



487 Members

As of

April 30, 2014

## New Members

Ron & Maryann Moore

2001 Torch Red Convertible

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# The Gas Cap

The Official Publication of the Corvette Club of Delaware Valley

Proudly Sponsored by Bryner Chevrolet

May 2014

Volume 56, Issue 5

## President's Message

By Nick Cipriano

Dear Members—

After a sleepy winter and a mixed start to the spring, events are cranking up! I will first turn to April's Cruise Night, the initial one of the year. It was another well-attended event and fell on what seemed to be the first flawless spring day. Many thanks to the Cruise Night team! For those new to the Club or Cruise Nights, the Club sponsors Cruise Nights on the third Saturday of each month from April to October in the parking lot of the Lowe's located at the intersection of Street Road and Route 611. Cruise Nights run from 5:00 p.m. to 8:30 p.m. and attendees come and go throughout the event. Admission is free and trophies are awarded.

We are nearing the homestretch for the Cavalcade and the countdown to June 21. Please know that Steve Fisher and the Cavalcade Team cannot make this a successful show without you. Needed are registrations and volunteers! Please also encourage your friends and neighbors to attend this year's show at its new venue, Katie O'Donnell's. We would love to see the 2014 show be a record-breaker in every category. Because to move forward it helps to know where you've been our club historian Joel Fellman has graciously shared a magazine feature from the 2nd ever Cavalcade! The article was published in the December/January 1973 issue of Corvette News. Due to space limitations here in the Gas Cap we've had to shrink it down to fit on one page but the full article will be shared on the club forum where you download the newsletter. Thanks Joel!

On a closely related topic, Jacques and Marlene Etkowicz, who are heading the Cavalcade Charity Auction, need auction donations. Regrettably, the 2014 donation flow rate is lagging behind that of prior years. A wide range of items is welcome, from gift cards, to wine to sporting event tickets. Let's make this year's auction a wildly successful one both to assist the Club's charities and to honor the years of service and dedication of Jacques and Marlene, who will be passing the torch to a yet-to-be-named successor for the 2015 Cavalcade Auction.

## President's Message

*"The Club needs speakers for monthly meetings. We also need three members willing to serve on an advertising committee. "*

*"The Club will need a new president for 2015 and no one has indicated an interest in the position. "*

## President's Message continued

And speaking of volunteers (nice transition, eh?) the Club needs speakers for monthly meetings. I am pleased to report that CCDV's own drag-racer extraordinaire Ellis Gray will be addressing the membership at the May meeting. After May, however, our coverage is spotty at best. We also need three members willing to serve on an advertising committee. The advertising committee will handle the advertising on both the website and on the Gas Cap, including vetting the advertisers and handling invoicing.

Finally, the Club will need a new president for 2015 and no one has indicated an interest in the position. As I have previously mentioned, other commitments prevent me from running for another term as your president. It has been a very satisfying experience and I have deeply enjoyed getting to know many more of you. Election Day will be here sooner than you think, so please start thinking about throwing your hat into the ring.

Cheers,

Nick

# Gas Cap Committee

## Gas Cap & Website

Publisher	Russ Parker	215-244-0233
		<a href="#">repar-</a>
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## In the Driver's Seat

President	Nick Cipriano	215-870-1510
Vice President	Joel Fellman	215-969-0392
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Corporate Secretary	Joe Remich	

## Board Members

Chairperson	Ed Bonk	215-464-2294
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	Jacques Etkowicz	267-625-4553
	Rose Ferrante	215-343-5552
	Jeff Hey, Sr.	215-343-1894
	T. Wayne Lank-	215-443-0495
	Dennis Trayes	215-822-2352
	Bob Weiss	215-379-2002

## Committees

Activity Team Leaders	T. Wayne Lank-	215-443-0495
Membership Chairperson	Allan Kramer	215-802-9147 (Cell)
Technical Chairperson	Joel Kippfut	215-355-9376
GC, Publisher	Russ Parker	215-244-0233
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Cavalcade Chairperson	Steve Fisher	215-674-8452

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Club Store Chairperson	Laura Thomas	215-362-8360
Nametag Chairperson	Patty Nolan	215-364-7260
Public Relations	Dennis Levitt	215-295-2670
Public Relations	Rose Ferrante	215-343-5552

## C.E.C.F Board

President	Bob Weiss	215-379-2002
Vice President	Jeff Hey, Sr.	215-343-1894
Treasurer	Steve Howard	215-453-1036
Secretary	Joe Remich	215-663-1341
Public Relations & Raffle Tickets	Dave Bresler	215-350-9527

# MAY BIRTHDAYS

2 Robert Kostaras	20 Anita Steward
3 Stephen Fisher	21 Ernie Gambone
William Klick	Glenn Hanna
4 Charles Carr	Carol Jensen
5 Elaine Christian	22 Ronald Grippo
5 Joanne Schmidt	Michael Schlisman
6 Cathy Bray	23 Paul Burbank
Diane Garforth	Nick Cipriano
Bonnie Stroup	Dan Coughlin
Betsy Tomari	Amy Landis
7 Bill Nichols	24 Ron Gaffin
9 Rich Rogers	Brian Garforth
13 Jim Scaffidi	Maureen Sava
Arlene Ziegler	28 Joanne Gries
14 Richard Coppolina	Patricia Kostaras
16 Joyce Costello	29 Fran Hunsicker
17 Jean Zarroli	Louise Woods
18 Don Stroup	30 Denise Elwell
Helen Tashjian	31 Ken Woods

### Gas Cap, Website & Club Related Issues

*If you have issues with the website such as: lost password, username, sign-on or receiving the Gas Cap, please e-mail Bill Burkholder at [wburkholder4@comcast.net](mailto:wburkholder4@comcast.net). Please include your screen name, real name, and e-mail address. Do not e-mail "WebGuy" as he only handles the technical aspects of the website. You can also e-mail any questions that you have regarding CCDV or Bill. He will re-direct the e-mail to the proper chairperson who will be able to assist in resolving*

# Driving the C7!

at Spring Mountain Motorsports Resort

Dan Coughlin

My wife Val and I went out to Pahrump, NV at the beginning of April to take the Level 2 track driving school at Spring Mountain Motorsports Resort. They have converted their school fleet over to C7's with Z51 and this was our first chance to drive one. I sat down and wrote the following in the weekend after the school as I wanted to capture my impressions in-the-moment. My thoughts regarding the experience break up into three themes, the school, the setting and the car. I know the car is what people really want to hear about, but I'll leave that for last!

The school is in a word, great. The setup of the program and the instructors are the best. They do a great job of presenting material and then putting you in the situation to work on it with excellent on-track coaching. Many of the sessions are spent following or being followed by an instructor. How those guys go around the track at speed while watching you drive in their mirrors and talking to you on the radio is beyond me, just an amazing skillset. They have you really focus on the basics of cornering and while they add in skills that make you go faster the approach is work on perfecting those skills and the speed will

## C7's Ready for the Track!



just come naturally. They do time you using transponders the last day but you don't get to see the times until the end, they don't want the competitive instincts firing up and getting in the way of teaching. The skills they were stressing are visual scanning – that's the big one, ALWAYS have your eyes up looking around, taking in data. They never let up on that one, it's the most important skill you can acquire as a driver, on track or off. The two other points of strong emphasis were lighter, early braking and balance braking. So get your braking done early – back up the corner entry – get your downshift out of the way and set yourself up so you carry max speed off-corner rather than trying to worry about max entry or mid-corner speed. Balance braking is used approaching the apex to keep the weight shifted onto the front wheels to keep max grip for turning. Balance braking is barely braking at all, just a brush of the pedals, enough to turn the brake lights on. They also spent some time explaining throttle steer, which no is NOT jamming the pedal to the floor to break the back end loose! Throttle steer is a complete lift off throttle and serves the same purpose as balance braking – when you lift off the throttle the weight shifts to the front tires. This is useful for faster, sweeping corners where you just need to set the nose rather than balance braking which is used in slower corners. It's truly impossible to relay the instruction experience in words, though I just used several hundred in a vague attempt. If you want to learn how to drive on track, this is the way to do it. Thanks to Rick, Tom, JJ, BC, Paul, Ken, Ian, Rico, Todd, Frosty for their incredible instruction!

When I did the Level 1 school in 2008 with my brother Joe they had just broken ground on the condos and the clubhouse was brand new. When Val did Level 1 last year we stayed in those condos and this year we also stayed in the condos but our school was in an entirely new building at an entirely new track. The place is rapidly expanding and changing and we can just hope that the addition of the homes on the outskirts of the facility don't change the character of the place. The condos are very, very nice, well maintained and comfortable. You have a complete kitchen so you can make yourself at home. At the end of the school the lead instructor Rick asks each student to share their impressions of the experience. What I said was that while we could all stipulate to the fantastic instruction, facilities and equipment what makes a place special is people, and Spring Mountain is a special place. While at that moment I as directing my comments to the staff it also includes the people you are sharing the experience with. As has happened each time we met some great folks who made the off-track experience a lot of fun. The first night we got back from the track we were practically shanghaied into having drinks on the front porch along the doorways to the condo. We had a great time hanging out with our new friends Neil, Biddie, Ron, Kendra and Nick.

Lastly the car, on which I will again split my thoughts and discuss it from a driving perspective and then the car itself, the good and the bad if you will, though that's oversimplifying it. The car is fantastic on track. It has a livelier feel than C6, it definitely wants to pivot for you. Some of that willingness comes from the electronically controlled differential and some from the 50/50 weight balance. Getting used to it took quite a few laps as you need a lighter touch on the brakes with the C7 than you do the C5 or C6. With the older cars you can carry a lot of heavy braking to the corner and it will keep the back end light so you can pivot. If you do that in the C7 you're just robbing yourself of the opportunity to get back to the gas sooner so the diff can lock up and propel you forward. So the best bet is to get your heavy braking one in a straight line, turn in with a bit of balance braking and then off you go at apex. Speaking of propelling you forward, the LT1 is a heck of an engine. Tons of grunt all through the rev range and it feels like every bit of the torque of an LS7 when you ask for it. The car is also packed with electronics and all of the C7's the school has are Z51 so you get the magnetic ride control and the Performance Traction Management (PTM). They had us running in the Sport 1 PTM setting of the Track mode. This limits traction control and allows active handling to give you more sideways plus it does some electronic diff magic in "mode 3" that I can't even begin to understand. Another interesting bit of tech is the rev-matching on downshifts. I went into it shaking my cane at the idea of it, I'll do my own heel-toe blips, dammit! But it turns out even with the system enabled (it is off by default, a pull of a paddle enables it) you can go ahead and do your own blips. If you get a good blip and shift the system won't do anything, but if you don't get a strong enough blip or don't get the clutch released before the revs come down the system will pick up the slack. I was having some trouble because of the shoes I was wearing, the C7's peddles are tucked a good bit closer together than the C6 and my shoes were resulting in me getting the accelerator along with the brake many times. Having the rev match enabled gave me a safety net, which I'll admit came in handy a few times around the track. The result of all of this tech and engineering is a very willing machine and I can easily believe it will lap faster than a C6 Z06 or ZR1, at least on tracks where the ZR1's extra 200hp won't overcome the cornering. I have no real complaints with the way this car drives, it is just plain good.

Things aren't so rosy from my perspective on the car itself and while I'm going to say a bunch of negative things please don't think I'm a hater, on the whole I like this car, but..... Anybody that knows me knows that I do not love the exterior design. While it is menacing and purposeful it is not an elegant design and it is a very, very busy one. There are creases, lines, and vents everywhere and the word that comes to mind is fussy. I'm forgiving of the vents because they're an integral part of what makes the car drive so well but I don't know that I will ever find the car to be pretty. Appealing for sure, but not pretty. I will only mention briefly the back end as again, my thoughts are well known – Too. Much. Camaro. Things are much better on the inside. The materials are excellent, the fit & finish is very good and it has a very driver-oriented, cockpit feel to it. This cockpit is not without its compromises however as the interior while more comfortable also feels more confining than the previous generation. The legroom and headroom felt as if there were less of both and they have a bit of ergonomics work to do. On the left knee bolster they placed two buttons, one each for the hatch release and the motion sensors (I think that's for backup beepers but I never confirmed). It is very easy to accidentally bump these buttons with your knee and I accidentally popped the hatch multiple times sitting in pit lane while getting into the car. Fortunately the hatch button is disabled when the car is moving because my knee was pressing one or both of those buttons on every lap in the hard brake zones! Please GM, find a better place for those buttons.

I save my final comments about the car for the seats, as they and I did not mesh well and I didn't want these thoughts poisoning the balance of what I wrote. All of Spring Mountain's cars have the Competition Seats option. In theory these are great because finally you have a harness-ready seat option from the factory, including holes in the seat back for shoulder straps and a slot in the bottom for the sub-belt. In practice, you better not be a person of any size sitting in them. Admittedly my size may not make me a fair arbiter of the seats, but my mass is carried up front and these seats are NARROW. I fit in my Sparco Evo 2 just fine but the side bolsters on the competition seats dug really hard into my lower rib cage. In fact it dug so hard that as I sit here typing this I am in rather significant pain from what feels like a cracked rib but is likely just deep muscle bruising. So again my impression of these seats, or perhaps the impression they made in me, is not good. I acknowledge completely that my size was a factor, but I think it's best viewed as a cautionary tale as even some of the instructors shared that they don't like those seats as well and those guys are in good shape and not large in any way. If you're thinking of that option and you're anything more than 5' 10" and 180 lbs, make sure you not only sit in them but you drive in them.

So a mixed but overall positive impression of the C7. While I used more words on the things I didn't like it was only because I thought it important to be specific about the whys. It's a great car and if you buy one you will absolutely love it. As for Spring Mountain, I have told people many, many times it is a must-do for any Corvette enthusiast, even if you don't intend to regularly go to the track. The folks there will give you the tools to find out what these amazing machines, of all generations, can really do. Those tools will also make you a better driver on the street, the visual scanning alone makes you practically psychic – you'll know what that idiot in the SUV is about to do before he or she even knows it themselves. Just go do it!



I know, it's not a C7!!

# Walking With the Enemy

Movie Review by Steve Nikazy

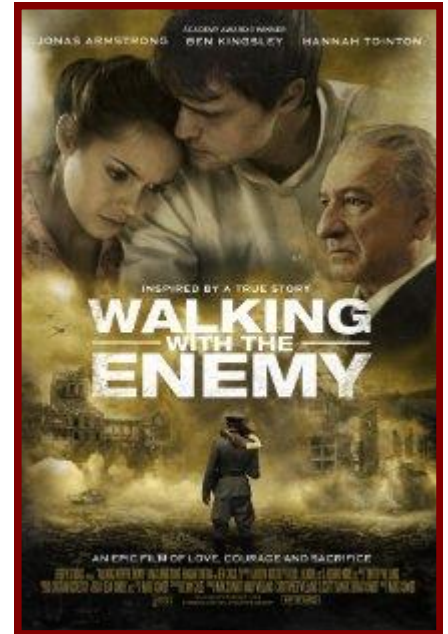


Can a first time director effectively communicate a seldom told story of heroism amid the horror of Holocaust? Mark Schmidt faced a daunting task in putting the plight of Pincas Rosenbaum (renamed Elek Cohen in the movie) on the big screen and he chose a cast of mostly anonymous actors to do so. Set in 1944 Hungary during the Nazi occupation, Cohen (played by Jonas Armstrong) witnesses the frightening invasion of goose stepping Germans, led by the murderous SS. His father, a rabbi, puts on a brave face but has little idea of the genocide to come.

We follow Cohen's days before the dark times, and his romancing of Hannah, played by the lovely Hannah Tointon. There are carefree times in Budapest but also strong hints of the coming Jewish blood bath. Eventually, Hitler's henchmen, Adolf Eichmann played by Charles Hubbell and SS Colonel Otto Skorzeny played by a menacing Burn Gorman arrive to serve notice. The only recognizable actor in the cast, Ben Kingsley, turns in a fine performance as the Regent of Hungary who works up a surrender proposal to the approaching Soviet army and allies.

Hungarian Jews are forced to wear gold stars on their clothes, while banned from owning radios. By freight train, they are taken to what SS officers slyly describe as "resorts" and the Jewish population begins to dwindle. A deadly confrontation involving SS officers and Cohen's girlfriend frees up two German uniforms that Cohen uses to the advantage of Jewish families scheduled for death camp transit. Dressed in uniform, Cohen has chilling encounters with other German officers and Hungarian Nazi party thugs as he works with the Swiss embassy to shield the targeted population. A German Wehrmacht general plays a pivotal role as Budapest explodes amid the Soviet advance.

The ending credits provide an update on the fate of the main characters, along with photographs of the people who lived the horror. Director Schmidt gets bonus points for taking on this ambitious work in his first effort. It is a compelling story with an ending that may keep you guessing until the final scene and may inspire you to read more about a hero named Pincas Rosenbaum.



Drama: United States, 2013  
U.S. Release Date: 2013-10-13  
Running Length: 2:04  
MPAA Classification: PG-13 (War Violence)  
Theatrical Aspect Ratio: 2.35:1  
Cast: Jonas Armstrong, Ben Kingsley, Hannah Tointon  
Director: Mark Schmidt  
Screenplay: Kenny Golde, Richard Lasser  
Cinematography: Dean Cundey  
Music: Tim Williams  
U.S. Distributor: Liberty Studios  
Subtitles: none

C5 out of C7



# CCDV Roaming Breakfast

**Saturday May 17, 2014  
10:15am**

## **Franconia Square Cafe & Market**

**513 Allentown Road  
Souderton, PA  
215-721-1525**

### **Attention All Bacon & Egg and Pancake & Coffee Addicts!**

For our next memorable morning dining experience we're going to travel deep into Montgomery County.

Bring your appetite, a smile, and maybe an amusing story or two. (You can even make up a story.....we won't know the difference.)

**A Big Thanks to Frank & Joanne Schmidt for recommending this destination!**

**Due to the size of our party, they asked us to show up at 10:15am. They want to reserve a separate room for us. I look forward to seeing you all there.**

If you are interested, please add a post on the CCDV website OR call John Benischeck on his cell phone at 215-208-6620.

Save the Wave!!  
Johnny Bacon



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**COME JOIN US ON OUR ROAD TRIP TO...  
PORTLAND, MAINE !  
WEDNESDAY, SEPTEMBER 24-29**

---

**We will be eating lobster and taking in the Fall foliage!**

Leaving from: Hampton Inn on 332 in Newtown at 9AM sharp

Staying at:

Hampton Inn,

48 Industrial Park Rd

Saco, ME (12 miles from Portland)

Phone: 207-282-7222

Rate: \$89 per night, + taxes

To make reservation: Call hotel and book under "Corvette Club of Delaware Valley"

Confirmation # 82536134

**MUST BOOK BY: 8/25/14 to get this rate!**

Some Activities Planned:

9/25 : Whale Watching (\$48 pp)

9/26 : Cumberland Fair (free)

9/27 : Scenic Bay Tour (\$22 pp)

9/28 : Lighthouse/City Tour (for both -\$40 pp)

9/29: Leave for home, or stop at Kennebunkport and spend the night at The Lodge at Kennebunkport. (on your own)

Other activities to do on your own:

\* Train to Bar Harbor

\* Shop in Freeport - L. L. Bean and others

Thanks to Joann Gries for putting this trip together. If you have any questions, please see her at the next General Meeting.



**COME JOIN US FOR A FUN DAY AT  
MECUM AUCTIONS!!**



Where:

**Penn Farm Show Complex & Expo Center, Harrisburg, PA**

When:

**Saturday, July 26, 2014**

Meeting time & place: TBD

Tickets must be purchased in advance

\$20 pp (we are trying to get a discount)

The Farm Show Complex &

Expo Center is located at:

2300 North Cameron St

Harrisburg, PA 17110

Please signup below and send check or money order to:

Barbara Grippo

715 Red Lion Rd

Philadelphia, PA 19115

**MONEY DUE BY: June 12**

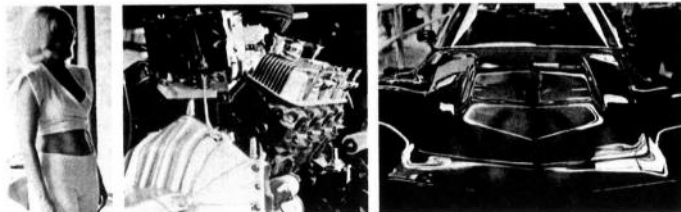
# 2nd Annual Cavalcade of Corvettes

## A SHOW WITH A CAUSE

by Marty Simon



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come without plenty of hard work and lots of long hours. Chuck Walker, VP of the DVCC and originator of the Cavalcade; Bill Ambler, DVCC President; and Kevin Tobin, another DVCC member, were all instrumental in arranging, producing and promoting this outstanding Corvette spectacle. And they had plenty of able assistance from many other DVCC members, and other local Corvette clubs, as well.

The activities got under way officially at noon on a May Sunday. While hordes of 'Vette worshippers were pouring through the doors and others lingered outside, some 70 additional 'Vettes were gathering in a parking lot across from Bryner's. They were preparing for a very special caravan.

On signal, and with the help of the cooperative Jenkintown

police, these cars—all representing the Garden State (N.J.), County (Pa.) and Aquarian (Pa.) Corvette Clubs—filed out of the parking lot and down Jenkintown's main drag. Their destination: the Valley Forge Military Hospital in nearby Valley Forge, Pa., where each of the 70 'Vette drivers picked up a Vietnam veteran and brought him back to the show. It was "Vettes for Veterans," and the boys from the hospital enjoyed the show as much as anyone.

Midway through the day, with the car-gazing and judging going strong, Young Life, a five-man rock band plugged in and delivered some high decibel audio accompaniment to the visual attractions.

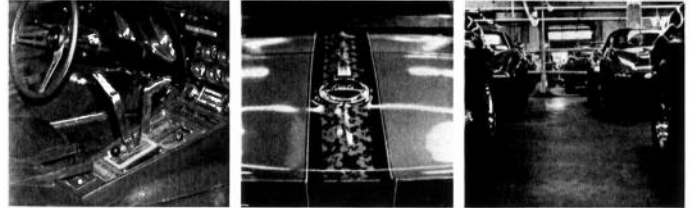
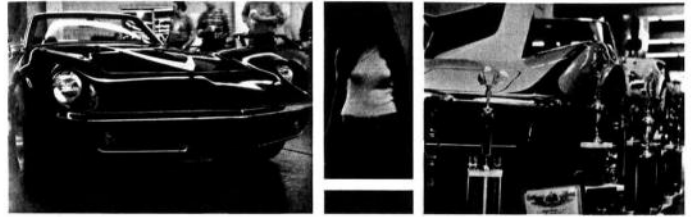
But, throughout the day, the Corvettes stole the show. Custom 'Vettes, Stock 'Vettes, Vintage 'Vettes, New 'Vettes, Competition 'Vettes. Even 'Vettes without bodies.

The cars were judged and prizes awarded in a wide range of categories: Classic Street Custom (1953-'62); Sting Ray

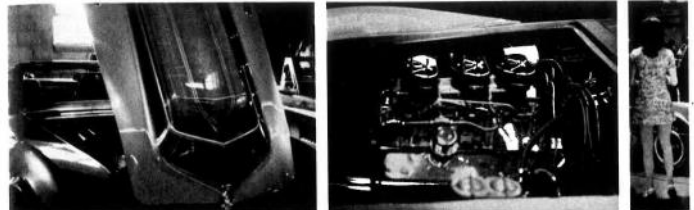
It was like a Woodstock of the Corvette world. Fifty-five super 'Vettes on display . . . hundreds more lurking about . . . beautiful girls . . . a warm, sun-drenched day . . . a rock band . . . and thousands of people enjoying every minute of it. Best of all, it was for a good cause.

It was the second annual Cavalcade of Corvettes, an all-'Vette spectacular staged by the Delaware Valley Corvette Club for the benefit of the Philadelphia area Big Brothers Association. More than 2,500 people attended the festivities held in one of the huge showrooms of Bryner Chevrolet in Jenkintown, Pa., just a few miles north of Philly. The show raised some \$2,700 for Big Brothers.

The Cavalcade was a total success, pure and simple. Car entries, attendance and funds raised all doubled from last year's figures. But the great success of this event didn't



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Street Custom ('63-'67, '68-'72); Full Custom ('53-'62, '63-'72); Stock ('53-'55, '56-'57, '68-'69, '61-'62, '63-'67, '68-'72); and Competition ('53-'72).

A '61 owned by Wayne Geffman copped the day's top honors, taking Best of Show and first in Competition class. (Best of Show was determined by the votes of the 2500 "spectators"; all other awards were determined by the official judges.) Wayne received a \$25 cash award for Best of Show, and also had his name inscribed on the permanent trophy that remains on display at Bryner Chevy.

Chuck Walker's '60 Corvette, which has been on the professional show circuit for almost a decade, took first in

Classic Custom. Chuck, who's been a Corvette specialist at Bryner for 11 years, did all the custom work himself—engine, interior and exterior.

Two Special Interest awards were given to the owners of 'Vette frames. George Johnson's entry featured a 427-435 Corvette engine and standard 4-speed box. Harold Williams, who took Best of Show at last year's Cavalcade and went on to win 14 more awards at auto shows in New York and Detroit, sold the body that won all the awards, but showed up with a nifty 'Vette chassis complete with 471 CID Cadillac engine and Turbo Hydra-Matic 400 transmission.

In all, 33 awards were presented, Rich Moser leading the list of winners with three. But the real winners were the many young boys throughout the Philadelphia area who will benefit from the \$2,700 raised by the Cavalcade.

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PROUDLY PRESENTED BY  
**CORVETTE CLUB of DELAWARE VALLEY**  
 and  **Bryner Chevrolet**



**Saturday, June 21, 2014**

**10AM To 3:30PM - \*Rain Date Sunday, June 22, 2014  
 (Set up 8AM to 10AM the day of the show)**

**@ KATIE O'DONNELL'S**

**4501 Woodhaven Rd, Philadelphia, PA 19154  
 215.637.5151 (Across from The Franklin Mills Mall)**

**NEW LOCATION!**

★ **VENDOR SPACE AVAILABLE** ★ **CHARITY AUCTION**



**1964 VINTAGE VEHICLE DISPLAY**  
**\$100 BEST CLUB PARTICIPATION AWARD**  
 Trophies will be awarded for:  
 Best of Show • Best Engine • Best Paint • Best Interior  
 Juvenile Diabetes Choice • Sunshine Foundation Choice  
 President's Choice • Bryner Chevrolet Choice (Early  
 Departures Forfeit Trophy) Class Trophies • An Independent  
 Crew Will Be Judging The Show

**FREE SPECTATOR PARKING AND ADMISSION!**



**PLEASE JOIN US FOR A FAMILY FUN DAY, CORVETTE STYLE!**

Pre-Registration \$20.00 (Ends June 14, 2014), Registration Day of Show \$25.00  
 Dash Plaques to the first 100 Pre-registered vehicles - Music - Trophies - Food - Fun! ★ Eligibility for Stock Classes is 5 or Fewer Modifications

ENTRY	CLASS
53-62 Stock	S1
63-67 Stock	S2
68-82 Stock	S3
84-96 Stock	S4
97-04 Stock	S5
05-13 Stock	S6
14 Stock	S7
1953 - 1996 Custom/Race/Modified	CRM1
1997 - 2004 Custom/Race/Modified	CRM2
2005 - 2013 Custom/Race/Modified	CRM3

REGISTRATION FORM (PLEASE COMPLETE)		
CCDV Club Member	<input type="checkbox"/>	
Non-CCDV Club Member	<input type="checkbox"/>	
Other Club Affiliation (if any):		
Your Year:		
Body Style:	<input type="checkbox"/> Coupe	<input type="checkbox"/> Convertible
Your Class:		
Name:		
Address:		
City:	State:	Zip:
Email Address:		

★ **Make Checks Payable to: CCDV, P.O. Box 148, Montgomeryville, PA 18936-0148** ★

I hereby hold harmless the Corvette Club of Delaware Valley (CCDV), its officers and directors and Katie O'Donnell's from any loss or injury suffered by me or to my property in consideration for my participation in this event. I also agree to abide by any rules and regulations set forth for this event. Alcohol is strictly forbidden on the grounds during the event. By signature below, I agree to these terms.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

For additional details, contact CCDV at 215-938-7722 or visit our website at [www.ccdv.com](http://www.ccdv.com) and click on Cavalcade of Corvettes.

\*Information regarding show postponement due to inclement weather will be posted on the CCDV website forum no later than 6:00 am the day of the show. For registration information, contact Stephen Fisher at [CCDV.sgf@gmail.com](mailto:CCDV.sgf@gmail.com)

# Custom & Classic Car Show

Saturday June 21, 2014  
 10 AM to 3:30 PM  
 (Rain date Sunday June 22)



Free Spectator Admission  
 Vehicle Registration  
 \$20 pre \$25 Day of Show  
 Car Coral \$10

Over 20  
 Trophies  
 and Best  
 of  
 Show  
 will be  
 awarded

*Spectator  
 &  
 Participant  
 Judging*

Presented by  
[www.CCDV.com](http://www.CCDV.com)

Katy O'Donnells Irish Pub  
 4501 Woodhaven Road  
 Philadelphia, PA 19154

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 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Email Address: \_\_\_\_\_ Make of entry \_\_\_\_\_  
 Year of Entry \_\_\_\_\_ Body Style: \_\_\_\_\_ Exterior Color: \_\_\_\_\_  
 Club Affiliation: \_\_\_\_\_

Make checks payable to: Corvette Club of Delaware Valley,  
 Mail completed reg. form to: CCDV, P.O. Box 148, Montgomeryville, PA 18936-0148

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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For details Visit the CCDV website at [WWW.CCDV.COM](http://WWW.CCDV.COM) and go to Cavalcade show pages.





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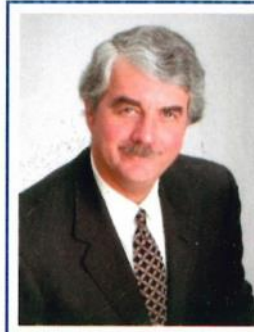
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**Now Taking orders for 2015 Corvette Stingrays!**

Contact Mike Peterson at 215-886-3140



2015 Atlantic Edition Coupe

2015 Pacific Edition Convertible



## 2014 Chevy SS

Red Hot 2 with Jet Black interior, 6.2L V8 415 HP RWD, 6-speed Auto, Sunroof, dual power seats, 10 airbags, NAV, keyless start, MYLINK, USB, Bluetooth and more. Stock #1793 \$47,170 MSRP, CCDV price \$46,185 plus tax/tags.



# ***Buy - Sell - Trade***

**For Sale:** Air Flow Research Aluminum Heads for small block 265-400 Chevy or Corvette (55-86) completely assembled w/190 cc intakes and 68cc combustion chambers. Dual valve springs, screw in studs, like new. Bolt them on and gain 60 H.P. \$650, (1/2 Jegs list price). Also have Aluminum several intake manifolds, headers, torque converters, differentials, and more for sale at half price. 5/14

Call Glenn Hanna at (610)539-4780 for details. Leave message if no answer.

**For Sale:** 1977 C3 Coupe, Black, Oak leather, T & T steering wheel, Pwr. Brakes, Pwr. Str., P/W, A/C, Cruise Control. 2 hoods, 2 tops, 2 sets of American Racing wheels. (2) Engines: Original is 350 L-82. Car is built for Pro Street resto-mod. Eng. in car is 400, .030 over (407) Lunati race block w/billet 4 bolt mains, forged steel Cola crank, Clevite 77 bearings, Crower forged steel rods, Moroso, 7 Quart pan w/ high vol. pump. Lunati 2618 Forged alum. pistons w/ plasma moly rings, Fluid Damper, AFR Alum. heads w/ full competition valve job & Titanium retainers. 11 to 1 compression, Pro street Comp. cam, Demon 850 Double pumper on World Motown intake, MSD ignition. TH-400 tricked out w/275:1 low, w/4000 RPM stall 10" converter. Alum. Radiator, Cool Can, Koni shocks, trick suspension, etc. Rear is a blow up proof DTS Eaton carbon fiber posi., drive train w/cryogenic treated 4.33 gears & machined bearing caps etc. Much more, & I have extra all original parts. Owned since 1979. Excellent condition. Car runs (wheel stands) between 11 & 11.50 @ 120 driven to track. 600-650HP on Comp. Cams virtual Dyno. Photos of car & engine being built available. Runs on 93 Octane. Cruises @3400 RPM @60 on Hyw. Best of everything & much more. Antique PA Tag. Cars of this type will sometimes bring over 100k at Mecum auction & Barret Jackson. Best offer over 89K. (save over 10K) Call Glenn H. (610)539-4780 or write: vetteguy5h@aol.com for photos etc. 5/14

**FOR SALE:** 1972 CORVETTE \$29,900 OBO

5/14

Matching numbers, Bryar (Teal) Blue Coupe, with 454, 4sp and a/c.

The car was restored before I bought it in 1992. Then, I had the engine professionally balanced and blueprinted and rebuilt with high performance parts. (Cam is hydraulic.) I have the engine dyno sheets: 460 Gross HP (about 400 net HP) Paint is nice and glossy, the car runs excellently, sounds awesome and is still easy to drive in traffic. Be Cool radiator with dual electric fans. I have owned and enjoyed and babied this car for 21 years and I am selling it to buy a new Vette. The original block and engine parts are in storage. 215-208-6620. John

Please e-mail Dan Coughlin to list an automobile or related item you wish to include in a future

Gas Cap at: komoman@gmail.com. These listings are free to CCDV members.

**Please note: listings will be removed after 3 months unless we are notified otherwise.**

**Attention: All CCDV Club Members**

***Bryner Chevrolet***

**Parts Pricing: GM parts for CCDV members (with CCDV membership card and with proper ID and owner's card showing owner of vehicle is a CCDV member) will be sold at 10% over dealer cost. 800-235-2860, prompt 3 or 215-887-7120 – direct. Part/Service Pricing: In-shop and labor for General Motors repairs are discounted 10% from regular retail.**

**Thank you, *Dave Peterson***

# Corvette Enthusiasts Community Foundation

P.O. Box 2776

Warminster, PA 18974



**CORVETTE RAFFLE Drawing Oct. 9<sup>th</sup> 2014**

**\$20.00 per ticket, only 2600 tickets will be sold**

**Year**

**2006 Corvette Coupe**

**Color**

**Victory Red with Tan Interior**

**Description**

**6 speed manual transmission, 6 way power seats, 400 HP engine, dual zone air conditioning, heated seats, power telescoping & manual tilt steering column, low tire pressure indicator, Z51 suspension package and navigation system.**



## LAST YEARS RAFFLE WINNERS

**Congratulations to Jeff Hey Jr. from PA  
Winning 1<sup>st</sup>. place, a 2005 Silver Corvette  
2<sup>nd</sup> place \$500 goes to Paul Kutenits of NJ  
3<sup>rd</sup> place \$250 to Matthew Galligan of NJ  
For tickets go to [www.CorvetteRaffle.org](http://www.CorvetteRaffle.org)**



*"Reaching out to those in need"*

## Highlights from the April 2014 Board Meeting

- ◆ The Club's taxes were filed; preparation cost was \$330.
- ◆ The sum of \$350 has been allocated for the Club's attendance at Corvettes at Carlisle.
- ◆ Teen Driving Summit is upcoming on May 16, 2014 at the Abington Campus of Penn State, 9:30 – 2:00. Seven Club members will be in attendance.
- ◆ Ellis Gray will speak in May.
- ◆ Thanks to Bill Burkholder for his presentation at the April meeting.
- ◆ The Club still needs additional speakers for upcoming meetings.
- ◆ Bob Bearn and Ken Phillips have volunteered to write pieces for the Gas Cap.
- ◆ Desire to establish an Advertising Committee, consisting of three members. Volunteers will be needed for the Committee.
- ◆ New member application received from Ron and Maryanne Moore, who own a 2001 Torch Red Convertible. The application was accepted by the Board.
- ◆ CECF distributed 700 tickets at the April General Meeting and 17 members took tickets, which figures lag behind prior years.
- ◆ Food will be available outside at Katie O'Donnell's for the Cavalcade, and the offerings are expected to include hot dogs and cheesesteaks.
- ◆ Upcoming trip to the Battleship New Jersey is scheduled for May 4.
- ◆ Going forward, food will not be served until 7:00 p.m. at the monthly General Membership meetings.

## UPCOMING EVENTS

- ◆ **05-04-14: \*\*\*Trip to Battleship New Jersey\*\*\***
- ◆ **05-08-14: CCDV General Membership Meeting**
- ◆ **05-09-14: CCDV Corvettes Display at Montco Dept of Health Teen Driving Summit**
- ◆ **05-17-14: \*\*Breakfast at Franconia Square Cafe\*\***
- ◆ **05-17-14: CCDV Cruise Night—Lowe's Warrington**

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**MEETING INFORMATION**

Second Thursday of every month at 8:00 PM  
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Vereinigung Erzgebirge (VE) Club  
130 Davisville Road, Warminster, PA  
(between Street Road and County Line Road)

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