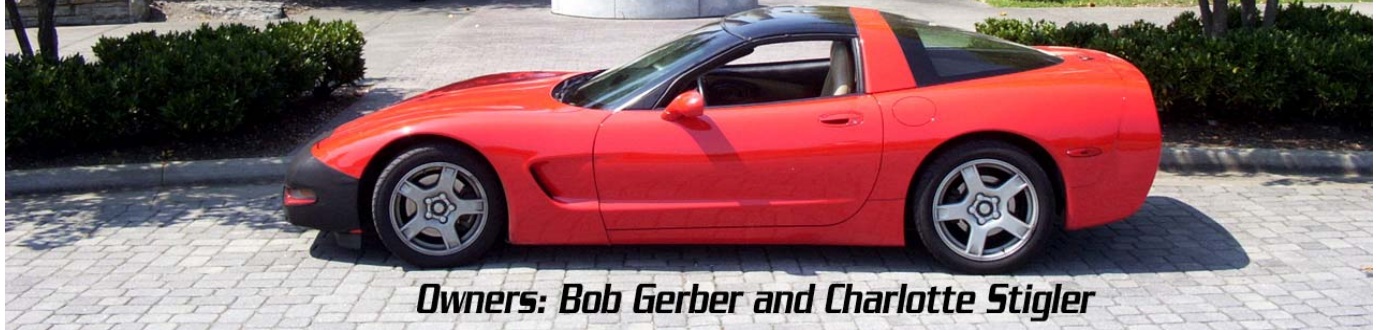


Vettester

The Magazine of the Corvette Club of Northern Delaware



Owners: Bob Gerber and Charlotte Stigler

The main item on the agenda at this stage of the game is obviously Corvette Show 2004 – October 3rd. The months of waiting and preparation are finally coming to fruition. The last month has seen Bill Skinner and Bob Cook conclude the judging classes and the final pieces of the puzzle put into place. We're still counting on everyone's help day of show with all the little things such as set up, parking, registration, club table, etc. Try to get there early, and keep in mind we need the same commitment to get things wrapped up at the end.

This month Pat Bush checks in with speedometer/tachometer fits and fixes. Everything you need to get that fix for your agitation quota.

Steve and Lynn Blanchies check in with their 'man about town' perspective on everything from Corvettes at Carlisle, to an abbreviated cruise around Wilmington at the Kahunaville Cruise with Dennis Gage.

After the crazy weather we had leading up to the Hagley Museum Show, this show didn't seem to have a prayer. But come Sunday morning the 19th, the clouds parted

and it was like somebody else's weather from somewhere else dropped in by mistake.

Participation was good but probably would have been better if not for the uncertainties regarding the weather. "Woodies" were the featured guests, and quality, fit, and finish seemed to be products of a by gone era. A good turn out of 40 to 50 Corvettes were displayed in a separate area of their own for the first time in memory.

Another hugely popular show and a mainstay on the September calendar for years, had been the Franklin Mint show. Due to changes in the business climate and a relocation, this event didn't take place. Sorely missed, hopefully this kind of quality effort can be resumed at their new location.

The CCND club calendar at this time, looks like it will be shelved to be revisited at a later date. Not nearly enough photos were received to pull off the kind of product we had envisioned producing. Thanks to those who contributed to the project. Your photos/material will be held for reconsideration, or returned upon request.

JM

My Two Cents



by Jack Layton

Our show at Kahunaville is for the most part complete and ready to go. Members need to be at the show and have their cars parked by 7:30 AM at the very latest, so as to help with parking the cars. Be prepared to also help with the 50/50, door prize drawings, etc. With the advent of another show going on the same day, I am not sure what kind of turnout we can expect.

First State Corvette Club show at Townsend Brothers Chevrolet has been rescheduled for October 16th. Please make a note of it.

The 2nd Concord Mall show is on October 24th. The mall can handle approximately 25 cars. You can sign up at the October meeting, or by calling Janet or myself.

The hayride is scheduled for October 30th at 5pm. We have reserved two wagons this year. They leave promptly at 5 o'clock, so please be on time. Afterwards there will be a cookout.

The holiday party is January 15th, 2005 and once again is at the Riverview Inn. As in the past, we have reserved the room upstairs overlooking the river. We need a minimum of 50 people to cover the club's expenditure.

The cost is \$25.00 per person. There will be a cash bar available. You need to contact Janet if you wish to attend or to get more information.

Membership renewals are due on November 1st, and if not paid by December 31st, you will no longer receive a newsletter.

It is time to start thinking about nominations for new officers. Since we had two of our officers resign during the year, it has put a lot of excessive and unfair pressure on Joe DeSanta and myself. We need some of you, the membership, to step up to the plate.

Yea, yea, yea. I can hear it now. I don't have the time, or I'm too busy. These are pathetic reasons not to get involved. The members who are on the board find the time to get involved with the operation of the club. We all have hectic lifestyles, but if you want to get the most out of this club, you need to get involved.

The club needs some fresh ideas from other members if it is going to move forward. There are people in this club that can provide those ideas and leadership if they are willing to do so. As they say... "you reap what you sow".

And finally, the membership needs to think about what they want from this club. Getting involved is the only way to ensure that the club survives and continues to move forward. Don't expect the handful of people who are doing the majority of the work continue to do so.

As always... thanks for letting me put in "My Two Cents".

CCND OFFICERS		
President	JackLayton	998-9434
Vice President	Joe DeSanta	832-7147
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Treasurer	Harvey Smith	376-0200
NCCC Gov.	Dave Morales	475-8560
Show Chairman	George Burritt	610-255-4381
Social Chairman	Lynn Blanchies	322-6649
Member at Large	Mike Metcalf	731-7852
NewsMag Editor	Joe Murray	836-3619

Our Roadtrip to The National Corvette Museum's 10th Anniversary Celebration

By Charlotte Stigler & Bob Gerber

Aaahh, vacation... that special time of year. Too bad it takes too long to get here and doesn't last long enough.

Last year we went to Las Vegas in October. Had a blast. Even found a few minutes to get married! Now, tell me, what can top that? (ok, keep your comments to yourself).

We had been receiving notices from the National Corvette Museum that they were planning a 10th Anniversary Celebration for four days over the Labor Day weekend. I never really paid much attention to them, figuring we'd go back to Vegas for vacation. I have wanted to visit the Museum and, for some reason, have always wanted to see Graceland. I'm not particularly an Elvis fan, but I guess I've seen the life story of Priscilla and him one too many times on T.V. and wanted to see the place for myself. The proverbial light bulb went off in my head, so I checked out Mapquest and found that Graceland and the NCM are only about 4 hours apart. Bob and I figured we could kill 2 birds with one stone and go both places. We decided to make the roadtrip and having fun doing it. And so the journey begins, 2 people, one little red Corvette, and the open road...

We left on a Friday morning headed to Graceland and the NCM. Stops along the way included spending a night at South of the Border. Bob had never been to this ultimate tourist trap and I thought he just had to see it. He highly recommends this as step back in time to the 1950's! On this first leg of our trip, the 'Vette naturally drove us smoothly and flawlessly. Since Bob rarely drives the car, he was astonished that it not only drove so well (with 116K on the odometer) but was so comfortable. We spent the next night in Knoxville. On our way from Knoxville to Memphis we saw our first car carrier loaded with 2005 Corvettes. It was a pretty neat sight to see, especially knowing we were going to the place where the cars are born. When we stopped for lunch in Dickson, TN, we saw a man wearing a C5 baseball cap, so we started talking him. He was going to the Anniversary Celebration as well. Coincidentally, he had a friend with him whose father works at the Bowling Green Assembly Plant.

We stayed at the Heartbreak Hotel in Memphis for two days. Elvis Presley Boulevard is full of old, closed up auto dealerships. Oh, except for the one that proudly states "Mortuary." Bob thinks the dealerships went out of business after Elvis died, since he was mostly likely their best customer. I'm convinced Elvis is still alive and living upstairs at Graceland. That's the only area of the mansion that visitors aren't allowed. Makes sense, right?? We did the whole Graceland tour, went to Beale Street and even drove to Tunica, Mississippi one afternoon to check out the casinos.



Left Memphis Wednesday morning heading for Nashville, where we stayed for 3 nights at the Wyndom Union Station. We made plans to stay in Nashville and drive the 1-hour to the NCM each morning. Not too long into our journey from Memphis to Nashville, I heard a noise that sounded like something hitting the car. Now you know that of the hundreds of cars on the road, a stone just had to hit *MY* car and crack the windshield. The crack started out about 2" long and grew to about 6" as we drove. Bob pulled over in a rest stop and called the insurance company. In minutes they had him on a 3-way call with The Glass Doctor in Nashville, only 5 blocks from our hotel. Amazingly, The Glass Doctor had a windshield in stock for the car. Bob dropped the car off the next morning at 8:00 and it was done in 3 hours. The 10th Anniversary Celebration didn't start until Thursday, but since there were over 1,400 people registered, we decided to get there Wednesday to tour the museum and of course, the gift shop, before the crowds got arrived. We both thoroughly enjoyed the museum. If you've never been there, it's definitely worth the trip. Afterwards we stopped for lunch (ever had "fried pickles"?) and headed back to Union Station.

Union Station has very limited parking and nothing but valet. Nobody else but Bob and I have driven this car since we've gotten it. I don't particularly *want* anyone else driving it. The valet at this hotel just proved my point (and fear). This clown pulled the car so far over the bumper block that the front wheels were resting against it. Unfortunately, we didn't notice this until after we got back from dinner that night. A shuttle took us to the restaurant, so we hadn't driven the car since we came back earlier from the NCM. Bob ended up calling the valet Manager and demanding he come to the hotel immediately and move the car, as we were not sure that kind of damage might happen once the car was backed from the bumper block. The manager got out of bed and came to the hotel at 10:30 that night to move the car. Of course the air dam is all busted up. I stayed inside because I didn't even want to hear the noise the air dam would make as it was pulled tightly back over the bumper block. Bob said it wasn't pretty. The manager told Bob to get 3 estimates to have the air dam replaced and his insurance company will cover it. From then on, we parked the car ourselves (but of course, still had to pay the \$14 per day valet charge).

We got up bright and early Thursday morning and headed to the NCM for the first day of the Celebration. Some of the events at the Museum included the Andy Pilgrim Golf Classic, Diamond Caverns Road Tour, Train Ride Road Tour, a Bourbon & Coke Road Tour of the Jim Beam Distillery and a parade through Bowling Green. They also had 3 raffles giving away a 2005 C6, the last C5 and a "Build Your Own C6". There were vendors set up, selling everything from t-shirts to car parts to fried catfish.

We were registered for the Diamond Caverns Road Tour. The group of 20 or so cars met in the parking lot of the Assembly Plant. The people behind us struck up a conversation and it turns out they are from Boardwalk Corvettes of Atlantic City. The wife, Kathy Nolan,



even recognized my name, as she does the processing of the registration forms for their Corvettes on the Boardwalk event, so we kind of felt like we knew each other. The people in front of us were also “locals” and live 25 miles outside of Philadelphia. We cruised to the Cavern, did the tour and a buffet lunch afterwards. We then headed back to the NCM. By this time their parking area was filling up. We had also registered for a parade through Bowling Green. There were 100 cars involved in this. It was very well orchestrated, with police escorts. The sky was overcast and didn't look very promising, but we all had our targa tops off and convertible tops down, all while crossing our fingers the rain would hold off. Well, naturally, it didn't. Towards the end of the parade, the skies opened and it poured. Some drivers kept going, but most of us pulled over and replaced our tops. By that time the parade had all but broken up, but we managed to find a chain of Corvettes and followed them back to the NCM. That was enough for us for that day, so we headed back to Nashville.

Unfortunately, the second day of the Celebration (Friday) was also our last day there, as we needed to get home by noon on Saturday. That morning we showed up at the NCM and visited the vendors booths and ordered some goodies from MidAmerica. They had a pretty good deal going on – 10% off anything in the catalog and free shipping. One of the vendors, Mallett Cars, had a Sunset Orange C6 outside, so we went over that with a fine tooth comb, took some pictures of it and came to the conclusion that we like the C5 better. We think the C6 looks like a Viper from the front, and it's really been sized down (although I do like the Sunset Orange color). Mallett also had a really cool Cadillac CTS-V packed with 900 horsepower.

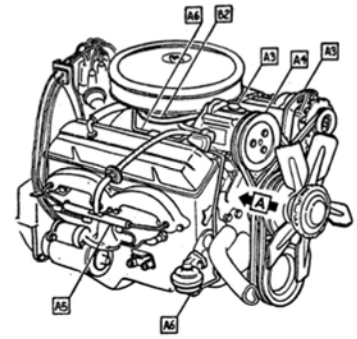
At 10:30 we went on a tour of the Bowling Green Assembly Plant. I think this was my favorite part of the trip. We were told the Plant is currently putting out 80-85 cars per day. At full swing they should be at 130-140, but of course there are a lot of bugs to work out. One of the bugs is the convertible top. They are not producing convertibles at this time due to problems with the top's manufacturer. We saw a big pile of tops in a corner that are going back to the manufacturer. It was neat to see a car from start to finish. They had quite a few finished cars pulled to the side that have “problems” that need to be fixed before the car is loaded on the carrier. Of course, they had a C6 outside, which I sat in. I didn't feel much different from my C5.

We left the Plant and headed for Delaware at 12:00 p.m., spent the night just outside of Baltimore and got home Saturday at 10:00 a.m. This was an awesome roadtrip, the car gets not only at A+, but a new windshield and probably a new air dam, plus all the MidAmerica stuff we ordered for it. We traveled a total of 2,800+ miles and logged about 50 hours in the car. Now, 2,800 miles - that's a log of bugs! The car was filthy and I had to change the water in my bucket 5 times to get it looking good enough to put in the City of Wilmington Labor Day Parade. It was however, all worth it!



Vette Tech

By Pat Bush



BOUNCE – BOUNCE, THE BAD SPEEDO/TACH GAME

Anybody who owns an older Corvette probably has suffered from some measure of grief with their dash cluster. Nothing agitates the do-it-your-selfer more than working on the driver side dash cluster in a mid-year or shark. No room, a big pain, and way too many vacuum hoses on sharks, this is one place you only want to go once! This month we take a look at troubleshooting those gauges – the speedo and tachometer.

The Tachometer



Well, luckily little goes wrong with the tachometer gauge itself. However, mechanical drive tachs (as all mid-years and sharks up to year 1976 were), had a myriad of problems mostly with the cable and main/cross shaft of the distributor. The Corvette, unlike most of the production GM cars of the era had a mechanical tachometer. Well, this was about as cool as it gets in those years. High performance to the max! Few, if any had a tach at all! But, these guys were prone to failure mostly due to binding of the cable or stripping of the gears.

The problem is on a 35 year old car, most of the distributors have been removed, replaced, and mucked with. The general result is an inoperable tachometer within several thousand miles. 9 times out of 10, it is the distributor cross-shaft or main gear that is stripped because the installer did not set the distributor correctly for a Vette. Most older GM cars have the vacuum advance point about 5 degrees east of the carb. Corvettes, on the other hand require about 75 degrees from the carb. #1 is #1 but adjusting it to work with a Corvette AND not binding the tachometer cable is another matter....

This means set-up is of #1 is a little different and requires you to play a bit to get the right orientation on TDC AND a straight line to where the cable fits. **IT CAN BE DONE** and after a quick lesson, is not that hard at all. If you need to replace your distributor, call Joe or I and we will help you!



Unfortunately, most guys put the distributors back in as in a standard GM motor. This puts a serious “bind” on the mechanical tach cable as well as the internals of the distributor. The end result is always a stripped gear or bad cable. The mechanical drive distributor should not have any bind in the cable except as it runs through the firewall and even then, should only be about 30 degrees on the cable. Too many cars I’ve worked on have 90 degrees at the housing and another 45 going through the firewall. This causes big problems as it binds the drive gears in the distributor and stresses the cable. The end result will always be no tach reading on the gauge of the car and a mess inside the distributor requiring a rebuild!

As far as the gauge goes, they rarely have problems. So if you are bouncy or non-existent on a tach reading, oil the cable with a graphite/lithium grease speedometer lube, check the cable alignment, make sure it isn’t broken, and then look at the distributor. Most times it will be the distributor gears or cable causing the problem.

The Speedometer



The speedo is a whole different story. Here, the head unit is almost always the culprit. I always do the easy stuff first – grease the cable(s), check the gear in the transmission, and test the car. If she is still bouncing after a few miles, chances are the head unit needs rebuilding. Don't ask me why, but most C2 and C3 speedo heads require rebuilding. The sure sign is if your odometer and trip meter don't work. You can expect bouncy behavior shortly after they quit functioning and I suspect this has to do with how the head unit is built. It is not all that different in design from the distributor gear except everything is smaller. The odometer and speedo are mated with a 90 degree cross-shaft. Once that girl strips, bouncing begins and the odometer will never work again.

Dropping The Driver Side Instrument Cluster

Few things strike me with more agitation than dropping the driver side instrument cluster. On sharks, you have vacuum lines, electrical connections, a steering column to drop, and a host of other things to worry about. I hate it and plan on at least a three-day weekend to deal with it. The books make it seem easy, but I gotta tell you the only thing worse is removing a seized trailing arm! If you go slow, bag all the screws, bolts, and nuts, and don't hurry, you will be fine. But it ain't pretty. Some hints from a guy who's been there:



- **Remove the Tach and Speedo cables from their housings in the engine compartment before you begin.** There is little room to work in a Vette under the dash. This will give you a little extra room when you actually drop the cluster and have to remove the cables from the back of the head units.
- **Take out the Driver Side Seat!** This makes working a bit easier although not better. Things are tight under there – you need all the room you can get especially if you are a tall guy like me.
- **Support the Steering Column!** Do not, under any circumstances, allow the column to hang unsupported. It WILL warp and you WILL be sorry. While I have the girl out for service, I brace it with phone books to keep stress off the column.
- **TAKE PICTURES** – Be methodical! Get that digital camera out and take some pics as you disassemble. You will appreciate it when you try to put everything back together.
- **REPLACE EVERYTHING** – Rebuild the entire cluster including crystal plastic, the dash panel, and all bezels! Retape the electrical harness, replace all bulbs, test all sockets, replace the front speaker, lube everything in sight, and if you are replacing the speedo, replace the odometer trip cable!!! *Trust me, do not skimp on this area as you just never want to go there again!*

If you have questions or need advice, please feel free to contact me through the club especially if you are a 68-76 owner. Lord knows, I've been in these cars enough to disassemble them in my sleep! Take your time, be careful, and you will be fine.

Corvettes at CARLISLE

August 27 - 29, 2004



As usual, it was HOT! The weather and the Vettes. What a great weekend, spending time with other Corvette owners. We tried to see everything each morning before the heat of the day set in. Then it was time to hang out under the tents to try and stay cool. As a tribute to Chip Miller, Saturday at noon everyone started their engines and then there was a moment of silence.

We attended the C-5 dinner Friday night with CCND and First State club members. Will Cooksey???, the Bowling Green Plant Manager, gave a talk and then took questions. Well as you can expect, all the questions were about the yet to be released specs. of the C6 Z06. Answers were very vague but he did say that he told the higher ups that they should not produce it if it were not at least 500 HP to compete with the other high performance cars.

Lynn and I had a great time hanging out at the 50th Registry's tent. There was a great showing of 43 AE's on Saturday in the 50th Registry section. I put my AE on the dyno and got max HP of 306.8 and max Torque of 327.3 at the rear wheels. There also a C-6 that was dynoed-6 speed -348 HP and 349 Torque at the rear wheels. It was for a base line, the owner is working with Calloway to get 650 HP.

There were a few privately owned C-6s running around. —Kerbeck had numerous C-6s at their display including "Vickie" - a Barbie pink colored C6.

Saturday dinner was the Sunnyside Restaurant with the National Corvette Museum. Then it was off to the hotel parking lot to hang out for a while.

We had a great time and have reserved a hotel room for next year's Carlisle event...Lynn and Steve Blanches

Corvettes

at CARLISLE

August 27 - 29, 2004



CCND EVENTS!!!

Cruising on the IRA JAY

The weather was iffy for the day of the cruise but some of the group drove their Vettes to the boat dock anyway. It turned out to be a good day to be on the water. We relaxed, talked and as we do at most other events, we ate. Afterwards some of the group went to Skip Jack Cove for dinner where they have the best crab cakes around.

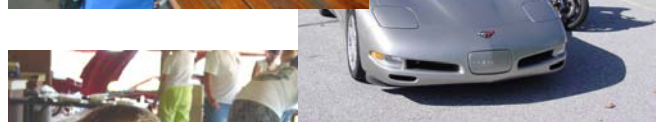


Kahunaville Cruise with Dennis Gage

The threat of the aftermath of a hurricane did not keep the large group of vehicles from the promise of a parade around Wilmington with Dennis Gage who is from "My Classic Car" and other car related TV programs. I arrived to find about 800 rides of all kinds lined up in the large parking lot behind right field of the Blue Rocks stadium. The size of the cruise did bring out some vehicles that I had not seen at other cruises in the area.



The parade finally got under way with a fire engine in the lead with siren blasting. After about 15 minutes the fire truck emerged from between the stadium and Riverfront Art Center and proceeded into Kahuna's parking lot for the afternoon cruise. The "Cruise around Wilmington" turned out to be the Cruise around the Shipyard Shops parking lot. I finally started my "Parade Cruise" after waiting another 30 minutes. Then after taking another 30 minutes around the parking lot, I returned to find the parking area full with nowhere for me to park at the cruise.



September 12, 2004, late breaking news: I just learned that the reason the cruise did not travel through Wilmington is because of the "Blue Flue" that weekend. This should have been told to the participants the day of the cruise as I am sure many participants left very disappointed.



Picnic at Chestnut Run

The weather could not have been any better for our picnic. Dave Steel manned the grill. Frank Ventresca had brought some ribs that had disappeared before Lynn and I had arrived. I heard that they were very good. There was plenty to eat and the Chestnut Run location provides a number of activities such as horseshoes, basket ball and volley ball. Bill Skinner and Bob Cook held the training session for the judging for our October 3rd car show.



CCND EVENTS!!!

Labor Day Parade

We met at Arners Restaurant for breakfast before proceeding to the parade staging area. We had 8 Corvettes participate in the parade. Alane Whitmore was fascinated by the big red fire truck that was parked next to us while waiting for the parade to begin. Dave Divito had a young man who wanted to ride in a Corvette in the parade so bad that he wore the Dave's yellow wig the whole time. Club members with standard transmissions were happy that we were going down hill this year instead of up the hill. It is always nice to hear from the spectators, "NICE CAR!!!" Afterwards we went to the NALC's office for pizza and subs.

Glasstown Corvette Show

Bright and early we met at Mike's Famous Harley Davidson. Then it was an hour drive to Wheaton Village. The weather could have not been any better. We arrived early to be able to park in the center section of the show. It was a great place to be seen with the 13 cars from CCND and 8 cars from First State club. Delaware had a strong presence at the show. In fact, CCND received \$100 for the club with the most cars there. CCND members did quite well receiving 5 plaques for the day. It was a great show to be at.





CCND September Meeting Minutes



Meeting was called to order by Jack Layton on September 7, 2004.

Vice President's Report: Joe DeSanta reported 103 current paid members.

Treasurer's Report: Harvey Smith reported that club is in the black.

Member at Large: Mike Metcalf – order for club apparel has been delivered. 7 or 8 photos for club calendar – results say we're not interested.

NCCC Governor: Dave Morales attended the Governor's Meeting for NCCC. 2,671 members in the eastern region. Info direct from Bowling Green – C6 on hold because of electronic problems with door handles, no front license plates, Z06 21" tire rims a problem. Dues for NCCC \$35 for new members, \$25 for re-up and \$10 for spouse. October 2nd – Ocean City, MD car show – so far 396 cars registered.

Newsletter Editor: Joe Murray unable to attend.

Social Chairperson: Lynn Blanchies reported on upcoming activities. (See Lynn's page for a complete listing.)

Jack reported on Concord Mall show (10/24) Janet has registration forms (\$10 to register), room for about 25 cars, must be inside by 9:30 am, cars cannot leave until mall is closed at 6pm.

Hayride scheduled for October 30th. 2 wagons reserved 20 people to a wagon. Wagons leave at 5 pm SHARP! Following the ride will be a campfire for roasting marshmallows. Need to signup tonight or call Jack or Janet.. If we do not cancel 2nd wagon early enough club loses \$75.

Janet Taylor reported on the Christmas Party: Riverview Inn, 1/15/05, \$25/person, cash bar, bring a Pollyanna gift (\$25 maximum). Will start collecting deposits in Oct. Club had to guarantee 50 people. If 50 don't sign up/pay, club loses money.

Show Chairman: Jack reported on the 2004 Vette Show at Kahuna. So far we have \$4000 in sponsorships but only 1 pre-registration. Jack expressed a deep concern about how things are going. He asked members for their opinion as to whether or not we should go with the plans to have the show or not. Harvey responded if we don't do the show we won't have any serious startup money until dues come in and the Concord Mall show. There is also a car show scheduled on October 3rd in Vineland, NJ (usually scheduled earlier) which could be a problem for our show. Motion was accepted for members to pay \$15 registration, to be credited toward their dues if show registration covers expenditures. T-Shirts will be white with red and blue lettering. Trophies: acrylic (\$25) versus standard (\$10). We need 37 total. The thought was maybe we should go with the standard trophies to save money.

Old Business: Barry has a CD of the Concord Mall Show at \$10/each.

New Business: Club is in need of a show chairperson and newsletter editor.

50/50 Winners: Mothers Bug, Bird & Tar Wipes: Rose Marie Steinhauser; Mothers Preservative: Paul Cothell; \$31: Harry Haas

Meeting was adjourned at 8:25 pm.

Respectfully submitted, Christine Carlantonio, Secretary

NEXT MEETING DATE - TUESDAY, OCTOBER 5, 2004

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2004

September

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Check out our web site @ www.vetteclub.org