

MARCH 2006

# Jettester

THE MAGAZINE OF THE CORVETTE CLUB OF NORTHERN DELAWARE



**BILL SKINNER'S 1966 COUPE  
DAYTONA RACE CAR**

# My Two Cents



by Jack Layton

As you can see, there is a subtle difference to my column starting this month. I thought it needed a little updating, as well as having a different look.

I wanted to change the style of my article so that it would be more editorialized, leaving the articles of interest to be mentioned throughout the newsletter by the appropriate writers. This will give me an opportunity to address the issues of the club as I see fit each month.

So with that being said, let me get started by saying—Man, can you believe that as warm as it had been, Mother Nature should dump on us with some 12" of snow? But, as I sit here and write this column only a couple of days later, the snow has indeed begun to melt. Spring can't be that far off, or can it?

I hope all of you had a "Happy Valentines Day". Lets hope the women got what they wanted, because if they didn't, it's a pretty safe bet that the men didn't get what "they wanted" either.

Starting at the March meeting, we will be having our first public speaker. The plan is to invite a different speaker during the year on some of your favorite topics. I invite you to let me know if you have a topic that you would like to here at a meeting. These are open topics, not just car related. I look forward towards your input.

Our first speaker will be Matt Denn who is the State's Insurance Commissioner. He will be addressing some of our concerns about insurance and what we can do to possibly save some money. If you've ever had any questions regarding insurance, you will want to attend this meeting.

At the February meeting, Harvey Smith presented to the club, the 2005 Annual Treasurer Report. If you did not attend the meeting, and are interested in obtaining a copy of this report, please be sure to contact Harvey directly.

Janet and I would like to thank everyone who attended the holiday party. We had a packed house-73 people attended I do believe. Because of the number of people, the Chinese auction took a lot longer than we thought. Look for some changes to that next year. We will also be moving to a bigger room, so we won't be disturbed by the music downstairs. That was the only gripe about the upstairs room.

Once again, we will be doing two shows in Concord Mall. The first is our annual "Fathers Day" show on Sunday, June 18<sup>th</sup>, and the second show on October 29<sup>th</sup>. More information on both of these shows will be forth coming.

In the last newsletter, it was inadvertently stated that the Red Rose Cruise was on April 16<sup>th</sup>. IT IS NOT!!! It is on April 9<sup>th</sup>. Please make a note of it. More information about this club event is posted on the activities page.

As was mentioned at the February meeting, there are only **3 rooms** available at the Sleep Inn for Carlisle weekend. If you are interested, **you must let me know by March 1<sup>st</sup>**. After that, they will be open to anyone who is interested. The cost is about \$150.00 per night with a 2-night minimum. The hotel is next door to a Cracker Barrel restaurant, and is about 5 minutes away from the fairgrounds.

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.

As the club enters its 33<sup>rd</sup> year of existence, I would like to share, with you, some observations since becoming a member.

The first meeting that I attended was in May of 1998, and there were only 8 people present out of a membership of around 60. Talk about a poor turnout. Today, we routinely have 35 to 45 members at a meeting from a membership of about 100.

Why the change? Two reasons as I see it. First, the meetings are run with just enough structure so as to be informative without getting boring. Our meetings usually last about an hour, which is about all the members can handle of me. Secondly, I am seeing more people joining that have newer cars. This in turn leads to more members, being more active, since these cars have the creature comforts for those longer trips, where as the older ones don't.

These are just a couple insights. Each month I will share with you a couple of "Then and Now" scenario's.

So, until next month, I bid you farewell and as always, thanks for letting me put in "*My Two Cents*".

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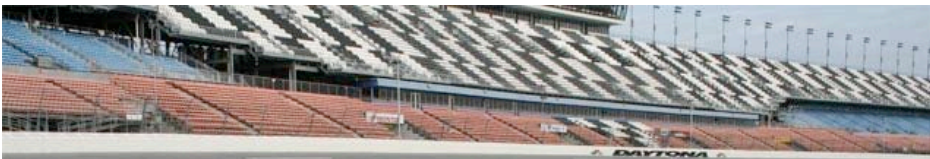
# BILL SKINNER'S 1966 DAYTONA

Story and Photos submitted by: Bill Skinner

In the fall of 1965, George Cornelius ordered a 1966 Corvette coupe with the intention of racing. The car was equipped with the highest horsepower 427 engine available, a 36.5 gallon gas tank, heavy-duty transmission, side exhausts, heavy-duty suspension, transistor ignition, positraction, heater delete, and no radio. After months of delays, it was finally delivered to Jacksonville, Florida, only eight days before the first "24 Hours of Daytona" which was then called "The Continental". George installed a roll bar, changed the wheels and tires, attached his sponsor's decal's, added driving lights, required side lights and numbers—then went off to race. (see picture below for actual 1966 racing picture)



George and his two relief drivers, Bob Brown and Dick Boo, finished fourth in class, against stiff competition. George was also awarded the trophy for "Most Reliable and Durable American Production Car". Following the race, the Corvette was featured on the cover of 1966 Corvette News, showing the car during a nighttime pit stop. The accompanying story told how George, operating on a limited budget, went head-up against some of the premier race teams of the day, including Roger Penske, Dan Gurney, Bruce McLaren, and Don Yenko. Even though they didn't win, George's team set the record for fastest lap of the day in their class. That's not bad for a stock car only two weeks out of the St. Louis factory. The car was only raced sporadically after the Continental—surviving the years since in excellent, undamaged and unmodified condition.



A full restoration several years ago put the coupe back into the 1966 "as-raced" condition seen here. (picture at left)



Production records from 1966 show that only 66 cars were built with a 36.5 gallon gas tank, only 54 had heater delete, and only 15 were equipped with the heavy-duty (M22 "rock crusher") transmission. Overall, this Corvette was ordered from the

Chevrolet option list and was capable of racing competitively straight from the factory! In fact, this car was so close to “factory stock” condition that George and his wife drove the car to the race at Daytona and then drove it back home again. After driving it back home his wife drove the car to work after they raced it. In conclusion, George Cornelius and his co-drivers added a significant event to the illustrious competition history of the Corvette by competing in the first Daytona 24-hour endurance race.



- Equipped with M22 HD transmission (1 of only 15 produced in 1966), 36.5 gallon gas tank (1 of 66), 427ci/425 hp engine, heater delete, non-radio equip, HD suspension, and side exhausts.

- One of only two Corvettes that competed in the first 24-hour endurance race at Daytona (then called “The Continental”).

- Finished forth in class and awarded the trophy for “Most Reliable and Durable Production Car”.

- Pictured on the cover of 1966 Corvette News, Vol. 9, No. 4. Feature story by Joe Pike, editor of Corvette News.

Pictured above: George Cornelius, the original owner and driver standing with car on the track at Daytona. Jan. 2006

Right: Bill Skinner and George Cornlius with the #67 car at the track at Daytona in Jan. 2006



# Mid Atlantic Grand Prix

Story by Fred Krumm, photos by Linda Kimmelman

Cutting apexes, clipping curbs, trading paint, 4-wheel drifting and 360 degree spins – and that was just in the parking lot!

Only kidding.....

On Saturday, January 28, a group of CCND members joined by friends and “pit crew” gathered at Mid Atlantic Grand Prix in New Castle for some hot laps and bragging rights. We arrived around 1:00 to find a clean, friendly and well-run facility. After signing in, we were given a quick briefing on track rules and safety procedures. Then, we put on helmets and neck braces, strapped ourselves into our karts, and hit the track. Each heat lasted about 8 minutes (about 20 laps), enough to get in some competitive dicing and strain muscles some of us forgot we ever had. Those little karts are quick! Most of us ran 2 heats, and a few did 3.

Jay Brantner was the club “hot shoe.” His experience showed as he consistently ran faster laps than the rest of us. But, thanks to pointers from Jay and his co-worker “Junior,” we improved with each heat.

What a great time! No doubt we should go karting again soon.



**Always Safety First**  
For your safety, you must abide by all rules and regulations at our facility. Any violation of our rules or unsafe operation of our karts will result in you being asked to leave the premises for the remainder of your membership or racing privilege.  
The Management of MACP

Above:  
Dave Steele

Above:  
Jay Brantner

Right:  
The whole group

Below:  
Fred & Barry  
Racing a corner



Below:  
Bob  
taming a corner





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## Technical Information Bulletin Rev. A 2-19-03

### How to Replace Your Front Brakes

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

This tech paper will discuss the replacement of the front brake pads and rotors on the C-4 Corvettes. This paper deals specifically with the '84 – '87 model years, and applies generally to the '88 through '96 models. The rear brakes use the same process, so you can use this procedure as a guide for the rear, as well.

#### General

The disc brake system on the C4 series Corvettes is a well designed, simple to maintain system that uses components that are right off the racetrack. The component parts are designed for very quick service/replacement, and can be easily serviced with very basic hand tools.

The brake pads used on the Corvette are unique to the 'Vette. They are a high performance, semi-metallic pad. You cannot buy a non-performance, non-metallic pad that will fit a C4. Due to this, the pads are a bit more costly than a semi-metallic pad for your Buick Regal. There are two different part number series for the C4: The 1984 through 1987 cars use the early pad. The 1988 through '96 cars use a different, much more costly, pad.

Several different manufacturers supply pads for the 'Vette. Personal preference is a factor in name brand selection, but I have found the Raybestos pads to be well built, well backed (by warranty), readily available, and very well researched and tested by the manufacturer. They offer two grades of pads for the 'Vette: the "PG" series and the "SS," or "Super Stop" series.

The "PG" series is a stock, high performance replacement pad. It will meet or exceed the performance of the GM pads. The "SS" series is a step up from this, and provides superior high-temperature braking performance for continuous or heavy braking applications, such as when autocrossing or very sporty driving. It has been my general experience that the pads designed for high temperature, heavy duty applications tend to be less effective under light, cool braking conditions: they come into their peak effectiveness when hot. For this reason, I prefer the standard, "PG" series for use on cars that are used primarily for around-the-town driving and weekend pleasure. Both the "PG" and the "SS" series come with Lifetime Warranties.

In addition to the pads themselves, the rotors may need attention. Excessive heat can warp a rotor, causing a pulsating brake pedal and pulsating braking performance. Pads worn past their limit, exposing the metal backing, can groove and gouge the rotors. It is my personal preference to NOT turn rotors that are not warped or scored: if the rotor is performing smoothly, is not damaged in any way, and only shows light wear, I prefer to simply replace the pads and leave the rotor alone. This extends rotor life significantly. If you need to have the rotor turned due to a pulsating pedal or other rotor damage, make sure you take it to a reputable machine shop that has good, modern equipment: I've seen many rotors set up and turned by inexperienced people on poorly maintained equipment that results in a rotor that does not run true, or which has a finish which is not conducive to good braking performance or pad life.

## Tools Required

Floor jack  
Jack Stands (2)  
Wheel Lug Wrench  
15mm Combination Wrench  
17mm Combination Wrench  
13/16" Combination Wrench  
Large, heavy duty screwdriver  
1/2" Drive Torque Wrench  
13/16" 1/2" Drive Socket  
15mm 1/2" Drive Socket  
3/4" 1/2" Drive Socket  
5-lb heavy duty hammer

## Parts & Prices (front pads)

(Raybestos Brand)

Year	Series	Part Number	Approx. Price
1984 – 1987	PG	PGD294	\$54
	SS	SSD294	\$59
1988 – 1996	PG	PGD412M	\$130
	SS	SSD412	\$145

You may also need a bottle of new brake fluid (good to have on hand in any case).

## Procedure

### Section 1: Replacing Pads Only

1. Raise the front of the car and secure with jackstands.
2. Pop the top off the Master Cylinder and remove about 1/2 of the brake fluid. I have a syringe I use for this, but you can use anything from a spoon to the lid off your bottle of new brake fluid to scoop it out.
3. Remove the front wheels and open the hood.

Now, work one side at a time:

4. Collapse/depress the Caliper Piston: The Piston must be pushed/depressed ALL the way into the Caliper. Many people use a C-clamp to push it in, and this works great if you have one that's big enough. I have found that you can easily do it with a big screwdriver: get the tip of the screwdriver wiggled in between the Inner Brake Pad and the Rotor. Smoothly and slowly pry on the pad to push the Piston into the Caliper. This process will put a mark on the pad (but you're replacing it anyway...), but will not damage the Rotor. As the Piston is pushed in, it will pump brake fluid out of the Caliper and up into the Master Cylinder: keep an eye on the Master Cylinder fluid level to make sure that it doesn't overflow and spill brake fluid all over.

5. The Caliper is attached to the Caliper Mounting Bracket with two bolts: an upper and a lower bolt. Remove the upper bolt using a 15mm box end combination wrench on the bolt. You must also put a 17mm open end combination wrench on the hex head of the Guide Pin located between the Caliper and the Caliper Mounting Bracket to prevent it from spinning. The 15mm bolt may be a bit tight: I usually whack my 15mm box wrench with the hammer to break the bolt loose first. This saves my knuckles...

6. With the upper 15mm bolt removed, the Caliper will simply flip back, hinging around the lower bolt. The brake pads can then be slid right out of their mounting slots in the Caliper Mounting Bracket. Note that the inner and outer pads are different, so keep track of which is which.

If the Rotor is not to be removed for turning, proceed to step 7. If you wish to remove the rotor, go to the next section.

7. Noting which of the new pads are inner and outer pads, simply slip the new pads into the Caliper Mounting Bracket. The pads have a little anti-rattle spring at the top: make sure this spring is centered and leveled.

8. Flip the Caliper back up into position. If the Caliper Piston has been depressed all the way, the Caliper will flip right down over the pads and be in perfect alignment. Make sure the pad anti rattle springs are not cocked, but that they are pushing against the Caliper Housing. If they are, you'll have to push on the Caliper against the spring pressure in order to slip the 15mm Upper Caliper Bolt back into position and engage the threads. Tighten the 15mm bolt to 22-25 ft/lbs torque.

9. Install the wheel. Torque the wheel lug nuts to 100 ft/lbs.

10. Repeat for the opposite side.

11. Once reassembled, and the car is back on the ground, softly and slowly depress the brake pedal several times using short strokes until you can feel the pedal become firm again. This will move the Caliper Piston back out of the Caliper and put the pads into contact with the Rotor. Failure to do this will result in the brake pedal going to the floor the first time you stomp on the brakes! Check and fill your Master Cylinder fluid level. Start the engine, and cycle the brake pedal again to assure that you have a firm pedal. Perform a road test to verify proper operation.

When I did this exercise to test the validity of the steps in this article, the total time to perform steps 1 through 9 was 13 minutes. I did, however, use an impact wrench to do the lug nuts, so I had some "power assist."

## **Section 2: Removing Rotors**

If the rotors need to be removed for replacement or turning, proceed as follows:

1. At step 6 in Section 1 above, break both of the 15mm Caliper Bolts loose with the box wrench & hammer. Remove both of the bolts, and remove the caliper completely. Secure the caliper to the upper Control Arm with a piece of string or wire: do not leave it dangling from its flex line!!

2. Remove the two bolts attaching the Caliper Mounting Bracket to the Spindle. These bolts are metric, but I prefer to use a 13/16" box end combination wrench on them: the 13/16" wrench fits REALLY tight and nice so I don't screw up the bolt heads. And the reason I don't want to risk screwing up the bolt heads is that these bolts are tightened to 133 ft/lbs(!). To break them loose, I give my 13/16" box wrench several good whacks with my heavy duty hammer. Once out, the Caliper Mounting Bracket can be removed, and the rotor simply pulls right off of the Spindle.

3. To re-install, simply slip the rotor onto the Spindle, install the Caliper Mounting Bracket and torque the bolts to 133 ft/lbs. Install the Caliper with the lower 15mm bolt only, and torque this bolt to 22-25 ft/lbs. while providing backup on the 17mm hex with an open-end combination wrench. Return to Section 1 step 7.

This instruction sequence does not deal with brake system bleeding, or with specific servicing of the ABS systems or other related electrical systems.

# Baby's Interior Clean-up Project

By: Barry Kimmelman

In the last two issues I showed you what happens when a Corvette owner catches a case of that dreaded disease "Whileyouareatityoumightaswellas" which in my case meant redoing the entire engine compartment rather than simply cleaning up only two parts which was the original plan. In many ways this work on my interior is partly to blame on the motor/engine compartment work. The reason for that is because once I had my motor all put back together I was still waiting for my carb to come back from being rebuilt/restored so for the extra week or two that I had to wait before I could complete the motor and test fire the engine I had time to get other improvements on the car completed. I choose to do this work on the interior that needed to get done.

Overall the interior of the car was in pretty good condition including the seats which I had redone while at the show in Carlisle last summer but some of the interior trim molding panels needed some attention, along with the headliner, and a piece of vinyl trim in the rear. Just like the work under the hood, working on the interior is something I've never done before but I figure there is no better way to learn how to do something other than to just jump in and start doing it so that's what I did.

The first step obviously was to remove the interior trim panels that needed to be repainted. These included the upper windshield molding, windshield pillar moldings, the trim moldings over top of the doors, the "Halo" panel which runs from right behind each door over top across the roof right behind the headliner, and the trim molding panels that surround the rear window. As you can see in the picture, the paint finish on these trim moldings really needed some work, they were scratched and chipped and especially the pieces that surrounded the rear window did not properly match the finish of the adjacent Halo panel making it look very odd.



Once the trim moldings were removed from the car I had to clean them carefully before even thinking about the painting steps. The key to good painting is the preparation done before hand and much of that is making sure not only are the items to be painted clean, they MUST be completely free of any silicone on them. The problem here is that most popular interior cleaning and detailing products used contain silicone as that is what gives the nice shine and gloss results that most people want when they detail their cars. The first step in cleaning all these trim pieces was to wash them in warm soapy water and rinse them clean. Next I used isopropyl alcohol on each piece being careful to only wipe in one direction, and turning to use a clean part of the rag after each wipe. The alcohol will remove the silicone and you must frequently change the area of the rag you are using and only wipe off in one direction or else all you will do is spread the silicone molecules around rather than remove them. On the motor parts I was able to use lacquer thinner for this purpose but as these some of these interior parts were plastic lacquer thinner can "melt" the plastic.

Only after making sure all the parts were cleaned well to remove the silicone, I used a 3M scuff pad to rough up the existing paint on the parts so that the new primer and paint would adhere better than I took all the parts down to the basement and using clothes hangers hung them up. Using very light coats at first to cover I primed all the parts using SEM primer, finishing up with two medium coats of the primer. After allowing the primer to dry well for at least 24 hours I than started on the finish coats of color, which in my case is black. The factory finish was originally done by using black gloss lacquer and left unpolished but since I don't have an air

compressor and paint sprat spraying equipment the closest paint and finish I was able to do was by using SEM Trim Paint #39143. As a side note, the SEM paints are excellent, they spray out very evenly and dry down well, much better than any other rattle can paints I've ever used. I started by very, very lightly just misting the parts. It took a few sessions of these light coats before the parts were completely covered, allowing the paint to flash dry between sessions. Once the parts were completely coated I than followed by three medium coats, again allowing the paint to dry between each coat. While the paint will dry to the touch quickly, SEM recommends allowing it to completely cure for at least 24-48 hours before reinstalling the parts. This was not a problem as I had other things to do in the interior before I could reinstall these trim moldings.



The next step was to work on the headliner. There were just one or two small spots that needed a little touching up but I felt that if I tried to do that it would be noticeable so I decided to spray the entire headline for a nice, even, and consistent look to it. The headliner does not get sprayed with paint but rather is done with an interior

dye, which also comes in a rattle can making it just as easy to use as the paints. The tricky part was making sure not to get any overspray on the rest of the interior. To be safe I used plastic and completely masked off the entire interior of the car leaving only the headliner exposed. (see pic).

The headliner was than completely cleaned using the same procedure I used on the other parts than sprayed with three coats of the interior dye. I **STRONGLY** recommend that when spraying paint, dyes, or adhesive glue (further in the article) in small, enclosed spaces such as the interior of a car that you wear a facemask to cover your mouth and nose so you do not breath in the fumes. They are not pleasant and will drive you out of the car in a hurry (ask me how I learned this...).



With the headliner now completed I could work on a piece of vinyl trim that is right below the rear window. As you can see form the picture, this piece was not looking good, it was curling up at the edges, it had marks all over it, and even a bit of overspray from when the car was painted (the glass was out of the car during the paintjob). Time to replace it. Overall, this was one of the easiest jobs to do on the interior work. I had ordered in a new vinyl trim piece and it basically just glues up into position. Since the adhesive used is in a spray can I again did not want to worry about overspray on the carpet, and other areas so all surrounding areas were masked off again than the area that the trim piece goes was sprayed with the adhesive and the vinyl piece was also spray with the adhesive. It is a contact type glue so both the item to be glued and the surface it goes on

must have adhesive on them. After allowing the glue to dry the vinyl was carefully positioned and put into place.

With the headliner and rear vinyl replaced I could now reinstall the newly painted trim moldings. I had decided that there was no point in making the molding parts look nice and fresh if the screws used to hold them in place looked bad so I had ordered all new replacement screws. Using the new screws the trim moldings were reinstalled and the small parts that had to be removed such as the overhead dome light, the sun visors and rear view mirror were reinstalled. That completed the job of freshening up the interior for this winter.

There are still a few items on the interior that need working on but they will have to wait until next winter as I'm not prepared to deal with them yet, the largest of these projects being to remove the entire instrument cluster and have that sent out for a complete restoration of the gauges and lenses, and also sending out the clock and the radio to be rebuilt.



## 1953 CORVETTE

- The new 1953 Corvette had a fiberglass body, chrome-framed grille with 13 heavy vertical chrome bars, rounded front fenders with recessed headlights with wire screen covers, no side windows or outside door handles, a wraparound windshield, and protruding, fender-integrated taillights.
- The interior featured a floor-mounted shifter for the Powerglide two-speed automatic transmission and oil pressure, battery, water temperature, and fuel gauges, plus a tachometer and clock.
- Each 1953 Corvette was virtually hand-built and a lot of minor changes were made during the production run.
- All of the first-year cars were Polo White with Sportsman Red interiors.
- All had black canvas convertible tops which manually folded into a storage space behind the seats.
- Other 1953-only features included special valve covers, a one-piece carburetor linkage and a small trunk mat.
- Short exhaust extensions were used on all '53s (and early '54s) because they were prone to drawing exhaust fumes into the car through the vent windows.
- A black oilcloth window storage bag was provided to protect the 1953 Corvette's removable plastic side windows when stowed in the trunk.

### I.D. NUMBERS

- Corvette used the standard 10 symbol Chevrolet Vehicle Identification Number (VIN) coding system. The I.D. tag was located on the left-hand front door hinge pillar.
- E = Corvette model
- 53 = 1953
- F = Flint, Michigan assembly plant
- the last six numbers were the sequential production number
- they numbered from E53F001001 to E53F001300.

The engine number was found on the right-hand side of the crankcase behind the distributor. The engine numbers for 1953 used the prefix "LAY". Since the Corvette bodies were virtually handmade, they did not carry standard Fisher Body Style Numbers as did other GM cars. The Corvette model number consisted of the four digits 2934, which also served as the body style number for the early production years.

### ENGINE

The Corvette engine was surprisingly a six-cylinder, inline, overhead valve unit with a cast iron block. It displaced 235.5 cid (3.9 liters) with a bore of 3.56 in. (90mm) and a stroke of 3.93 in. (100mm) and a compression of 8.0:1. It produced 150 brake hp @ 4200 rpm. The ignition had a single breaker point. The carburetor was a three Carter Type YH one-barrel Model 2066S on the early models and Model 2055S on later models.

### CHASSIS

<b>Wheelbase</b>	<b>102 inches</b>	<b>Overall length</b>	<b>167 inches</b>
<b>Front tread</b>	<b>57 inches</b>	<b>Rear tread</b>	<b>58.8 inches</b>
<b>Wheels</b>	<b>steel disk</b>	<b>Tires</b>	<b>6.70x15</b>
<b>Brakes</b>	<b>Drum on all four wheels</b>	<b>Axle ratio</b>	<b>3.55:1</b>
<b>Front suspension</b>	<b>coil springs with tubular shock absorbers and stabilizer bar</b>		
<b>Rear suspension</b>	<b>Leaf springs, tube shocks and solid rear axle</b>		

### OPTIONS

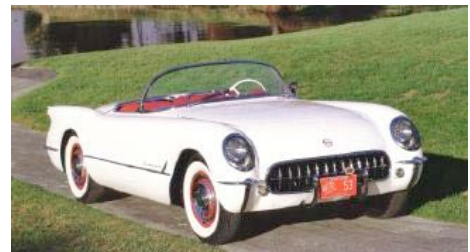
Signal-seeking AM radio (\$145.15 )      Heater (\$91.40)      White sidewall tires

### HISTORICAL NOTES

The first Corvette was built on June 30, 1953 at the Flint, Michigan assembly plant. These Corvettes were constructed in an area at the back of Chevy's customer delivery garage on Van Slyke Ave. They are not only the first, but also the rarest Vettes.

300 cars were produced and about 200 are still in the hands of collectors. The first two cars are missing. By early 1954, Chevvy said that 315 Corvettes had been built and that production had moved to the assembly plant in St. Louis, Missouri. They predicted that 1000 Corvettes per month would be built in St. Louis by June 1954 and that 10,000 per year could be built and sold.

Zora Arkus-Duntov joined Chevrolet Motor Division in 1953 and would become the chief engineer of Corvette.





## Humorous Diversions



A Living Will Is Important To Relationships - My wife and I were sitting in the living room and I said to her, "Just so you know, I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug."

My wife got up, unplugged the TV then went to the refrigerator and threw out all of my beer.

\*\*\*\*\*

A gynecologist had a burning desire to change careers and become a mechanic. So he found out from the local tech college what was involved, signed up for evening classes, attended diligently, and learned all he could.

When the time for the practical exam approached, the gynecologist prepared carefully for weeks, and completed the exam with tremendous skill.

When the results came back, he was surprised to find that he had obtained a mark of 150%. Fearing an error, he called the instructor, saying "I don't want to appear ungrateful for such an outstanding result, but I wondered if there had been an error which needed adjusting."

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the mark. I gave you an extra 50% because you did all of it through the muffler!!"

\*\*\*\*\*

Jim and Edna were both patients in a mental hospital. One day while they were walking past the hospital swimming pool Jim suddenly jumped into the deep end. He sank to the bottom of the pool and stayed there. Edna promptly jumped in to save him. She swam to the bottom and pulled Jim out.

When the hospital director became aware of Edna's heroic act, she immediately ordered that Edna be discharged from the hospital because she now is considered to be mentally stable. The director went to Edna and said, "I have some good news and some bad news. The good news is that you're being discharged because you responded so rationally to a crisis by jumping in the pool to save the life of another patient. Your action displays soundness of the mind. The bad news is that Jim, the patient you saved, hung himself in the bathroom with his bathrobe belt right after you saved him. I am so sorry, but he's dead."

Edna replied, "He didn't hang himself. I put him there to dry. When can I go home?"

## CCND Upcoming Events

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



## CLUB EVENTS

**February 26, 2006**  
**Sunday Morning**

### HOLLYWOOD GRILL

TIME: 10:00 am

Come on out and join us for brunch. Diner is located directly across from Astra Zeneca on Rt. 202 N in Wilmington.

**March 7, 2006**  
**Tuesday Evening**

### CCND MEETING @ KAHUNAVILLE

TIME: 7:00 PM

**March 3, 2006**  
**Friday Evening**

### 2006 ONE ACT PLAY FESTIVAL in Arden, Delaware

TIME: Friday: 8:00 (\* also on Thursday, March 2 @ 7:30 pm)

The Arden Club Theatre will present four short comedic plays, including one directed by yours truly. The Arden Gild Hall is located off Orleans Avenue in Arden. Contact me for directions or call the theatre (302-475-3126).

**March 29, 2006**  
**Wednesday Evening**

### Jose's BORDER CAFÉ in Christiana, Delaware

TIME: 6:30 pm

The Border Café is Tex-Mex, done right. Take I-95 South to Exit 4B. Bear right onto Stanton Road. Jose's Border Café is down on the left. 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

## CORVETTE HAPPENINGS AROUND THE AREA

**February 23 – 26, 2006**  
**Thursday – Sunday**

### ATLANTIC CITY CLASSIC CARS AUCTION

At the Atlantic City Convention Center.

**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. More than 300 cars will be on display including hot rods, custom cars, muscle cars, classics, pickups & tuners. CCND member Andy Rumford has his '79 Corvette entered in the show!



Jennifer Powell  
Janet Taylor  
Vernon Bailey  
Denise Bailey  
Elouise Wolos  
Mary Ferry



## MARCH BIRTHDAYS

March 1  
March 6  
March 8  
March 8  
March 8  
March 8  
March 9

Bob Gerber  
Gloria Boone  
Don Carbaugh  
Barry Kimmelman  
Carol Powell  
Theresa Ventresca



March 10  
March 13  
March 15  
March 27  
March 23  
March 29



## CCND FEBRUARY MEETING MINUTES

Meeting was called to order at 7:10 p.m. by Steve Blanchies on February 7, 2006. 34 members, including 4 members of the board were present.

Steve Blanchies introduced Dan White of the Cecil County SPCA. The SPCA is having a car show and craft show to benefit the shelter on Saturday, September 23, 2006, 10:00 a.m. to 4:00 p.m., at the shelter, on MD 213, south of Chesapeake City, MD. Open to vehicles 1980 and earlier. Trophies will be presented; dash plaques for the first 100 cars. Food will be available. Pre-registration is \$10, day of show is \$13 or equivalent cat or dog food. Registration forms were passed around.

**Vice President's Report:** Steve Blanchies reported 55 paid members.

**Treasurer's Report:** Harvey Smith passed out the 2005 annual report, which started with \$7359.10 and ended with \$7233.39. Currently stands at \$7371.58. Motion was made to approve report.

**Member at Large:** Mike Metcalf absent.

**NCCC Governor:** Dave Morales absent.

**Newsletter Editor:** Barry Kimmelman needs "Member of Month" articles. Members who have already done an article may want to do an updated one. Barry will be adding new columns to the newsletter – technical columns, Corvette specs by year starting with 1953, and Bob Gerber will be adding a progress report for the show in the newsletter to keep members abreast of happenings.

**Social Chairperson:** Linda Kimmelman absent. In lieu of her absence, Barry reported on upcoming events:  
**Fri. 2/10** Extreme Glow Bowling, Bowlarama in New Castle, 9:30-11:30pm.  
**Sat 2/25** Atlantic City car show.  
**Sun. 2/26** Brunch at Hollywood Grill on Concord Pike.  
**Sun. 4/9** Brunch at Red Rose Inn - \$21 per person due no later than April meeting.

**Show Chairman:** Bob Gerber reported there is not much going on at the moment. Sponsors will not donate anything until they see the show flyer. Flyer will be ready in March for Club approval. Reiterated the adding of a progress report in the newsletter to keep members abreast of show happenings, and the show date of Sunday, October 1, rain date of October 15.

**Janet Taylor:** Absent.

**Jack Layton:** Absent.

**Old Business:** There are 3 rooms left for Carlisle at the Sleep Inn. Cost is \$145 per night plus tax, with a 2 night minimum.  
Atlantic City car show 2/25 - bus is full and sold out. Meeting at the IHOP on Route 13 for breakfast at 7:45 a.m. , bus leaves at 9:00 a.m.

**New Business:** Red Rose Inn, as mentioned above and sign-up sheet went around.  
Holiday Party – 72 people attended.  
Board Meeting – discussed guest speakers. Asked for suggestions.  
Matt Denn, Insurance Commissioner will be at the March meeting.  
Allentown Area Corvette Club Corvette Show - Sunday, May 7.

**50/50:** Bag of car detailing products – Rosemarie Steinhauser & Norm Powell.  
\$24: Tom Ptomey.

Meeting was adjourned at 8:30 p.m.

Respectfully submitted, Charlotte J. Stigler

**NEXT MEETING DATE – TUESDAY, MARCH 7, 2006**

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**\* Correction:** please note that in the Feb edition of the newsletter the crossword puzzle was created and submitted by Fred Krumm. Credit for this was accidentally omitted. Sorry Fred!

Check out our web site @ [www.vetteclub.org](http://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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