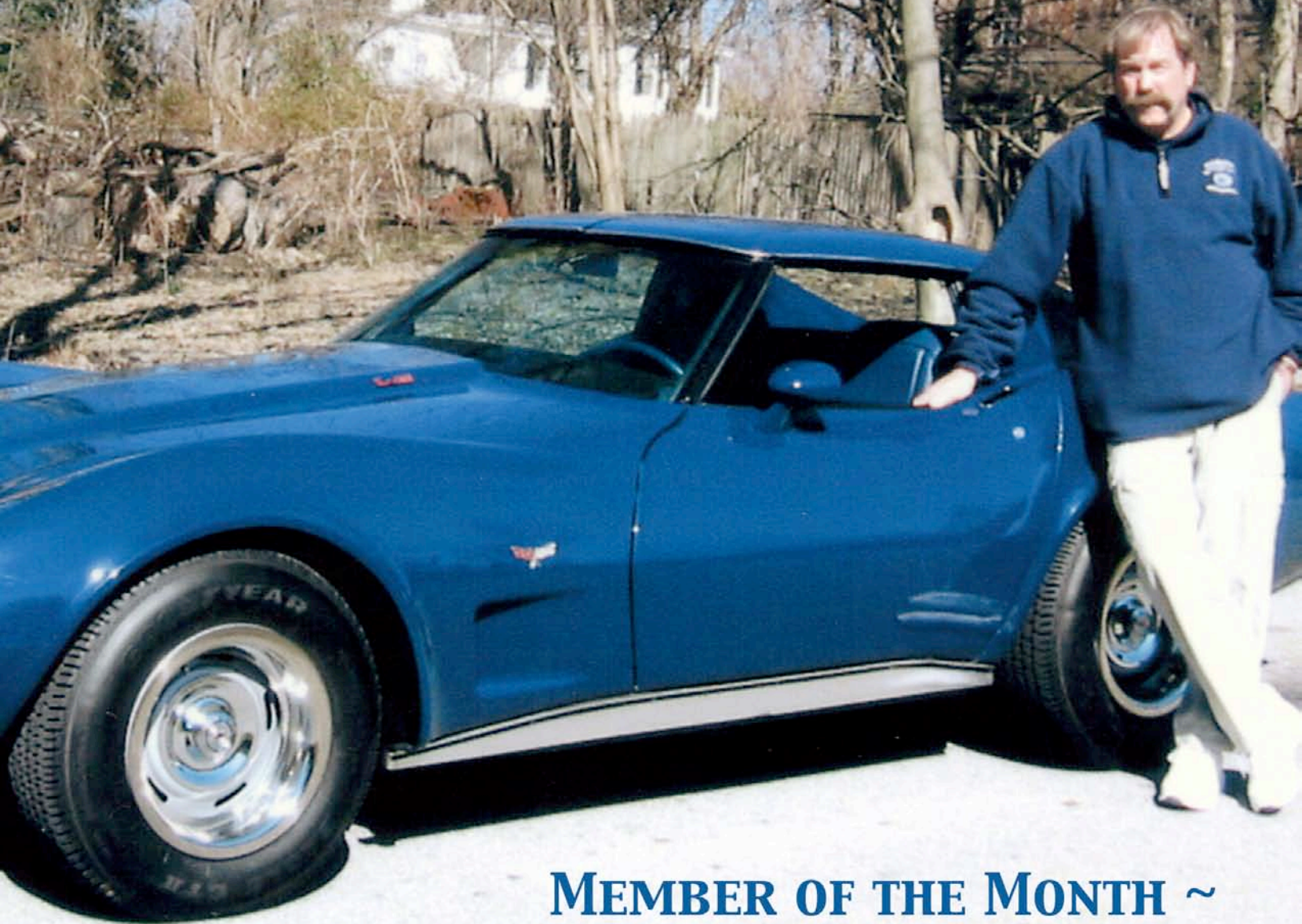


APRIL 2006

# Vettester

THE MAGAZINE OF THE CORVETTE CLUB OF NORTHERN DELAWARE



**MEMBER OF THE MONTH ~  
MICHAEL CRANK &  
HIS SWEET '77**

# My Two Cents



by Jack Layton

In last month's column, I jokingly mentioned that spring could not be that far off. Today, which just so happens to be the first day of spring, we have snow flurries. We have had weather from all four seasons this past week. From 80 degrees on Monday to wind chills in the 30's at the end of the week. Go figure.

Well it is about that time again. Time to start dusting off the cars after a long winters nap. Or maybe you are just finishing up that winter project. Whatever endeavors you undertook this winter, hopefully your car is ready for the season, as it is fast approaching.

Over the winter, I had a chance to catch up on some thoughts and ideas that have been mentioned in various articles regarding the cruising season. I thought that they would be worth mentioning as we gear up for another season of shows, cruises and the like.

As most of you know, during the past few years, I have tried to let people know that, first and foremost, the club is about the members. The cars are just the common denominator. Whether you have a car or not, really does not matter. The main reason that you join a club is to have fun with a group of people with a common interest. It is fairly easy to be a part of the group when the season is underway. The underlying theme is "The Cars". However, during the wintertime, it seems to be a little more difficult. Other than Holiday parties, most people think it is time to hibernate.

That's nonsense. The off season is not only the time to make plans for the coming year, but to maintain or nurture friendships that may have come about because of the activities you attended throughout the season. I have made a number of friends- really close friends- just from being in this Club. The bottom line is, try to stay in touch with acquaintances and friends you may have made during the year. You never know how things will turn out, or what will become of them.

At our last meeting, our speaker Matt Denn, State Insurance Commissioner, had to cancel due to conflicting schedules. I am told that he will be at our April meeting. He will be glad to answer any of your insurance questions. He also plans to attend the entire meeting, so you should have ample time to ask him what ever is on your mind.

On May 6<sup>th</sup>, the VA Hospital will once again be holding their carnival for the patients. They have asked if we can bring the cars again this year. I need 5 cars for this event. At the present time I have 2. It is only for a couple hours. Times are from 11:00 to 2:00. If you are interested, please give me a call.

As was mentioned at the March meeting, the 15 rooms that were allotted to the club for Corvettes at Carlisle have all been spoken for. Anyone interested in going up for the weekend, will have to seek another alternative.

Again, Barry needs "Member of the Month" articles. If you have not written an article

in the past, or it has been 4 or 5 years since your last one, how about pitching in with a one page article.

Last month, I shared with you, some thoughts on the club when I became a member. Here is another one of those thoughts from the past.

After the first couple of months since becoming a member, I soon found out the club was going through some tough times. Two club members had recently passed away, that were instrumental with the workings of club. Pat Kelly, who was the Activities Chairperson at the time, and the other member, Charlotte Rupp, who was the wife of our then, Newsletter Editor, Walt Rupp. We went through the season putting together some different activities, while Walt was having a tough time with the Newsletter. As the year went by, the club started to get an influx of new members, which in turn brought some fresh ideas to the forefront. So, with 1998 all but gone, it was time to focus on a New Year. I took over the role of Activities Director, and Walt stepped down as Newsletter Editor.

Next month I'll share some thoughts on the year 1999, when the Club began to hit its stride once again.

So, until next month, I bid you farewell and as always, thanks for allowing me to put in

*My Two Cents*

CCND OFFICERS		
President	Jack Layton	998-9434
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Secretary	Christine Carlantonio	984-9558
Treasurer	Harvey Smith	376-0200
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Show Chairman	Bob Gerber	633-6594
Social Chairman	Linda Kimmelman	234-4476
Member at Large	Mike Metcalf	731-7852
NewsMag Editor	Barry Kimmelman	234-0752



## CCND Holiday Party

Story by: Linda Kimmelman Photos by: Steve Blanchies

The CCND Holiday Party was held on January 21, 2006. This year, the club had over seventy people in attendance. The dinner was held at J.G. Cook's Riverview Inn in Pennsville, N.J. The dinner was delicious and everyone had a good time. We even had some guests from Keystone, First State and Eastern Shore Corvette Clubs join us for the fun. A special moment of the evening came when Matt Guthan was named CCND's Member of the Year.

After the party, some party guests went downstairs listen to the live band and dance the rest of the night away.



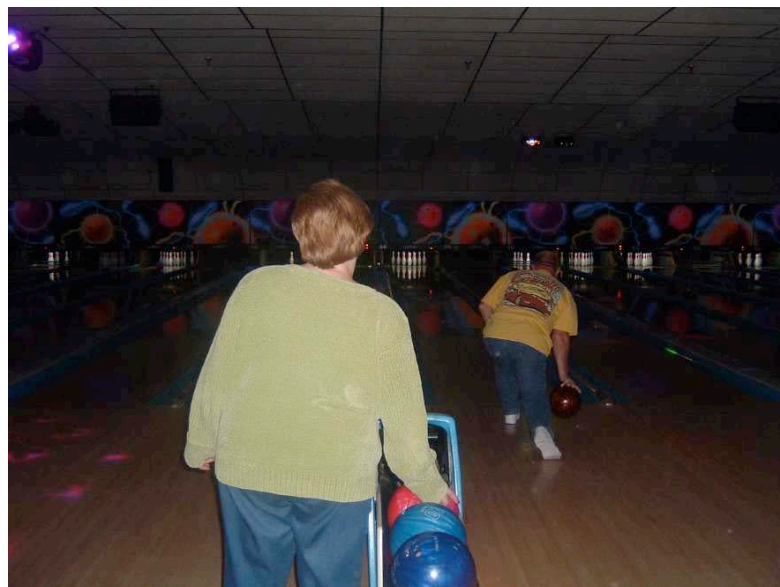


# Bowlerama

Photos by Steve Blanchies, story by Barry Kimmelman

On Feb. 10<sup>th</sup> a number of us met at the Bowlerama in New Castle for their Xtreme Glow Bowling. During Xtreme Glow bowling most of the lights are turned off, black lights are turned on and glow-in-the-dark pins and balls are used. Once the new-fangled computerized scoring machines were figured out and everyone's name was inputted into it, which only took four of us together to figure out, a great time was had by all there. Between all the eating, drinking, and socializing, we even got some bowling in. I think the only downside of the entire night was that the music being played was very LOUD, but maybe we are all just getting old because none of the teenagers there that night seemed to mind the volume levels at all.

Hey Dave, next time, how about you just roll your bowling ball right into the DJ's table, that should reduce the sound level somewhat..... "oops, sorry, it must have slipped out of my hand"!





# Hollywood Grill Brunch

Story by: Linda Kimmelman Photos by: Steve Blanchies



On Sunday morning, February 26, a group of club members met at the Hollywood Grill in Wilmington for a morning brunch. The restaurant was extremely busy, but we eventually were seated. It was definitely worth the wait. Everybody seemed to enjoy their orders and, speaking from personal experience, the Belgium waffle with strawberries was indeed exceptionally delicious. We all had a good time.

We were also treated to the first public viewing of Don Carbaugh's beautiful new C6.



## Member of the Month

### My SWEET '77

By: Michael Crank

I'll start this by saying that I knew I had a Corvette problem but I didn't know bad until Mike Rini showed up at my work one day with a '76. It didn't take long and I was a man on a mission. I looked and drove and called and looked and looked. I thought it was one of those things you want really bad but it's just not going to happen, than one night some friends came for dinner. I told Joey I was looking for a '68-'77 Vette. The very next night Joey's brother-in-law, Rob, was at his house and he knew a lady down in Smyrna that had one. He had worked at her house a year ago and she mentioned that she would sell it if he knew anyone that was interested. Since it had been a year since she said that I figured it would be gone by now. He called her and by some stroke of luck she still had the car. We played phone tag a few times but we finally got together. She said it needed some work and she wanted \$6K for it. That was real good compared to some of the other cars I had seen. I talked it over with my wife Marion and we kind of left it for the night. That weekend was Father's day. My wife had given my father-in-law a wallet and had given me one as well, the difference was mine had a note inside that read 'HAPPY FATHER'S DAY CORVETTE, LOVE MARION', and a check for \$6K!!! That was the best damn Father's day gift I EVER got. I'm thinking, "get the Vette this weekend". Wrong – we were supposed to go to the cabin for the weekend. That was, without a doubt, the longest weekend of my life.

Remember, I haven't seen the car yet. I rent a trailer and I'm hauling for Smyrna Monday night. I'm thinking I'm not paying full price for this car, I'll do a little bickering. I back the trailer in the driveway and I am shocked! This car on the outside is awesome to say the least! The car somehow launched itself on the trailer. I pay her, get the title and I'm back on RT. 113 in the blink of an eye. I felt like I stole something. Oh, by the way, as for the bickering, there was none! While on the road I call Marion to say thanks. She doesn't have a clue what I've gone and done so I try to tell her how nice it is. You're not going to believe this but it's true... a red C4 pulls up alongside me and give me a thumbs up. Do you think I'm flying high or what?



Above: me with Sweet '77

Well, the SWEET '77 has been a lot of work and a hell of a lot of fun. I did a new interior, exhaust, front suspension, wheels (because I like Rallys), and a lot of cleaning everywhere. There is something really special about owning and working on a Corvette that only a handful of people will understand. I'm glad I'm one of them. Next year I might pull the motor for a rebuild, but for now it's just way too much fun to drive.



Right:  
cleaned-up  
engine bay



Above: redone interior



Below: our Sweet '77

I'd like to thank a few people while I have the chance. Sometimes I'm not real good at it. To Joey and Rob for HOOKING ME UP, Mike Rini for lighting the fire again, and last but always first, my wife Marion. Thanks for everything you have done for me! A few years back my son battles a brain tumor and cancer, if it wasn't for her I promise you I wouldn't be writing this. To the CCND, thanks for making Marion and I feel welcome.



“ NO Bill, you can't use the Vette tonight”






# It's All In

**TOP LEFT:** Among the notable Corvettes in this collection is this 2003 Anniversary Red one whose serial number matches the 1953 Corvette that Chip purchased in 1972 for only \$5000. The '53's odometer stands at a scant 9,249 miles. One of Chip's goals was to have the odometer readings match on the two cars.

**MID LEFT:** You can never start Corvette enthusiasm too early; the grandkids already have their own sizeable collections.

**BOTTOM LEFT:** "George," this Monza Red '69, is the first new Corvette that Chip bought.



**As Corvette collections go, there could arguably be none finer than those amassed by the late Chip Miller and his family. Every Corvette enthusiast can relate to the desire to own the very best of the best. Chip was passionate about collecting, and over the decades, secured some of the most monumental Corvettes for his personal collection.**

# The Family

BY CHRIS CHESSNOE

THE MILLER'S  
SHARE THEIR  
COLLECTION  
OF FINE  
CORVETTES

It was always a treat to glimpse into Chip's garage and the collection he built. Chip provided tours for car clubs and individuals from time to time, but that took a lot of time from his busy schedule, but he did it when he could.

Lance and Judy Miller graciously set aside an entire day for us to go through the collection, to photograph and document the cars, and just chat about all things automotive. Lance was fantastic in the way he rattled off the specifications, history, and often, a personal story about each car. Many of us wish for just one or two of the cars here, and our chance may be coming. During our visit, Lance showed a preliminary list of cars that will be auctioned from the collection at Spring Carlisle next April 21-22 at their new facility, the Carlisle Expo Center. The list of cars includes a rare 1963 split-window (Auto/Air), a 1966 427/425hp coupe, a 1994 ZR-1 (Green), a 1990 ZR-1 (Dark Red Metallic), and five other cars from the Miller Collection. A complete listing of cars and auction information can be seen at [www.carlisleauctions.com](http://www.carlisleauctions.com). In the meantime, sit back and follow along as we visit with the Miller family and some of the most valuable and unique Corvettes in the world!

As you walk into the main garage, you see a pair of 1989 Corvette Challenge cars that actually ran in the series in the late 1980s. The Bright Red No. 3 car was the overall series winner for 1989 and was driven by Bill Cooper of the Valley Chevrolet Team of Wilkes Barre, Pennsylvania. Featuring the new-for-1989, ZF six-speed transmission and FX3 adjustable suspension, the car also has the unique "Corvette Challenge" racing seats and roll cage installed. In addition, the car wears a set of lightweight cast magnesium Dymag racing wheels and the unique, 1989-only exhaust, manufactured by Desert Driveline for the series.

Directly above the No. 3 car, its series twin and teammate, the No. 7 1989 Challenge car that was driven by Shawn Hendricks, sits



**ABOVE:** The bulk of the collection is stored on Stinger lifts in a super-sterile surrounding. In the forefront are the various Corvette Challenge cars the Miller family has amassed over the years.

**RIGHT:** This yellow '95 ZR-1 has been Lance's car since new. He fell in love with this car when he saw one in a sales brochure. It was a graduation gift from his parents.



on a lift. Virtually identical to its fraternal twin, this car remains just as it did when it was raced in the series. Lance shared with us that both of these Challenge Corvettes have their sealed race engines intact and their original L98 Tuned Port powerplants are in storage. Lance feels the No. 3 car shifts smoother than any other six-speed Challenge car he has driven. He believes the Challenge Corvettes haven't hit their stride yet. "Look at the old LeMans cars and how they are doing (in the market) – these are the next generation!"

At first glance, the No. 17 Corvette Challenge car sitting in front of the others seemed a bit different. Chip and Lance decided they needed a car to have a really good time; this is that car. The series driver, Scott Lagasse, ran at the top of the pack for the series. "Cosmetics-wise, it showed signs of racing; however, that's what made it the perfect car to enjoy," Lance told us. The car sounds completely different from the others due to the internal modifications.

It was also modified with bigger brakes that eliminated fade. They would use this car on various local race tracks and sometimes took employees for joy rides around the fairgrounds.

"The Poster Child." Used in the various promotions and advertising for the 1988 Corvette Challenge Series, the No. 33 car was famous for all the right reasons, plus another. While the race series itself was hot, the No. 33 was on fire, literally! It was driven for the series by Mark Dismore, and Lance tells of it unexpectedly bursting into a giant fireball, sending flames upwards of 30 feet into the air with the driver dramatically leaping to safety. Lance went on to say that G.M. never released the reason the car burned, but anyone who knows Challenge

racing knows this car. At the time, Doug Rippie owned the car. He offered it to the Millers, after stating he would fit a new shell onto it. The Millers agreed, and what they have now is essentially a brand new 1988 Challenge car wearing full race regalia and all the right equipment inside.

Bright Red and looking like a clean, original 1990 Corvette, is a car with a unique Regular Production Option (RPO) – The World Challenge RPO designated "R9G." Belonging to Lance's sister Jen, it is a key part of the family collection. While the R9G option provided the basis for the cars to be constructed for use in the World Challenge Series, it was not quite the full-on race package like the 1988 and 1989 Challenge cars. 23 R9Gs were made

**RIGHT:** Not all the race cars in the Miller collection are Challenge cars. They also cherish this 1960 LeMans racer as well as the Purple People Eater that was raced by Jim Jeffords in the SCCA B-production series.

**BELOW:** Lance behind the wheel of the '91 Callaway Speedster that Chip purchased for himself for his 50th birthday. The entire family helped decide on the options for the car.



for this one-year only option, making the car extremely rare. While Jen uses the car sparingly, she does participate in parades and such.

Leading the row of race cars sits a one-of-a-kind Callaway Twin Turbo race car. Nicknamed "The Lead Sled," this car was driven in the IMSA Supercar Series by Boris Said III and was quite fast! So fast in fact, the racing sanctioning body determined it must carry additional weight to keep the car in line with other entrants. With the addition of hundreds of pounds of lead ballast, the car became far less competitive in the crowd. The lead is still in place and the car looks much as it did when it raced in 1991.

Chip had bought the car from Doug Rippie, and Doug approached him a couple of years later. Doug wanted to race the car again. Chip and Doug drafted an agreement that, in retrospect, Lance says was very simple: "Just bring it back in one piece." It was during that attempt at racing that they discovered a reason the car wasn't very competitive. The lead ballast was weighing the car down so much that the car would bottom out over dips, crushing the exhaust. While that's a bad thing for any car, it's terrible for a fire-breathing twin-turbo race car trying to compete! Chip got the car back in one piece and had

it freshened and cosmetically refinished. Recently inducted into the Bloomington Gold Hall of Fame, the car is certainly a key piece of Corvette and Callaway history.

You can be original only one time, and the Millers' Venetian Red 1956 shows it! Complemented with beige side coves and a red interior, it is all untouched – even the white convertible top is original! Just shy of 60,000 miles on the car, this well-preserved Corvette was purchased by Chip in the summer of 1980. The car features its original 265-ci dual-four-barrel V-8 that was rated at 225 hp and backed by its original Powerglide transmission. This car is so original, Chip found two of the tires had been fitted by the assembly line workers, and later found additional original tires to match. Highly optioned, this car has all the right stuff!

In the front of the center row of cars sits a brilliant white 1960 Corvette. Devoid of most of its chrome, the car sits with definite purpose – and this car's purpose was RACING! 1960 was the first time a Corvette had been entered to race at LeMans, and this was that car! Aside from its fuel-injected, 290-hp V-8 and four-speed transmission from the factory, this car was outfitted with an entire complement of racing equipment. Aside from the factory

options, the car was ordered as a radio-delete car and featured posi-traction, heavy-duty brakes and steering, a hardtop only, and a 24-gallon gas tank. This car was extensively restored by Corvette Repair of Valley Stream, New York, and has over 2,000 hours of work in it, getting it to the point you see it here. It has been invited to countless historic racing displays, and Lance shared with us that he plans on fulfilling his father's dream by taking the car back to LeMans in 2010 for its 50th anniversary of running that event – we can't wait!

Up high in the center of the main building sits a car in a wrapper. Another of the 23 1990 R9G World Challenge cars, this one is brand spanking new, never prepped. Identical to his sister's car, Lance's R9G has the protective plastic still in place, left over from shipping and delivery. Placards and decals intact, this car went straight from the hauler to their collection and, aside from one trip back to the dealer, it has rarely seen sunlight. With just a scant 15 miles on it, this car is so new, it doesn't even have the front spoilers affixed. Along with other items that would have been fitted during dealer prep, they are sitting in the car's trunk.

Beneath the R9G, sits a Black Pearl Metallic Corvette with a Power Red interior. This unmistakable 1991 Callaway Twin Turbo Speedster is one of only 12 Speedsters ever constructed. Purchased by Chip in celebration of his 50th birthday, it was his gift to himself. "His reward," Lance explained. "Mom, Dad, and I all sat down (with Reeves Callaway) and chose the colors and options much like one builds a house." Lance said all of them agreed without hesitation on the colors, and further, "We all knew that it would be



**ABOVE:** This '63 split-window has A/C and an automatic transmission. The Franklin Mint used this car to replicate the 1963 Corvette in scale.



**LEFT:** Lance and his mother, Judy, now oversee the collection, as well as the operations of the Cars at Carlisle shows.

one of the coolest cars in history." Lance seemed very pleased to have had a hand in something so dear to his father. Aside from the 403 hp and 575 lb-ft of torque this car produced, the car also features exclusive run-flat wheels and tires, Callaway C.O.I.L. suspension and of course, no roof!

Hard to miss, the No. 3 C5-R (chassis No. 004) Corvette race car sits right by the bay door, ready to go! This is the actual car owned by General Motors, prepped by Pratt and Miller and used during the American LeMans Series racing series. This is the only car that both Dale Earnhardt Sr. and Jr. ever raced together and the one Dale Sr. completed his final race in. He met his unfortunate early demise at the next race

in Daytona. Volumes of documentation are with the car, including letters from Dale Sr. to Pratt & Miller, who built the car, thanking them for their hard work, dedication, and team focus. Lance shared with us that this is the car that he "goes into the garage and just looks at." He said he does take it out onto the (Carlisle) grounds. "That is where I exercise the cars."

Above the C5-R, a brilliant Sebring Silver 1963 split-window coupe resides. This was the last car Chip added to the collection before he passed away. He purchased the car sight unseen. Chip had heard about the car, a 340-hp, four-speed, during a family cookout. Lance said his father had someone look at the car, and while looking

at it he called him to go over the details. With telephone in hand, Chip offered to let Lance listen to the exhaust over the receiver. Lance expected to hear loud rumbling, but the car was extremely quiet. With only 8,000 miles, the car is flawless, like brand new. Chip had wanted it for his collection for some time.

The Purple People Eater. This monster is a 1959, 290-hp fuel-injected 283-ci V-8, four-speed race car! Originally owned and race prepared by the famous Nickey Chevrolet dealership (Chicago), Chip purchased this car at his very first Carlisle show in 1974. Intact and original, all of the competition components were still in place, including the heavy-duty parts left over from its racing days. It was restored by Ken Heckert, who initially went in on the purchase with Chip; Ken sold his interest in the car to Chip at a later date. The car has been detailed one other time by Corvette Repair and has a long list of points and places that have been historically noted or featured. The list is so expansive, it reads like a history book on Corvette racing!

Originality. A commodity in the collector-car world and a term that can be used for the Honduras Maroon 1962 Corvette in the Miller family's collection. Unrestored, this convertible is fitted with a black top and interior along with its 340-hp, 327-ci engine and four-speed transmission. Other items of originality include paperwork dating back to the customer order, dealer order, window sticker, receipts, title, clock and radio instructions, even the original keys! Today the car has about 36,000 miles on it and is the recipient of numerous NCRS Top Flight awards, along with the distinction of being Gold Certified at Bloomington Gold.

During our visit, we became acquainted with "George." At 37 years old, George has kept in shape and form! As the first new Corvette that Chip bought, "George" was the name given to the car by his oldest daughter, Evie, and is the only car he ever had with a name. Monza red with a black interior, "George" is a 1969 coupe with a 350-hp V-8. The engine is backed by a four-speed, close-ratio transmission and a 3.90 posi-traction axle. It was interesting to discover that while Chip was the original owner of this car, he is also the third. Sold to its second owner in 1986, the car logged only 50 miles in the 12 years they were separated. With documentation dating back to day one, originality is abundant with this Corvette, as one would expect.

Bookends are defined as "being used for support and placed at the end of a row to keep items upright." Chip's version of bookends is a set of Corvettes. A rare, Polo White with red interior 1953 Corvette is anchored on the other end by a 2003 Anniversary Red Metallic over Shale convertible, both wearing VIN 181. Chip purchased the '53, one of the original 300 produced in 1953, from the estate of the original owner in 1972 for an amazing price of \$5,000. It was the catalyst for his Corvette collecting hobby, and over the years, more than six dozen other Corvettes have followed. Complementing the 1953 Corvette is one of the beautiful 2003 50th anniversary Corvettes. A convertible, this car is loaded with every comfort and style option available for that year. Chip was able to secure this car, complete with matching VIN number to his 1953 soon after it rolled off the assembly line. While the odometer count of the 1953 stands at a scant 9,249 miles, Lance said one of his fathers' goals was to have the odometer readings match. The 2003 has another 4,000 miles to catch up.

The Millers' collection might not be

considered complete without a big-block mid-year, and their Milano Maroon one is nothing short of amazing! A long time feature of the collection, the car was purchased in 1975 by Chip and has been featured in many Corvette magazines over the years. Complemented by its saddle interior, the car is in mint condition inside and out. All original like the other Corvettes, this car is wearing Gold Line tires mounted on aluminum knockoff wheels. Kevin Mackay, owner of Corvette Repair, detailed the frame and the original 425-hp, 427-ci big-block to an incredible level.

We departed that location for another garage nearby, and swung open the doors to reveal another 1963 split-window coupe. At first glance, the car seemed to mirror the other split-window in the collection. Sebring Silver over a black interior, but the similarities ended there. This car is one of only 278 Corvettes produced with factory air conditioning. 1963 was the first year A/C was offered. Fitted with the highest-horsepower engine available when specifying A/C, the 300-hp, 327-ci powerplant is backed by a Powerglide automatic. Original and unrestored, the Franklin Mint recognized this car and used it to replicate the 1963 Corvette in scale.

Shoveling a path through the drifts of snow, we traveled to another building. Flipping on some lights revealed four more cars housed in an amazing display. Atop the Stinger brand lift, was an untouched 1994 ZR-1. Polo Green on the outside, the car wore a saddle leather interior and the full complement of options with which ZR-1s were traditionally fitted. All original, the car has extremely low mileage and serves as a reminder of the Chevrolet performance of that era.

Beneath the ZR-1 is a never-raced 1989 Corvette Challenge car. Shiny and black, the car wore all the correct decals and seemed to be race ready. However, Lance stated this car served as a backup car for a team, never seeing track duty for the series. As you have probably figured out by now, Corvette Challenge cars are an important part of the Miller Collection, and this one is particularly special to Lance. He told us how every mile in this car was "split" with his father. They would take turns driving the car – an example of this was during the Bloomington Gold road tour. One would drive halfway, then they would swap places and the other would continue. That's just the way it was with this car! It was an amazing bonding experience between Lance and his father, and Lance seemed to savor each mile they traveled together.

Purchased almost immediately after the Challenge series ended, this is Lance's favorite Corvette to just get in and drive. "One day you may be saying, I remember when I could have gotten a Challenge Corvette for..." he said.

Closing out the mainstays of the Miller Collection is another of Lance's own Corvettes, a college graduation gift from his parents, delivered new from Kerbeck Chevrolet. Bright yellow with black sport leather interior, "subtle" isn't a term one can apply to this car! (WHAT YEAR?) Lance had seen a yellow ZR-1 in front of the National Corvette Museum in a brochure picture and knew he had to have one. He's done much to personalize the car for himself, adding Power Effects exhaust and long tube headers. Lance also had the Vette Doctors port the upper intake and lower the car. Shifting the six-speed gearbox happens rapidly, as this 4.56 geared ZR-1 ran the quarter-mile in 12.40 seconds at 119 mph! Lance describes the car as, "a fun, fun, fun car!"

Additional Corvettes in the collection are Lance's Carlisle Callaway C6, which he had recently taken to Florida to serve as his daily transportation. There is also a 1990 Corvette convertible with hardtop and a Dark Red Metallic 1990 ZR-1. Both will be a part of the Carlisle auction this spring.

Automobilia is prevalent throughout the collection, and is an integral part of the displays. One entire wall is devoted to the Corvette Challenge series and another focuses on dealer showroom posters. A Corvette pinball machine sits in one corner, ready to play, while Corvettes in miniature fill every other nook and cranny. We asked Lance if was there was something in the garages that his dad particularly appreciated, aside from the cars? Lance responded, "The little kids' cars. He thrived on them, because he wanted to bring new generations into the car hobby. My father would start them (the grandkids) out young – allowing them to get the cars, and then teaching them how to keep them nice! My father's favorite piece though, was the New York Times (ital) article about him and his collection. He was always so pleased that he had made the paper."

More than making a paper or creating a collection of exceptional Corvettes, the Miller family has helped to form and expand the Corvette hobby in more ways than holding an event every year. Chip will always be endeared for his sincerity and personality and the Miller family (and their collection) will always be cherished members of the Corvette family. ■

## **CCND Upcoming Events**

Your Cruise Director, Linda Kimmelman  
302.234.4476  
[lkimmelman@mac.com](mailto:lkimmelman@mac.com)



### **CLUB EVENTS**

March 29, 2006

Wednesday Evening

#### **José's BORDER CAFÉ in Christiana, Delaware**

TIME: 6:30 PM

The Border Café is Tex-Mex, done right. They also carry standard American cuisine.  
483 Stanton Road 302-633-6400

April 4, 2006

Tuesday Night

#### **CCND MEETING @ KAHUNAVILLE**

TIME: 7:00 PM

April 9, 2006

Sunday Morning

#### **RED ROSE INN CRUISE**

TIME: 10:30 AM

Meet at Prices Corner Park-n—Ride by 10:30 am. 796 South and West Baltimore Pike

April 30, 2006

Sunday

#### **MILLER FAMILY CAR COLLECTION TOUR**

TIME: 8:00 AM

Meet at Lantana Square Shopping Center - we are leaving promptly at 8:00am.

Call or email me if you cannot make it to the meeting and wish to be a part of this **remarkable and exclusive tour**. Limited spots available so contact me **immediately**. We will be meeting and traveling together to the York County Corvette Club show, and then in the afternoon we will go to the Miller home to see the collection. We will stop for dinner on the way home. A FANTASTIC fun-filled day that you don't want to miss!

July 15, 2006

Saturday

#### **RICHMAN'S RESTAURANT & COWTOWN RODEO**

TIME: 6:30 PM

Meet @ Richman's Restaurant on 849 Route 40 in Pilegrove, NJ for a bite at 6:30 p.m. We will head down the road to Cowtown Rodeo for an evening of ridin' and ropin'. Tickets are \$12 for Adults.

### **CORVETTE HAPPENINGS AROUND THE AREA**

Fri. March 31: 1pm – 10 pm

Sat. April 1: 10 am – 9 pm

Sun. April 2: 11 am – 4 pm

#### **The 1<sup>st</sup> ANNUAL Mid-ATLANTIC ROD & CUSTOM SHOW 2006**

TIME: 7:00 PM

The 1<sup>st</sup> Annual Mid-Atlantic Rod and Custom Show 2006 will take place at the Fort Washington Expo Center.

May 6, 2006

Saturday Morning

#### **WILLIAMS ANNUAL CAR SHOW**

TIME: Registration – 8 am until 12 noon/ Awards presented at 2:00.

The Williams Family Auto Mall on Rt 40 in Elkton is holding their annual car show. Judged classes run thru 1981. However, newer cars are welcome.

Sept 15-17

#### **Mid-America Corvette FunFest Show**

Very large Corvette show with cars from all over the country. Very limited hotel space available. Contact Tom Polis for details.

### **APRIL BIRTHDAYS**

Matt Guthan	April 2	Dorothy Ciabattoni	April 16
Chris Carlantonio	April 3	Gwen Shannon	April 20
Christine Carlantonio	April 8	Norman Powell	April 24
JoAnne Metcalf	April 11	Jennifer Brantner	April 25
Jack Layton	April 15	Bill Skinner	April 27
Steve Raign	April 15	Jim Jackson	April 28



## CCND MARCH MEETING MINUTES



Meeting was called to order at 7:05 p.m. by Jack Layton on March 7, 2006. 39 members, including the board were present. Jack welcomed everyone.

Matt Denn, guest speaker, had scheduling problems and will be present for the April meeting. Jack asked members to think about speakers they would like to hear – possibly a Delmarva Power rep?

**Guest (Future Member?):** Bill Wagner – Yellow C6 Z06

**Vice President's Report:** Steve Blanchies reported 58 paid members.

**Treasurer's Report:** Harvey Smith not able to be present. Jack reported that club is in the black.

**Member at Large:** Mike Metcalf not able to be present due to illness. In lieu of his absence, Jack asked members for a Blue Rocks date – July was chosen – date to be addressed at a later time.

**NCCC Governor:** Dave Morales reported that he will be attending the Governor's Meeting March 18<sup>th</sup> – Concourse Show in Gaithersburg, MD – 4/22.

**Newsletter Editor:** Barry Kimmelman needs "Member of Month" articles. Members who have already done an article may want to do an updated one. Any suggestions for a new column, contact Barry.

**Social Chairperson:** Linda Kimmelman was not able to be present. In lieu of her absence Barry reported on upcoming events:

Wed. 3/29	Border's Café	6:30 pm
3/31-4/02	Mid Atlantic Rod & Custom Show	
Sun. 4/09	Red Rose Inn – Prices Corner Park N Ride	10:30 am

**Show Chairman:** Bob Gerber handed out a preliminary show flyer – asked members to make changes, suggestions.

**Janet Taylor:** Janet reported that she is starting school on 4/10/06 and would like someone to volunteer with the website

**Jack Layton:** Jack needs Red Rose Inn money prior to 4/9/06 - \$21/person  
Club picnic on a private estate - Snuff Mill Road - Sun. 8/6 – rain date 8/13

**Old Business:** No more rooms available for Carlisle

**New Business:** Veterans Hospital – 5/6 – 11-3 – vendors, mini carnival – 2-3 hrs – need approx. 6 cars to participate.

Sun. 4/30 – Keystone Rally – let Jack know if interested – max 40 cars – meet at Avondale Perkins for breakfast

**50/50:** Distinctive Details – Tom Polis; Distinctive Details – Vanessa, waitress  
\$28 – John McCarnan

Meeting was adjourned at 8:30 p.m.

Respectfully submitted, **Christine Carlantonio**

**NEXT MEETING DATE – TUESDAY, APRIL 4, 2006**

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CREDITS: The article on the Miller Family Corvette Collection was originally published in the May 2006 issue of Corvette Enthusiasts magazine. Reprinted by permission.

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