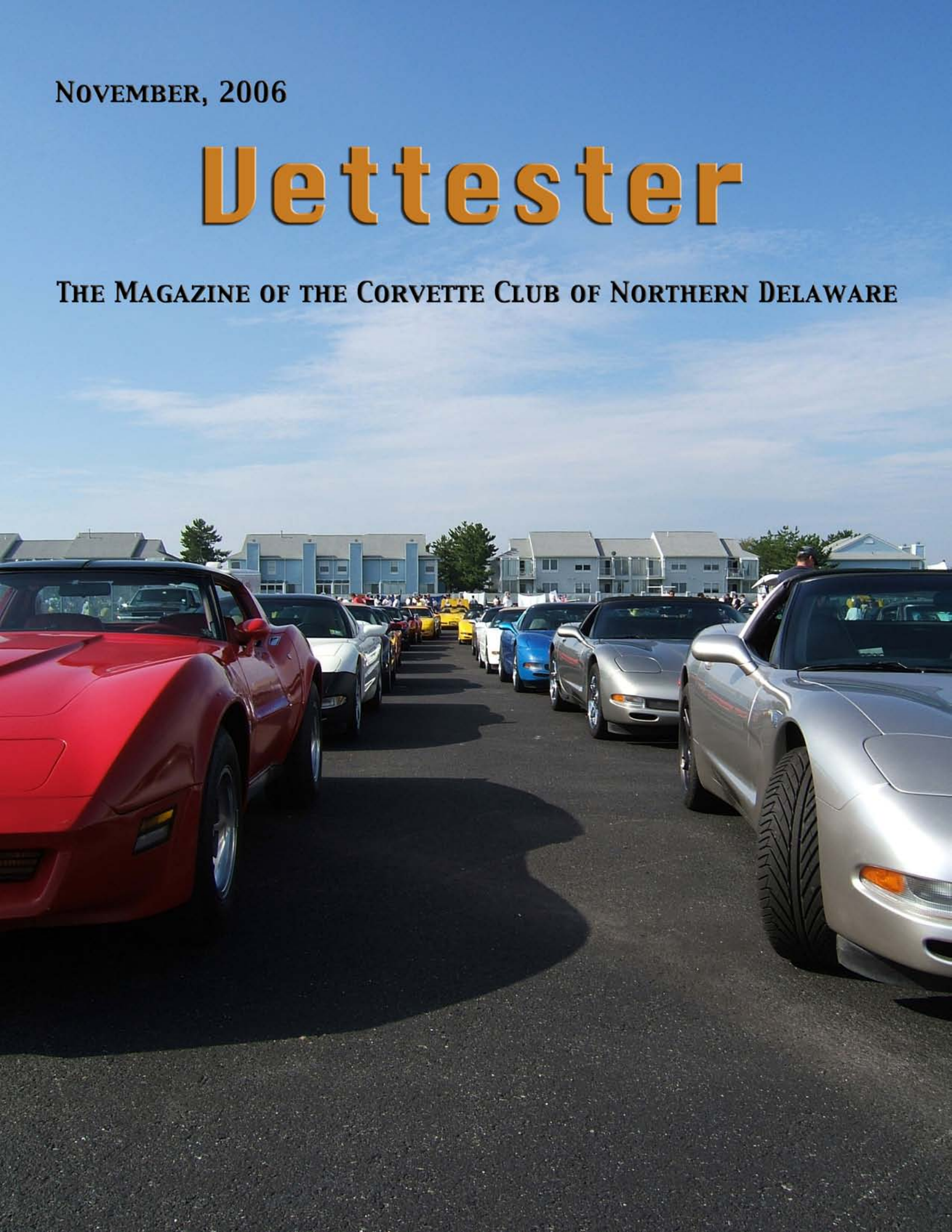
November, 2006

Vettester

The Magazine of the Corvette Club of Northern Delaware



Well, dare I say it… Yet another season has just about come to a close. Where does the time go? Time to start planning those winter projects I guess.

The Concord Mall show is right around the corner, and by the time you receive this newsletter, the show may have been completed. Looks like a full house this year. As of this writing I have 25 cars.

The hayride is set for November 5th at 5PM at Carousel Park in Pike Creek. We have two wagons reserved, which can hold around 50 people. If interested please sign up by calling either Linda Kimmelman or myself. There will be hotdogs, marshmallows and beverages as well.

Don't forget, nominations for the 2007 board are coming up in November, with elections being held in December. Get involved.

You all may remember me saying this in last months newsletter…Now as I sit here, I know that I had something else that I wanted to say, but for the life of me I can't remember. Well, if or when I do remember, you all will be the first to know. Well it is almost a month later and I finally remembered what it was. Membership dues are due beginning November 1st. The cost is still $35.00 for the year. If dues are not paid by December 31st, you will not receive a newsletter in January.

I need volunteers to help with our Adopt-A-Family for the Christmas season. I need people to purchase and wrap gifts for the family. I am in the process of talking with the church. Once I receive that info I will let everyone know. I am hoping to have it by the November meeting.

With the money raised throughout the season, we will provide a Thanksgiving and Christmas dinner, as well as presents. We will know how much money we have raised at the November meeting.

You may or may not have heard about Todd Hannah who is a member of the First State Corvette Club. Todd was diagnosed with a malignant brain tumor. The latest info has it that he is doing well. He is presently going through chemotherapy and radiation treatments. There is more information on their website: www.Firststatecorvetteclub.org. I will be asking the club to make a donation at the November meeting.

Trophies have been ordered and will be shipped to the winners from our Kahunaville show. This year it was decided to have them made up after the show so we would not have trophies left over that could not be reused. They will be ready and shipped by the end of October.

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
Webmaster	Andy Rumsford	388-8865 cell
NewsMag Editor	Barry Kimmelman	234-0752

Day on the Boardwalk at Ocean City, NJ

Story by Steve Blanchies.
Photos by Steve Blanchies & Linda Kimmelman

The show was rain or shine and the weather forecast was not good, lots of rain and high damaging winds. Sunday morning it was not raining at the moment so off we went. Much to my surprise as Lynn and I round the corner and arrived at Mike's Harley Davidson, there was a parking lot full of Corvettes.

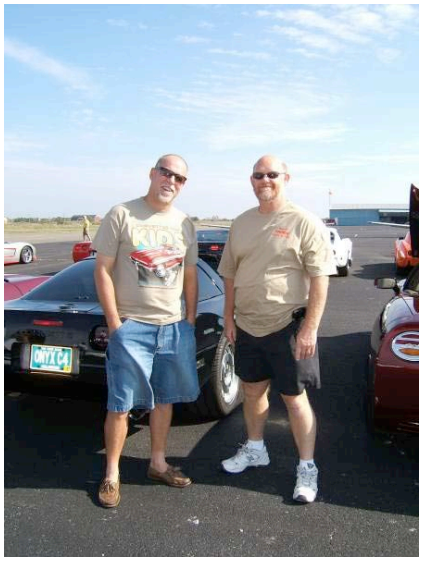
We headed off to the airport in Ocean City. We even managed to get a seat for breakfast at the airport's small cafe. This was special because there is usually a mile long line waiting to eat when the airport is packed with over 200 Corvettes. The turn out for the show was lower than usual but there still were numerous Vettes there. After the drivers meeting they sent us off in groups of about 35 cars so that we did not block traffic for an hour at a time thru town on the way to the boardwalk. On the boardwalk CCND was near the grand stand area where the announcer and trophies were located.

At 12 o'clock, twelve of us from CCND were waiting at the door for the opening of the pizza place that we usually eat at when at this show. The place filled fast.

So far the weather was cooperating, no rain or high winds. After the show we departed and started to head home with the convertibles having their tops down. About half way home all of a sudden the caravan pulls over and up went the convertible tops. Another mile down the road the rain drops started. The rain was light and no winds, apparently the severe weather had parted to the west. We stopped for dinner in Vineland and then went home.

All in all it was a great day with friends.


America's Greatest Family Resort!



1959 CORVETTE

- The 1959 Corvette was the same as the 1958 except for minor improvements
- The fake hood louvers and vertical chrome strips on the trunk were removed.\
- Interior changes included redesigned bucket seats and dorr panels, a fiberglass package tray under the sissy bar and concave gauge lenses
- A tachometer, outside rearview mirror, seat belts, dual exhaust and electric clock were among the standard features.
- Sunvisors became optional
- New concave instrument lenses reduced reflections
- The optional four-speed manual transmission had a T-shaped reverse-lockout shifter with a white plastic shifter knob
- There were seven exterior body colors offered:
  - Tuxedo Black (Black or White soft top)
  - Classic Cream (Black or White soft top)
  - Frost Blue (White or Blue soft top)
  - Crown Sapphire (White or Turquoise soft top)
  - Roman Red (Black or White soft top)
  - Snowcrest White (Black, White, Tan, or Blue soft top
  - Inca Silver (Black or White soft top)
- Interior colors were
  - Blue
  - Red
  - Turquoise
  - Black
- The armrests and door handles were in a different position, the seats had a new shape and a shelf was added

I.D. NUMBERS

- The serial number (VIN0 was located on a plate on the left front door hinge pillar
- Serial numbers ranged from J59S100001 to J59S109670
- Cars with optional four-speed manual transmissions used the same engine code suffixes as cars with three-speed manual transmissions.
- The body number plate was located on the engine side of the cowl.
- The Fisher Body Style Number 59-867 identifies a Corvette.
- The body number is the production serial number of the body.
- The trim number indicates the interior trim color and material.
- The vinyl upholstery was available in Red, black, blue, or Turquoise.
- The paint number indicates the color combination.
- The body side cove could be painted Silver or White

ENGINE & Transmission

- The standard motor was a 283ci V8 motor, overhead valve with a 3.87" bore and 3.00" stroke. Compression of 9.50:1 with 5 main bearings, solid lifters, and a Carter four-barrel carb. Output was 230hp@4800rpm.
- Four optional motors were available: The basic specs were the same as the standard motor but included a Dual 4-barrel carb set-up and produced 245hp, one had Rochester fuel injection producing 250hp, one had a Dual 4-barrel carb set-up producing 270hp and the top motor option had a Rochester fuel injection with higher 10.5:1 compression and produced 290hp.
- A manual 3-speed close ratio, a manual 4-speed close ratio, or an automatic 2-speed tranny was available

CHASSIS

Wheelbase:	**102 inches**	**Overall length:**	**177.2 inches**
Front tread:	**57 inches**	**Rear tread:**	**59 inches**
Wheels:	**steel disk**	**Tires:**	**6.70x15**
Brakes:	**Drum on all four wheels**	**Axle ratio:**	**3.70:1 (optional 3.55, 4.11, 4.56)**

Front suspension: **Independent; unequal length A-arms, coil springs, tubular hydraulic shocks**

Rear suspension: **Live axle on semi-elliptic leaf springs, anti-roll bar, tubular hydraulic shock absorbers**

OPTIONS

RPO 101 Heater ($102.25)
RPO 102 Signal-seeking AM radio ($149.80)
RPO 107 Parking brake alarm ($5.40)
RPO 108 Courtesy lights ($6.50)
RPO 109 Windshield washer ($16.15)
RPO 276 Five 15 x 5.5-inch wheels ($N/C)
RPO 290 6.70 x 15 White sidewall tires ($31.55)
RPO 313 Powerglide auto trans ($199.10)
RPO 440 Optional cove color ($16.15)
RPO 426 Electric power windows ($59.20)
RPO 261 Sunshades ($10.80)
RPO 469 283-cid 245-hp dual four-barrel carburetor($150.65)
RPO 579 283-cid 250-hp fuel-injection engine ($484.20)
RPO 469C 283-cid 270-hp dual four-barrel carburetor ($182.95)
RPO 579D 283-cid 290-hp fuel-injection engine ($484.20)
RPO 473 Power-operated folding top mechanism ($139.90)
RPO 675 Positraction axle with optional ratio ($48.45)
RPO 686 Metallic Brakes ($26.90)
RPO 419 Auxiliary hardtop ($236.75)
RPO 684 Heavy-duty racing suspension ($780.10)
RPO 685 Four-speed manual transmission ($188.30)

HISTORICAL NOTES

- A 250-hp fuel injected 1959 Corvette with the 3.70:1 rear axle could go from 0-to-60 mph in 7.8 seconds.
- It did the quarter mile in 15.7 seconds at 90 mph and had a top speed of 120 mph
- A 290-hp fuel-injected Corvette with the 4.11 rear axle could go from 0-to-60 mph in 6.8 seconds; from 0-to-100 mph in 15.5 seconds
- It did the quarter mile in 14.9 seconds at 96 mph and had a top speed of 124 mph.
- *Road & Track* described the 1959 Corvette as "a pretty package with all the speed you need and then some."

Smithville Vette Review

Story & photos by Steve Blanchies

A week before the show we decided to attend Smithville Vette Review instead of going to Ocean City, MD for the weekend. So on the Monday morning before the show we mailed our registration form. Frank Ventresca met us at our house and we rode over together on Sunday morning October 15, 2006. After our hour and a half drive, we parked and picked up our dash sign and goodie bag. Number 62 – looks like not too many pre-register for this show.

Even though not many pre-registered there were over 200 Corvettes in attendance on this beautiful Sunday. I ogled over beautiful C1's to C6's in a great setting for a show. We saw many friends from the DE, MD, and PA clubs.

The trophy table was overflowing with the largest being best of show. Bob Anderson managed to get a 2nd place trophy or you could say he came in last since there were only 2 entrees in his class. (Sorry Bob)

This being our first time at Smithville, I can now say that I think this will be one of the shows we do every year. On the way home 9 of us stopped at Famous Dave's Barbecue for dinner and it looks like we'll have dinner at Famous Dave's Barbecue this Sunday in Springfield. I hope to see you there!


HISTORIC
Smithville Inn
God Bless America


1BADZZ06

TIMING AND VACUUM ADVANCE 101

John Hinckley

In this day and age, when modern automotive powertrains are computer-controlled and engines don't even HAVE distributors any more, the knowledge of what distributors did and how they operated to control ignition timing has begun to fade; for those just entering the classic automotive hobby, the function of the distributor and the notion of "timing" is even more mysterious. To keep your classic Corvette running reliably and at maximum efficiency, some knowledge about the principles of spark timing and how it's controlled is essential. The objective of this article is to de-mystify the principles of "spark timing", and to explain why and how your distributor-equipped Corvette's spark timing is controlled and varied to suit changing driving conditions.

I won't get into the gory details of combustion theory, but let's understand a little about what happens as the piston is traveling upward on the compression stroke toward the point where the spark plug "lights the fire". Before we light the fire, let's talk a little about what we're lighting – the fuel-air mixture that's been metered by the carburetor and atomized in the intake manifold as it heads for each cylinder's intake valve.

Fuel/Air Mixture and "Burn Rate": At idle and steady cruising speed, the load on the engine is low, and the air-fuel mixture is "lean" (more air/less fuel); when accelerating, the load on the engine is higher, and it's fed a "rich" air-fuel mixture (more fuel/less air). These are two very different conditions, as a lean mixture burns relatively slowly, and a rich mixture burns faster. Remember this distinction – it's a **key** factor in ignition timing.

Back in the cylinder, with the piston rising and compressing the air-fuel mixture, the idea is to fire the spark plug at just the right moment such that the mixture is ignited (starting the "burn", as the flame front proceeds across the cylinder) and the rapidly-expanding gases reach peak cylinder pressure just after the piston reaches TDC (top dead center), exerting maximum force to push the piston down on the power stroke for maximum efficiency.

Spark Timing: Referring back to the burn rate comparison, slower-burning lean mixtures need to have the "fire lit" earlier in the compression stroke (because they take longer to reach peak cylinder pressure) than faster-burning rich mixtures (which take less time to reach peak cylinder pressure). With either mixture condition, the objective is to reach peak cylinder pressure at exactly the same point after TDC, which says they have to be "lit" at different points during the piston's upward travel – this is what "spark timing" is all about – managing the point at which the spark plug fires under different operating conditions. This point is expressed as "spark advance", in degrees of crankshaft rotation before the piston reaches top dead center; when someone says their initial timing is set at 10 degrees, that means the distributor is set to fire the spark plugs when the crankshaft is 10 degrees of rotation before the piston reaches top dead center, which is "10 degrees of advance". This is the "initial" or "base" spark timing which is checked and set at idle during a traditional tune-up (with the vacuum advance disconnected); it's fixed at the point where it's set by clamping down the distributor hold-down bolt, and doesn't change – it's always there.

Early Spark Timing: In the days of the simple, low-compression, inefficient Model T, spark advance was set manually to a fixed level with a lever on the steering column; about all the driver did was to "retard" (delay) the spark timing while turning the crank to start the engine, then move the lever to "advance" the spark timing once the engine was running. If the driver forgot to retard the spark when cranking and left the lever in the advanced position, the engine could "kick back" while the operator turned the crank to start the engine, which could result in a broken arm (an unforgettable lesson in spark timing). Once running, the operator could vary the spark advance with the lever for best performance (such as it was),

or just leave it alone (which most operators chose to do). With that big, low-compression, slow-running, low-powered engine, little damage could be done by improperly setting the spark advance.
Fast-forward to the 1960's and high-compression 350-horsepower Corvette engines howling at 6500 rpm; suddenly the spark timing equation is much more complex, and spark timing errors can result in scattering expensive engine parts all over the street at one extreme, and poor performance and fuel economy at the other extreme. An automatic device has to recognize the entire spectrum of operating conditions and manage the complexities of spark timing in a manner completely independent of, and transparent to, the driver, who has other things to keep him occupied – like traffic, flashing blue lights in his mirrors, etc.

The Distributor And Advance: This wondrous device that handles all that work is the distributor, which lives quietly in the dark, at the back of the engine, hidden forever under the Corvette's ignition shielding, demanding only an occasional set of points, a condenser, and a rotor to continue doing its job. Let's talk about the two different ways the distributor manages spark timing while you're watching traffic and grabbing gears – centrifugal advance and vacuum advance.

The **centrifugal advance** mechanism under the rotor in the distributor advances spark timing based solely on engine rpm (it's driven at half crankshaft speed); a pair of weights pivot on pins, and are retained by little coil springs. The faster the shaft turns, the more the weights tend to pivot outward (centrifugal force), and the rate at which they move outward is controlled by the tension of the little springs; lighter springs let them move fully outward at relatively low shaft rpm, and stronger springs require higher shaft rpm for full outward movement. The pointed "tail" of the weights, at the pivot end, bear against a cam (called the "autocam") attached to the top of the distributor shaft, and as the weights move outward, the 8-sided cam that opens and closes the contact points (which trigger the coil to fire the spark plugs when the points open) is "advanced" so it opens the points earlier than when the weights are fully retracted (as they are at idle). In most distributors, this mechanism provides up to 20-25 (crankshaft) degrees of spark advance when the weights are fully extended; the maximum advance this system can provide is limited by a bushing installed over a pin which moves in a slot in the lower plate of the autocam. The system is designed so that the weights don't begin to move until slightly above normal idle rpm, so the initial timing can be set accurately without any influence from the centrifugal advance mechanism.

Centrifugal Advance Calibrations: There are many different calibrations of weight configurations and spring tensions specified for production Corvette distributors, depending on the performance level of the engine, manual or automatic transmission, etc. The points between the rpm at which the weights begin to move and the rpm at which they're fully extended, providing maximum advance, is referred to as the "centrifugal advance curve", which is tailored to each engine combination. The key point to remember here is that the centrifugal advance mechanism advances and retards spark timing in response **only to engine rpm**, and nothing else. Its function is to advance spark timing as engine rpm increases; as upward piston speed increases with rpm, effectively shortening the time for the compression stroke, the spark has to fire sooner, as the air/fuel mixture still takes the same amount of time to burn as it does at lower rpm. In effect, the centrifugal advance mechanism handles only the basic physics of lighting the fire sooner at higher rpm so peak cylinder pressure is still reached at the same point just after TDC.
Now we have the basic physics handled, but we still need another system to manage spark advance based on all the variations of driving conditions and engine load variations experienced in normal operation; this is handled by the **vacuum advance** system.

Vacuum Advance: The vacuum advance system consists of a vacuum diaphragm mounted on the distributor body; the diaphragm is spring-loaded in the zero-advance position, and has a rod which connects to a hole in the breaker plate, which is the movable plate the points are mounted on. When vacuum is applied to the diaphragm, it pulls on the rod, which in turn pulls on the breaker plate, rotating it

with respect to the 8-sided cam on the distributor shaft which opens and closes the points. When viewed from the top, the distributor shaft (and the 8-sided cam for the points) turns clockwise; when the vacuum advance rod pulls on the breaker plate, it rotates the breaker plate (and the points) counter-clockwise, which "advances" the opening of the points (which triggers the coil to fire the spark plugs). A typical vacuum advance unit, when fully deployed, will add about 15 (crankshaft) degrees of spark advance over and above what the distributor's centrifugal advance system is providing at the moment, which depends on engine rpm; they are two independent systems, but they work together to provide the correct amount of spark advance.

Controlling Vacuum Advance: Let's look at how the vacuum advance system is controlled. Referring back again to burn rates, remember that lean mixtures burn slower, and rich mixtures burn faster. Engine load conditions (idle, steady cruise, acceleration) result in how lean or rich the air/fuel mixture is (the carburetor handles this), and the best indicator of engine load is intake manifold vacuum. At idle and steady cruise, engine load is low, and intake manifold vacuum is high due to the nearly-closed carburetor throttle plates; under acceleration, the throttle plates open wider, and intake manifold vacuum drops; it is essentially zero at wide-open throttle. As a result, intake manifold vacuum is a "free" indicator of engine load, which correlates nicely with fuel mixture being supplied – lean mixture at high vacuum, and rich mixture at low vacuum.

At idle, the engine needs additional spark advance in order to fire the lean (and exhaust-diluted) idle fuel/air mixture earlier in the cycle in order to develop maximum cylinder pressure at the proper point after TDC for efficiency, so the vacuum advance unit is activated by the high manifold vacuum, and adds another 15 degrees of spark advance on top of the fixed initial timing setting. For example, if your initial timing is set at 10 degrees, at idle it's actually 25 degrees with the vacuum advance connected (a properly-calibrated centrifugal advance mechanism will not have started to move yet at idle rpm).

The same thing occurs under steady highway cruise conditions; the mixture is lean, takes longer to burn, the load on the engine is low (it only takes about 40 horsepower to cruise at 50mph) and the manifold vacuum is high, so the vacuum advance unit is again deployed, and adds 15 degrees of spark advance over and above whatever the distributor centrifugal advance mechanism is providing at that engine rpm. If you had a timing light connected so you could see it as you cruise down the highway, you'd see about 45-50 degrees of spark advance; your fixed initial advance of 10 degrees, 20-25 degrees provided by the centrifugal advance mechanism, and the 15 degrees added by the vacuum advance unit.

When you accelerate, the fuel/air mixture is immediately enriched (by the accelerator pump, power valve, metering rod piston, etc.), and that rich mixture now burns faster, doesn't need the additional spark advance any more, and when the throttle plates open, the manifold vacuum drops, and the vacuum advance unit diaphragm retracts to its zero position, "retarding" the spark timing back to what is being provided at that moment by the fixed initial timing and the centrifugal advance mechanism. The vacuum advance doesn't come back into play until you back off the gas and manifold vacuum increases again as you return to steady-state cruise, when the mixture again becomes lean and needs more spark advance for fuel efficiency.

Vacuum Advance Calibration: There are also many different calibrations of vacuum advance units; some begin to deploy at different vacuum levels than others, and some provide more degrees of advance when fully deployed than others. The original calibration was selected based on the intake manifold vacuum characteristics of that particular engine/transmission combination and how it was expected to perform in daily use. Vacuum advance units were connected to full manifold vacuum for decades; in the late 60's and early 70's, when emissions began to become an issue, many were instead connected to "ported" or "timed" vacuum sources. We'll discuss this aberration a little later.

The Advance Combination: Now we have two different advance systems working independently, but complementing each other, to manage spark timing – **centrifugal**, based on engine rpm, and **vacuum**, based on engine load and operating conditions. The centrifugal advance system is purely mechanical

and is only rpm-sensitive; nothing changes it except engine rpm. Vacuum advance, on the other hand, responds instantly to to engine load and rapidly-changing operating conditions, providing the correct amount of spark advance at any point in time, to deal with both lean and rich mixture conditions. By today's engine management terms, this was a relatively crude mechanical system, but it did a good job of optimizing engine efficiency, throttle response, fuel economy, and idle cooling, with absolutely **zero** negative effect on wide-open throttle performance, as the vacuum advance is inoperative under that condition. In modern cars with computerized engine controllers, all those sensor inputs to the computer change both spark timing and fuel/air mixture 50 to 100 times per second, and we don't even **have** a distributor any more – it's all electronic.

"Ported" Vacuum: Now to the widely-misunderstood manifold-vs.-"ported" vacuum aberration. After 30-plus years of controlling vacuum advance systems with full manifold vacuum, that "free" indicator of engine load and fuel mixture, along came early emission control requirements (seven years before catalytic converter technology was introduced), and all manner of crude band-aid systems were introduced to try and reduce hydrocarbons and oxides of nitrogen in the exhaust stream. One of these crude, but effective systems was GM's Air Injection Reactor (A.I.R.) system, which pumped fresh air into the exhaust ports to "afterburn" pollutants in the exhaust manifolds. The key to making this system work at maximum efficiency was **retarded spark at idle**; with retarded idle spark timing, the "burn" begins late, and is not complete when the exhaust valve opens, which does two things which were important for emissions. The incomplete burn reduced combustion chamber temperatures, which reduced the formation of oxides of nitrogen (NOX), and the significant increase in exhaust gas temperature ensured rapid light-off and combustion of the hydrocarbons in the exhaust gas stream when the fresh oxygen-carrying air was introduced from the air pump.

Side Effects: As a result, these engines ran poorly, and an enormous amount of wasted heat energy was transferred through the exhaust port walls into the coolant, causing them to "run hot" at idle; cylinder pressure fell off, engine temperatures went up, combustion efficiency went down the drain, and fuel economy went down with it. "Ported Vacuum" was easy to implement – they just moved the distributor vacuum port orifice in the carburetor from below the throttle plate (where it was exposed to full manifold vacuum) to above the throttle plate, where it was only exposed to manifold vacuum after the throttle plate opened. This meant that the vacuum advance was inoperative at idle (retarding idle spark timing from its optimum value), and these applications also had **very** low initial timing settings; they were usually set at 4 degrees before TDC or less, and some even had initial timing settings as much as 2 degrees **after** TDC. The vacuum advance still worked at highway cruise, but not at idle, which caused all manner of problems. "Ported Vacuum" was strictly an early pre-converter crude emissions strategy, and nothing more. Don't believe anyone who tells you that ported vacuum is a good thing for performance and driveability – it's not. Anyone with a street-driven car without manifold-connected vacuum advance is sacrificing idle cooling, throttle response, engine efficiency, and fuel economy, probably because they don't understand what vacuum advance is, how it works, and what it's for. There are lots of long-time experienced mechanics who don't understand the principles and operation of vacuum advance either, so they're not alone.

Summary: Now that we've covered the whys and hows of spark timing and its control systems, you can appreciate what's going on underneath your ignition shielding and how it affects performance and driveability. Checking the operation of the centrifugal and vacuum advance systems during periodic maintenance and tune-ups can pay real dividends that you can feel in the seat of your pants. Well, you say, "how do I do that?" Tune in next month, when we'll show you how to check out those systems, how to "map" your advance curves against their design specifications and verify proper operation, and pass along some simple tips and techniques for improving your Corvette's performance by "tweaking" its advance systems for peak efficiency.

CCND Corvette Show for ALS

Story by Barry Kimmelman Photos by Steve Blanchies

Our CCND annual Show was scheduled for Oct. 1st but because of heavy rain the night before and into the early morning was reschedules for the following week and held on Sunday Oct. 8th. Unfortunately, because of the rain date of the show, turnout was much less than we had expected or hoped for but the show went on and it turned out to be a great day, with wonderful weather and some great cars showing up including a few from the Boardwalk Corvette Club in NJ.

Many thanks to all of entrants that did come to the show and also to all the CCND members that showed up and assisted in set-up, parking, judging, etc.

Corvette Club of Northern Delaware

20 Questions:

Name: Dave Shacknai

What is your age? 47

What is your occupation? Airline Pilot

Where do you live? Newark

What is your marital status? Married to Carol

Do you have children? 2 boys Jesse (7) and Justin (5)

Do you have pets? fish

What is your Favorite Food? Sushi

What is your Favorite Music? Classic Rock, jazz & classical

What made you want to join CCND? Wanted to meet some people with similar interests, network to get some information and advice on the maintenance of my 1980 C3. Unfortunately my schedule hasn't allowed me to do much of this.

How long have you been a CCND Club member? < 1yr

How long have you been interested in Corvettes? As long as I can remember (which isn't as long as it used to be)

Are you a Driver or Passenger? both

When did you get your first Corvette? Last year

What year was your first Corvette? 1980

What is your favorite over-all Corvette? mine

What is your current model year Corvette? 1980

Do you prefer coupes or convertibles? I like em both

Do you prefer Automatic or Manual Transmissions? Its not a sports car if it doesn't have a manual transmission

Do you do your own service work on your Corvette or do you take it to a mechanic? I do as much as I can which isn't much.

Besides CCND and Corvette related activities, what non-Corvette interests do you have? F1 racing, baseball, football, tennis, anything with my boys.

CCND Upcoming Events

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

CLUB EVENTS

November 5, 2006
Sunday

CLUB HAYRIDE @ CAROUSEL PARK EQUESTRIAN FACILITY – 4:30 p.m.
3700 Limestone Road, Wilmington, DE 19808
C'mon out for a roll in the hay! If you were not able to make it last year, you definitely should plan for it this year. It was a blast. After the Hayride, you'll be treated to a big bonfire with hot dogs, marshmallows and s'mores! Fun for the whole family. If you wish to attend, email me and let me know how many people will be in your group.

November 7, 2006
Tuesday

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

November 19, 2006
Sunday

EARLY DINNER @ THE BORDER CAFÉ – 4:30pm
Great Food and good times. Come on out and join us for dinner. No meet and caravanning to this dinner, just meet everyone around 4:15pm at the restaurant and once we are all there we will seat down and eat. . Fantastic Tex-Mex Food in a lively atmosphere. Please email or call so I have an idea of how many people to tell the restaurant we will be.
483 Stanton-Christiana Road in Newark
More info here: http://www.bordercafe.com/

December 5, 2006
Tuesday

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

December 10, 2006
Sunday

MID ATLANTIC GRAND PRIX RACING – 11:00am
Mid-Atlantic Grand Prix is Delaware's first full service European Style Indoor Karting and Entertainment Facility. We had a great time last time we did this and have had lots of requests for a repeat of this fun event so here it is. Send me an email or call if you're interested in attending.
More Info here: http://www.midatlanticgrandprix.com/cms/?WELCOME_RACE_FANS

LOCAL CORVETTE HAPPENINGS

November 4, 2006
Saturday

KERBECK'S TOYS FOR TOTS ATLANTIC CITY RUN
The NJ State Police have agreed to close the AC Exxpressway for the run. The plan is to pull out of the Farley Plaza of the AC Expressway around 12:00 noon. Bring at least one new, un-opened, un-wrapped toy. They'll supply lunch and door prizes. Go to http://forums.corvetteforum.com/showthread.php?t=1484330 for more info.

NOVEMBER BIRTHDAYS

Veda Chambers	11/03	Linda Kimmelman	11/15
Michael Whitmore	11/11	Michelle Falla	11/28
Sylvia Crouse	11/12		

CCND OCTOBER MEETING MINUTES

Meeting was called to order at 7:07 p.m. by **Jack Layton** on October 3, 2006.

Vice President: **Steve Blanchies** reported 64 paid members.

Treasurer: **Harvey Smith** not able to be present due to surgery. Jack reported that all bills have been paid.

Member at Large: **Mike Metcalf** away in California.

CCND Governor: **Dave Morales** reported NCCC membership renewal due 11/7/06 - $30 for new membership - $25 for renewal + $10 for spouse. Dave also has raffle tickets through NCCC for the National Kidney Foundation – Grand prize – 2007 corvette – tickets are 1 for $10, 3 for $25, or 6 for $50. Call Dave for more information (302-475-8560).

Newsletter Editor: **Barry Kimmelman** reported that he needs "Member of the Month" articles.

Social Chairperson: **Linda Kimmelman** reported on upcoming activities which I did not get because of the loud band. (See **Linda's Upcoming Events** for the low down)

Show Chairman: **Bob Gerber** reported that the rain date for the club show will be Sunday, October 8th – Registration begins at 9:30 a.m. – rain or shine event.

Old Business: **Jack** discussed the Concord Mall show – October 29th – cars to be in mall by 7:30 a.m. and leave around 6:30 p.m. when mall closes – would like at least 20 cars to participate.

Hay ride – Sunday, November 5th – wagon leaves at 5pm – be there at 4:30 p.m. - Carousel Park.

New Business: Membership dues – due on November 1st – anyone not paid by 12/31 will no longer receive the newsletter.

Nominations – due by November meeting – elections at December meeting – if anyone is interested in any of the offices, please make it known by November meeting.

Adopt a Family – Jack will call St. Catherine of Siena church for a needy family – club agreed to shop for Thanksgiving dinner and Christmas gifts.

Monthly meetings – have been interrupted by bands starting at 8:00 p.m. Ideas were to start the meeting ½ hour earlier, switch to another location, or change meeting to Wednesday (if no bands are playing). If there are any changes to the meeting schedule, it probably won't be effective until 2007.

50/50: None

Meeting was adjourned at 8:00 p.m.

Respectfully Submitted, Christine Carlantonio, Secretary

NEXT MEETING DATE IS TUESDAY, NOVEMBER 7, 2006

Vette Shopper

Check out our web site @ www.vetteclub.org

club of northern delaware

CORVETTE

The National Council *of* Corvette Clubs

Established in 1973 and is a member of

The Corvette Club *of* Northern Delaware *was*

CCND NEWS
P.O. BOX 10103
Wilmington, DE.
19850-0103

FIRST CLASS MAIL

TO: