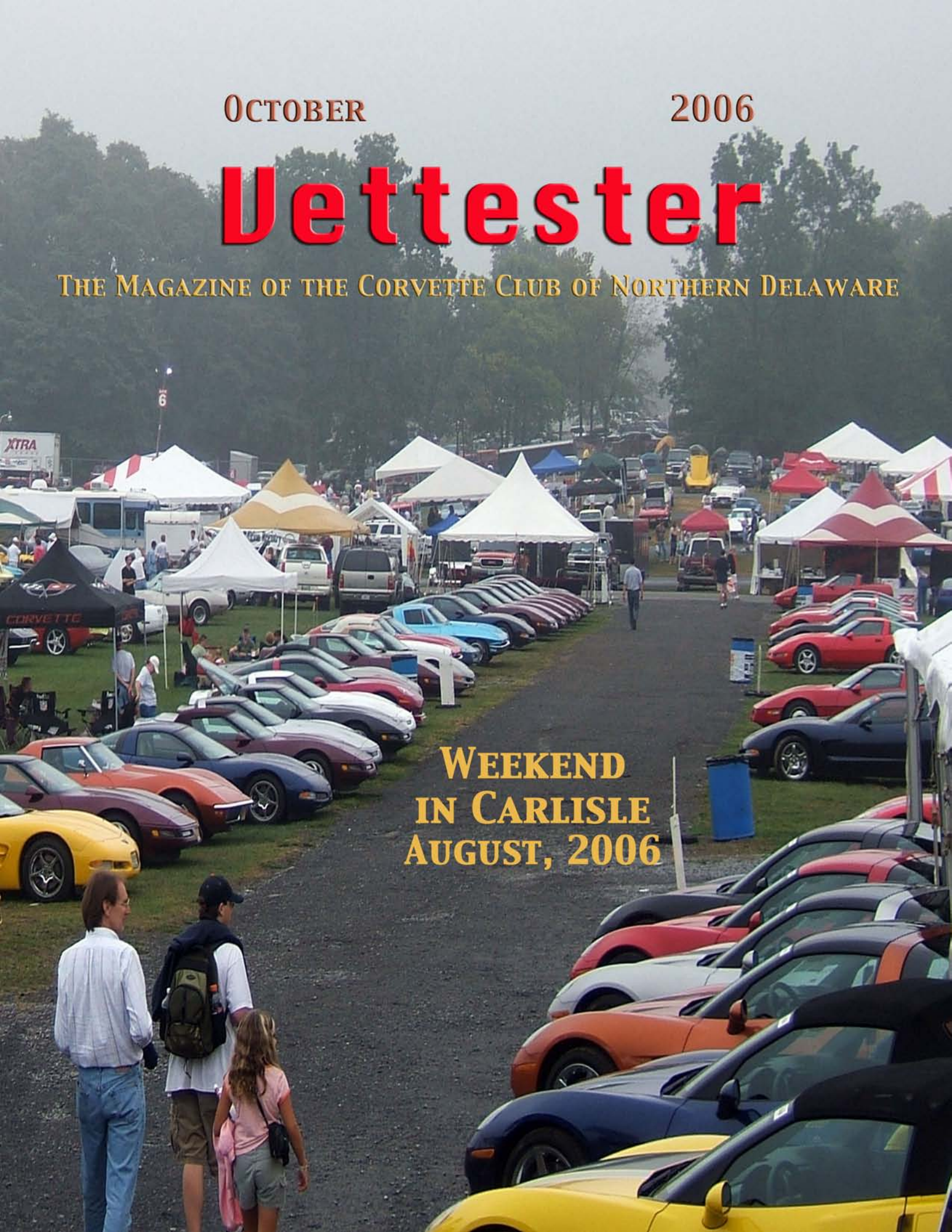


OCTOBER

2006

Vettester

THE MAGAZINE OF THE CORVETTE CLUB OF NORTHERN DELAWARE



WEEKEND
IN CARLISLE
AUGUST, 2006

My Two Cents



by Jack Layton

Well, fall has arrived, and with it comes the onslaught of car shows. Everywhere you turn, somewhere there is a show to be had. Flip a coin or throw a dart and be on your way. And then before you know it, it's all over and done with. Hopefully most of you will be able to attend at least one show this fall. Get out and enjoy.

By the time you receive this newsletter, a good size group of us will have been to the Ocean City, New Jersey boardwalk show. This is probably my favorite show to attend. Park on the boards and do absolutely NOTHING!!!! Just enjoy the day by walking around looking at the cars (and other beautiful sites) and eating. I say, "What could be better?"

After that comes our annual fall show. Contact Bob Gerber for info in helping out at the show.

On October 29th, we will once again be having a show in Concord Mall. There will be a sign up sheet at the October meeting, or you can contact me directly. I would like to see at least 20 cars. The Fathers Day show was a little disappointing with only 17 cars showing up.

At this time I would like to thank Mike and Marion Crank for all they did for our annual picnic this year. A job well done by both of you. Looking forward to next one.

I am in the process of setting a date for our hayride this year. Once again it will be at Carousal Park in Pike Creek. I am checking with the Park to see if we can get a Sunday evening, 5 PM ride in early November. Stay tuned.

It's official. Our annual Holiday Party is set and ready for January 13th. More info on this will be

forth coming. Most of you have received an email about this already. The rest of you, without email, will be receiving info on this in the near future.

Now, for the political side of things. As I stated in June, I will not be running for President for 2007. I will however, still be involved with the club, just in a lesser capacity.

After 6 years, it is time to step back from the table and let some new "ideas" flow from the members. As I have been preaching over the years, this is your club. More of you need to step up to the plate and help in the operation of the club. The "same people" can't do it all.

And speaking of President, don't forget nominations for the 2007 board are coming up in November, with elections being held in December.

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.

So with that, 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

Vettes at the Beach!

By Charlotte Stigler

Bob and I consider ourselves part-time Sussex Countians, so when I saw an ad in a local beach newspaper that Beachcombers Corvette Club of Southern Delaware was hosting its Annual Open Car Show on Saturday, August 19th, we jumped at the chance to go. It would be a nice opportunity for Bob to show off his 1978 Pace Car that has only been displayed once since he got it, at CCND's Concord Mall show last October.

Beachcombers show was held at 1st State Chevrolet in Georgetown. The Club used the money raised from the show to support the Southern Delaware Meals on Wheels. This is the 7th year of their "People's Choice" show. There were plenty of Corvettes, along with antiques, classics, stock, rod and custom cars, along with motorcycles. They had 102 cars, up from 70 last year.

We ran into a couple of faces familiar to CCND – Rick Berry (who gave Bob's Pace Car a thumbs up), and Ed Marcelle (who looked at us and talked to us like he knew us, he just wasn't sure from where). It was a good opportunity for me to pass out flyers to our show. Of course when I told people we were from "the Corvette Club of Northern Delaware", they looked at me like I was from another planet. But who knows, maybe a couple of them will turn up at our show in October.

Here's the best part – Bob's car won a 2nd place plaque!



How to Upgrade Your Driving Lights

by Lars Grimsrud

This tech paper will discuss how to upgrade your early C4 driving lights. Later C4's already have this upgrade from the factory.

Overview & Procedure

Have you ever been a bit disappointed in the power of your C4 driving lights ("fog lamps")? Fact is, if you're running with the headlights on, turning the driving lights on makes virtually no difference in the lighting quality in front of your car. In actual fog conditions, running with only the driving lights on produces such lousy lighting that it's nearly unsafe.

The stock driving lights on a C4 are halogen bulbs rated at only 34 watts. This is less than the wattage of your low beam headlights, making the driving lights nothing more than a cosmetic, nonfunctional decoration. The problem is with the way we tend to drive here in the U.S.: In Europe, driving lights are bright, high-wattage lights used on the open road or under special conditions (like real fog). Here, every guy with an SUV with driving lights keeps the driving lights on at all times, just to show them off. For this reason, the automakers keep the wattage of these lights low: so you can have your driving lights on in city traffic, look cool, and not blind other traffic. But it makes them pretty useless, really. Here's how to fix that:

The stock bulbs in your driving lights are part number 880. This is a 34-watt bulb. This part is interchangeable with part number 885. This is a 50-watt bulb, or roughly one-and-a-half times as bright. The problem is, the 50-watt bulb will increase the amp draw on the circuit, and we must first verify that the system can handle this.

The driving lights are fused on the tail lamp circuit with a 10 amp fuse. Fuses are normally set to blow at about 10% above the rated load of the circuit (which has nothing to do with how much current the circuit wiring can safely handle), so a 10-amp fuse would be installed in a circuit drawing max about 8 amps. The purpose of the fuse is to protect components, switches and wiring in the circuit in the case of an overload condition. The components, switches, and wiring are normally designed with a 2:1 factor of safety to where the fuse is set to blow. In other words, a circuit with a 10 amp fuse can normally reliably handle up to 20 amps without damage to components.

Now, back to high school physics where we learned that wattage is equal to volts times amps. In our 12-volt system, we see that our stock 34-watt bulbs (2 of them equals 68 watts) are drawing a total of 5.6 amps. If we change over to the 50-watt bulbs (100 watts total), we will be drawing 8.3 amps. This is 2.7 amps more than stock. If the stock circuit is designed within 10% of the stock fuse (about 8 amps on the stock 10 amp fuse) we see that we will blow the fuse by installing the 50 watt bulbs. But, by adding 2.7 amps to the stock 8-amp circuit, are we within design limitations of the components? Yes, clearly we are, since we'll actually be below a total circuit amperage of 11 amps (and the circuit can handle up to 20). So pop out the 10-amp fuse, and put a 15-amp in its place. This will provide adequate circuit protection, and will allow use of the 50-watt bulbs.

I've been running 50-watt 885 driving lights in my '85, along with a 15-amp fuse in the tail lamp slot, for over four years now. The driving lights are brighter than the headlights, and provide outstanding lighting under all conditions. If you do this mod, just remember to show some driving courtesy with the bright lamps: I don't run with mine on against oncoming traffic at night or around town at night. But they do work significantly better than stock in the fog, snow, and on the open road: they actually become usable for their intended purpose!

NOTE:

Research on the driving light subject indicates that some C4's have their driving lights grounded directly to chassis ground. This setup is ideal for the above modification. Other C4's have their driving lights grounded through the headlight high beam filament. What this does is that it will automatically shut the driving lights off when the high beams are turned on. However, if your driving lights are grounded through your high beam filament, you will not get any noticeable improvement in lighting quality by going to the higher wattage driving light bulbs. In fact, the higher wattage bulbs will cause your high beams to glow dimly when the driving lights are turned on. To correct this, you must cut your driving light ground wire and ground it directly to chassis ground if you wish to perform this upgrade.

SOURCES:

If you have trouble finding sources for bulbs and lighting products, try: <http://autooptiks.com/>

They have #885 halogen replacements for the front driving/fog lights. They are 50w, but available in different flavors... an ultrawhite version #885UH that produces light at 3800 kelvin which is closer to a pure white than a stock bulb and best for using as a 'driving light' and a Gold Dichronic version #885G that produces light at 2700 kelvin which is better for bad weather conditions and best for using as a 'fog light'. Both put out 1104 lumens. They also have a high output clear halogen #885H that puts out 1202 lumens, but they also say that it has a shorter lifespan because of the higher output.

They also have things like replacement bulbs for the #2057 tail lights, except they're halogen bulbs rated at 50/15 - big difference compared to the 32/2 stock units. These work really well if you have shaded/tinted/blacked out tail light lenses.

Corvettes for Kids, 2006

Story by: Andy Rumford

Sunday, August 13th marked the 21st year for Corvettes for Kids. An exciting year in which over \$51,000.00 was raised for Nicholas Romig and his family to help battle many of Nicholas's conditions.

CCND has always been well represented and this year was no exception. Several CCND members were awarded "Spokes child" trophies, which is always a big thrill! The Corvettes for Kids auction had over 300 items to bid on and contained some very fine donations.

A newcomer to the event this year was Lance Miller and his mother Judy who made the trip from their home in Carlisle. The Millers brought the Callaway Speedster out for the journey - a car that had less than 1,000 miles on the odometer before the trip began. Lance also brought along his sister, and other members of their family were present. A great time was had by all.

A revised website for this event is also in the works for 2007, so be sure to check www.corvettesforkidsinc.org often.





CORVETTES *For Kids Inc.*



Corvettes at Carlisle 2006

By Barry Kimmelman / Photos by Linda Kimmelman

August 25-27th was the annual Corvette show at Carlisle. It's the largest Corvette only show in the country and is always a spectacular event and it just gets better and better every year. How they manage to consistently outdo the previous years is beyond me but they manage.

This years special attractions were a special display of 1956 Corvettes, the 10 year anniversary reunion of the Grand Sport including one of the original five 1963 Grand Sport race cars, and a Z06 display that included the C5 & C6 Z06 and the original 1963 Z06 cars. As always at the end of the Show on Sunday they gave away a Corvette to a lucky winner and this years giveaway car was a 1994 C4 convertible with less than 35,000 miles.

The Weather for the show this year was typical and expected by regular Carlisle show goers – extremely hot and humid interrupted by periods of rain..... Well, at least we know to expect that as it's the same weather that we get each and every year!

If you have never been to the Corvette show at Carlisle it's 83 acres completely filled with thousands upon thousands of Corvettes from original 1953's to the latest C6 Z06 and everything in between. You will see cars to satisfy all interest groups from top-flight NCRS show cars to the wildly modified customs. In addition, there is a huge swap meet/vendor area, a Car Corral area for cars for sale, and the Corvette auction where others cars are sold.

Linda and I went up very early Friday morning, leaving at 3 am, stopping at a diner for breakfast on the way to the show and arriving at the show field by 6am. We stayed thru the weekend until the show was over Sunday afternoon around 4 pm. I spent most of the show running back and forth between where we had our '65 parked and where the '78 was parked and even found a small amount of time to browse the swap meet area and Linda spent most of the show at her vendor booth in the Women's Oasis tent.

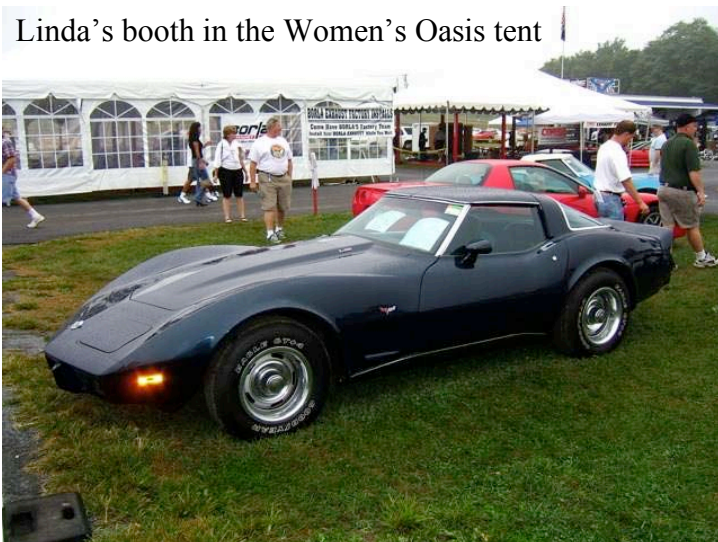
A lot of CCND members were there as well as many members of other clubs that we regularly run into to at various events. If you weren't there this years you need to take the time and join all of us next year. If you have never been to the show at all you need to come see what you are missing!!



Linda's booth in the Women's Oasis tent



Our '65 on the show field in the rain Sun morning



Our '78 on the show field in the rain



some CCND members moving their tent



Lots of cool license plates



Mike and Marion Crank



Janet & Jack w/ friend



Jack with his '87 Callaway



one of the Celebrity Choice winning cars



Just a very tiny taste of all the cars there



1958 CORVETTE



- Corvette styling was jazzed up for 1958.
- There were now four chrome rimmed headlights with fender length chrome strips running between each pair of lights
- Louvers were placed on the hood.
- The grille was similar to the previous year, but had four fewer vertical bars.
- Three horizontal chrome strips were added to the new cove.
- A couple of vertical chrome bars decorated the trunk.
- The wraparound front and rear bumpers were larger.
- The interior changed dramatically.
- The gauges were clustered together in front of the driver, rather than spread across the dash as before.
- A center console and passenger assist (sissy) bar was added.
- Seat belts were made standard equipment - they had been a dealer-installed option in 1956 and 1957.
- There were six exterior body colors offered:

Charcoal (Black or White soft top)	Snowcrest White (Black, White, or Beige top)
Silver Blue (White or Beige top)	Panama Yellow (Black or White top)
Regal Turquoise (Black or White top)	Signet Red (Black or White top)

I.D. NUMBERS

- The serial number (VIN0 was located on a plate on the left front door hinge pillar
- Serial numbers ranged from J58S100001 to J58S109168
- 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 58-867 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 pebble-grain vinyl upholstery was available in Red, Dark Gray, 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 220hp@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 (\$96.85)	RPO 469 283-cid 245-hp dual four-barrel carburetor(\$150.65)
RPO 102 Signal-seeking AM radio (\$144.45)	RPO 579 283-cid 250-hp fuel-injection engine (\$484.20)
RPO 107 Parking brake alarm (\$5.40)	RPO 469C 283-cid 270-hp dual four-barrel carburetor (\$182.95)
RPO 108 Courtesy lights (\$6.50)	RPO 579D 283-cid 290-hp fuel-injection engine (\$484.20)
RPO 109 Windshield washer (\$16.15)	RPO 473 Power-operated folding top mechanism (\$139.90)
RPO 276 Five 15 x 5.5-inch wheels (\$N/C)	RPO 677 Positraction axle with 3.70:1 ratio (\$48.45)
RPO 290 6.70 x 15 White sidewall tires (\$31.55)	RPO 678 Positraction axle with 4.11:1 ratio (\$48.45)
RPO 313 Powerglide auto trans (\$188.30)	RPO 679 Positraction axle with 4.56:1 ratio (\$45)
RPO 419 Auxiliary hardtop (\$215.20)	RPO 684 Heavy-duty racing suspension (\$780.10)
RPO 426 Electric power windows (\$59.20)	RPO 685 Four-speed manual transmission (\$215.20)
RPO 440 Optional cove color (\$16.15)	

HISTORICAL NOTES

- Production of the 1958 Corvette began October 31, 1957.
- Almost 11% of the 1958 Corvettes were powered by the 283-cid 290-hp fuel-injected V-8
- A 1958 Corvette with the standard 230-hp V-8 and 4.11:1 rear axle could go from 0-to-60 in 9.2 seconds.
- It did the quarter mile in 17.4 seconds at 83 mph and had a top speed of 103 mph.
- A 1958 Corvette with the optional 250-hp fuel-injected V-8 and 3.70:1 rear axle could go from 0-to-60 mph in 7.6 seconds and from 0-to-100 mph in 21.4 seconds.
- It did the quarter mile in 15.7 seconds at 90 mph and had a top speed of 120 mph.
- A 1958 Corvette with the optional 290-hp fuel-injected V-8 could go from 0-to-60 mph in 6.9 seconds

Labor Day Parade with the NALC

Story & photos by: Steve Blanchies

CCND participated with the NALC in the Labor Day Parade on September 4, 2006. The weather could have not been any better. We met for breakfast at Arnors and then headed into Wilmington to stage for the parade. Also participating with the NALC was the Delaware Fireman's Museum. They had a fire truck that most of the children rode on. There did seem to be a few more people watching the parade this year. After the parade food and drink was provided at the union office. It was a great day for a parade. Hope you can make it next year.



The Last Glasstown Corvette Show?

Article by Steve Blanchies. Photos by Steve Blanchies and Alex & Andy Rumford

Due to changes at Wheaton Village, this was to be the last Corvette Show on the grounds run by Corvettes Unlimited. Since the village is receiving federal funds there were limits on activities related to arts events only, but more on that later.

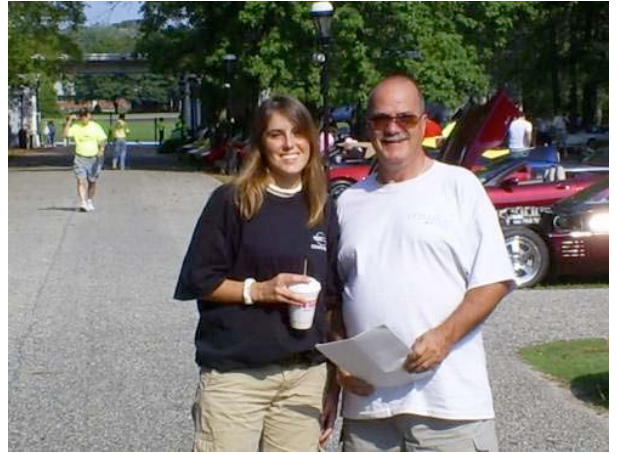
We met at Mike's Harley Davidson and departed promptly at 7:30 AM. After arriving, registering, and our group parking together, some of the group went to the Paper Waiter for breakfast. We set up our chairs in the shade of the trees for a relaxing day at the show. We also were able to watch the different demonstrations, such as the art of glass blowing, and other venues on the grounds.

We gathered at the entrance gates at 3 PM for the awarding of the trophies. There were first, second & third in numerous classes. We had a good showing at the presentation. John McCarnan received a first in class trophy for his 2007 ZO6, Jack Layton, Frank Ventresca and Bob Anderson also made a trip to the podium. Oh yea, then Jack made another trip to the podium to receive the award for the "Best Attending Club". We had 17 Vettes at the show. We received this award last year too.

Then it was time for the Best in Show trophy. It is a beautiful one of a kind glass trophy made by one of the artisans on the grounds. The Wheaton director presents the trophy every year. She went on to explain why the name was changed to Wheaton Arts and how the changes were to affect the show. Then she went on to explain how it has now been determined that "Corvettes are art" and how they would love to continue having the show at Wheaton Arts. The winner of the trophy received the same award at the first Glasstown show 27 years ago, but that is another story. He also has not missed a show for that 27 year period.

This was another event with perfect weather and great fun to attend. Since this will not be the last show there, next September maybe we can have even more Vettes from our club attend. I never get tired of seeing the faces of people as a large group of Corvettes pass them by. Some of us also stopped at Cracker Barrel for dinner on the way home. This was truly is a great day.







Humorous Diversions:



The Bathtub Test

It doesn't hurt to take a hard look at yourself from time to time, and this should help get you started.

During a visit to the mental asylum, a visitor asked the Director what the criterion was which defined whether or not a patient should be institutionalized.

"Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No." said the Director, "A normal person would pull the plug. Do you want a bed near the window?"

DID YOU PASS, OR DO YOU WANT THE BED NEXT TO MINE?

Poor Bob

Bob works hard and spends most evenings bowling or playing basketball at the gym.

His wife thinks he is pushing himself too hard, so for his birthday, she takes him to a local strip club. The doorman at the club greets them and says, "Hey, Bob! How ya doin'?"

His wife is puzzled and asks if he's been to this club before.

"Oh no," says Bob. "He's on my bowling team."

When they are seated, a waitress asks Bob if he'd like his usual, and hands him a Budweiser.

His wife is becoming increasingly uncomfortable and says, "How did she know that you drink Budweiser?"

"She's in the Ladies' Bowling League, honey. We share lanes with them."

A stripper then comes over to their table, throws her arms around Bob and says "Hi Bobbie. Want your usual table dance, big boy?"

Bob's wife, now furious, grabs her purse and storms out of the club.

Bob follows and spots her getting into a cab.

Before she can slam the door, he jumps in beside her. Bob tries desperately to explain how the stripper must have mistaken him for someone else, but his wife doesn't believe a word of it. She is screaming at him at the top of her lungs, calling him every four letter word in the book.

The cabbie then turns around and says:

"Geez Bob, you picked up a real b!#ch this time."

CCND Upcoming Events

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



CLUB EVENTS

September 27, 2006
Wednesday

CCND show "Goodie Bag" stuffing @ Kahunaville – 7:00 PM

We are stuffing the "Goodie Bags" for our annual show on Oct 1st and could use some help. Please show some club support and come out and help. The more people we have the faster we will get done.

October 1, 2006
Sunday

CCND CAR SHOW AT KAHUNAVILLE

Our annual CCND car show!! Support the club, come out and have a great time. See you there!

October 3, 2006
Tuesday

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

October 8, 2006
Sunday

PENNSYLVANIA RENAISSANCE FAIRE – 11:00 AM – 8:00 PM

A day at the faire is filled with fun for the whole family. Wenches, Knights, Jousting and an appearance from Queen Elizabeth I herself make for an exciting afternoon. This is Wine Harvest Weekend, so you can celebrate the day with grape stomping, special wine events, wine tasting and 25% case discounts. "Reign" or Shine. Gate admission prices: Adult \$26.95 & Children \$9.95. If there is enough interest, we can arrange a meeting place and maybe be eligible for a group discount.

<http://www.parenfaire.com/>

November 7, 2006
Tuesday

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

LOCAL CORVETTE HAPPENINGS

October 14, 2006
Saturday

LAKES CORVETTE "AUTUMN IN MOORESTOWN" CAR SHOW

12th annual show right on Main St in Moorestown, NJ. Always a great show that covers all types and years of cars. More info at <http://www.lakescorvetteclub.com/>

October 14, 2006
Saturday

CECIL COUNTY SPCA CAR, MOTORCYCLE & CRAFT SHOW

All vehicles pre-1980 welcome. Cool cars, crafts, and ice cream. 10am – 4pm. More info at:

[http://www.cecilcountyspca.org/car mc craft reg form 2006.htm](http://www.cecilcountyspca.org/car_mc_craft_reg_form_2006.htm)

October 15, 2006
Sunday

BOARDWALK CORVETTES "THE SMITHVILLE VETTE REVIEW"

An all Corvette show at historic Smithville, NJ. Registration from 8:30-10:30am. More info at

<http://boardwalkcorvettes.com/review.html>

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.

OCTOBER BIRTHDAYS

Veda Chambers	Nov 3	Linda Kimmelman	Nov 15
Michael Whitmore	Nov 11	Michelle Falla	Nov 28
Sylvia Crouse	Nov 12		



The Members Corner

By: Andy Rumford

NOS and You!.....I have started to see more Corvettes this past summer at shows with the Nitrous Oxide setup. The 2 main brands are NOS and Edelbrock, both being quality setups, although there are other brands to choose from as well. Do your homework on these setups before you install them. Typical install time is 4 hours. Make sure you purchase a bottle warmer as the Nitrous itself works to its optimum levels when the bottle is warmed up to 90 degrees. Bottle pressure should be around 900-950 PSI. Make sure your Corvette components are checked before you install any system and adhere to the manufacturers recommendations. They know their products. If you wish to increase HP, NOS could be the way to go...

Bling, Chrome or Eye Candy.....All of us have seen it, some of us have it. Amazing the prices aftermarket dealers are getting these days for pieces of this stuff. If you're a C5 or C6 guy and you look for "Eye Candy" in the catalogs, you're covered. It's become quite evident that the aftermarket guys are starting to offer more and more chromed items for their users. If you're a C3 guy and your looking for some Bling for your ride, well forget it! Sure, the catalogs have an item or two, but if you want to go beyond that, start fabricating your own pieces.

Sidepipes - "Should I or Shouldn't I"....If your even asking yourself this question, it probably means that at some point you've given serious thought to adding pipes. They aren't cheap to add, but make, in MOST cases, a significant cosmetic and sound difference. Many questions..."Should I get reverse flow muffler inserts to keep the sound down", or "should I leave them as Straight-pipes"? Will I need to cut part of my front fender away? You'll wonder why you didn't put them on sooner. If you do decide to install pipes, consider "Heat Shields". After the first burn or two on the back of your leg you'll either buy the covers or figure out a better way of getting out of your Vette. Another idea to ponder after you have purchased the pipes and before installation is getting them coated. A reputable place such as Jet-Hot, <http://www.jet-hot.com> is a fine place to start.

Miscellaneous

This was forwarded to us from another Corvette Club. I have no additional information about this but if you are interested contact the person. [note from Ed.]

Wanted:

I am seeking original Corvette stories from individuals.

Do you have an interesting Corvette story? Did you get your Corvette in an unusual way? Was it a "barn find"?

I am compiling a book of "regular people" that have their own personal story about their Corvette. Please send me your "story" and a picture of your car. If it makes it to the book, I will send you a complimentary copy.

Send or email to: tbmallory@centurytel.net

[<mailto:tbmallory@centurytel.net>](mailto:tbmallory@centurytel.net)

Tommy Mallory

6400 Gateway Blvd.

Columbia, Missouri 65203



CCND JUNE MEETING MINUTES

Meeting was called to order at 7:05 p.m. by **Jack Layton** on September 3, 2006. Forty-one members, including the board were present.

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

Treasurer: **Harvey Smith** not able to be present due to surgery. Jack read the Treasurer's report for July and August. Motion was made and seconded to approve the reports as presented. MOTION CARRIED.

Member at Large: **Mike Metcalf** reported one order coming in and one order pending. He is also restocking the "store".

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

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

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

Sun	9/10	-	Vettes @ Glasstown
Sun	9/17	-	Hagley Car Show
Sun	9/24	-	Ocean City, NJ boardwalk show
Sun	10/1	-	CCND Car Show at Kahunaville

Show Chairman: **Bob Gerber** needs volunteers for judging, etc. Need sponsor's names by 9/8/06 to get printed on t-shirt. Will schedule a night to put goodie bags together, probably a week before show.

Old Business: **Jack** discussed the Holiday Party – After hearing research from four members, the club voted Frog Hollow, catered by Frank & Therese Ventresca, as the site for the 2006 holiday party. Party to be held on January 13th – time to be determined, as we get closer to date.

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.

Hay ride – date to be determined

New Business: None

50/50: \$32 – **Rose Marie Steinhauser**

Meeting was adjourned at 8:30 p.m.

Respectfully Submitted, Christine Carlantonio, Secretary

NEXT MEETING DATE IS TUESDAY, OCTOBER 3, 2006

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