brings us to the reason why I was asked to write this article.

Earlier this year I started to hear a valve tap. Valve adjustment didn't seem to help. The car started to miss and at that point I suspected the cam had a wiped lobe. What I found was a lifter had been worn so badly it actually had a hole in the bottom, and was 3/16" shorter than the others. There was so much metal throughout the engine the oil filter membrane could be picked up with a magnet.

As many of you know, Zinc and Phosphorus (ZDDP) has been removed from engine oil over the last 20 years. The ZDDP interferes with the efficiency of the catalytic converters on modern cars. Uncle Sam (EPA) said it's got to go. When ZDDP is removed, the oil film which protects engine parts where metal to metal contact is present is no longer thick enough to protect engine parts.

Flat tappet cams seem to be the area in older engines where problems show up. The large surface area and valve spring pressure are a contributing factor. Solid lifter, flat tappet camshafts are particularly prone to wear due to the higher valve spring pressure than their hydraulic counterparts. Roller camshafts are used on most modern engines since they are not prone to wear due to the lack of ZDDP.

I would recommend that anyone with a flat tappet cam use a ZDDP additive or run racing oil that has the ZDDP included.

With the help of our own Ed Pearce and Dave Witman, the engine was pulled. It was then sent to a machine shop to have the engine flushed, inspected and a new roller cam installed.

The engine bay has been cleaned and painted. The carb and brake booster have been rebuilt and re-plated. The engine is back in the car and I am happy to report it runs and will be ready for spring. :):):)



Tire Dry Rot – the bane of classic Vette owners

Forwarded by Jim DeFord



How to Treat Dry Rot in Tires

By Cameron, eHow Contributor

Prevent further tire deterioration by applying a water-based tire protection solution to slow UV ray damage.

Dry rot can adversely affect the health and lifespan of automobile tires. Dry rot generally occurs when tires get brittle and dry due to low air pressure, inactivity, exposure to ultraviolet and ozone rays and the grime accumulation that breaks down its rubber layers. Special tire protection care is essential to preventing dry rot. If it is not caught early, dry rot can completely damage tires and cause them to be unsafe on the road.



Instructions:

- 1** Inspect the damage. Examine where tires have become especially worn and where tire walls have become cracked. The longer the tires have been sitting stagnant and exposed to ultraviolet light, the greater the damage. Tires damaged beyond repair will need to be replaced.
- 2** Invest in water-based tire oils to lubricate and seal cracks on the tires. Avoid using petrochemicals and silicone-based oils because they can strip protective waxes off the tire and expose them to higher levels of UV rays which increase the rate of degradation.
- 3** Apply two coats of water-based tire degreaser to a large sponge and wipe it on all parts of each tire. Spray the tires down with a water hose on lukewarm water to rinse away degreaser, dirt and grime. Allow the tires to air dry for two to three hours.
- 4** Saturate the tire with a water-based tire protection solution (found at most automobile shops). Reapply this solution every 20 to 30 days to increase the tire's barrier to ozone and UV rays.

Far better, of course, is to keep it from happening in the first place! A few ideas follow:

How to Protect Car Tires from Rotting

By Cynthia Smith, eHow Contributor



Instructions:

- 1** Check your tires for proper inflation pressures on a monthly basis. Buy and use a good digital tire gauge even though your tires may be equipped with tire pressure monitors. Do not use the maximum pounds per square inch (PSI) noted on the tire's sidewall as the measure for proper inflation; the recommended PSI for your vehicle's tires is located on the driver's side door jamb or in the owner's manual for your car. Under- or over-inflation of your tires inhibits the effectiveness of stabilizing additives found in most tires. These stabilizers fight rubber deterioration due to ozone, which contributes to tire rot.
- 2** Park your car in a garage or carport to decrease the tires' exposure to the elements. Parking garages are a better option than open parking lots, but when unavailable, park your car in a shady spot, if you can. Tire covers, tarps, old sheets and blankets, or old, dark-colored shower curtains can be used to block sun exposure when no other form of cover is possible. Protection from excessive heat and UV rays will help protect your tires from premature rot.
- 3** Apply a tire conditioner that is formulated to protect tires from UV rays and/or ozone. Household cleansers, and petrochemical- or silicone-containing tire cleaning products can actually remove much of the tire's protective waxes. Two products that will help protect tires are 303 Aerospace Protectant and Wolfgang Black Diamond Tire Gel.
- 4** Drive the car regularly and at moderate speeds. Car tires that sit, unmoving, for long periods of time do not flex. Therefore, the stabilizing additives do not distribute as designed. Sustained high speed driving creates much heat which further contributes to tire deterioration and rot.
- 5** Buy new tires that were manufactured no more than two years prior. Dates are located on one side of each tire, and use numbers that coincide with week and year of manufacture. For example, 1209 means it was made in the twelfth week of 2009. Ask for tires that have UV stabilizers and ozone shielding additives. These protect you from owning tires whose lifespan is already reduced and are more likely to succumb to early rotting.

Holiday Fun with CCND

Christmas Party – December 6



Wilmington & Western RR “Holiday Lights” – December 28



New Year's Day 2014 @ Ronald Mc Donald House



RMH January 1, 2014- Photos by Rocky



RMH January 1, 2014- Photos by Rocky



RMH January 1, 2014- Photos by Rocky



RMH January 1, 2014- Photos by Rocky



RMH January 1, 2014- Photos by Rocky

January Birthdays:

Jan 1	Ken Hill	Jan 5	Nick Cervelli
Jan 6	Nancy Stewart	Jan 7	Sandra Lee
Jan 8	Greg Cue	Jan 9	Brenda McKenzie
Jan 10	Jamie Duncan	Jan 14	Jim McGoldrick
Jan 18	Mary Lou Gilbert	Jan 19	Laura Pearce
Jan 21	Elaine Raign	Jan 26	Len Pinder

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

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