

JULY 2006

Vettester

The Magazine of the Corvette Club of Northern Delaware



Member of the Month
Terry Shannon & his C6 convertible

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**New* Members Corner*

Racing at the Pocono's

My Two Cents



by Jack Layton

Can you believe that 2006 is halfway over? Unreal how fast time flies any more. Each year seems to go by quicker than the burnout I did at Concord Mall on Fathers Day. Come to think of it, that is only the third or fourth one I have done since I've owned the car. It felt real good. Smelled good too.

The Concord Mall Fathers Day show went off without a hitch. The weather was hot and although the turnout was light-we only had 17 cars, the mall management was pleased. The club does get some nice exposure from this show. There is usually a radio station broadcasting for a couple of hours in which they mention the club hosting the show. We usually get one or two new members joining the club that is directly related to this show as well.

All participants received some nice door prizes provided by the merchants. We also raised over \$300 from the so-called Peoples choice balloting for our Adopt-A-Family. My personal thanks to all who attended this annual event, and congratulations to the winners.

At our June meeting, I made the announcement that I will be stepping down as president at the end of this year. I have fulfilled this position since 2001, and after 6 years, I feel that there needs to be a change. Some new insights are needed for the club to carry on into the future. I just do not have the time it takes to do that.

When I became president in January of 2001, it was my intention to move the club forward to the next level. Through the years, we have created a top notch website, albeit right now it is being upgraded once again so as not to

become stagnant. The newsletter I feel has come quite a long ways from where it was. Even membership has stayed consistent over the years. Activities have become very diverse over the years, which is good. You won't get tired of doing the same stuff all the time, although there are some favorites that continue each year.

What I feel is needed now are some new ideas and thoughts from the incoming President and the board. I have no doubt that will be accomplished. There are a lot of members in this club that I'm sure can contribute for the betterment of the club. The bottom line is you just need to contribute as much or as little as you can.

And just to ease any concerns, I am not, repeat not, leaving the club. I will still take care of printing the newsletter, and organizing the Concord Mall shows should the board decide they want me to do so. I will help out with the transition any way I can to help make it a smooth one.

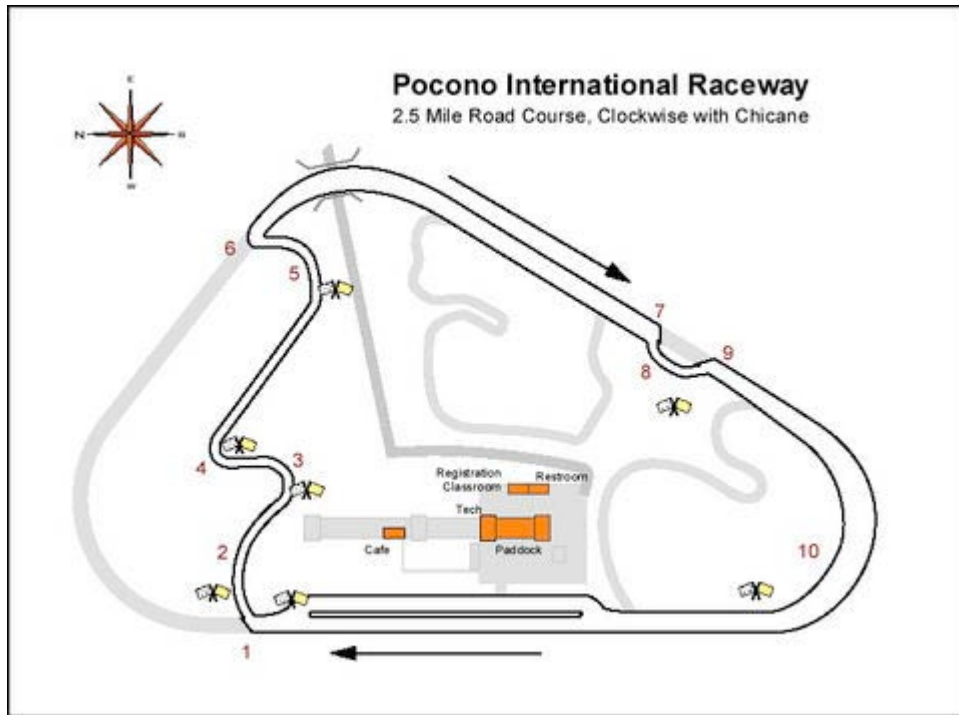
So, as the first half of 2006 comes to an end, I say bring on summer and hit the pavement with all for wheels and enjoy the next six months.

Until we meet again, I bid you all farewell and as always, thank you for allowing me to put in

My Two Cents

CCND OFFICERS		
President	Jack Layton	998-9434
Vice President	Steve Blanchies	521-1961 cell
Secretary	Christine Carlantonio	984-9558
Treasurer	Harvey Smith	376-0200
NCCC Gov.	Dave Morales	475-8560
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

SCCA Tri-Region Performance Driving Experience (PDX) Pocono International Raceway June 17, 2006



Oh.....My.....God.....

Yep, that's about what I was thinking when I hit 130+ MPH on the pit straight just before jamming the brakes to set up for Turn 1.

&%*\$#.....!@*^\$.....@#\$%&!.....

And that's what I was thinking when I was unable to slow down fast enough from 115 MPH heading into a 50 MPH chicane which preceded the 16 deg. banked "Bowl Turn" (NASCAR's Turn 1, Turn 10 for the road course) as my brakes became very worn out on what was to be my last run of the day.

So what's a PDX anyway? Well, it's a fantastic opportunity to drive your Vette at speeds you really should never see on the street, in a safe and controlled environment. You will receive excellent guidance from a trained and licensed SCCA instructor, and you will gain a new appreciation for the skills and preparation required to drive a fast car on a fast track and do it well. Typically, these are two-day events, but you can sign up for only one, which is what I did. Not a bad deal at \$250 considering the personalized instruction and over 1-1/2 hours of time on the track.

Before the event, your car must undergo a very thorough mechanical inspection. In addition, you need a racing helmet (Snell 1995 or newer – soon to be Snell 2000). And, if you have a vert, you'll need an approved roll cage or the factory hardtop. But, that's about it. I would say for a

C5 or C6, you are good to go. Based on my experience, earlier models really require at minimum heavy duty brakes, upgraded pads and perhaps some air ducting to the rotors. More about that later.....

We arrived at the track about 7:30 and immediately checked in with the event organizers. Then we visited the tech inspection station where you hand in the inspection checklist (signed by your mechanic) and the inspector double-checks the most critical safety areas. Everything was very well organized. There was even a cafeteria serving an excellent (and not too overpriced) breakfast and lunch.



There were about 50 cars there (interestingly, the most common were Vettes – about 10, including a big group from CCDV. See this link for pics – the C6 Z06 was amazing – 165MPH on the main straight!). We were divided into groups by experience. There were two novice groups, an intermediate group and an advanced group. At 8:30 there was a required meeting for all the drivers where rules, flags, passing zones, hand signals and general track etiquette were reviewed. Following that, the instructors went out for a few laps and we were all advised to observe and learn. Then groups alternated between classroom sessions and track sessions.

Regardless of experience level, the first track session was a fairly slow, speed-limited 20 minute “reconnaissance” run. The idea is to learn the track, braking, turn-in points, apexes, and track-out area. After that, the more experienced drivers were “signed off” and basically got to run solo for the next 4 sessions. For the rest of us, back to the classroom to review what we had learned, get a few additional pointers, and back out for a somewhat higher speed session – which began with a very interesting exercise. We did 4 laps with NO BRAKING! The idea was to really focus on the line, and learn how much speed can be scrubbed off just by turning in. For me, this was one of the most fun exercises of the day. After this session, most of the intermediate drivers were also signed off for solo lapping.

Then time for lunch. We were encouraged to find our instructors and get them to take us out for a few laps. I also enjoyed this. My instructor had no interest in “impressing” me with his skills. Rather, he drove at about 8/10 (still faster than I felt comfortable driving) all the while explaining the theory behind what he was doing at each point on the track. He was a great communicator and very patient.



Afternoon sessions were all about applying what we had learned. I gained confidence with each lap – unfortunately, I was also in the process of destroying my brakes. This is not a racing event, but passing is allowed at designated passing zones with a “point-by” from the driver ahead. The C4 did well – I was passed by a couple C5’s and C6’s, but also managed to get by some fast cars including a C5 and Infiniti. My

instructor was able to show me the fast way around and was very encouraging.

After the 3rd and 4th sessions, some “novices” were signed off for solo runs. As a true first-timer, there was a chance I might get to go solo in the 5th and final session, but during session 4 a spin in turn 1 (partly my fault, and partly the brakes going away) ensured I’d be accompanied during the 5th session as well. Interestingly, I had a different instructor for the 5th session, and he really pushed hard. No fault of his, but this is when I went off track at the chicane and retired for the day with no brakes, minimal cosmetic damage to my driver’s side sawblades, and a much humbled disposition! (Perhaps my assigned number had something to do with things?????)



So, do I recommend this, and would I do it again? ABSOLUTELY. But, it can be abusive to your car. In about 130 miles on the track, I managed to fully consume my front pads and rotors, and ruin the calipers. I also largely exhausted the rear pads and boiled the brake fluid. Not to mention taking a set of well-used tires (with about 5K street miles left on them) and reducing them to slicks. So, next time I will have upgraded to heavy-duty rotors and calipers, high-performance brake pads and fluid, and some air-ducting to the front brakes!

If you are interested in a high-adrenaline experience, check out the following websites for more info (PDX, PDA and HDPE are largely similar):

PDX: <http://www.triregionracing.org/06pdxflyer.pdf>

PDA: <http://www.pdadrivingschool.com/about/>

HPDE: <http://www.nasaproracing.com/hpde/index.html>

And, give me a call if you want company!!!!!!

Story & Pictures by: Fred Krum

Keystone State Corvette Show

Story by: Andy Rumford

Another beautiful day for the KSCC's annual show at David Penske Chevrolet in King of Prussia which was held on June 11th. A few members from CCND made the trip to the event. A total of about 65 Corvettes filled the front and back parking lots as well as the indoor bay area. A few C6's were in attendance as well as 1 C6 Z06 beauty. The earliest Generation at the show was a V8 1955 Gem...A beauty of a car!

Top honors, Best of Show went to a 1967 Blue on White midyear - White interior, a gorgeous Vette. A few cars were in attendance that you normally don't run across. One was a Millennium Yellow C5 with Lambo doors and a fully detailed engine compartment. We had spotted the car last year on the boardwalk at the Ocean City show and got in touch with the owner via the Corvette Club of Delaware Valleys online forum, CCDV.com.

The giveaway at the show was a rubber Fender Mat which was very unique and went to all participants - quite Nice...

The KSCC cars were not judged as part of the event. Randy Hoffer's Blue '64 'vert took top honors with Ken Woodcock and his Millennium Yellow C5 taking 2nd place.

This is a well run show and one that we will return to next year.



MEMBER OF THE MONTH

Can't Have Too Many Corvettes...

By: Terry Shannon

I had been toying with the idea of buying a new Corvette for about a year. I had “built and priced” many a Corvette on Chevrolet’s website, read with interest commentary in various Corvette magazines and on-line forums. On June 9th I made up my mind, I was going to order a new '07 Corvette. I knew production was scheduled to begin on June 27. I knew I wanted a convertible, which eliminated the Z06 configuration...sigh. Having researched all of the options available I was certain of how I wanted the Corvette equipped. The last thing to settle was the color choices. I was smitten with the Magnetic Blue and the Velocity Yellow.

So what better way to decide is there than taking a ride to Kerbeck’s in Atlantic City to view their extensive inventory. Off to AC I went with my wife, Gwen. Lots of inventory and the convertibles were priced at \$5500 off MSRP. Gwen could not warm up to the Magnetic Blue. I pointed out the Velocity Yellow. She hemmed and hawed a



bit and said “It might be too much yellow”. Walking outside we were both struck by the Torch Red color. Meanwhile, a salesman who I had already told there would be no sale today as I was officially just stopping by on my way to satisfy my wife’s strange fascination with slot machines, was providing commentary. He pulled the car out and said “Take it for a ride”. I had only been in one C-6 prior to that date. Don Carbaugh was kind enough to let me drive his new Sunset Orange beauty a few weeks before. Don will remember me saying “this may have been a big mistake” in



reference to my ride. So off we went. The car was a 6 speed. I was impressed to say the least. So we returned and thanked the salesman once again mentioning that we were not in the buyer’s mode. I then asked the salesman if he would mind pulling the Velocity Yellow 6 speed convertible with the black interior out of the showroom and into the sun. He obliged and parked it right next to the Torch Red one that my wife and I both were now agreeing looked very nice. But I already have a red

Vette, my '66. The black top was up on the red one and down on the yellow. We hemmed and hawed some more and then I asked if he would do me one more favor and raise the top on the yellow one. The black top came up and Gwen and I looked at each other with that look that only the other knows how to take for sure and without words acknowledged that yellow was going to be our choice. So we thanked the salesman and reiterated the fact that we were not prepared to buy and he asked what was holding us back. I explained that I thought I might sell my BMW first, had no check book with me, etc. He asked if he could give me a price on the BMW and I thought well, that couldn't hurt as I already had a pretty good idea what it would bring. He came back with a decent number and I started thinking about the hassle of selling a car myself. I thanked him and said that's a nice offer but I still don't have a checkbook and I don't have the title with me anyway. He said no problem, we'll give you a Fed Ex envelope and you can send us the check and the title. The details of this procedure are that you actually sign a contract to finance the car and they hold it until your check reaches them and clears the bank and then they destroy the contract. So here I was, looking at the car I wanted, the car I wanted to unload and a salesman who reads my mind and says that if I wait and order an '07 he can accommodate me but most of the summer will have passed me by before it comes in and that he could have the car in front of me ready to drive home this afternoon. Thankfully, he left off the part about me not getting any younger. I told him I would think about it over lunch. He said "we're (he had an intern from Drexel working with him) getting ready to go to lunch, let us buy you lunch." I politely declined and told him that my wife was anxious to get to the casino, we'd have lunch, she'll play the slots, and I'll think things over. He said, "here take the car". NO! This guy was good. We drove out of the lot in our BMW and decided to buy the car before the first traffic light. So after lunch and slot machine action (good for me, bad for Gwen) we went back. In the meantime we had called a friend in the auto business that advised me that the trade in number I was happy with was a little light. We negotiated a higher price for the BMW and cut the deal! So now I have three amigos in the garage and I'm questioning my sanity. But I've come back to the one thing the salesman didn't mention, I'm not getting any younger. So this new Vette will be driven, all 4 seasons. It will be parked in parking lots of places that my '66 and my '60 have never dared enter. It will be driven in the rain and if necessary in the snow if I get caught in it. In other words, I'm going to enjoy this car every chance I get. I'll still drive my other two toys but this purchase will open up some new cruise opportunities that I have not considered previously as the result of weather and distance concerns. Off we go!

Here's my configuration regarding the options.

Preferred Equipment Group

(Heads Up Display, XM Radio, Heated Seats, etc.)

Power Top

Chrome Aluminum

Wheels

Z51 Performance

Package

Navigation System

OnStar

Premium Paint





Technical Information Bulletin Rev. C 5-30-02

How to Remove and Clean your Radiator

by Lars Grimsrud
Colorado Corvette Crazyies (CCC)
The Ultimate Corvette Tuning & Beer Drinking Fraternity
Lafayette, CO

This tech paper will discuss the removal, exterior cleaning, and installation of the radiator on a 1985 L98 C4 Corvette. Other years are very similar in procedure, and utilize the same overall technique.

Overview

C4 Corvettes seem to have chronic overheating/run hot problems, especially after about 100,000 miles.

The radiator on a C4 'Vette is an aluminum and plastic, single-row unit. It is remarkably small and light, and looking at it, you just know that it can't possibly be big enough to handle the cooling for a high performance, V8 engine...

The design of this compact radiator is right out of state-of-the-art NASCAR radiator designs: Every single little fin in the radiator is a multi-piece, serrated fin – not a solid fin like on the old “heavy duty 4-row” radiators in our old Musclecars. This makes the 'Vette radiator highly efficient, and allows the use of a very small radiator.

But this small, efficient design is also extremely sensitive to anything that changes its efficiency. Anything that slightly reduces airflow, or which restricts the frontal surface area, will dramatically reduce its cooling ability, causing your 'Vette to run hot. You can change the thermostat, flush the cooling system, change your “fan-on” settings, replace your waterpump, and tear your hair out, and your 'Vette will still run hot if the radiator has this one, eensie, weensie little problem....

The radiator in your C4 is shrouded together with the A/C condenser. The Condenser is in the front (clearly visible from the front, underneath side of the car), and the Radiator is in back. Only the back surface of your radiator is visible or accessible – there is no access, even visually, to the front surface of your radiator. The plenum that is created between the condenser and the radiator is a low-velocity air flow area. This area will become the resting place for every single dead leaf, hot dog wrapper, grass, and hairy varmint that your car has ever made contact with. How all this stuff gets in there is one of those mysteries that nobody can explain. After 100,000-or-so miles, the front surface of your radiator will be packed with grass, leaves, oil, dirt, grime, rodent hair and other things that I have yet to be able to identify. You can blow a garden hose through from the back side, but it will not clear out the front surface of your radiator, and you do not know that it has happened (since you cannot see it).

If you want your 100,000-mile (and often less) 'Vette to run 20 degrees cooler, you have to pull the radiator and clean all this garbage out of the plenum and out of the front surface of the radiator. This should be a mandatory service process for every high-mileage, hot-running C4.

Tools and Equipment Required

As a minimum, you will need the following tools:

1. Long & short flatbladed screwdrivers. One really small one.
2. 10mm socket with long extensions and a 3/8” drive ratchet
3. 14mm 3/8” drive socket
4. 7mm socket with 1/4” drive ratchet and extensions
5. 9/16” Flare Nut (“Lion”) wrench
6. Soft, long-haired, nylon brush
7. Antifreeze
8. Dish Soap or K&N Air Filter Cleaner

Procedure

Pulling the radiator on a C4 is remarkably simple. Nothing at all like the C3 boys have to go through. You can do this in about 15 minutes:

- Drain the radiator. I do this simply by pulling the lower radiator hose off at the radiator.
- Pull the upper radiator hose off at the radiator.
- Remove the overflow hose from the radiator.
- Remove your Mass Airflow Sensor (MAF) with its duct. Be careful disconnecting the electrical connector so as not to damage the wires or the connector.
- Remove your air cleaner and the air cleaner plenum from the top of the radiator shroud. The two plastic hand-nuts that hold the plenum to the shroud will often times not come off. This is because the studs on the back side are spinning. You can keep the studs from spinning by jamming a screwdriver between the plenum and the shroud, up against the studs. To fix this, here is a tech tip I received from "LWesthaver" (Wes) on the CorvetteForum: "Lars, I just faced this problem last week. Since I had never seen the underside of my plenum I didn't know how it was attached to the shroud. Finally, after figuring out how to remove the thing, I started looking for a fix. I ended up drilling a 1/8" hole through the studs' metal tangs and the shroud. Once the studs were re-installed into the shroud's key-hole opening, I pop-riveted the tangs to the shroud. No more spinning studs! And it even looks like something the factory might have done." Great tip, Wes. Thanks!
- Remove the 2 10mm screws that attach the A/C receiver/drier bottle to the frame crossover.
- Remove the 2 10mm screws that attach the A/C receiver/drier bottle to the fan shroud (using your long extensions).
- On some years, you may need to remove 2 10mm screws and loosen a 3rd 10mm screw attaching the Power Steering Reservoir and rotate the reservoir out of the way.
- Remove the rest of the 10mm screws attaching the upper fan shroud to the lower fan shroud.
- Remove the 7mm screws running along the front edge of the upper shroud.
- Remove the upper & lower transmission cooling lines using your flare nut wrench. Place a drain pan under the area to catch the few drips that will be lost (you won't lose much fluid).
Tech Tip from Forum Member Todd Powell: On later year cars, the tranny cooling lines can be accessed easier if you remove the right front wheel. This also makes it easier to re-install the tranny lines.
- Remove the bolts attaching the fan assembly to the upper shroud.
- Remove the upper shroud.
- Carefully pull the radiator straight up, taking care not to bump the fin surfaces against the cooling fan assembly or anything else.
- Take a look at all the debris inside the plenum and all the crap on the front surface of your radiator. Be aghast.

The first thing you want to do is to scoop all the garbage out of the plenum. Once you've scooped it out with your hands, take a garden hose and blow it out good.

Your radiator needs some care. The fins are EXTREMELY fragile – much more so than on the old type of radiators. First, lay your radiator face down on the ground and blast the big chunks out of it with your garden hose. Now, pick the debris out of it that didn't get blasted out by the hose.

Next, spray the entire face of the radiator down good with K&N Filter Cleaner, or dilute some dish soap into a spray bottle and douse the radiator down good. The front face is most likely covered in grease, grime, and unidentifiable road dirt. Taking EXTREME care, gently brush the front face of the radiator with your soft nylon brush. DO NOT brush from side to side; brush only up and down (you know – like the dentist told you to brush your teeth when you were a kid). If you brush from side to side, even with your soft brush, you will fold the fins right over. Once you have brushed the cleaner or soapy solution into the front face, removing all of the oily, greasy crap and build-up, blast the entire unit off really good with the garden hose again.

Next, sit down on your front steps with a cooler full of beer beside you, place the radiator on your lap, and straighten every one of the bent, folded-over, damaged fins on both sides of the radiator using a very small, flat bladed screwdriver. If you have a lot of damaged fins, this will take some time, but it's the only way to get your radiator up to its intended level of efficiency.

Once you have cleaned and repaired your radiator in this manner, install it back in the car by reversing the above steps. Fill it up with new antifreeze, check your transmission fluid level, and enjoy a 'Vette that will often run as much as 20 degrees cooler than it did before.

Questions, Comments & Technical Assistance

If you have questions or comments regarding this article, or if you notice any errors that need to be corrected (which is quite possible since I'm writing this from memory...), please feel free to drop me an e-mail. Also, if you need any technical assistance or advice regarding this process, or other maintenance issues, feel free to contact me:

V8FastCars@msn.com



Humorous Diversions:



Well, it's not a midlife crisis, but here's how things worked out for me.

Married 35 years, took a look at my wife one day and said, "Honey, 25 years ago, we had a cheap apartment, a cheap car, slept on a sofa bed and watched a 10 inch black and white TV, but I got to sleep every night with a hot 25 year old blond. Now, we have a nice house, nice Corvette, big bed and plasma screen TV, but I'm sleeping with a 60 year old woman. It seems to me that you are not holding up your side of things."

My wife is a very reasonable woman. She told me to go out and find a hot 25 year old blond, and she would make sure that I would once again be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed.....

A filthy rich North Carolina man decided that he wanted to throw a party and invited all of his buddies and neighbors. He also invited Leroy, the only redneck in the neighborhood.

He held the party around the pool in the backyard of his mansion. Leroy was having a good time drinking, dancing, eating shrimp, oysters and BBQ and flirting with all the women.

At the height of the party, the host said, "I have a 10ft man-eating gator in my pool and I'll give a million dollars to anyone who has the nerve to jump in."

The words were barely out of his mouth when there was a loud splash and everyone turned around and saw Leroy in the pool! Leroy was fighting the gator and kicking its butt! Leroy was jabbing the gator in the eyes with his thumbs, throwing punches, head butts and choke holds, biting the gator on the tail and flipping the gator through the air like some kind of Judo Instructor. The water was churning and splashing everywhere. Both Leroy and the gator were screaming and raising cane.! Finally Leroy strangled the gator and let it float to the top like a dime store goldfish. Leroy then slowly climbed out of the pool. Everybody was just staring at him in disbelief. Finally the host says, "Well, Leroy, I reckon I owe you a million dollars."

"No, that's okay. I don't want it," said Leroy.

The rich man said, "Man, I have to give you something. You won the bet. How about half a million bucks then?"

"No thanks. I don't want it," answered Leroy.

The host said, "Come on, I insist on giving you something. That was amazing. How about a new Corvette and a Rolex and some stock options?"

Again Leroy said no.

Confused, the rich man asked, "Well, Leroy, then what do you want?"

Leroy said, "I want da name of the sum***** what done pushed me in dat pool!!!"

Corvettes for Kids Inc., is ONLINE!!

Written by: Andy Rumford

This story really starts about 2 ½ years ago. A group of us from CCND caravanned up route 100 for the Corvettes for Kids show in Bally, PA. We had a GREAT time as always, stopped for Breakfast in Birdsboro, a ritual and enjoyed a great ride up.....I think Steve and Lynn Blanchies that year at the event won the cash raffle of \$500.00...The show is always a success...as the true winners at this event are the Handicapped Children and their families. That year as we were all packing our cars ready for the drive home, I had the Mother of the poster-child that year walk up to me and present us with her daughters award...With upwards of 350+ Corvettes at this event to choose from, I was overwhelmed at being selected to say the LEAST!!! . The Poster children that year were Lauren and Megan Gallagher. Here is a quick excerpt from an email I received from their Mom following the event.

"Hi Andy!

What a kind email you sent us! Thank you so much for being so wonderful. I truly had tears in my eyes when you explained how much Megan's award means to you and your family. So that you can see the little girl who it came from, the girl who LOVES yellow and who is the sunshine in my life (along with her sister, Lauren) I am attaching her picture. In this photo you'd never know that Megan has Autism. She improved dramatically upon the introduction of special diet and supplements. Though she has been slipping a bit lately, I know she will get better, and continue to get better until she is well forever. Corvettes For Kids has been the answer to all my prayers. The donations will enable me to again purchase the special supplements that helped her so much. It will also provide all the treatments and interventions I could not afford. After spending over \$20,000 and using all my savings, I was not in a position to purchase all that was necessary for her recovery. In the end I think we will learn that what may appear to be "Autism" is not that at all. So many children have recovered or remarkably improved. We can never give up.

Your beautiful shiny yellow Corvette would have certainly been Megan's top choice. I couldn't have presented the trophy to a nicer gentleman.

YOU and Corvettes For Kids are changing two little girls' lives. As their mother, there is no greater gift. I truly thank you from the bottom of my heart, Andy. Hope to see you again next year, as this is an event we won't ever miss.

*Many Thanks,
Nicole"*

Well, last year, August 2005, again, a number of us from CCND met at Dunkin Donuts at routes 1 and 202 and caravanned up together to this event. After a nice stop for breakfast, on we went. We arrived at the Fort Washington Township elementary school and soon found our spots together in a field close to the school...

Tom Polis and Norm Powell were presented with awards by previous Spokes-children. How neat to see Tom and Norm give these kids a ride in their Corvettes around the field on such a sunny day. The smiles on the faces of these children were awesome! The spokes child for 2005, the 20th year of the event, was Alaina Derecola. .As I was sitting under the trees (we really needed the shade that day), Alaina's Mom, Dad and Alaina herself came up to me and presented us with the Spokeschild's award...An honor to be chosen once in your lifetime, but to be chosen twice, back to back years by

that years Spokeschild left me feeling compelled, wanting to do something, but not knowing WHAT????

Anyone who has ever been to this event knows how much this means to these families and Children. But what could I do? In September 2005, I contacted the Board of Directors for Corvettes for Kids and offered to do a website. In February, 2006 I got a call from CFK, asking me to make a presentation to the Board of Directors on a website. My son Alex and I met Bernadette Berezowski and Al and Trudy Berman at Ron's Schoolhouse in Exton and attended the Board of Directors meeting on 2.22.06. Within a month or so we started to work on the CFK website. I'm pleased to announce that the site has been published and is available ONLINE!!! Please take a look at the site. It's taken much time, but I have a sense of accomplishment and really feel good about giving something BACK to the event.

<http://www.corvettesforkidsinc.org/>

In trying to gain more notoriety and publicity I started searching elsewhere for patrons and folks I know in the Corvette Business. Having known Lance Miller for a while now, I got in touch with him about this event a few months ago. Lance and his Mom are excited about forming a partnership with Corvettes for Kids for this year and YEARS TO COME!!. Lance will be at the event with one of the Corvettes from the Miller collection. It might be the "Purple People Eater", depends upon the weather. They have also made a very generous donation to the event and have contributed auction items and stuffers to the goodie bags. You can always count on Lance!

So, if you haven't already, take a look at the website, Register online if you choose, take a look at the auction items up for sale etc. It's given me great pleasure to work with CFK and the Board of Directors on this worthwhile charity. See you there!!



The "Members Corner"

By: Andy Rumford



Welcome to a new section in our Newsletter. The **Members Corner** is a place where any CCND Member can write a few sentences/paragraphs for the newsletter, sharing their ideas, opinions about shows, events, cruise nights or any area of interest Corvette Related. Well, here goes.

Since Carlisle is around the corner, it's almost time for many of us to make that trek to one of the proverbial Corvette Mecca's, Carlisle, PA. If you have never been to Corvettes at Carlisle, or any Carlisle event, you're in for a real treat. Just about any part you could ever need for your car can be found amongst the Vendors. I'm glad that Carlisle did away with Vendors that weren't specifically "Car related". I for one am not interested in looking at anything other than Vette related items while at C@C. Did you know as well that MORE and MORE folks are coming in on Thursday, scoping out what the vendors (the ones who are there anyway) have and

picking up those items early?

One thing that Lance needs to address somehow is vendors leaving early on Sunday. I was there in 2005 from Thursday morning at 10:30 until 4:30 Sunday Afternoon. By mid Sunday afternoon a good number of the vendors were packed up and gone. Carlisle is a great place for sure and will put a smile on your face as you roam the rows and rows of vendor items and things to do... Good Job Lance.

A big attraction every year is the Corvette giveaway, which attracts a sizeable audience. Last year in 2005 the Giveaway Corvette was a C4 ZR1. Bummer, I didn't win. Always next year!!! (Note from editor: we actually ran into and met the winner of the ZR1 at the YCCC Show on April 30th)

Well, I think I'll try to find that CanAm Widebody or Mako Shark body kit at Carlisle this year for my '76. Carlisle, a place where you can find just about anything!

Chip Miller Charitable Foundation

From: The editor

This flyer was sent to me so I wanted to pass it along to all of you.

The Chip Miller Amyloidosis Charitable Foundation sent me a flyer of an upcoming event they are holding.

If you are available that date you may wish to check it out. After all, it involves Corvettes, the beach, the sun, the water and surfing. Can it get any more fun than that??

For more information please see this link:
http://chipmiller.org/amyloid_news.php

3RD ANNUAL "Life is Good"
Amyloidosis Research and Awareness
CHIP MILLER MEMORIAL SURF FEST
JULY 19TH, 2006

OPEN TO ALL AGES

- ★ Divisions Include: Longboard, Shortboard, Men & Women
- ★ Specialty Division: Parent/Child Heat
- ★ Pro Expressions Session Invite only \$1,000 prize
- ★ Donation Tickets for Beach Prizes

DATE: Wednesday, July 19th, 2006 (Rain or Shine)
LOCATION: 7th St. Beach, Ocean City, NJ

FOX SBS Hertz REEF

Beach Registration: 7am • Pre-Registration entry forms at your local surf shop

★ **GIVEAWAYS • BEACH ACTIVITIES • PRIZES** ★

\$30 Entry Fee Per Person/\$15 Each Additional Event
Pre-Registration \$25 Fee Per Person/\$10 Each Additional Event

All proceeds go to Amyloidosis Research and Awareness
The Chip Miller Charitable Foundation • www.ChipMiller.org

For More Information: Contact Nick 609.231.1562 • TheMush@comcast.net
For details or donations visit ChipMiller.org
or mail donations to: Chip Miller Charitable Foundation, 7100 Bryn Mawr Rd., Carlisle, PA 17013

This could be a great Family Day event for everyone so get out there and have some fun!

CCND Upcoming Events

Your Cruise Director, Linda Kimmelman
302.234.4476
lkimmelman@mac.com



CLUB EVENTS

- July 1, 2006
Saturday
NIGHT AT THE BLUE ROCKS GAME
SEE FIREWORKS. EAT HOTDOGS. DRIVE YOUR VETTE IN FRAWLEY'S STADIUM TO THE THROGS OF CHEERING FANS. Want to be a part of a great night? Contact Mike Metcalf A.S.A.P. if you're interested in participating. The game starts at 6:05. Max of 8-9 drivers needed.
- July 9, 2006
Sunday
CRUISING DOWN THE CHESAPEAKE
Join us for a relaxing day on a boat trip along the Chesapeake Bay. Main course and drinks are provided for lunch. Plan on bringing a side dish. Since we can only accept 20 people. Email or call me as soon as possible if you haven't already signed up.
- July 11, 2006
Tuesday
CCND MEETING @ KAHUNAVILLE – 7:00 P.M.
This month's meeting has been changed to the 2nd Tuesday of the month.
- July 15, 2006
Saturday
RICHMAN'S RESTAURANT & COWTOWN RODEO
TIME: 6:30 p.m.
Meet @ Richman's Restaurant on 849 Route 40 in Pilegrove, NJ for dinner. We will head down the road to Cowtown Rodeo for an evening of ridin' and ropin'. Tickets are \$12 for Adults. YEE HAWW

LOCAL CORVETTE HAPPENINGS

- July 15, 2006
Saturday
8th Annual Kings Grant Car Show
registration fee \$15.00. Registration between 10am-12 noon. Show runs from 10am to 2pm
Kings Grant, Marlton, NJ
- July 22, 2006
Saturday
4th ANNUAL VETTEFEST 2006 CORVETTE SHOW
Rain or Shine, Registration fee is \$12 day of show. 11 a.m. – 3 p.m. Proceeds from the show benefit Autism Society of Berks county
- July 22, 2006
Saturday
2nd Annual Lake Pine Family Fun Car Show
Sponsored by Jersey Cruisin' Classics. Open to all cars, trucks, and customs 1980 or older. Enjoy a family fun day at the fully surrounded tree-lined show area. Music and activities. Take a walk on the beach or go for a swim in the lake! Chinese auction, vendors, 18' dual slide, AC dining area. Gates open at 8am, judging starts at 11am, awards at 3pm.
Located at the Lake Pine Colony Club and Lake – on the corner of Chestnut Rd & Taunton Blvd, Marlton, NJ
- July 23, 2006
Sunday
3RD CORVETTES FOR A CURE
Supporting the Alzheimer's Association, this show will take place from 10 a.m. to 4 p.m. at the Phoenixville, Pa Kmart, located on 1000 Nutt Road. Mr. Lance Miller will make a special appearance at the show.
- August 6, 2006
Sunday
CCND CLUB PICNIC
11 am to whenever! Bring friends and family also. Enjoy volleyball, horseshoes, and swimming in the pool. Sign up sheet at the July 11th meeting or contact Michael Crank at michaelcrank@msn.com or call 302-250-5060. He MUST have a final number count NO LATER than July 15th. Club will supply hamburgers, hotdogs, and corn-on-the-cob. Please bring a side dish. 1201 Snuff Mill Rd, Centerville, DE



Andy Rumford
Dave Morales
Barry Bolden
Sharen McCarnan
Valarie Thawley

JUNE BIRTHDAYS

July 4
July 6
July 6
July 7
July 8

Dave Whitman
Rick Picho
Heather Borgese
Stan Piesieski
David Ferry

July 14
July 15
July 17
July 26
July 31





CCND JUNE MEETING MINUTES



Meeting was called to order at 7:05 p.m. by Jack Layton on June 6, 2006. Forty-seven members and one guest were present.

New Member: **Greg Borgese** – 2001 C5 silver coupe

Vice President: **Steve Blanchies** reported 62 paid members.

Treasurer: **Harvey Smith** presented the Treasurer’s Report. Motion was made and seconded to approve the report as presented. Motion Carried.

Member at Large: **Mike Metcalf** not able to be present. **Jack** reported on Blue Rocks – motion was made and seconded to go forward with the scheduled date as long as the club gets at least 17 people + to attend so that club doesn’t loose money. If less than 17 signup at end of week, motion will be nixed.

CCND Governor: **Dave Morales** not able to be present.

Newsletter Editor: **Barry Kimmelman** sent link out to Steve for an update regarding the Miller car collection article, which will be then be sent to members. Matt Guthan going through learning curve on website. Barry is trying to add “live” links for pictures. Need “Member of the Month” articles. Requested new members to consider writing an article. Looking for suggestions for changes to newsletter. Also looking for C6 technical articles.

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

- Sat., 6/10 - FSCC Dover Mall Show
- Sun., 6/11 - KSCC Penske Corvette show
- Sat., 7/01 - Blue Rocks
- Sun., 7/09 - Chesapeake boat cruise
- Tues., 7/11 - CCND Meeting
- Sat., 6/15 - Richman’s Restaurant & Cowtown Rodeo

Show Chairman: **Bob Gerber** not able to attend. Dropped off some show flyers. Will have sign-up sheets for help at next meeting. Jack said that we need to gear up to start getting donations.

Old Business: None

New Business: **Jack will not be running for President next year.**

50/50: **\$42: Brian Falla**

Meeting was adjourned at 8:00 p.m.

Respectfully Submitted, Christine Carlantonio, Secretary

NEXT MEETING DATE IS TUESDAY, JULY 11, 2006

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Check out our web site @ www.vetteclub.org

club of northern delaware
CORVETTE



*The Corvette Club of Northern Delaware was
Established in 1973 and is a member of
The National Council of Corvette Clubs*



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