



# Vettester

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

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## Thanksgiving in February!



### **Featured in this issue:**

- \* Your **editor's** winter adventures
- \* An auction for the Bloomington Gold **Great Hall**
- \* **Gas mileage** tips for the cruising season

# CCND FEBRUARY MEETING MINUTES

Meeting was called to order at 7:08 p.m. by **Steve Blanchies** on February 11, 2014. **Steve** thanked everyone who attended and he brought dessert for all to share. New members attending were **Roy & Heather Gill and Paul Van Valkenberg**.

**Vice President:** **Mike Metcalf** not able to attend. Steve reported on his behalf that we currently have 60 paid members and 108 members total.

**Treasurer:** **Harvey Smith** gave the financial report:

**Secretary:** **Christine Carlantonio** unable to attend. **Jane Murray** to take tonight's minutes.

**Show Chair:** **Jack Bianchino** unable to attend.

**Social Chairperson:** **Bob Avery** reported on behalf of Jack Bianchino that a new manager has been hired at Ruby Tuesday's and they have approved our cruise nights for 2014. RT will not serve food outside or contribute to DJ fees but will donate to our designated charity. He recapped the recent dinner at Schaeffer's in Chesapeake City. He asked people to sign up for the "black tie optional" Meat Loaf Night at the Ches-Del Diner on Thursday, Feb. 27 and also the Oldies Concert at the Grand Theater (dinner before at the Big Fish Grill) on Saturday, March 8.

**Newsletter Editor:** **Fred Krumm** unable to attend.

**Member at Large:** **Rocky Crisconi** has club swag available.

**Webmaster:** **Jane Murray** working on new website. She has also been in contact with Lance Miller regarding designated CCND parking at Corvettes at Carlisle next summer.

**Business Manager:** **Jim Davis** unable to attend.

**NCCC Governor:** **John Zimmerman** reported insurance for Cruise Nights and Concord Malls shows is in the process of being finalized.

**Club Historian:** **Bob Cook** reported progress on the project of scanning in all old CCND newsletters for eventual publication on the club website.

**Committee Reports:** **None**

**New Business:** **Jim McGoldrick** reported that there will be a Race for the Ronald McDonald House on June 1 and August 28 at Maple Grove Speedway in New Jersey. Fee is \$65. He will bring signup sheets to next meeting. **Steve Blanchies** said the Concord Mall show dates are set as well as the Pike Creek Cruise nights (first Saturday starting in April). He also reminded the members that will be participating in this summer's Corvette Caravan to watch for Captain Zipity Duda's emails for upcoming events.

**50/50:** **\$36 – Ed Pearce**

Meeting adjourned at 7:28 p.m. Respectfully submitted, **Jane Murray**, substitute secretary

**Next Meeting March 11, 2014**



PO Box 10132, Wilmington DE 19850

## Meeting Agenda for March 11, 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

Committee Reports: Picnic and Christmas Party

### Old Business:

- To be re-scheduled – tour Rick Berry's Corvette collection
- Website

### New Business:

- Concord Mall Show for April 2014
- NJ Caravan
- Recap – March 8 Show at the Grand

*2014 Pike Creek Cruise Nights: Apr 5th, May 3rd, June 7th, July 5th, Aug 2nd, Sept 6th, Oct 4th*

### Adjournment

50/50

### 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 \$25 & \$27 --- see Jim DeFord →

**Next Meeting: April 8, 2014**

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

Please be **generous** to your server



# How I spent my winter “vacation”

*By Fred Krumm*

This has been a particularly trying winter for all of us. It’s bad enough if you can’t get the Vettes out, even worse when things are so bad even the daily driver is stuck in the garage for a few days. So naturally, in typical glutton for punishment manner, your editor decided that January and February, in the midst of the most miserable winter in years, would be just the time to:

- Replace both knees
- Sell the Torch Z, and
- Buy a C6 in decent condition for (much) less than \$20K

That’s right, what could be simpler?

So how did all this work out? Well, perhaps the cover picture, taken during a rare drivable day in late February, will give you a clue...

Knee replacement surgery was scheduled for February 10. Knowing that, I planned to have the Torch Z sold well beforehand. If I was lucky enough, I would also buy its replacement shortly after the sale, but well before I went under the knife.

So, in late December, I advertised the Z in Autotrader.com. And, NOTHING happened. So I decided to take a chance on putting her up on EBAY. I made sure to put a reserve sufficient that I would be OK with the sale. Once again – NOTHING (well, not really – bidding got up to about \$1K short of my reserve, the high bid, it turns out, by a member of our club who said “well, I was trying to get bidding moving, but if you were desperate enough to accept...”)



As the day of surgery was fast approaching, the Z went back on EBAY. Meanwhile, I was scouring Autotrader.com, Cars.com, and EBAY for a proper replacement. I noticed this mildly modified Daytona Sunset Orange Metallic example, located near Chambersburg, PA, on EBAY.



By now, it was late January, planning for surgery was well underway, and I was beginning to wonder whether I should “just call the whole thing off.” And then, after several weeks of silence, a fellow from near Lancaster, PA noticed my Autotrader ad for the Torch Z, and called me saying that it was just what he was looking for! He said that the “R-title” (which surely was making the sale more difficult) was of no matter – he just needed to see lots of photos, do a thorough inspection and a decent test drive. Seemed he already owned an R-titled car and knew how to ensure he was getting a solid vehicle (which was my thinking when I bought the car in the first place.) We quickly settled on a price, much above my EBAY reserve, which allowed me to fully recoup my original investment from 18 months earlier – and allowed me to get aggressive on the DSOM C6 that was tugging at my heartstrings...

But nothing comes simple. I was the high EBAY bidder, but well short of the owner’s reserve. I really wanted the car, so within minutes of the auction’s end, I emailed the seller expressing my interest and desire to negotiate. Fortunately, he was very eager to sell, and the last week of January we settled on a very favorable price -- just a few hundred dollars above my final bid! I was getting VERY excited.

Back to the Torch Z. On February 1, just 9 days before my surgery, I turned the Z over to the pleased new owner – you can see in the background the Glen Mills AAA where we were able to take care of the paperwork and sales taxes. I was on my way! Uh....no...



Turns out that the owner of what was to become my C6 needed to get the title once he paid off his loan. No problem, he said...wrong. Seems that in PA nothing is simple – PennDOT will not allow pickup of a released title; it must be mailed, in seemingly the slowest way possible. So, we planned for me to pick up the car Wednesday, February



4, a week after he paid it off – but it was not to be. Each day, he went to the mailbox – and we checked the weather for the next snowstorm. Well, Friday, February 7 was pretty much our last chance and, luckily, the title finally arrived. My son and I agreed to drive out the next morning – but wait, there was a big snowstorm in the forecast. Fortunately, by Saturday morning the

forecast had changed, we drove out to Chambersburg, and did the deal...just 2 days before the knee surgery that I was sure would keep me out of the driver's seat for quite some time. The drive home was LOUD (more on this later) but I was happy to get the car in my garage before surgery.

I will avoid the temptation to illustrate my knee replacement surgery. Suffice it to say, I thought I was going in to get both knees done, but my surgeon decided only the right knee needed the "full Monty" – the left knee basically received arthroscopic surgery, but accompanied by the big scar. Now this is important because, as we all know, the clutch leg has the toughest job...perhaps more importantly, this made the first few weeks of recovery go much faster. Before I knew it, I was relaxing at home, eating real food, and going on line to pick up some bits and pieces I needed for my "new" (to me) C6 and selling off the surplus. Best deal was obtaining both a stock exhaust and tinted Targa top for very good prices, while nearly breaking even by selling off the EXTREMELY loud SLP "Loudmouth II" exhaust that the car came with!



Within just a few days, I was able to go out to eat (not driving yet). But, every time I looked in the garage, temptation was growing. Fortunately, my doctor had done the necessary paperwork for my temporary handicapped hang-tag. While I thought I might be able to drive, I was pretty sure I could not comfortably walk very far.

So, only 2 weeks post surgery, craving a Wawa hoagie with nobody around to drive me there, I succumbed to temptation and the result was this photo-op – the rare "6-speed Vette spotted in a handicapped spot" shot!

Should I nominate my surgeon for the Nobel Prize in medicine???



# An Auction for “The Great Hall”

*By Bob Cook, Club Historian*

This article is not really about CCND history, but it is about an historical event that many CCND members will remember and with which I was heavily involved. One evening several weeks ago, I received a call from Bill Locke, whom I have known for many years. Bill has worked with the Bloomington Gold Corvette Show for 20 to 30 years. Bill was calling to inform me that the Bob Gold Auction had been chosen to be inducted into the Bloomington Gold “Great Hall”. I know that this program may not be familiar for most of you, so let me explain.

**2014 Inductees**

**The People**

- Cypress Gardens
- Al Grenning
- Bob Gold/Bob Cook Auction
- Irwin Kroiz
- Karl Ludvigsen
- Dana Mecum
- Terry Michaelis
- National Corvette Museum
- Vince Piggins
- Larry Shinoda

**The Cars**

- 1955 Duntov Mule
- 1963 Mark II Z06
- 1966 427 Coupe
- 1967 327 Coupe
- 1967 DX L88
- 1968 Owens-Corning Racer
- 1969 Rebel L88 Racer
- Pratt & Miller LeMans racer
- The C4
- The C7

*Recognizing the 50 most significant Corvettes and the 50 most significant Corvette People. The Corvettes impacting racing, engineering, design, performance, culture and collectability. The People who were pioneers, game changers, educators, and inspirations. Plus their Stories preserving the history of the Corvette Phenomenon.*

**Induction Ceremony and Insights from Inductees**  
Friday, 4PM. June 27

The Great Hall Proudly Sponsored By **Hendrick MOTORSPORTS**

The Bloomington Gold Corvette Show was the first major Corvette show in the US – with the first show held in June of 1973 at the county fairgrounds in Bloomington, Illinois. The show initially included a large swap meet and Corvette “for sale” corral. The Bloomington Gold judging was added after several years as well as a number of other events such as Corvette schools, survivor judging, display areas for pace cars and other limited edition Corvettes, a parade, etc. Bloomington Gold preceded Carlisle by around 5 years. (I first attended the Bloomington Gold Show during its second year – 1974.) Four years ago Bloomington Gold started a five-year program to honor 50 of the most important Corvettes and 50 of the most important people/organizations to the Corvette hobby (or as the Bloomington Gold web site says, “the most influential people/organizations and the most influential (or historic) Corvettes that have shaped the Corvette Phenomenon as we know it today”). They induct 10 and 10 each year and 2014 is the last year - year five. There is a selection committee of about seven people who each year choose which individuals/organizations and which cars are to be inducted. You can see the inductees from the last four years at the [BlomingtonGold.com](http://BlomingtonGold.com) web site.

So, that's a short summary of Bloomington Gold and the Great Hall, but what about the Bob Gold Auction? Let me give you some history. In 1988, I was transferred back to Delaware (by the DuPont Company). At Corvettes at Carlisle in August of 1988, Bob Gold (whom I knew mainly from seeing him at Corvette events around the country) told me he wanted to discuss a proposal with me. (Many CCND members and Corvette people in Delaware knew Bob Gold as he bought, restored, repaired, refurbished, and sold Corvettes in Delaware starting in the early 1970s. I believe he was in CCND for some period of time, but I know that several of the cars that got prizes at our Corvette Shows were purchased or improved by Bob and his people.)



Bob and I met the next week (in September of 1988) at his house and he asked if I would be interested in starting a Corvette auction to be presented at the Bloomington Gold show the following June. He had already spoken with Dave Burroughs, CEO of the

Bloomington Gold organization, and Dave said he would consider a proposal. (For several years Bloomington had been hiring a local auctioneer to auction cars for \$50, sold or not sold, in a tiny tent with no car descriptions and buyer beware,) So, we proposed a professional auction with auctioneers experienced in selling automobiles to be presented in a facility that

could handle the auction in a professional setting. Dave and the Bloomington Board approved our proposal. For the next nine months Bob and I spent most evenings and most weekends together planning for and then executing the first auction in June of 1989 at the fairgrounds in Bloomington, Illinois. On the Friday morning



of the first auction (auction to start at 7:00 pm that evening), we were registering bidders and parking the auction cars when an unforecast storm came through with

gale force winds that broke half of the tent poles, sent our rented copier flying, and wreaked havoc with everything in the two large auction tents. At that point I thought there was no way we could have an auction, but within a couple hours we had things back up and were back in business – with the only damage to the cars being one broken

antenna. That first auction was a real spectacle and went very well as did the next four we did at Bloomington Gold. In 1993, we moved the



auction to Corvettes at Carlisle for an additional six years. In the summer of 1999, Bob Gold passed away and we discontinued the auction after 1999.

When Bill Locke called several weeks ago and told me that the auction had been chosen to be inducted into the Great Hall, it was quite a surprise (and I feel that it is



quite an honor)! I had never even thought of the auction being a candidate. The logic for choosing the auction was that it was first single marque (Corvette) auction presented in a professional, classic car format with experienced

automotive auctioneers, bidder qualification, and excellent customer service. Selling a Corvette at auction is now more of an accepted method of selling a car, which was not necessarily the case in the 1980s.

If any of you plan to attend the 2014 Bloomington Gold Show, the Bob Gold Auction will be officially inducted into the Great Hall on Friday, June 27.

# TECH FEATURE

Courtesy of:  [AllAboutVettes.com](http://AllAboutVettes.com)

Your editor came across the following article perusing the always interesting pages of “[AllAboutVettes.com](http://AllAboutVettes.com).”

Now it is fair to say that, for the most part, none of us are particularly concerned about fuel economy when we are tooling around in our Vettes – that’s why they sell Priuses.

*BUT*, with the nice weather arriving (finally, whew) it would not hurt to review some of these tips, which may help to avoid that extra stop to fill up on your next long cruise....



**WE** all have a tendency to be heavy-footed when driving our Corvettes, but driving aggressively can really hurt your gas mileage. Even though the later-model Corvettes are incredibly fuel efficient for their weight and the amount of power they generate, it doesn’t make too much sense to drive it like you stole it unless you have more money than you know what to do with. For sure, that isn’t the case with anybody I know, so here’s some sage advice on how to improve your gas mileage and keep some of that cash from blowing out your exhaust pipes. These tips are good (*maybe better, ed.*) for your daily driver as well as your Corvette, by the way!

### **Drive Sensibly**

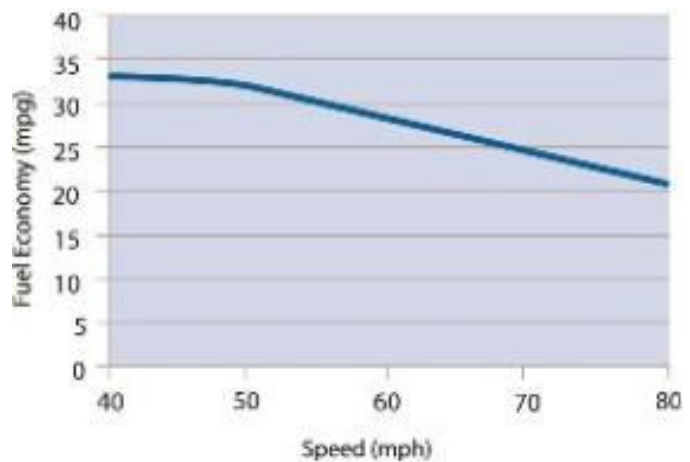
*Aggressive driving (speeding, rapid acceleration and braking) wastes gas. It can lower your gas mileage by 33% at highway speeds and by 5% around town. Sensible driving is also safer for you and others, so you may save more than gas money.*



*Driver feedback devices (i.e. the fuel mileage monitor on your DIC) can help you drive more efficiently. A recent study suggests that they can help the average driver improve fuel economy by about 3% and that those using them to save fuel can improve gas mileage by about 10%. That's like saving about \$.10 to \$.33 per gallon.*

### **Observe the Speed Limit**

*While each vehicle reaches its optimal fuel economy at a different speed (or range of speeds), gas mileage usually decreases rapidly at speeds above 50 mph. You can assume that each 5 mph you drive over 50 mph is like paying an additional \$0.24 per gallon for gas. Observing the speed limit is also safer.*



### **Remove Excess Weight**

Avoid keeping unnecessary items in your vehicle, especially heavy ones. An extra 100 pounds in your vehicle could reduce your MPG by up to 2%. The reduction is based on the percentage of extra weight relative to the vehicle's weight and affects smaller vehicles more than larger ones.



### **Avoid Excessive Idling**

Idling can use a quarter to a half gallon of fuel per hour, depending on engine size and AC use. Turn off your engine when your vehicle is parked. It only takes a few seconds worth of fuel to restart your vehicle. Turning your engine on and off excessively, however, may increase starter wear.



### **Use Cruise Control**

Using cruise control on the highway helps you maintain a constant speed and, in most cases, will save gas. Use Overdrive Gears When you use overdrive gearing, your car's engine speed goes down. This saves gas and reduces engine wear.



### **Planning and Combining Trips**

Combining errands into one trip saves time and money. Several short trips taken from a cold start can use twice as much fuel as a longer multipurpose trip covering the same distance when the engine is warm. Trip planning ensures that traveling is done when the engine is warmed-up and efficient, and can reduce the distance you travel.

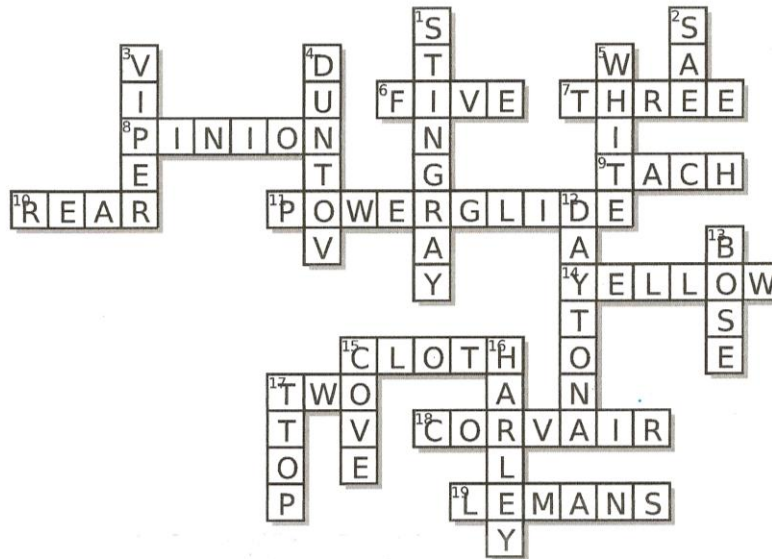
**Commuting** Stagger your work hours to avoid peak rush hours. Drive your most fuel-efficient vehicle. Consider telecommuting (working from home) if your employer permits it. Take advantage of carpools and ride-share programs. You can cut your weekly fuel costs in half and save wear on your car if you take turns driving with other commuters. Many urban areas allow vehicles with multiple passengers to use High Occupancy Vehicle (HOV) lanes which are typically less congested, further improving your fuel economy.

### **Traveling**

A roof rack or carrier provides additional cargo space and may allow you to meet your needs with a smaller car. However, a loaded roof rack can decrease your fuel economy by 5 percent. Reduce aerodynamic drag and improve your fuel economy by placing items inside the trunk whenever possible. .

# Solution to Last Month's Corvette Crossword 2014

by Fred Krumm



## ACROSS

- 6 MPH standard for 1974 rear bumpers
- 7 Number of latches on a C5 roof panel
- 8 Rack & \_\_\_\_\_ steering
- 9 Rev counter
- 10 Where they put the C5 tranny
- 11 Automatic tranny found on the first Vette
- 14 1998 Pace Car wheel color
- 15 Last year for this seat material was 1993 for Vettes
- 17 Number of speeds in the first Vette tranny
- 18 name for 1954 Motorama Vette-based coupe (preceded the air-cooled compact)
- 19 24 hour race where C5R's finished 1-2 in 2002

## DOWN

- 1 Early Vette race car; name resurfaced in 1963 and 2014
- 2 HP arbiters
- 3 10 cylinder Vette alternative
- 4 Engineer who "saved" the Vette
- 5 The book says "All Corvettes are Red," but the first ones were \_\_\_\_\_
- 12 Earnhardts raced a Vette on this track
- 13 Vette sound system "upgrade?"
- 15 1956 Vette side treatment (or Bermuda hideaway)
- 16 GM styling head and a bike we like
- 17 Removable C3 panels



## Happy Birthday CCND Members

- |        |                |
|--------|----------------|
| Mar 4  | Joanne Husfelt |
| Mar 8  | Elouise Wolos  |
|        | Vernon Bailey  |
|        | Denise Bailey  |
| Mar 27 | Larry Maguire  |
| Mar 29 | Ed Doyle, Jr.  |

# 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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