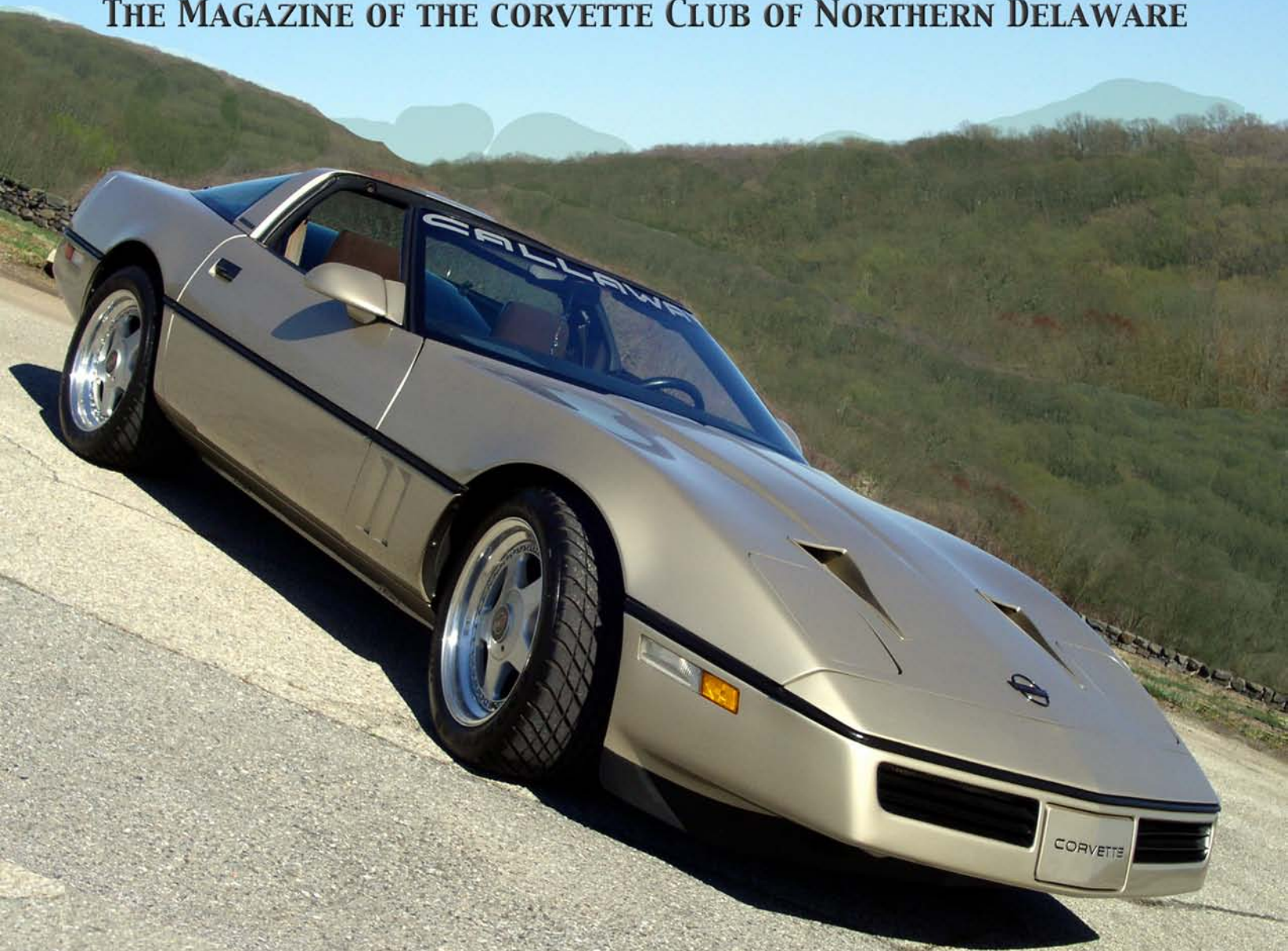


MAY 2006

Wettester

THE MAGAZINE OF THE CORVETTE CLUB OF NORTHERN DELAWARE



MEMBER OF THE MONTH STORY:

JACK LAYTON'S '87
#3 CALLAWAY B2K TWIN TURBO

My Two Cents



by Jack Layton

Ahh, “April Showers bring May Flowers”, so they say. Well it is raining pretty good right now as I sit and write this article. The past few weekends have, for the most part, been a bust as far as the weather goes. This weekend will be no different. Let’s hope that the next two Sunday’s are sunny and warm for our trip up to Carlisle on April 30th, and our annual run to the beach on May 7th. I am keeping my fingers crossed.

The annual trip up to the Red Rose Inn for brunch worked out well. We ended up with 39 people attending. The weather was great. After brunch, we took a little cruise through the countryside to enjoy the scenery, and to take some pictures of the cars at a couple of stopping points. My thanks to all of you who attended this event.

May 6th, the VA Hospital will once again be holding their carnival for the patients. The meeting place is the Prices Corner Park-N-Ride at 10:45. The cars need to be at the hospital by 11:15. Times are from 12:00 to 3:00. I mentioned in last month’s newsletter that I needed 5 cars for this event. I now have a total of 10. Unfortunately, the most they can handle is 8 cars, so 2 cars will have to drop out. This will be discussed at the May meeting. Thank you to those who signed on, for making this event a special one for all the patients at the hospital.

Starting at the last meeting, Janet stated that she is no longer able to do the website. Time constraints have not allowed her to monitor and edit the website as it needs to be done. Matt Guthan, along with Andy Rumford and Barry Kimmelman will be putting their fingerprints on the website. To you 3 musketeers, I appreciate your help in taking over the web page.

Last month, I ended the year 1998. However, I need to digress just a little. October of 1998 saw the return of our fall car show after a 5-year hiatus. It was held at NuCar Chevrolet, who at the time was also the club sponsor. The show featured approximately 100 Corvettes, all of which had to be judged by the membership. And although some things have changed- no 7-foot trophy anymore- the current show still boasts the same format as it did back then.

In 1999, we had quite a few new members join the club. The year also started out with a couple of new board members- yours truly as activities chairman, and Joe Murray as newsletter editor. My first activity was a Sunday brunch cruise to the Red Rose Inn. It was the first day of spring and not even the damp weather could not stop some 30 Vettes from cruising up to Jennersville. It had rained overnight and into the early morning. But by 9am, it had stopped raining long enough to

make it to the restaurant. However, once we arrived and sat down, it started to rain again. The food was good, and all in all turned out to be a nice event. As it turned out, this was the start of many more to come. This year we completed our 8th annual Brunch run to the Red Rose Inn.

Next came the need to address the newsletter. New member Joe Murray took on the task of Newsletter Editor. Joe was instrumental in revising the newsletter. He added the “Member of the Month” page as a way to introduce new members, as well as some of the “Veterans” to the ever-changing membership. He wrote a monthly column, as only Joe could do, so as to express his feelings and desires about the club, and to bring about more interest in the hobby itself. He put a lot of time and effort into remodeling this monster. To this day, much of the newsletter still has his signature on it.

Next month I will round out 1999. So until then, 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
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NewsMag Editor	Barry Kimmelman	234-0752

Amelia Island Concours

By Bob Cook

On Thursday, March 9th Bill Skinner and I left for Amelia Island, Florida with trailer in tow (which contained Bill's 1966 Silver Corvette Coupe – a car that was one of two Corvettes raced at the first 24 hour race at Daytona in 1966). Bill's racecar had been invited to participate in the 2006 Amelia Island Concours d'Elegance, the third of the big three United States "by invitation only" concours (with Pebble Beach in Monterey and Meadowbrook in Detroit). On Friday we took the car to Jerry Hamm Chevrolet (formerly Gordon Thompson Chevrolet) in Jacksonville, FL. Bill's car was purchased through Penske Chevrolet in Philadelphia, but since the purchaser (George Cornelius) was moving to Florida, it was delivered through Gordon Thompson Chevrolet. We talked with the son of the owner of Gordon Thompson Chevrolet as well as a salesman who was working at the dealership when the car was delivered.



70s were featured at the concours and there were some 30 plus Can-Am race cars in attendance. The drivers and owners on the panel discussed experiences and remembrances from the Can-Am days. It was a fascinating and funny two hours.

Saturday we headed to the host facility – the Ritz-Carlton at Amelia Island – and attended a panel discussion presented by GM entitled "The Legends of Can-Am" and featuring Brian Redford, Vic Elford, Hurley Haywood, Sam Posey, Jackie Oliver, George Folmer, George Drolsom, Jim Hall, and others. The Can-Am racers of the late 60s and early



Above left: Ritz-Carlton host hotel

Above: Panel discussion

Left: Can-Am racers



We had lunch with the second owners of Bill's car, Don and Margaret Lykins, from St. Augustine, FL. We heard the story of the race car's second year of life as Don owned the car during 1967 and raced it once before



selling it. Then it was time to get the car on the show field – a beautiful golf course next to the Ritz-Carlton. An RM Collector Car Auction started at noon and continued until about 6:00 pm. We were able to catch the last hour or so, where prices were high following on the coattails of the earlier Barrett-Jackson Scottsdale Auction. Before heading to the motel, we toured Amelia Island – a beautiful, but expensive, community which is truly an island in the Atlantic Ocean just north of Jacksonville.

Left: Don Lykins

Below: RM Auction

Sunday was the concours – a grouping of 250 cars unlike any you are likely to see anywhere else in the world at one time.

Probably three quarters of the cars were worth more than \$100K and at least 20% would be valued at over \$1million.

There were four GM styling cars, including a Pontiac Bonneville – a sister car to the \$3 million dollar car that sold at Barrett-Jackson, as well as one of the 12 Parade of Progress buses (one of which sold for \$4 million at Barrett-Jackson). Duesenbergs were “common” as well as Bugattis and Ferraris, and at least 10 of the few remaining DuPont cars produced in Wilmington, DE were in attendance.



Right: Lots of people and cars on the field

Left: 1954 Pontiac Bonneville Styling car





Left: One of twelve Parade of Progress buses made by GM.

Bill's car fit in well and had a lot of admirers throughout the day. The cars are judged by 3-person teams. One of Bill's judges was Dick Smothers of the Smothers Brothers. There were only two Corvettes on the grounds – Bill's and a 1967 435 hp convertible. See the accompanying pictures for some of the outstanding cars. If you like cars, I would definitely recommend a trip to Amelia Island next March.



Above: Bill's '66 Racecar being judged



Left: Bill with one of his judges, Dickie Smothers of The Smother Brothers fame

RED ROSE INN

Story and pictures by: Linda Kimmelman

After a very rainy start to the weekend, the sun finally decided to shine on our clubs Brunch at the Red Rose Inn. Over 20 Corvettes streamed into the parking lot on April 9.

Now, rumor has it that the Red Rose Inn is haunted, but I didn't see any spirits floating around that day, bottled or otherwise. Breakfast and lunch and dessert items were offered on the buffet line, including an omelette station. If anyone got up from the table hungry, it was their own fault.

With brunch finished, we headed out for a cruise thru the back roads of Pennsylvania, with Jack Layton's Callaway in the lead. We hit some pretty winding roads and almost lost one or two members along the way, including me. That's what I get for going on a Corvette Cruise in a Toyota 4runner.

Our second stop was the fascinating Simon Pearce Glass Blowing Shops and Restaurant in West Chester, Pa. The Shops are open from 9 a.m. to 9 p.m. daily. On certain days, you can actually watch the entire glass blowing process as craftsmen create the world-famous works of clear glass in Simon Pearce's elegant designs. Most of our members opted to stay outside and enjoy the beautiful weather but a few ventured inside for a look around the place.

We continued on with the cruise and wound our way up to Montchanin, where we stopped at Brandywine Creek State Park. We stayed long enough to take photos and shoot the breeze with our fellow Vette connoisseurs. By four o'clock, we finally said our goodbyes and headed home.

Major kudos goes to Jack and Janet who arranged the brunch and tour.





Our Callaway TwinTurbo

By: Jack Layton



One Sunday in March of 1998, Janet and I decided to drive down to Porter Chevrolet to look for a daily driver for her. So, since they would be closed, we knew we would be able to inspect some used Blazers without being bothered by any salesman. After looking on the used car lot and not finding anything she liked, we proceeded to walk back to the car, when "I spot it".

Sitting in the showroom is this Vette. I quickly realize that this is no ordinary Corvette by the ducts on the hood. But, because it was inside the showroom, I knew I had to have a closer look. So the next day, which happened to be Saint Patrick's Day, I drive down to Porter's, find a salesman, tell him to put a "sold sign" on the car, and that I would be down that evening to finalize the deal.

Now, the interesting thing is, I personally was not looking for a car. We had just sold the other 1992 Blackrose convertible a couple of years earlier, and I wasn't sure if I even wanted another Vette. The new Firehawk Trans Am had just come out, and being that I had a 1973 and a 1980 Trans Am during my younger days, I was kinda leanin towards getting another one when the time was right.

Well, that evening, Janet and I go back down to Porter's. While she is talking to "Our friend the manager", I'm checking the car over. I notice it has some flaws- scratches in the paint were very obvious. The fact that someone tried to touch them up, made it look even worse. The carpet was badly worn in most areas and the seats needed some attention as well. The car was at this time 11 years old, and had just less than 36,000 miles. In my opinion, the car was well used, considering the mileage.

Next, I open up the hood and this is when I get my first look at the engine. Now, I am no motor head, so I wasn't completely sure what I was about to embark on. There were plenty of badges on the car denoting that it was a "Callaway Twin Turbo Corvette", but I had not heard of Callaway before, so I was not sure what I was truly ready to purchase.

So, I take the car out for a test drive, putting the car through its paces, and checking everything out. After about an hour, I return with a big grin on my face. Needless to say, at this point all I knew is that I had to have it. We sit down and finalize the deal. I drive the car home, pull it into the garage, and lock the doors when- well that's a whole other story.



Now, some specifics about the car: The engine option-RPO B2K was only available from 1987 to 1991, and only through selected Chevrolet dealers. This was, and still is, the only time GM has allowed an outside engine builder to prepare a power plant for their cars. There were only about 20 Chevrolet dealers across the country that you were able to order the "Callaway Option" from. After the car was built and shipped from Bowling Green, Kentucky, it made its journey to Callaway Cars in Old Lyme,

Connecticut for the \$19,995.00 engine conversion. The motor was a complete rebuild package, not just a turbo-charging package. However, the transmission and rear differential are completely stock. There were only 510 Twin Turbo's built during this 5-year period, with my car being the 4th one built in this sequence. They did build one in 1986 using a two-toned Malcome Conner edition.

My car in particular was ordered from a New York dealer and was built on November 26, 1986. I am the third owner of this car. The first person only owned the car for about 1 year, while the second person owned it for about 10 years. Little did I know at the time, that this car was one of the first Callaway conversions to be done. It was the 3rd one built for the 1987 model year out of 188. It has the 4+3 Doug Nash Transmission, which in essence, is a four speed with 3 over drive gear ratios.

Since I've owned the car, it has been repainted, the carpets replaced and the seats re-upholstered. These items were the most glaring, and needed the quickest attention. Also, the exhaust system was replaced and new wheels and tires installed. Most recently, it has appeared in the March 2006 issue of Corvette Enthusiast.

Over the past 8 years, I have put on approximately 20,000 miles, and have had absolutely no problems with the "Callaway" side of the car. I did have a problem with the fuel system, which turned out to be the sending unit. Other than that, just routine maintenance is all that has been performed on the car.

I enjoy the car as much today, as I did the day I bought it. It is a fair weather car, seeing on average, 2500 miles a year. One of these days, I plan to take it up to Callaway Engineering for a thorough check up.

Needless to say, St. Patty's Day holds a special meaning to me.

P.S. I almost forgot. Janet did end up leasing the Blazer that "Our friend the Manager", had been driving. She was happy. Need I say more?



AFTERNOON INTAKE MANIFOLD SWAP

John Hinckley

Note from editor: *Pertains to C1 and C2 generation Corvettes. C3 & up Corvette owners can use this as a basic guide but will have a lot more items to disassemble before getting down to the removal phase of the intake not mentioned here such as vacuum control valves, fuel injection units, or the like depending on the year of your car.*

An intake manifold swap is a popular way to improve performance, especially if you stick with GM parts to avoid carburetor-to-air cleaner fit problems (different air horn diameters, choke housing interferences, etc.) and air cleaner-to-hood clearance issues.

The objective of this article is to walk you through an intake manifold swap and identify the tools, materials, and tips involved. You can do this in an afternoon, and no special tools are required. This particular swap was done to replace an incorrectly-dated intake with an identical part with a correct date, but the basic principles are the same if you're upgrading to an optional-engine intake.

Preparation: Disconnect the negative battery cable, remove the radiator or supply tank cap, and drain the cooling system into a suitable container for proper disposal later; make a note to buy two gallons of anti-freeze and two gallons of distilled water for refill when you're done.

Clamp the main fuel feed hose shut just upstream of the fuel pump; we'll remove the pump-to-carb line later, and the fuel tank will siphon and drain through the pump if that hose isn't clamped shut. Auto parts stores have great adjustable plastic clamps that won't damage the fuel hose.

Set up a table or box to put all the parts in that you'll be removing so you can find them all when you install the new intake; I like to use a service cart with drawer organizers in the top level to keep track of all the small parts.

You'll need an intake gasket set, a thermostat housing gasket, carb-to-manifold gaskets and baffles, some gasket adhesive, thread sealer, and a tube of Permatex Ultra-Copper RTV; you'll also need a sharp scraper to remove the old gasket material from the heads, some clean rags to cover the lifter valley, and some paper towels to stuff in the ports while you're scraping. Depending on the new manifold you're installing, you may also need a thermostat housing or upper radiator hose too.

Part Removal: Remove the obvious stuff first – the air cleaner, upper ignition shield, crankcase vent pipe, accelerator linkage, temperature sender wire, thermostat housing, heater hose to the intake, and the PCV hose to the base of the carburetor.

Now you can remove the fuel line fitting at the carburetor inlet; make sure you use a backup wrench on the large carb fitting while you use a line wrench to loosen the male fitting on the line, then remove the line at the fuel pump outlet.

Disconnect the choke thermostat rod and vacuum advance line from the carb, remove the four nuts, and pull the carburetor; keep it upright and level so you don't spill any fuel from the bowl vents. Remove the remote choke thermostat assembly from the intake with its sheet metal cover.

Distributor Removal: Pull the cap off, and tie it up on top of the cowl with a rubber band to one of the wiper blades to hold it out of the way. Mark the position of the rotor tip on the distributor housing with a piece of tape, and place a piece of tape on the passenger side valve cover that's aligned

directly with the nipple on the vacuum advance diaphragm for the housing position; these two marks will make re-installation of the distributor a simple drop-in later.

Remove the black distributor primary wire from the coil (-) terminal, remove the hold-down clamp and bolt, unscrew the tachometer cable connection, and pull the distributor straight up out of the engine.; when you re-install it, don't forget the new distributor base gasket that comes in the new gasket set.

Intake Removal: Now you can remove the twelve bolts holding the manifold (along with the vacuum advance pipe clip and accelerator spring bracket); use compressed air or a brush to clean any debris from around the edges of the intake so it doesn't fall into the lifter valley when you pull the intake loose.

Don't use a metal pry tool to get the intake loose – castings break easily; I've always found that a length of broomstick inserted in the carb holes, used to rock the intake back and forth laterally, will pop it loose with no problem. Set the old intake aside and line the inside of the lifter valley with a couple of shop rags to catch any dirt, crud, or old gasket scrapings.

Use pieces of paper towel to make up plugs, and insert one into each of the intake and coolant ports in the cylinder heads to keep debris out of the ports; also plug the distributor hole and the crankcase vent pipe hole so nothing finds its way inside the engine during cleanup.

Head and Block Cleanup: Use sharp scrapers to remove any old gasket material on the heads, and scrape the front and rear sealing surfaces of the block nice and clean as well; finish this job with a thorough cleaning of the surfaces with lacquer thinner or brake cleaner (neither leaves any residue). It's also a good idea to use a 3/8"-16 thread-chaser (not a cutting tap) in each of the manifold bolt holes in the heads to get them clean. Remove all the paper-towel plugs from the ports, distributor hole and crankcase vent hole, and the shop towels from the lifter valley.

Gasket/Seal Installation: Open the tube of Permatex Ultra-Copper RTV, install the tip, and run a small bead of RTV around the front and rear coolant ports on each head; then use a few dabs of Permatex High-Tack or Edelbrock "Gasgacinch" adhesive on the head surfaces and install the side gaskets (blue Printoseal side up with Fel-Pro gaskets), aligning the bolt holes, and making sure the little tabs at each end are properly positioned at the joint where the heads meet the block. While the adhesive sets up, you can make sure the sides and end surfaces of the new intake are smooth and clean, with particular attention to cleaning the front and rear seal surfaces where we'll use RTV instead of the cork or rubber end seals that come in the gasket set.

Front and Rear Seals: Set the new manifold in place, snug up the four corner bolts, and observe the size of the gap between the manifold and the block at the front and rear so you can judge the size of the RTV bead you'll need to seal the manifold to the block. Remove the intake, cut the tip for the Ultra-Copper so it will dispense the proper bead size (usually about 1/4" – 5/16"), and lay a bead across the front and rear seal surfaces on the block; make sure you run the bead up past the head-to-block joints on each side to seal the corners. Let the RTV "skin" for about five minutes.

Installing the Intake: It helps (especially with an iron intake) to have a device to guide the intake straight down into position so you don't have to re-position it once it's down, which can shift the gaskets or wipe off the RTV at the ends; a piece of 1-1/4" round dowel or a piece of 3/4" x 1" stock fits nicely into the distributor hole, and makes a great vertical guide tool to get the manifold positioned correctly the first time, with no "shifting" necessary to align the bolt holes after it's down. If you have an iron intake and are doing the job solo, use a couple of long bolts with large washers on them to provide a good pair of vertical "handles" to control the manifold as you lower it into place.

Install the four corner intake bolts snug to pull the intake down against the gaskets, and use your finger to “dress” the excess RTV off the front and rear seal areas (neatness counts); the Ultra-Copper RTV is almost the same color as the Chevy Orange engine paint, so it’s not obvious once it’s “dressed”. You’ll get dinged a point or two in NCRS judging for not having the original rubber end seals with the “tab” on them, but I prefer a leak-free engine to losing a couple of points; they won’t like the Fel-Pro side gaskets either, but they seal perfectly, if judging is in your future, trim off the excess side gaskets along the contour of the new intake with a sharp X-Acto knife, paint the exposed edges, and don’t worry about it.

Now you can install all twelve bolts and torque in the correct criss-cross pattern, starting at the middle, to 30 ft-lbs. First, apply a non-hardening thread sealer (I use ARP) to all but the four extreme corner intake bolts; the ends of the other eight are open to the lifter valley, and hot oil vapor can migrate up the threads and create stains around the bolt heads if you don’t use thread sealer. If “Bubba” has been there before you and you have a “mix” of intake bolts, make sure none are longer than 1-1/8”, as several of them can bind against a pushrod if excessively long bolts are used.

Buttoning It Up: Now go back to your removed parts and re-install them in reverse sequence to the disassembly process; don’t forget to un-clamp the fuel hose after you install the pump-to-carb line and it’s tight at both ends., and make sure the radiator drain cock is closed tight. Re-install the distributor using the mark on the housing as the final position for the rotor tip and align the vacuum advance can nipple with the piece of tape on the valve cover, and your timing will be very close to correct – just touch it up with your timing light once you’re done. Fill the cooling system through the thermostat opening first until the level comes up, install the thermostat, gasket and housing, and complete the fill through the supply tank or radiator cap.

Won’t crank or start? Remember, we disconnected the battery negative cable; connect it and you’ll be in business - now drive it and enjoy it!

1954 CORVETTE

- For all practical purposes the 1953 and 1954 Corvettes were the same.
- Minor changes were made to the window storage bag, air cleaners, starter, and locations of the fuel and brake lines.
- Unlike the previous year's model (which offered only Polo White), the 1954s were also available in Pennant Blue, Sportsman Red, and Black.
- The soft top was now offered in beige.
- A new style of valve cover was used. It was held on by four bolts through the outside lip instead of two center studs.
- The valve cover decals were different with larger lettering.
- The optional radio had Conelrad National Defense System icons on its face.
- In early 1954, the original two-handled hood latch was changed to a single-handle design.
- Six-cylinder Corvettes after serial number E54S003906 had integrated dual-port air cleaners.
- A clip to hold the ventiplanes closed was added in late 1954 and also used on all 1955 models.

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
- 54 = 1954
- S = St. Louis, MO assembly plant
- the last six numbers were the sequential production number
- They numbered from E54S001001 to E54S004640.
- The engine number was found on the right-hand side of the crankcase behind the distributor.
- The engine numbers for 1954 used the prefix "LG".
- 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 3.96 in. (100mm) and a compression of 8.0:1. It produced 150 hp @ 4200 rpm. The ignition had a single breaker point. The carburetor was a three Carter Type YH one-barrel Model 2066S. Later in the model year, a new camshaft increased the horsepower to 155

CHASSIS

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

OPTIONS

RPO 102A Signal-seeking AM radio (\$145.15)	RPO 100Q Polo White directional signals (\$16.75)
RPO 101A Heater (\$91.40)	RPO 100R Pennant Blue directional signals (\$16.75)
RPO 422A windshield washer (\$11.85)	RPO 313M Powerglide automatic transmission (\$178.35)
RPO 420A parking brake alarm (\$5.65)	RPO 290B 6.70 x 15 White sidewall tires
RPO 421A Courtesy light (\$4.05)	

HISTORICAL NOTES

- Production of 1954 Corvettes began December 23, 1953.
- Approximately 80 percent of the 1954 Corvettes were painted white.
- About 15% had a Pennant Blue exterior with Shoreline Beige interior.
- About 3% were Red with a Red interior and some Black cars with Red interiors were built.
- In addition, Metallic Green and Metallic Brown cars are thought to have been built.
- The 1954 Corvette did not achieve its sales target of 10,000 cars.
- In fact, over 1100 were unsold when the year ended.
- A 1954 Corvette could go from 0 to 60 mph in 11 seconds and from 0 to 100 mph in 41 seconds.

Factory Price: \$2774.00

Shipping Weight: 2705lbs

Production Total: 3640 units

Crossword Puzzle

Created by: Fred Krumm

	1					2				3			4		5
						6									
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27	28					29									
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	31												32		

Across

- Top ____: NCRS judging award for factory originality
- Tuned ____ Injection
- Do it to save it
- Brake type introduced in 1965
- Zora ____ Duntov
- Shark's lid?
- ____ Block 427
- 1953 white
- Home to many collector Vettes
- Where C1's first ran the Mulsanne Straight
- ____ Arkus-Dontov
- "____ Flame Six"
- The ____ for speed
- Blue Flame ____
- Famed designer Harley
- Pre-radial: ____-ply
- Grand Sport Nickname
- Little ____ Corvette

Down

(*answers on Vette Shopper page)

- Site of 1st Corvette assembly operation
- Gear choices in 1953?
- Steering wheel wood
- Maker of FX-3 Shocks
- Styling insp. for the first Vette?
- Found only in the LT5 engine
- A swift WWII pursuit ship in the British Navy
- ____ Tie: Chevy logo
- ____ Shark
- Nickname for early injected models
- ____ Cunningham
- Sting Ray designer Larry
- The new C6R is based on this model
- 40th Red?
- His Cobras were tough to beat on the track
- Superstock ____ (got "Shut Down" by a Sting Ray)
- 1963 susp. improvement



Humorous Diversions



My wife left me... And I don't understand.

After the last child was born, she told me we had to cutback on expenses -
I had to give up drinking beer.

I was not a big drinker, maybe a 12-pack on weekends.

Anyway, I gave it up but I noticed the other day when she came home from grocery shopping, the receipt included \$45 for makeup.

I said, "Wait a minute I've given up beer and you haven't given up anything!"

She said, "I buy that makeup for you, so I can look pretty for you."

I told her, "Hell, that's what the beer was for!"

I don't think she'll be back.

The National Transportation Safety Board recently divulged they had covertly funded a project with U.S. auto makers for the past five years, whereby the auto makers were installing black box voice recorders in 4-wheel drive pickup trucks and SUVs in an effort to determine, in fatal accidents, the circumstances in the last moments before the crash. They were not surprised to find in 44 of the 50 states the recorded last words of drivers in 61.2% of the fatal crashes were, "Oh, Sh*t!". But test results in the states Alabama, Georgia, South Carolina, North Carolina, Texas and certain parts of Florida were different, where 89.3% of the final words were, "Here, hold my beer, I'm gonna try something".

Tip of the Day

How to install a wireless security system

Go to a second-hand store; buy a pair of men's used work boots- a really big pair. Put them outside your front door on top of a copy of Guns and Ammo magazine. Put a dog dish beside it - A really big dish. Leave a note on your front door that says something like "Bubba, big Mike and I have gone to get more ammunition - back in 15 minutes. Don't disturb the Pitbulls, they've just been wormed."

CCND Upcoming Events

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



CLUB EVENTS

May 2, 2006

CCND MEETING @ KAHUNAVILLE - 7:00 P.M.

May 7, 2006
Sunday

CCND RUN TO THE BEACH

TIME: 8:30 a.m. – 9:00 a.m.

We will head out from Prices Corner Park-N-Ride between 8:45 a.m. and will hook up with a few other folks along the way. We have an 11 a.m. reservation at the Lighthouse in downtown Lewes. Email or call me if you wish to join us. There will be a signup sheet at May's meeting.

May 25, 2006
Thursday

DINNER AT THE CHARCOAL PIT

Let's get together a bite to eat over at The Charcoal Pit (Prices Corner & Kirkwood Hwy). We'll meet at 6:30 p.m.

June 4, 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, there will be a sign-up sheet at the meeting. Email or call me as soon as possible, if you can't make it that night.



June 6, 2006

CCND MEETING @ KAHUNAVILLE - 7:00 P.M.

June 18, 2006
Sunday

CCND FATHERS DAY CORVETTE SHOW @ THE CONCORD MALL

This event is a wonderful way to spend the afternoon. There is about room for 25 cars, so let Jack know if you're interested.

July 11, 2006

CCND MEETING @ KAHUNAVILLE – 7:00 P.M.

Be aware this month's meeting is a week later because of the July 4th Holiday

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.

LOCAL CORVETTE HAPPENINGS

May 18, 2006
Thursday Evening

HERR'S CRUISE NIGHT 2006 IN NOTTINGHAM, PA

TIME: 5 p.m. - Dusk

There will be a Classic Car Contest and trophies will be awarded for 1st, 2nd & 3rd place based on public voting.

May 20, 2006
Saturday

"BLAST FROM THE PAST" LAKES CORVETTE CLUB SHOW

TIME: Registration is from 8 a.m. to 10 a.m./ Awards presented at 4 p.m.

This is a peer judged show. For directions and forms, please visit: www.lakescorvetteclub.com.

June 17, 2006
Saturday

VINTAGE THUNDER XV: CORVETTE-ONLY DRAG RACING

TIME: 8 a.m. – 4 p.m.

Held at the Cecil County Drag Strip, Rising Sun, Maryland. Food, Trophies, Swap Meet, Refreshments Cost for Admission: Spectators \$10, Racing \$45 <http://www.ncrs.org/masondixon/VT2006b.pdf>

Alice Smith
Jay Brantner
Bob Avery
Todd Lehman



MAY BIRTHDAYS

May 2
May 4
May 15
May 10

Jim McCarnan
Debbie Corrado
Jann Colmery
Pam Rini



May 15
May 24
May 31
May 31



CCND APRIL MEETING MINUTES

Meeting was called to order at 7:05 p.m. by Jack Layton on April 4, 2006. Forty-three members, and one guest were present.

Guest Speaker: **Matt Denn, Insurance Commissioner**, gave an informative talk about high priority issues he is working on - controlling rates, auto insurance fraud, and attempting to get a better deal on health insurance to name a few.

Vice President's Report: **Steve Blanchies** reported 59 paid members.

Treasurer's Report: **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** reported on Blue Rocks – Fri., 7/1 – fireworks night – details to follow.
Club apparel – no outstanding merchandise orders.

NCCC Governor: **Dave Morales** reported that members can log onto www.ernccc.org for info on clubs, shows, etc..

Newsletter Editor: **Barry Kimmelman** needs “Member of the Month” articles. Please contact Barry for ideas regarding stories or columns and/or to submit your story.

Social Chairperson: **Linda Kimmelman** reported on upcoming activities:

Sun.,	4/30	Miller Family Corvette Collection Tour
Sat.,	5/20	Blast to the Past, Medford, NJ
Sun.,	6/18	Concord Mall Father's Day Show

Show Chairman: **Bob Gerber** in Chicago on business.

Jack Layton: **Jack** reported on Red Rose Inn – Sun. 4/9 – leaving from Prices Corner Park ‘N Ride at 10:30 sharp – scenic drive back.

Old Business: None

New Business: Sat., 4/8 – new cruise night – Exton – open to all cars – meet at Hooters, Rt 202 – 4 pm.
Sun., 8/13 – Vettes for Kids

50/50: Glass Cleaner – Rose Marie Steinhauser; Vinyl Cleaner – Harvey Smith; \$31 – Norm Powell

Meeting was adjourned at 7:55 p.m.

Respectfully submitted, Christine Carlantonio, Secretary

NEXT MEETING DATE – TUESDAY, MAY 2, 2006

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3. Port
6. Wave
7. Disc
9. Arkus
10. TTop
13. Big
14. Polo
15. NCM

19. Lemans
21. Zora
24. Blue
25. Need
27. Six
29. Earl
30. Bias
31. Skunk
32. Red

Down

1. Flint
2. Two
4. Teak
5. Bilstein
11. Jag
12. Corvette
13. Bow
16. Mako

17. Fuelie
18. Briggs
20. Shinoda
21. ZOSix
22. Ruby
23. Shelby
26. Dodge
28. IRS

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
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