

NORTHEAST *News*



Summer 2017 Volume 32 Number 3

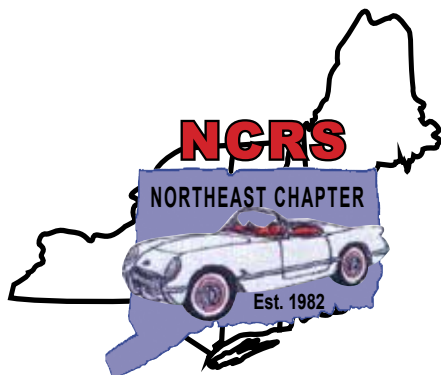
NATIONAL CORVETTE RESTORERS SOCIETY NORTHEAST CHAPTER



***Congratulations to our new judging chairman,
Angelo Milazzo, who received his 200 club
master level judging award and his Red Hat
for his 2nd Dontov Award***



Northeast Chapter
c/o Robert Amantea
261 Royal Oak Circle
Meriden, CT 06450-7333
Northeast Chapter web site: WWW.NCRSNEC.COM



2017 Officers - Northeast Chapter NCRS

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Membership Chairman:	<i>J.R. Amantea</i>	<i>203-537-1804</i>	<i>needforspeed1984@yahoo.com</i>
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Events Chairman:	<i>Looking for someone to chair this position</i>		

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Northeast News

Edited and Published by Ronald Goldberg email:rongoldbe@aol.com

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2017 CALENDAR OF EVENTS

Upcoming Chapter, Regional, and National Events

Aug 25 - 27 Corvettes at Carlisle

**Sept 16 Fall Meet (rain date, 17) - GT Motors -
see flyer for directions**

Sept 20 - 22 Mid Atlantic Regional - Altoona, PA

Oct 1 Metro Long Island Fall Meet - Soyosset, NY

If you are planning to attend Carlisle this August. The Northeast Chapter has two spaces (J125 and J126). All members are welcomed to sit and relax at our spots.

Thoughts: From the Chairman



Congratulations to our chapter for making Chapter of the Year again.

Summer is half over and I have not taken a corvette out as of yet. Maybe next week. Anyway

Barrett Jackson had a large crowd, bought six cars but not a one passed to a new owner. A lot of cars in the lower price ranges sold. It is always hard to second guess what the market is interested in at any given auction.

Our next chapter event is Sept 16th with a rain date Sept. 17th. The locations is 20 North Plains Industrial Park Road in Wallingford just North of JR's previous location. Hope to get a good response.

Bob Amantea
Northeast Chapter Chairman

Treasurer's Report - 6/30/17

Opening balance 2017 was \$2,371.75. Year to date revenue of \$2,675.12. Less disbursements of \$3,004.82. Leaves a loss of \$329.70 for the 6 months ended 6/30/17. This subtracted from opening balance of \$2,371.75, leaves a cash balance of \$2,042.05.

Rich Ferraro, Treasurer

Vice Chairman's *Report*



The two Largest and most popular Corvette Judging Events in America have come to a conclusion for calendar year 2017. This is of course Bloomington Gold and the NCRS National Convention. Both shows highlighted the 50th Anniversary of the coveted 1967 Corvette.

The first show, held from June 22-24 in Indianapolis, was Bloomington Gold. The show is held at the famous Indy 500 complex and all Judging events and swap meets are outside. The weather typically cooperates but this year was a



different story. It poured rain the entire day of Certification Judging, as seen in the picture, and did not let up until 4PM. Judging still continued throughout the day in less than desirable conditions. The owners were not happy, having to open their Car's hoods for

judging, with the rain pouring into their detailed engine compartments.



The Bloomington Gold Special Collection, displayed indoors, was comprised of all rare and desirable 1967 Corvettes. Displayed were 8 of the 20 famous L88 Corvettes produced in 1967 and approximately 50

other Restored and Survivor examples. Two of our members, Gary and Joan Zawacki, displayed their ultra rare, Multi-Award winning Triple Black 400HP Convertible with Air Conditioning in the Special Collection. A great honor for a great car.

The Second show, held from July 9-14 in San Antonio, Texas, was the NCRS National Convention. The weather was over 100 degrees each day ,but who cares, because the show was held entirely inside the enormous convention center. The 50th anniversary of the 1967 Corvette was celebrated with over 75 Judged and displayed Corvettes on the Convention Hall floor. Their was a total of 165 Corvettes in the Hall but there was plenty of room to walk around and view the cars. Congrats to the Northeast chapter and its members as We received the Chapter Top Flight award for 2016. Our Northeast Chapter members that attended the National Convention and the accolades they so deserve are listed on the following pages:

Pictures are from the Bloomington Gold Show

J Tansey

Vice Chairman



2017 SAN ANTONIO, TEXAS NATIONAL CONVENTION UPDATE:

Chapter Members that attended:

Dave Brigham National Judging Chairman

Angelo Milazzo Northeast Chapter Judging Chairman 200 Club Level Judging Award Red Hat for his 2nd Duntov Award with Master Judge Level Judge 1967 Class and Assistant National 67 Team Leader

Jay Tansey Judge 1967 Class and 1967 Bowtie Certification

Rob Rohloff Judge 1957 Class and 1959-1960 Class

Rich Morgante 1967 Post Duntov Award Display and 1967 50th Anniversary Display

Drew Papsun Celebrated 40 Years member with NCRS 7-1977 to 7-2017



Pictures - From San Antonio, Texas National Convention - July 9 - 14

Photos by Drew Papsun



Pictures - From San Antonio, Texas National Convention - July 9 - 14

Photos by Drew Papsun



NCRS NORTHEAST CHAPTER MEET

Saturday, September 16, 2017

The Northeast Chapter cordially extends an invitation to all NCRS Members to join us at our 2017 Fall Judging Meet at GT Motor Cars, 20 North Plains Industrial Road, Unit 11, Wallingford, CT. 06492
rain date Sunday Sept. 17

GENERAL MEET INFORMATION

Bob Amantea
203-537-1802

JUDGING INFORMATION

Angelo Milazzo
203-461-4543
Angmilz@aol.com

NCRS# _____ (from Driveline Label/NCRS Website) Exp. Date _____
Name: _____ Spouse/Sig. Other _____
Guest(s) _____
Address: _____ City: _____ State _____
Zip _____ Telephone: (_____) - _____ - _____ (List the best number to contact you)
Email: _____

Schedule of Events:

Saturday - 7:00 AM - Judges Breakfast

7:30 AM - Registration Opens

8:15 AM - Judges/Owners Meeting

8:30 AM - Judging Begins

12:00 PM - Lunch

3:00 PM - Judging Completed - Awards Presentation

Registration (\$10)..... _____

Flight Judging (\$75) _____

Sportsman/Founders Display (\$15)..... _____

Duntov/McLellan/Hill/Bowtie/

Crossed Flags Display..... NC

Yes, I would like to join the Northeast

Chapter (Thru 12/31/17) (\$35) _____

Total \$ _____

Judged Entry: Year _____ * VIN _____ * Build Date _____ * Paint Code _____

* Trim Code _____ * Body Number _____ Engine _____ HP _____ Ext. Color _____ Int. Color _____ Fabric _____

Coupe/Conv _____ ***1963-1996 Information Obtained From Vehicle Trim Tag and/or VIN Tag/Service ID Label**

Will you be a Judge? Yes _____ No _____ Preference: Ops, Int, Ext, Mech, Chassis (**Circle Preference**)

Judging level _____ Indicate your Judging Choices with a 1st and 2nd in the Judging classes below:

53-55 _____ 56-57 _____ 58-60 _____ 61-62 _____ 63-64 _____ 65 _____ 66 _____ 67 _____ 68-69 _____ 70-72 _____

73-77 _____ 78-82 _____ 84-86 _____ 87-89 _____ 90-93 _____ 94-96 _____ 97-99 _____

***Proof of ownership in your name (Title or State Registration or Bill of Sale) and Proof of in-force liability insurance with your cars VIN# and exp. date must accompany this registration form. Owners not complying cannot have their car judged or displayed.**

If using USPS, make checks payable to: **NCRS Northeast Chapter**. Send completed application, with **Proof of Insurance and Ownership**, and check to: **NCRS Northeast Chapter Meet**, Angelo Milazzo, 5 Francine Drive, Greenwich, 06830-4703 **NO REFUNDS AFTER SEPTEMBER 11th, 2017.**

Hold Harmless Agreement: I **AGREE** to insure my vehicle(s) and property against loss, damage, and liability, and to provide proof of such insurance to NCRS at registration. I **AGREE** to assume the risk of any and all damages or injury and to indemnify and hold harmless NCRS, its officers, directors, agents, employees, chapters, and this Event at GT Motorcars in Wallingford, CT for any acts or omissions that may result in theft, damage, or destruction of my property or injury to me or others during, or as a consequence of this event.

I **AGREE** to abide by the NCRS Policy on Drugs and Alcohol (revised 2006). The use of drugs or alcohol by anyone attending an NCRS event including NCRS members, family members, guests, and vendors is prohibited while participating in any driving tests and/or road tours.

Auto insured with: _____

Policy #: _____

Exp. Date: _____

From the Desk of our Membership Chairman

Hey NEC Members! It's already the Beginning of August! Where has our Extremely Hot Summer gone? Our summer has been pretty action packed as we moved into a brand new location, right up the road from our old one, we had cars on display at the Greenwich Concours, we had Barrett-Jackson at Mohegan Sun and we have been working on finishing up three restoration projects, our barn find 67 400 Roadster, a 68' L88 and 62' Fuelie. For those of you that plan on attending the "Fall Chapter Meet", you will be able to see our new facility where it is filled with cars of all makes at the moment.

I have some very Big News to announce! Keith Martin of "Sports Car Market" put together a new article that will be in the next issue (October Issue) called "40 Under 40" where he and his team have selected 40 of the

most influential car people under 40 years of age; I am very grateful and honored to have been nominated by many long-time friends and to have been selected by Keith Martin and his selection committee.

The Greenwich Concours was an action packed weekend, we got to catch up with several members from Gary and Joan Zawacki, Doug Fortune,

Bob Boutodt, Drew Papsun and several other members from the Long Island Chapter. We had two cars there, the 1968 LeMans Rebel Corvette which took home the "Haggerty Youth Judging Award Pick" which was to me the most memorable award to win there. We let all of the "Youth Judges" which were between five and eleven





years old, they all had an opportunity to sit in the car and to see them smile from ear to ear was the only award I needed; I remember being that age and going to Bloomington or Carlisle with my parents and letting the owners of some very significant cars let me sit in

them or even go for a ride in them, from CERV I, CERV II, CERV III, several 67 L88's! They left a lasting impression and had a significant impact that has lead me to what I'm doing today. On Sunday we had a 1957 Jaguar XK 140 take home "Best in Class", so to have two cars in two days bring home two awards was very exciting for us.

Next on the docket was "Barrett-Jackson-Mohegan Sun", we brought out 6 cars, 4 superstar Corvettes from a 396 decorated roadster, 65' Tanker to a 72' ZR1 and some fully awarded Concours award winning Series I Jaguars. There was ton's of lookers, and that's about as far as it went as we were 0-6 selling any of our cars.



We saw many familiar faces here, Jerry and Cheryl came to visit, Joel and Ceil came by to hang out with us and a big thanks to Mike Lombardi for helping me during Saturday as I had all 6 cars cross the block within 5 minutes of each other! The overall car market has been in a state of flux for the last year as prices are considerably down and buyers are very selective and are taking their time doing their due diligence. All eyes will be on the Pebble Beach Auctions to see what the sentiment is like and to see where the market is.



Speaking of Pebble Beach, we are getting ready to head there next week with several cars to WorldWide Auctions, The Quail Motorsports Gathering, Concours Italiano and Pebble Beach Concours. We are very lucky to have one of our Ferrari's selected by Ferrari to participate in their 70th Anniversary Gathering at Pebble Beach on the lawn where one of every Ferrari will be there. We also have our 1968 SunRay DX Sebring/Daytona L88 Yenko Racer heading across the block at the Inaugural WorldWide Auciton sale.

We will see some of you at Carlisle and look forward to seeing many of you at the Fall Chapter Meet.

If you are curious about following our adventures we can be seen on Instagram: @gtmotorcars, Facebook: GT Motorcars and our new website: gtmotorcarsllc.com. Feel free to sign up for our free monthly newsletter.

Happy Motoring
J.R. Amantea



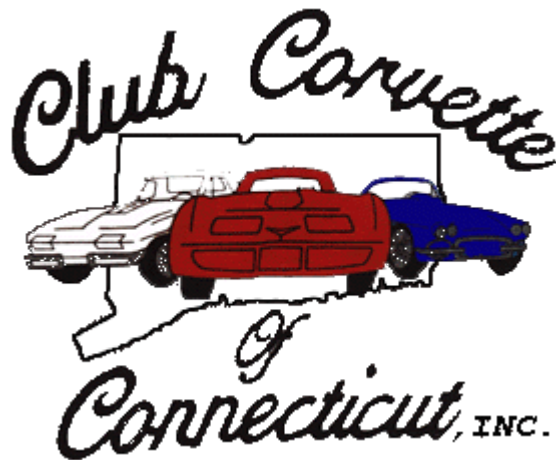
As editor of your newsletter, I am always looking for articles to print in our newsletter.

Since very few articles have been given to me from our members I have reached out to another source.

Being Past President of Club Corvette of Connecticut, I asked the editor of their newsletter if I could use some of their articles printed in their monthly newsletters. I have been given permission to use what ever articles I wish.

Therefore the following pages 15 to 25 have been taken from the July 2017 issue.

Ron Goldberg
Editor



TIPS FROM MEMBERS

Lowe's Military Discount

From Ed and Sharon Cox - Veterans can get a 10% discount at Lowe's. Registration is easy on www.lowes.com. Click on the military discount link located midway on the home page to apply. All that is needed are name, DOB, branch of service, status and date of discharge. Lowe's has partnered with a secure third-party to verify the info. If for some reason, i.e., you have a very old discharge date, unknown info, etc., all you have to do is take a DD-214 or other military verification to Lowe's. It couldn't be easier. When you check out you tell the cashier you are a veteran and give your phone number. Lowe's can also give you a card to present at checkout for the discount.

Additional comment by Roy Master – If you have a Connecticut driver's license with the military flag you can present your license whenever you check out to get the 10% Lowe's discount. Since I'm a DIY person I use this benefit almost every week.

Service Bulletin for 2011 Clutch Problem – by Erwin Dressel

It was a gorgeous day for the Club picnic, and at about 11:30 AM while approaching Hammonasset State Park we encountered the mother of all traffic jams. It took 45 minutes to travel the last mile. As I pulled into a parking lot and then realized it was the wrong one, I tried to depress the clutch but couldn't find it. I slipped the transmission into neutral, got out of the car and looked under the dash. The clutch pedal was up against the firewall!

At this point Ellen and I knew we had a serious problem. Ellen called for a flatbed carrier and the wait started. The worst part of the whole experience was waiting for the truck, a total of five hours! Word got out quickly to our Club members, and they relayed the shocking news that another 2011 Vette (Rich Lombardo's) had exactly the same problem at the pavilion.

The good news was that the flatbed truck driver, Elmer, was meticulous with loading the car, which took about 30 minutes, and no harm was done to the car. After a 30 minute ride the car was unloaded at McDermott Chevrolet. On Monday I called McDermott to learn they had to order a part. We got a call on Thursday evening, drove down to pick up the car, and learned there was no charge. There was a service bulletin on the reoccurring clutch problem with the 2011 Corvettes.

All in all it was a stressful time that turned out well. There are a few Club members I want to thank for their concerns and help: Don Byrne, George Sipprell, and Ernie Betulia.

MARK'S CRUISE NIGHT – by Kurt Ryder

I was at Mark's Cruise in East Granby, CT, on June 12 with eighteen other members of Club Corvette of CT. What an evening we had!

After five Mondays of rain or soggy conditions Mark (and there is a real Mark of Mark's Cruise) was finally able to have his first cruise night of the year. For those of you unfamiliar with "Mark's Cruise," let me educate you. Mark owns Mark's Auto Parts and Recyclers, Inc. of East Granby, CT. Out of the goodness of his heart, his enjoyment of all things automotive, and his love for people, he hosts a cruise night on almost every Monday from May to September. It is the largest cruise night in New England, hosting as many as 1,000 cars on any given night. There is no charge for you or your car. There is a DJ or, as we had on this Monday, a great country western band. There is also food available for purchase, including hot dogs, hamburgers, cheeseburgers, soft drinks and numerous desserts, including ice cream.

At 4:00 p.m. Club Corvette of CT members started gathering at the I-91 rest stop just north of the I-691 interchange in Meriden. By 4:25 we had nine Corvettes and twelve Club members and friends. We gathered together and had a short briefing of our route for travelling through Hartford to the Bradley International Airport exit. After our briefing we loaded into the Vettes and entered I-91 for our 35-40 minute journey. We met traffic at that time of day but we all made it to Mark's.

Upon arrival we were directed to the entrance and to the All-Corvette parking area. We got something to eat and started viewing the Corvettes and all other types of cars and unusual vehicles. During the next week I called Dan, the Cruise Director for Mark, and he told me they had 283 Corvettes and 700 vehicles in total. I extended our thanks to him for all they do and he told me they are very grateful for our attendance.

I will leave you with my favorite story of the evening. Rich and Rhonda Forristall were in attendance with their new C7 ZO6. Rhonda and Rich traded in two Corvettes for the ZO6, one of which was a perfectly good C7 coupe, the same color as the new ZO6. They traded in the perfectly good C7 because it had 5,000 miles on it and needed an oil change. Some people! Wouldn't you know it but they parked one car away from the C7 coupe they had traded in. I therefore took a picture of the old Rich and Rhonda and new Rich and Rhonda. They did find the new owner of the old C7 and traded some Corvette stories. A small world indeed.

OLD C7



NEW Z06



Enjoy and Save the Wave!

BARRETT-JACKSON NORTHEAST REGIONAL AUCTION

– by Kurt Ryder

The Barrett-Jackson Northeast Regional Auction was held at Mohegan Sun Casino on June 21 through June 24. This was an amazing experience for the people who attended as well as those of us who were official drivers for Barrett-Jackson. Anyone who drove last year is already a “seasonal employee.” The new drivers this year are now also “seasonal employees” and will receive information from Barrett-Jackson during the upcoming year.

Since I drove last year, I was kept informed of the details regarding our first drivers’ meeting which was held on Saturday, June 17. As that date approached I found out more drivers were needed. I sent a CCC Yahoo email to all CCC members requesting that anyone interested in driving should contact me. The result was that six new drivers, including three members and three friends of members, signed up. In all we had about 40 drivers from the CT Military Corvette Club, Club Corvette of CT, and friends of Club members. Barrett-Jackson actually had 100 more cars registered for the auction than they had in 2016, making a total of 700 registered cars.

Last year we had our drivers meeting on the Saturday preceding the auction start and we went home after the meeting. This year those of us who could stay started work immediately. Some of us were drivers and some of us videotaped the cars and also drove. One advantage to videotaping the cars (for insurance purposes) is that you see a lot of cars up close. You also get to do some driving and work very closely with the Barrett-Jackson people. Most of us had a good experience and were thankful for the experience.

Other Club Corvette of CT members working for Barrett-Jackson at various times from Saturday, June 17, to Saturday, June 24, were Steve Ludwig, Anthony Rasile and Walter Kaercher. Additionally we were fortunate to have some friends of Anthony and Walter, including Matthew Pisani, Ed Delmonte and Richard Cook. Are these possible new Club members?

Each year the man that runs the drivers’ group attempts to get us some small perks. This year he was able to secure two tickets for each driver; each ticket good for two people for one day.

Each day that we worked we were required to take at least one-half hour for lunch. On the actual auction days we usually took that time after we “loaded the gun,” which means getting a set of keys from Key Control, finding the car and then lining up for the auction. The auction started at 1:00 p.m. on Thursday, June 22, through Saturday, June 24. On those days we arrived for our daily drivers meeting at 9:00 a.m. then went to Key Control, lined up and then

took our break. We then worked the remainder of the day, which for myself ended as late as 9:10 p.m. As far as I know, I drove the last car over the block on Saturday, June 24, after which a video was shown to those in the area recapping the four days of auction. By the way, Wednesday, June 21, was an auction day but for Automotive Memorabilia.

More room is needed for Barrett-Jackson as additional area was taken by Velocity to do special filming (in which I was allowed to participate at one point this year.) The Auction is definitely growing. Mohegan Sun is in the process of building a new arena in which the auction will take place next year. I for one am hopeful that at the end of Barrett-Jackson's 5-year contract with Mohegan Sun they will renew their contract. It is a great benefit to the state and in particular the southeast portion.

For me it was a real pleasure to work with the Barrett-Jackson people and the members of both Club Corvette of CT and the CT Military Corvette Club. I think all of us learned a great deal and have a better appreciation for the work done to pull off such an event.

I considered bidding on this for self-protection.



Steve Ludwig heading for the auction block



1961 Vette sold for \$78,000



1928 Model A which I drove to the block



Vendor Row & First Staging Area



1953 Buick sold for \$125,000



I spent some time with a Velocity crew filming cars for a program.



NCRS Booth



High-end Saturday cars



ROD AND LINDA DeFORD'S ANNIVERSARY TOUR

– by Linda DeFord

We chose the National Corvette Museum to celebrate our twenty-second anniversary. We arrived on Friday, June 16, and toured the Corvette Plant. What a remarkable experience! We got to see the construction of all the parts of a Corvette. The coordination and safety methods were fascinating as were the robotic methods and the overhead action.

On Saturday morning we had breakfast at NCM and then watched the televised beginning of the 24 Hours of Le Mans. All during the race we had a special limited blend of coffee made exclusively for the intense challenge that is the world's premier endurance race. You needed to be fully awake to watch the race. It was high speed, pit stops were incredible and the Porsche curves on the track were challenging to the drivers.

We took a break occasionally to shop at the Corvette Store and we were given a unique chance to talk to the detail shop workers and to learn their recommendations on how they achieved the incredible shine of the Corvettes on the floor of the Museum.

We had a delicious pasta dinner in the Club Room of the Museum on Saturday evening. Watching the race in the night time hours of Le Mans was intense. We took a break and came back about 3:00 am (our time) on Sunday morning to a catered hot breakfast and more of their special limited coffee and to watch the end of the 24 Hours of Le Mans. We also saw sleeping bodies all over the Museum. Security was very tight. All during the race, we were able to Skype with the Corvette crew at Le Mans. We were excited because it looked as if there was going to be a victory for Jordan Taylor in Corvette #63. Then the Aston Martin and the Corvette collided! Everything still looked all right, but soon the Corvette started limping. It was excruciatingly painful and heart-breaking to watch us coming in third in the world's premier endurance race. Everyone exited quietly and sadly and the theatre resembled a mortuary.

We hopped in "Red Wagn" (our C7) and headed for the "Tail of the Dragon" to make ourselves feel good. The Tail of the Dragon is 11 miles long with 318 curves from Tennessee to North Carolina. Rod drove down for our photo op at the Dragon with our 2017 Grand Sport Convertible. Linda drove back up, with Rod experiencing fast curves in the passenger seat. (Not sure he will let that happen again.) We did the "Claw of the Dragon" in Virginia and then went on to the Blue Ridge Parkway.



We were in heaven on our return home. There was southbound traffic, but northbound was all ours with no other cars for miles. So, we headed home with our top down and SXM playing oldie tunes. Our Corvette adventure was 2,534 miles of pure pleasure.

CORVETTE RACING AT LE MANS: Third Place, Dramatic Finish for No. 63 Corvette

Garcia, Magnussen, Taylor climb Le Mans podium in GTE Pro

LE MANS, France (June 18, 2017) – Corvette Racing has experienced highs and lows in its 18 appearances at the 24 Hours of Le Mans. America's premier GT racing team added to that Sunday with a dramatic third-place finish in the GTE Pro category with Antonio Garcia, Jan Magnussen and Jordan Taylor climbing onto the podium together for the second time in four years.

The No. 63 Mobil 1/SiriusXM Chevrolet Corvette C7.R came back from an early-race puncture and clawed its way back into contention before barely missing out on its ninth class victory at Le Mans since 2001.

Oliver Gavin, Tommy Milner and Marcel Fässler placed eighth in the No. 64 Mobil 1/SiriusXM Corvette C7.R. The trio had a fight-back of their own after Milner lost a wheel in the opening half of the race. It proved to be the only mistake by that trio but the four laps lost proved costly as the GTE Pro race was as much as a seven-car fight into the last six hours.

"The GTE Pro battle was intense and certainly garnered the most attention of any race that I can recall," said Jim Campbell, Chevrolet U.S. Vice President, Performance Vehicles and Motorsports. "While our goal is always to win, it occurred to me that the Corvette Racing team has a never-give-up attitude. That element has been critical in many of the eight class wins in our Le Mans history. Jan, Antonio, Jordan and the entire 63 crew held together strong as a team and demonstrated incredible heart and determination all race long. I also want to thank the Corvette owners and fans around the world for the support they have been giving Corvette Racing at Le Mans from 2000 until today."

The early puncture for the No. 63 Corvette set the stage for a phenomenal drive back toward the front by the driving trio, the crew and engineers. The crew performed a perfect brake change near the 10.5 mark – it took approximately 75 seconds to do all four wheels – and the engineering team got the car back on the same pit strategy as the race leaders just after dawn Sunday.

From then on, the Corvette asserted itself and cycled through the lead up until the final hour. Magnussen and Taylor alternated single stints over the last three-and-a-half hours. The Corvette Racing team elected to take fuel only and change to Taylor in order to gain track position over the final 46 minutes. The two cars ran within 1.5 seconds of each other until the final lap.

2017 Corvette Stats Available

General Motors has released the final 2017 model year Corvette stats. A total of 32,782 Corvettes were produced: 34.3% Stingray Coupe, 30.2% Grand Sport Coupe, 18.9% Z06 Coupe, 7% Stingray Convertible, 6.2% Grand Sport Convertible and 3.3% Z06 Convertible.

Once again, automatics more than doubled the production of manuals at 77%. The 1LT package was the most popular for Stingrays and Grand Sports, while the 3LZ package was the most popular for the Z06.

For colors, Arctic White was the most popular with 18%, followed by Watkins Glen Gray with 17.7%, Black with 16%, Torch Red with 14%, Admiral Blue with 9%, Blade Silver with 6%, Long Beach Red with 6%, Corvette Racing Yellow with 4%, Black Rose with 4% and Sterling Blue with 2%. Note that if you add the two shades of red together, then "red" would be the most popular color with 20%.



NEW ENGLAND AIR MUSEUM

JETS & VETTES!

September 10th, 2017 10:am to 3:pm



Proceeds to Support Aircraft Restoration

All years and models of Chevrolet Corvettes Welcome!

Gate fee for Cars: \$20, includes driver, passenger and museum admission

Prizes for best vintage and best of show. Photograph your Vette with our Jets!

Check neam.org for details



K of C Council #14600



6th Annual Car Show

St. Martha Church

214 Brainard Rd, Enfield, CT

Saturday, Sept. 23th 2017

9 AM – 2 PM

Registration 9 AM – 11 AM

**\$10 per vehicle to benefit St. Martha School
Show vehicles must enter from Brainard Road**

People's Choice & Judging in Five Categories

>>>Early Classics to 1947<<<

>>>1948 to 1963<<<

>>>1964 to 1982<<<

>>>1983 to 2003<<<

>>>2004 to Present<<<

Trophies & Door Prizes!

Hot Dogs & Hamburgers!

Contact Mike Dumont 860-741-2363

Mark DiBacco 860-508-5781

John Plonski 860-916-1683





Vettes in the Village



Corvette Gathering at
Olde Mistick Village, Mystic, CT



Sunday, Sept 24th, 10 am – 3 pm

Rain date: Sunday, October 1st

Proceeds to benefit local and national charities. Dash Plaques and T-shirts for the first 225 cars 50/50 Raffle, Raffle table Celebrity Pick Trophies and a lot of FUN
Entrance Fee \$15.00 per car

Space is Limited, "Groups" to park together, please arrive early and together.

For more info contact: Exit 90, I-95, (Seaport / Aquarium exit)

Paul Havener, FCO 860-460-5507

www.forcorvettesonly.com

The Six Cylinder Corner

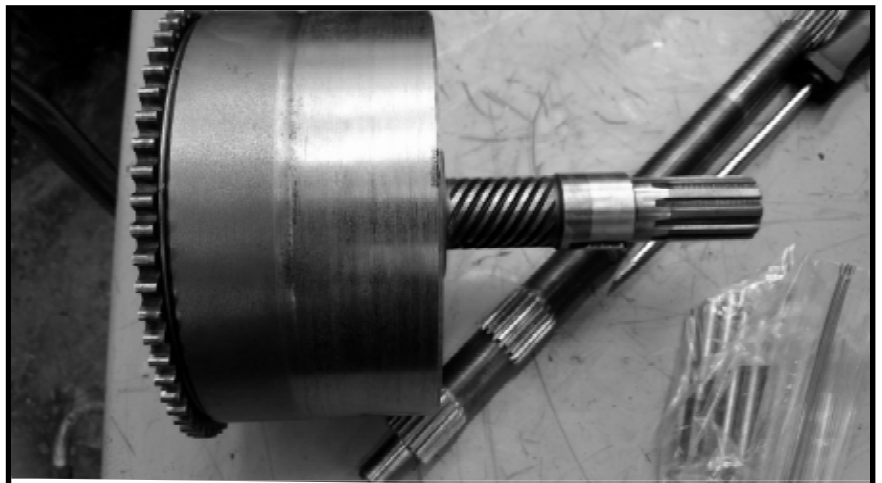
by Alan Blay



The Sun, the Planets and Powerglide

The Technology behind the automatic transmission

The first fully automatic transmission was the Hydramatic developed by Oldsmobile and made available in the 1940 model. It had 4 forward speeds and one reverse. The development of shifting gears without a foot clutch was a long evolution, first in the Ford Model T, and later as an Oldsmobile semi automatic. After the Second World War Chevrolet debuted its one speed Powerglide in 1950, followed by the two speed Powerglide introduced in 1953 especially for the New Corvette sports car. Many patents have been granted for all forms of this power transmission, yet the basics were developed by Ptolemy in ancient Greece in 180 AD. When ancient Greeks and mariners studied the heavens, they used a planetary



Planetary gear hub with Corvette only shaft for open drive shaft design. This moves the car differently than passenger car. Note input shaft and tools



Using hydraulic tools, the transmission is moved until it sets on the rear mount so fastening bolts can be installed. Small piece of angle iron holds torque converter and we create a temporary front mount with angle iron resting on chassis rails.

gear setup to explain the motion of the 5 known planets to the position of the Sun and the rotation of the Earth.

Basic theory is having an input shaft that turns, a Sun gear in the center thru which the input shaft goes, a planet gear carrier which consists of one, two or three planets per carrier, and a ring gear, with inward facing teeth, within which the planet carrier rotates. Emerging from the Planet Carrier is the output shaft.

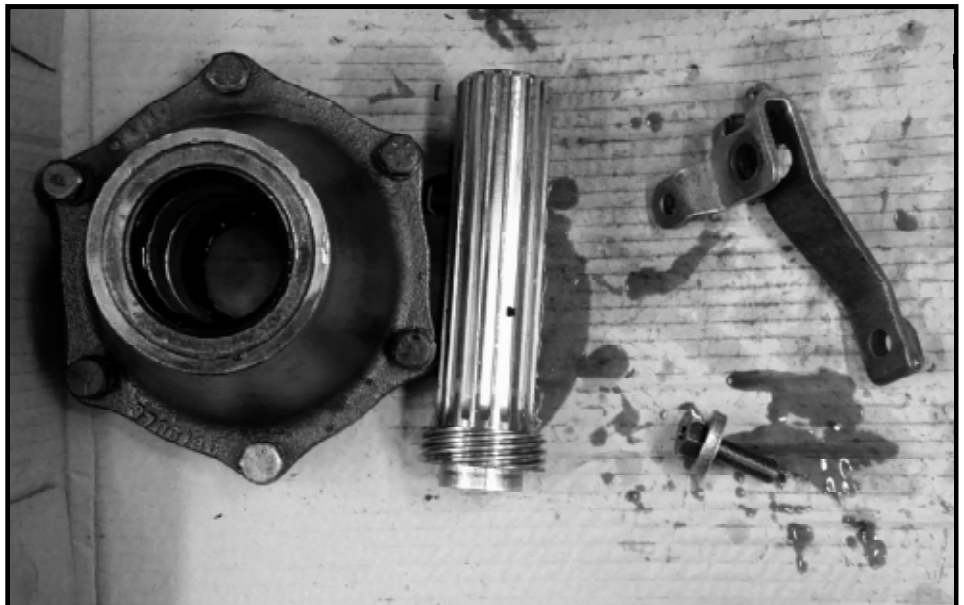
There are two methods in physics to multiply power developed by turning a crankshaft - gears and hydraulics. The Powerglide transmission utilizes both. The basic principle of the automatic transmission is called Epicyclic Gearing. By utilizing a rotary gear pump, turned by the input shaft, significant fluid pressure is developed to regulate this gearing system, and lock out the undesired rotation to produce forward or reverse driving of the output shaft.

The most basic method of Planetary gear operation is found in a pencil sharpener. The type mounted on the desk in grade school. The pencil is inserted into the Sun gear, as the input shaft, and the output is the hand crank on the ring gear. By turning the output shaft with your hand, you turn the Planetary gears which orbit the pencil. These gears are cut with teeth that shred wood, and produce a point on your wood pencil. It operates in reverse of the automatic transmission, where the output shaft is power input and the input shaft gets work done on it, in this case a sharp pencil point.

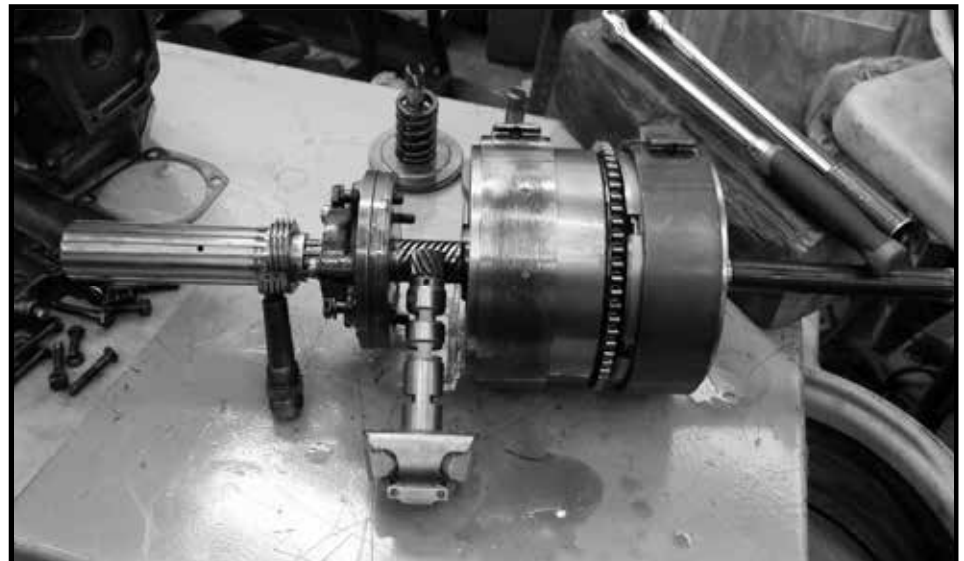
The Powerglide Transmission utilizes a sun gear, a planet carrier with 3 planet gears rotating on fixed pins, and a ring gear with inward facing teeth in which they turn. The beauty of the automatic transmission is no gears have to be engaged or disengaged, in the driving process, and locking bands on the low or reverse gear setups enable shifting by using friction clutches in a drum thru which the input shaft passes. Since the Six Cylinder Corvette pioneered the open drive shaft development, as opposed to the torque tube design of the passenger car with Powerglide, several pieces were engineered as unique to Corvette only for 1953 and 1954.

The reason for the torque tube is that early manufacturers wanted the driving force to be transferred to the center of the vehicle. On open driveline models, the thrust to push the car/truck down the road is transmitted to the frame by the rear springs. With a torque tube it goes to the back of the transmission housing and from there to the frame at the rear motor mount. Ford cars used torque tube drive from the Model T to 1948, and Chevrolet cars and trucks changed to open drivelines in the mid 1950s.

The 1955 Powerglide for Corvette, because of the V-8 engine, was a different transmission than the one used for six cylinder Corvettes, except for the open drive shaft design.



Four key Corvette only parts. Tail cone, output shaft, special rear pump lubricator of output shaft with washer, special shifter lever for Corvette only neutral safety switch, I am working on reproducing all of these pieces.



Input shaft is on the right, then clutch hub, planetary hub, Governor, rear pump, speedometer gear riding on output shaft. Output shaft is one part unique to Corvette.



This is the original bell housing drain pipe plug. It is diagnostic plug and does not drain the transmission reservoir.

When the front pump wears, as the gears always eventually do, and needs replacement, fluid leaks into the bottom under the torque converter. When poor shifting is noticed while driving, special pipe plug wrench is used to remove the plug. When fluid leaks out you either have a front pump, torque converter, or front seal issue. In 1953 no one except a Chevrolet dealer would have the tool necessary to remove this plug.

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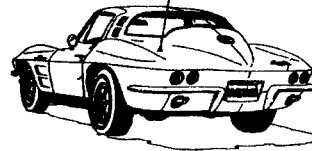
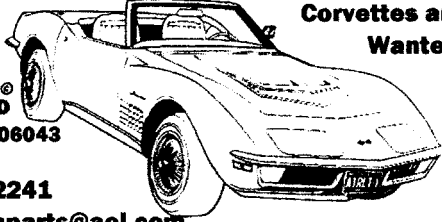
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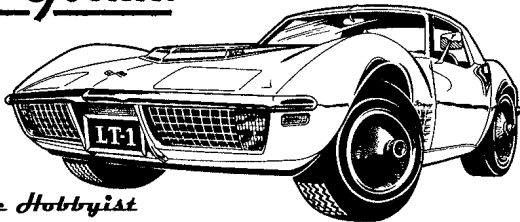


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