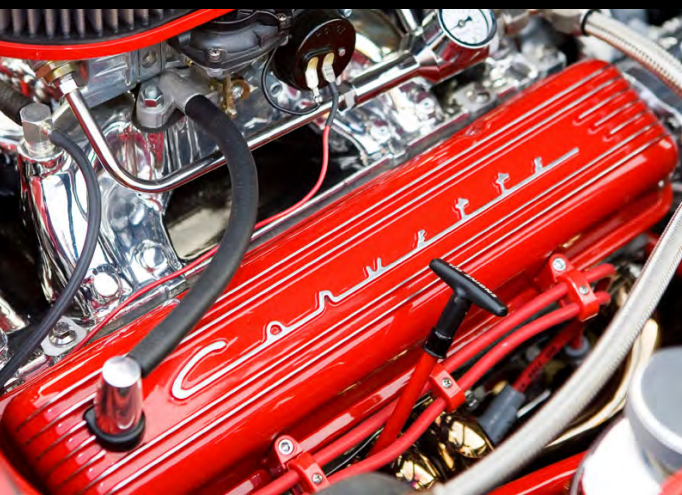


# PERPETUAL ROUND 2

This Modified '65 is in a Perpetual Time Warp



Words by Alan Colvin and Owner | Photography by Richard Prince







*At speed, this Corvette looks more like something from the future..not an almost 40-year-car.*

**M**ost vintage Corvettes still around today have dozens of owners, especially if the car is 40+ years old. While Corvettes tend to be driven less than regular passenger cars, forty years is a long time in car years. In Frank Martorana's opinion, being the second owner of this beautiful '65 Coupe has been a lifelong love affair for 35 years. While some may consider that this car is "old school", that is one of its greatest assets. With that in mind, I am going to let you hear this incredible story straight from Frank so buckle up for a little trip back in time.

Frank shares "I purchased this car from the original owner in 1977 at the age of 21 years old using all the money that I had saved up to that point in my life, which was \$4,500. The car had 80,000 miles on it, was painted with white cracked and chipped enamel paint,

had a custom vinyl tuck and roll interior and had snow tires and a trailer hitch. I attempted to perform the first complete restoration of the car myself, in my parent's driveway, which abruptly came to a halt 5 years after it started when I decided to get married.

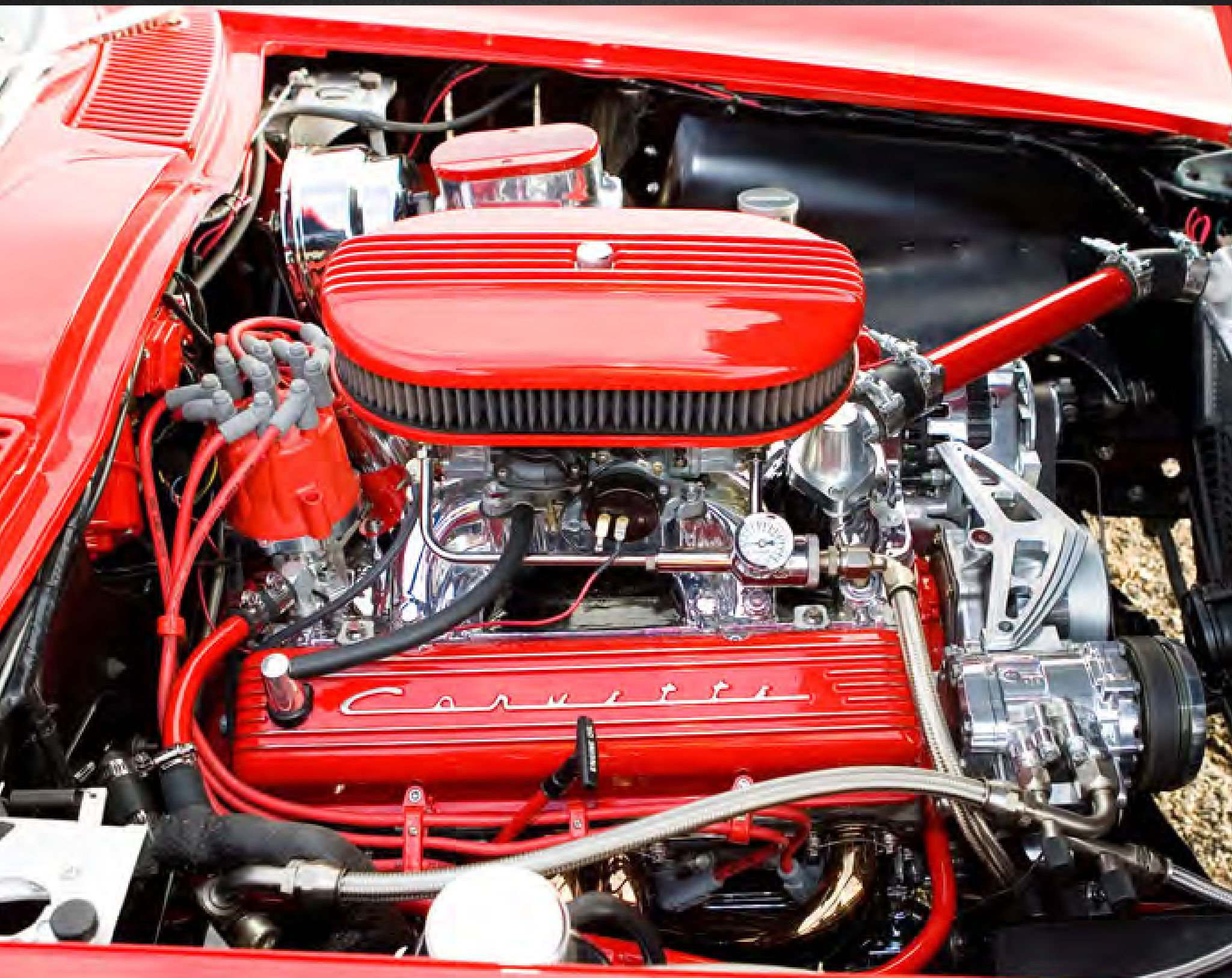
The car sat in a garage for over 22 years in a partially restored state while I bought a house and raised 3 children. One day in 2003, my then 14-year-old son asked me what was under the cover in the garage. He was so excited when I uncovered the car that he convinced me to take him for a ride. We worked together to get it started, filling the garage and most of the neighborhood with smoke. After a wild ride around the block without an interior, bumpers or lights on the car, both of us had caught the fever and we began a quest to finish the project. Two and a half years later this is what rolled out.



The project was a labor of love, executed by Benchmark Corvettes of Lindenhurst NY, my son Bryan and I. The car has drawn quite a bit of attention over the past several years and has been featured in two national automotive publications, Vette Magazine and Stock and Custom Magazine. This Corvette is a huge part of my life, both past and present, and is almost like a member of our family. My hopes are that the car will be passed down to future generations in our family and bring the same excitement and enjoyment that it has brought me over the past 35 years that I've owned it."

Frank is a member of a very small club of

Corvette owners that have literally grown up with their car and the years just kept rolling. As musclecar car enthusiasts and collectors, most of us have bought and sold dozens of cool cars. As our age and life circumstances changed from year to year and then decade to decade so did the cars that we drove. Most of us wish we had had the forethought to keep the ones that could have made us rich twenty years later. I know I do. But time marches on. The only thing that may stay the same is the fact that 20-30 years from now, we can all bet with confidence that Frank (or a near relative) will still own this '65 Corvette! At least one of us had his head on straight when he bought the car.



Generally speaking, the powerplant of the '65 is not a new LS1/LS2 but the tried-and-true 350 that was first released way back in 1955.



# 1965 MODIFIED CORVETTE COUPE SPEC SHEET

**Car** – 65 Corvette Coupe

**Transmission** – Tremec 5 speed

**Owner** – Frank Martorana

**Driveshaft** – Stock

**Block** – GM cast iron with four-bolt mains

**Front Suspension** – Stock with “Steeroids” power rack-and-pinion

**Displacement** - 383 ci

**Rear Suspension** – Stock

**Compression Ratio** – 9.1:1

**Rear End** – Stock with 3.70 gears

**Heads** – GM “Fast Burn” aluminum

**Front Brakes** – Disc with stainless-steel calipers and drilled rotors

**Valves** – 2.00/1.55

**Camshaft** – GM Performance Parts ZZ383 hydraulic roller; 0.509/0.528-in lift, 222/230-deg duration

**Rear Brakes** – Disc with stainless-steel calipers and drilled rotors

**Rocker Arms** – Aluminum roller, 1.5:1 ratio

**Wheels** – Coy chrome five-spoke; 17x7-in front, 18x7-in rear

**Pistons** – Hypereutectic aluminum

**Front Tires** – Goodyear Eagle F1, 225/45-17

**Crankshaft** - 4340 forged steel

**Rear Tires** – Goodyear Eagle F1, 235/50-18

**Rods** - Powdered-metal steel

**Fuel Octane** – 93

**Intake** - Manifold Polished Edelbrock Air Gap

**Weight** – 3,650 lbs.

**Carburetor** - Holley 650-cfm with mechanical secondary's

**Best ET/MPH** – NA

**Fuel Pump** – GM high-performance

**Best 60-ft. Time** – NA

**Ignition** – MSD

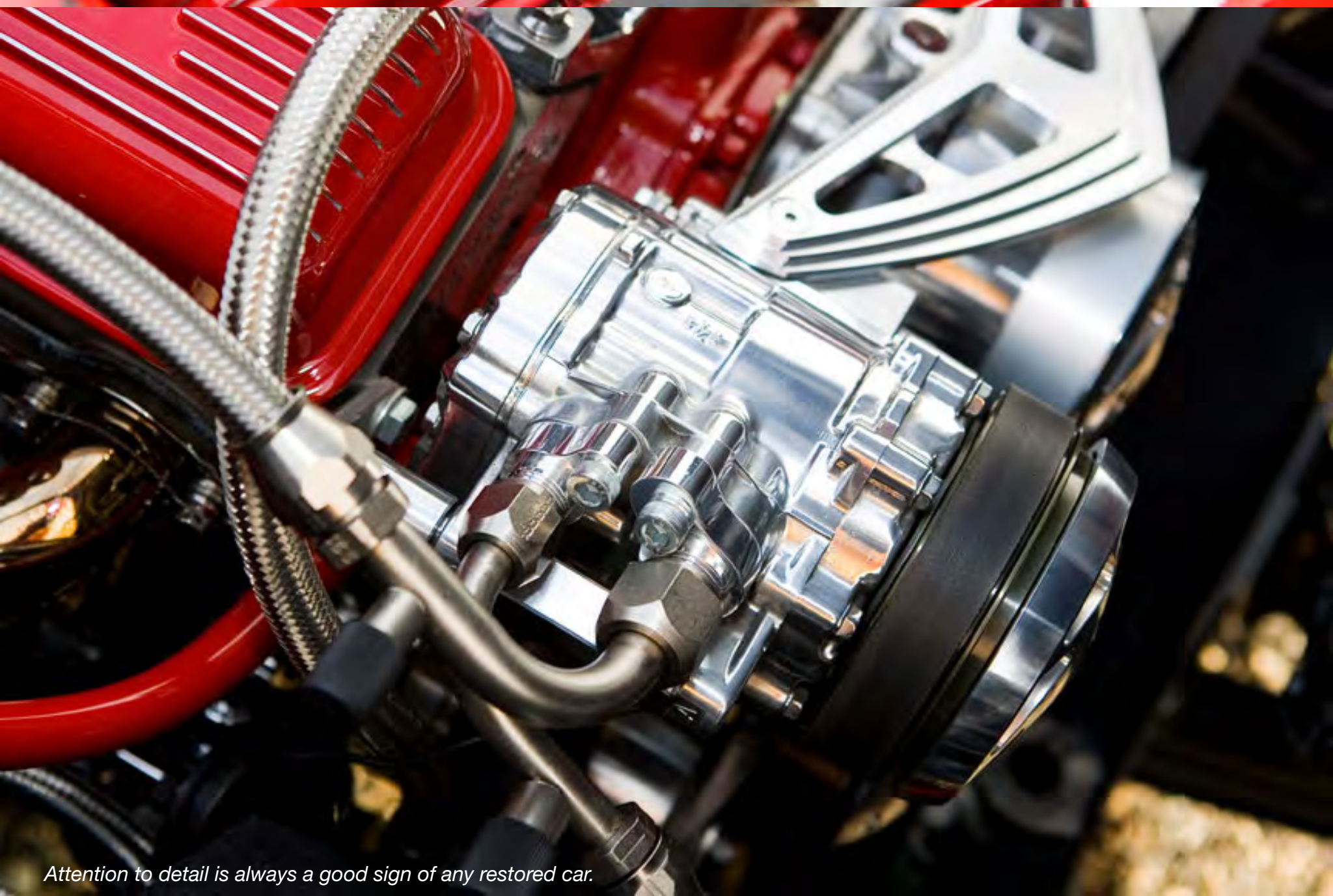
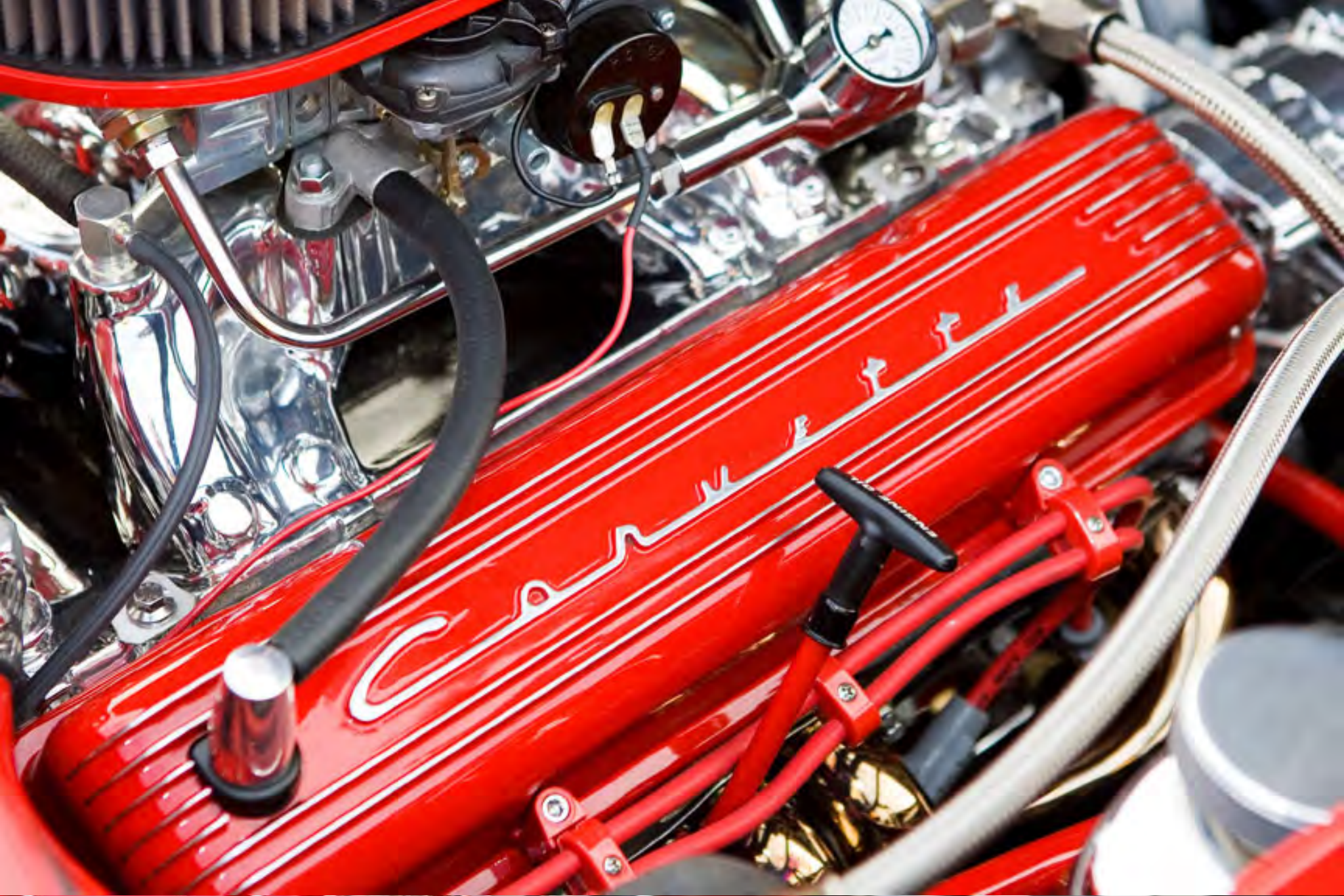
**Current Mileage** – 5,000

**Exhaust System** – 1 7/8-in Hooker short-tube stainless headers, chromed stock side pipes/covers

**Miles Driven Weekly** – Approximately 50







*Attention to detail is always a good sign of any restored car.*



*Here is another look at the engine compartment from the opposite side of the Corvette... WOW!*



*Here is a shot of the steering knuckle as it heads down to the Steeroids power rack-and-pinion.*





*The office of the Vette is basically restored stock but still very hot with the interior being red. The only part quickly noticed out-of-place is the Tremec 5-speed shifter.*





*These 5-spoke wheels really set the Corvette off.*



*Even from behind, all the C2 Corvettes make a statement that can't be replicated by any other marque.*





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