

AUGUST

2006

Vettester

THE MAGAZINE OF THE CORVETTE CLUB OF NORTHERN DELAWARE

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ANNUAL PICNIC*

A NIGHT AT THE BLUE ROCKS

Story and Photos by: Fred Krumm

Saturday, July 1 proved to be the perfect mix of “Baseball, Hot Dogs, Apple Pie and Chevrolet” as a number of fans from CCND brought their rides, friends and family to Frawley Stadium for a fun-packed evening.

For **baseball**, well there was the hometown Blue Rocks, who managed to excite the paid crowd of 6,352 with a 9-3 stomping of the Lynchburg Hillcats. The Rocks were led by Jacoby Ellsbury, who tied a franchise mark with the rare achievement of hitting two triples in one game.



Ellsbury connects for one of his two triples on Saturday night.

As far as **hot dogs**, as usual we got to claim a section of the picnic area. And yes there were hot dogs, not to mention burgers, chicken and all the fixin’s. Beer, of course, was extra. Which deterred nobody who had the thirst.....



And, what could be more “**apple-pie**” American than the great fireworks display after the game? Not to mention the Strongman competition which preceded it. If you’ve ever seen these guys on TV, they are really amazing – but it was even more fun to see them live as they pumped up the crowd and themselves attempting to lift a 400 lb. “boulder” onto a 42” platform.

Which of course brings up what all of this has to do with CCND. Just before the game began, eight of us fired up our **Chevrolet** Corvettes and did a parade lap around the stadium. First in line, of course, was our fearless leader, Jack Layton, in his 1987 you have to wonder why Janet let him go out looking like that, firm hand none of us drove the wrong way, turfed the field, Fred did have his jumper cables handy as always), or suffer from potential disasters. The Rocks’ announcer made sure to model and owner name for each of our Vettes as we came down (you can bet we all made some noise with the loud pedal as we stands).



B2K. Naturally, but under Jack’s broke down (and any other announce the the first base line neared the

Models from the 60’s to the 00’s were represented – and whether we were in the parade, or just hanging out and cheering for the home team, a good time was had by all!





CCND Picnic

Story by Barry Kimmelman / Photos by Linda Kimmelman



Sunday, Aug. 6th was the CCND club picnic. Graciously hosted by Michael Crank at a beautiful estate in Centerville, the setting couldn't have been any more beautiful and the weather couldn't have gotten any better. There was a pool to swim and cool down in, horseshoes, a pond with a paddle boat, volleyball, LOTS of great food, and best of all a lot of great CCND members and friends and family to enjoy the day with. If you were there you couldn't help but have a great time and for those CCND members that couldn't make it you missed a wonderful day and you WILL want to join us for next years picnic.



CCND

PICNIC







Humorous Diversions



Things to think about:

1. COWS: Is it just me, or does anyone else find it amazing that our government can track a cow born in Canada almost three years ago, right to the stall where she sleeps in the state of Washington and they tracked her calves to their stalls? But they are unable to locate 11 million illegal aliens wandering around our country. Maybe we should give them all a cow.

2. THE CONSTITUTION: They keep talking about drafting a Constitution for Iraq. Why don't we just give them ours? It was written by a lot of really smart guys, it's worked for over 200 years and we're not using it anymore.

3. THE TEN COMMANDMENTS: (The real reason that we can NOT have the Ten Commandments in a courthouse.) You cannot post "Thou Shalt Not Steal," "Thou Shalt Not commit Adultery" and "Thou Shall Not Lie" in a building full of lawyers, judges and politicians -- it creates a hostile work environment.

10 Truths:

10 TRUTHS BLACK AND HISPANIC PEOPLE KNOW, BUT WHITE PEOPLE WON'T ADMIT:

1. Elvis is dead.
2. Jesus was not white.
3. Rap music is here to stay.
4. Kissing your pet is not cute or clean.
5. Skinny does not equal sexy.
6. Thomas Jefferson had black children.
7. A 5 year old child is too big for a stroller.
8. N'SYNC will never hold a candle to the Jackson 5.
9. An occasional BUTT whooping helps a child stay in line.
10. Having your children curse you out in public is not normal.

10 TRUTHS WHITE AND BLACK PEOPLE KNOW, BUT HISPANIC PEOPLE WON'T ADMIT:

1. Hickey's are not attractive.
2. Chicken is food, not a roommate.
3. Jesus is not a name for your son.
4. Your country's flag is not a car decoration.
5. Maria is a name but not for every daughter.
6. "Jump out and run" is not in any insurance policies.
7. 10 people to a car is considered too many.
8. Buttoning just the top button of your shirt is a bad fashion statement.
9. Mami and Papi can't possibly be the nickname of every person in your family.
10. Letting your children run wildly through the store is not normal.

10 TRUTHS WHITE AND HISPANIC PEOPLE KNOW, BUT BLACK PEOPLE WON'T ADMIT:

1. O.J. did it.
2. Tupac is dead.
3. Teeth should not be decorated.
4. Weddings should start on time.
5. Your pastor doesn't know everything.
6. Jesse Jackson will never be President.
7. RED is not a Kool Aid flavor, it's a color.
8. Church does not require expensive clothes.
9. Crown Rol bags are meant to be thrown away.
10. Your rims and sound system should not be worth more than your car.

Corvettes for a Cure....An Outstanding Success!!

Story and Pics by Andy Rumford

The C3 Vette Registry held an outstanding show on July 23rd at the Kmart located in Phoenixville, PA. A total of 95 Vettes attended this event, with proceeds benefiting the Alzheimer Association. Adam Wartel who is the President of the C3 Vette Registry, has been instrumental in starting this quality show. The number of Corvettes at this years event was more than double the 2005 attendance. A complete rundown of the show can be obtained at www.corvettesforacure.com.

The day was full of Lingenfelters, Callaways, Race Prepared Nitro Vettes , Grand Sports and everything in between. Lance Miller even turned out for this great event. Congrats goes out to Tom Polis for his 3rd place award in the C3 class. Way to go Tom!!!!





1957 CORVETTE



- The 1957 Corvette looked the same as the 1956 model.
 - The thumb-screw-adjusted review mirror of 1956 was replaced with a lock-nut type that required a wrench to adjust.
 - The big news was the availability of a 283-cid 283-hp fuel-injected V-8.
 - Among the standard features were:
 - outside rearview mirror dual exhaust three-spoke competition-style steering wheel
 - all-vinyl bucket seats electric clock
 - carpeting tachometer
 - Seven colors were available:
 - Code 704 Onyx Black (Black, White, or Beige top) Code 804 Inca Silver (Black or White top)
 - Code 718 Polo White (Black, White, or Beige top) Code 713 Arctic Blue (Black, White, or Beige top)
 - Code 712 Cascade Green (Black, White, or Beige top) Code 709 Aztec Copper (White or Beige top)
 - Code 714 Venetian Red (Black, White, or Beige top)
 - Three optional color choices for the side cove: White, Silver, Beige
- I.D. NUMBERS**
- The serial number was in the same location as the 1956 model
 - Serial numbers ranged from E57S100001 to E57S106339
 - All Corvettes were V-8 powered and used a "V" serial number prefix.
- 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 one included a Dual 4-barrel carb set-up and produced 245hp, one had a Rochester fuel injection setup producing 250hp, one had a dual four-barrel carb set-up producing 270hp and the top motor option had a Rochester fuel injection with higher 10.5:1 compression and produced 283hp. This last motor was important as it was the first time a motor was offered by GM that produced one HP per cubic inch of displacement
 - 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	168 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 (\$110)	RPO 469A 283-cid 245-hp dual four-barrel carburetor (\$170)
RPO 102 Signal-seeking AM radio (\$185)	RPO 579A 283-cid 250-hp fuel-injection engine (\$450)
RPO 107 Parking brake alarm (\$5)	RPO 579B 283-cid 283-hp fuel-injection engine (\$450)
RPO 108 Courtesy lights (\$8)	RPO 579E 283-cid 283-hp fuel-injection engine (\$675)
RPO 109 Windshield washer (\$11)	RPO 473 Power-operated folding top mechanism (\$130)
RPO 276 Five 15 x 5.5-inch wheels (\$14)	RPO 677 Positraction axle with 3.70:1 ratio (\$45)
RPO 290 6.70 x 15 White sidewall tires (\$30)	RPO 678 Positraction axle with 4.11:1 ratio (\$45)
RPO 313 Powerglide automatic transmission (\$175)	RPO 679 Positraction axle with 4.56:1 ratio (\$45)
RPO 419 Auxiliary hardtop (\$200)	RPO 684 Heavy-duty racing suspension (\$725)
RPO 426 Electric power windows (\$55)	RPO 685 Four-speed manual transmission (\$175)
RPO 440 Optional cove color (\$18)	

HISTORICAL NOTES

- Production of the 1957 Corvette began October 19, 1956.
- The fuel-injected 1957 Corvette reached the magical one-horsepower-per-cubic-inch high-performance bracket. The Corvette's continuous-flow fuel-injection system was a joint effort of Zora Arkus-Duntov, John Dolza and General Motor's Rochester Division. Only 1040 of the 1957 Corvettes were fuel-injected.
- A 283-hp fuel-injection 1957 Corvette could go from 0-to-60 mph in 5.7 seconds and from 0-to-100 mph in 16.8 seconds.
- It had a top speed of 132 mph.
- Dick Thompson and Gaston Audrey won the 12-hour Sebring Race in Corvettes and Thompson took the SCCA B-production championship for the second year in a row

Skyline Drive Corvettes In-Vette-Tational

Photos and Story by: Andy Rumford

The Vanity Fair Outlets in Reading, PA. was the setting for this annual all Corvette Show. About 160 Vettes arrived for the show, with several coming from as far away as Rhode Island!! Obviously, those folks took home the “Long Distance Award”, as traveling the farthest.

Due to the weather, which surely wasn't the best, turnout was a bit light as compared to last year when there were close to 300 Corvettes at this event. The show hosted a number of Vendors, some of which arrived from New York just for this affair.

Several members from Keystone State Corvette Club as well as CCDV (Corvette Club of Delaware Valley) were in attendance as well as my son Alex and I representing CCND.

The raffle event was a big hit, as the giveaway was a 10' x 10' Black Corvette Canopy. A very nice item which was valued close to \$175.00.

New to the event this year was their Custom Class, broken into 2 classes, C1-C3 in one class and the other was C4 – C6. There were several very nice Custom Vettes at the show, one a 1976 CanAm, painted with a light blue flake. We had never seen this car before, and is one of just a handful of CanAm's we have ever spotted. A Very Nice car....

A Member from Keystone State, CCND and CCDV took home the Black Marble awards at days end. With the show only being about an hour and 15 minutes away, it's one that is worth the trip.



1977 / C3 1st Annual Hooters Cruise and Show

Story & Photos by Andy Rumford

On July 30th at the Hooters location near the King of Prussia Mall, the 1st annual 1977 / C3 Cruise and Show was held. A total of 15 Corvettes arrived for this inaugural show. This show's idea was born on one of the many Corvette Forums available today, that being www.corvettec3.com.

The idea was to hold a Nationwide show on the same day around the country as many forum members are spread throughout the nation. That goal was achieved as 3 separate locations all held Corvette Shows at their local Hooters. Shows took place in King of Prussia, PA, Tacoma, Washington and Atlanta, Georgia. A total of \$300.00 was raised for our chosen Charity, that being Alex's Lemonade Stand. For those not aware, this charity is based locally out of Wynnewood, PA, but has spread Nationally over the years and is instrumental in fighting Pediatric Cancer. The idea of one brave little girl is making a difference.

There were 3 awards for this show, Hooters Management, Hooters Best of Show and the Hooters Girls Pick. In 2007, the show awards will develop even further as all generations of Corvettes will be invited to this event.

The day was a hot one for sure, but thankfully there was plenty of shade, good food and new friends made. Barry and Linda Kimmelman supported the event by cruising up to the show. Thanks guys, we do appreciate.

Hooters has been kind enough to allow our Alex's Lemonade Stand donation bottle to remain in the store year round, enabling us to continue to provide contributions to this fine charity periodically throughout the year. Kudo's to Hooters Management and Staff!!

A date for the 2007 show will be arrived at shortly. Hope you enjoy the Pics.





AIR PRESSURE & TEMPERATURE FLUCTUATIONS

Sourced from: The Tire Rack



Your tires support the weight of your vehicle, right? Well they don't! It's the air pressure inside them that actually supports the weight. Maintaining sufficient air pressure is required if your tires are to provide all of the handling, traction and durability of which they are capable. However, you can't set tire pressure...and then forget about it! Tire pressure has to be checked periodically to assure that the **influences of time**; changes in ambient temperatures or that a small tread puncture has caused it to change.

The tire pressure recommended in your vehicle's owner's manual or tire information placard is the vehicle's recommended cold tire inflation pressure. This means that it should be checked in the morning before you drive more than a few miles, or before rising ambient temperatures or the sun's radiant heat affects it. Since air is a gas, it expands when heated and contracts when cooled. In most parts of North America, this makes fall and early winter months the most critical times to check inflation pressures...days are getting shorter...ambient temperatures are getting colder...and your tires' inflation pressure is going down!

The rule of thumb is for every 10° Fahrenheit change in air temperature, your tire's inflation pressure will change by about 1 psi (up with higher temperatures and down with lower). In most parts of North America, the difference between average summer and winter temperatures is about -50° Fahrenheit...which results in a potential loss of about 5 psi as winter's temperatures set in. And a 5 psi loss is enough to sacrifice handling, traction, and durability! Additionally, the difference between cold nighttime temperatures and hot daytime temperatures in most parts of the country is about 20° Fahrenheit. This means that after setting tire pressures first thing in the morning, the vehicle's tire pressures will be almost 2 psi higher when measured in the afternoon (if the vehicle was parked in the shade). While that is expected, the problem is when you set your vehicle's tire pressures in the heat of the day, their cold pressures will probably be 2 psi low the following morning. And finally, if the vehicle is parked in the sun, the sun's radiant heat will artificially and temporarily increase tire pressures.

We put some of these theories to the test at The Tire Rack. First, we mounted two tires on wheels. We let them sit overnight to equalize and stabilize their temperatures and pressures. The following morning we set them both to 35 psi. One tire and wheel was placed in the shade while the other was placed directly in the sun. We then monitored the ambient temperatures, tire temperatures and tire pressures through the day. As the day's temperatures went from 67° to 85° Fahrenheit, the tire that was kept in the shade went from our starting pressure of 35 psi to a high of 36.5 psi. The tire that was placed in the sun and subject to the increase in ambient temperature plus the sun's radiant heat went from our starting pressure of 35 psi to a high of 40 psi. In both cases, if we had set our tire pressures in the afternoon under the conditions of our evaluation, they would have been between 2 and 5 psi low the following morning. Next we evaluated the affects of heat generated by the tire's flexing during use. We tried to eliminate the variable conditions we might encounter on the road by conducting this test using our "competition tire heat cycling service" that rolls the tires under load against the machine's rollers to simulate real world driving. We monitored the changes in tire pressure in 5-minute intervals. The test tires were inflated to 15 psi, 20 psi, 25 psi and 30 psi. Running them all under the same load, the air pressure in all of the tires went up about 1 psi during every 5 minutes of use for the first 20 minutes of operation. Then the air pressures stabilized, typically gaining no more than 1 psi of additional pressure during the next 20 minutes. This means that even a short drive to inflate your tires will result in tires that will probably be under-inflated by a few psi the following morning. Add all of these together, and you can understand why the conditions in which you set your vehicle's tire pressures are almost as important as the fact that you do set it.

It's important to remember that your vehicle's recommended tire pressure is its cold tire inflation pressure. It should be checked in the morning before you drive more than a few miles, or before rising ambient temperatures or the sun's radiant heat affects it.

And by the way, if you live in the North and park in an attached or heated garage you will lose pressure when you leave its warmth and venture into the real world outside during winter. Add 1 psi cold pressure tire pressure to compensate for each 10° Fahrenheit temperature difference between the temperature in the garage and outside.



1978 Project Car

By Barry Kimmelman



Back in December I heard about a Corvette for sale. I was told it was a '78 and may need a little work but the person who told me about it didn't have any other details. At the time, I was in the middle of the engine bay clean-up project on my '65 and that being the first project I'd ever undertaken on a car before I already had my hands full and not really prepared to tackle another project but curiosity got to me so I called up the seller and went to go look at the car, dragging Andy Rumford with me as my "C3 expert" along with his son Alex.

When we got to the sellers house what we found was a severely neglected but very low mileage '78 vette. The car only had 9,489 original miles on it, was fairly highly optioned including the larger L82 motor, and had documentation back to the original owner. This owner had purchased the car from his father-in-law back in 1997, only drove it literally a few times, got bored with it and it sat in the garage. Two or three years previously he got tired of it taking up space in the garage so he put it out in the driveway but made the major mistake of also covering it under a plastic tarp and that's where it sat untouched until I went to go see it.

Unfortunately, the car didn't run at all at this point and the plastic tarp had started to take its toll. The original lacquer paint was completely ruined, and from the tarp holding in moisture every bit of metal from the firewall forward was covered in surface rust and oxidation. The strange part is that from the firewall back, the frame under the car still looked almost brand new, reflective of a car with less than 10,000 miles.

After carefully studying the car I was able to determine that there was absolutely no rust rot anywhere and it was simply a cosmetic surface rust condition and oxidation on the front end that included the frame, front suspension components, and pretty much the entire motor.



The interior of the car was close to perfect.



my part it wouldn't take too much to get this car back into the condition it deserved to be.

I started negotiating price with the seller and by the last few days of February had the car home in my garage.

Being in the middle of a cosmetic clean-up on the '65 vette at the time and getting (foolishly) more confident on working my vette I quickly realized that except for the paint, everything this car needed I was capable of doing myself and that except for a few misc parts, cleaning products, various paints, and a lot of labor on

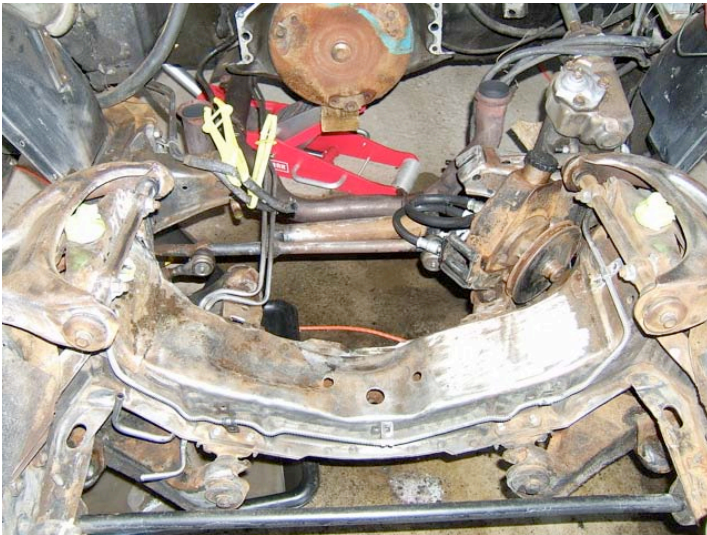


I knew from looking the car over that the only way to get it cleaned up and looking good again was going to entail pulling the motor – something I hesitated doing on my '65 project but realizing there wasn't going to be much choice on this project. That was the first thing that got done. Calling a few friends I was able to borrow an engine hoist and an engine stand and it wasn't long until the motor was out.

With the motor out of the car the project was two-fold. Clean up the motor, and clean up the front frame of the car and the engine bay. First thing to do was to grind off as much of the rust on the frame as possible. Without completely doing a body-off restoration to get down to the bare frame and able to sandblast it I knew I wasn't going to be able to get every little speck of surface rust so I cleaned it up as well as possible than



covered painted the frame with a special paint called "Rust Encapsulator". This chemically alters the rust in an inert form to prevent future damage and seals it. Over this I painted again with semi-gloss black chassis paint. I also cleaned and then repainted the inner fenders on the engine bay to give everything a nice fresh look.



Although the frame back from the firewall looked just fine I also painted that so that it matched the front half and it wouldn't look funny as you could see some differences from the 27-year-old painted frame and the new freshly painted front section.

With the frame and engine bay just about completed it was time to concentrate on the motor itself.

I removed everything off the motor down to just the shortblock, which is the main block itself with all the internal parts left in. I also left the heads and water pump attached but pretty much everything else came off and the motor was prepped for painting.

I first stripped the old paint off the motor, than thoroughly cleaned it with lacquer thinner and Acryli-clean to leave a very clean surface for the paint to adhere to. The steel oil pan was primed than the entire motor was covered in five coats of the correct color blue paint.



Meanwhile, all the removed parts I took down to a friends house and used his glass bead cabinet to strip off the old paint, remove any surface rust and/or oxidation, and than repainted all those parts with the correct color and finish paint.

It was time to start reassembly of the motor, already the second time over the winter that I was refinishing and reassembling a motor, which I found surprising since I had never even remotely done this before this winter.

With the motor mostly reassembled again and the frame and engine bay cleaned up the project on

this car was really starting to make a difference on how things looked and now it was time to drop the motor back in and make the car complete again. While a lot of you were enjoying a wonderful Sunday brunch on a CCND club event at the Red Rose Inn I was home dropping the motor back into the car. I was disappointed to miss the club brunch this year but it was a great feeling being able to see the nice, clean motor sitting back inside the car but this time in a clean, fresh-looking engine bay. What a huge difference that makes in the way the car presents itself. Now the car seemed to even sit on its wheels a little more proudly instead of being ashamed of how it looked previously



After getting all the electrical wires reconnected, and re-running all the vacuum lines, and



reinstalling the carb that had just come back from being rebuilt, it was finally time to turn the key and see if this car would run. After a few seconds of cranking to let the fuel bowls in the carb fill up she fired right up! WOW!!! What an incredible feeling.

Only one this was left to do and that was to make the exterior of the car look as nice as the engine bay and underside of the car came out. It was really a shame to have to repaint a car with less than 10,000 miles on it but the

previous owner keeping that tarp on the car just ruined the paint beyond any hope of being able to save it. I ended up using the same painter that did Norman Powell's beautiful black '78. Anyone that has ever seen Norman's car can attest that his black paint job is just beautiful and the quality of the work is excellent. Between the results seen in Norman's paint job and the very fair price quoted to me on my car that's who I chose to have paint it. Of course getting a fair price on a paint job is a bit easier when the car in question is a no-hit car that required absolutely ZERO bodywork at all. The car was disassembled of all it's trim items, completely stripped down to the bare fiberglass, primed and sanded, than three coats of the correct factory Dark Blue Metallic paint was applied than covered with three coat of clear. Afterwards it was wet sanded and buffed to a beautiful shiny, glossy finish.



The last thing required was to repair the parking brake and finally, in the beginning of August the car was completed!

The car currently has 9,840 original mile on it, has complete documentation back to the original owner And is now in the condition that a true low mileage car is suppose to be in. right now our plans for the car are to take it with us to the Carlisle show later this week and put it in the Car Corral for sale. If it brings what we are asking for it than we will sell it and perhaps I'll take the proceeds from the sale and find another project car to do. If it doesn't bring our asking price (which I think Linda is actually hoping it won't and has her fingers crossed nobody wants the car) then we will keep it and I'll have my '65 to enjoy and Linda will have the '78 to enjoy.



CCND Upcoming Events

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



CLUB EVENTS

August 30, 2006
Wednesday

ICE CREAM @ THE WOODSIDE FARM CREAMERY IN HOCKESSIN

Meet at 7:00 p.m. at the Price's Corner Park N Ride and we will caravan over together. Please be prompt, we will be leaving the Park N Ride at 7:15 sharp. It's amazingly good ice cream. YUMMY!
<http://www.woodsidefarmcreamery.com>

September 5, 2006
Tuesday

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

September 20, 2006
Wednesday

WESLEY'S RESTAURANT IN ELKTON, MD

We will meet at the Kirkwood Plaza on Kirkwood Hwy on in Wilmington and head on over at 7:00 p.m. Restaurant is located at 3700 Telegraph Road in Elkton. Take a peak at the menu:
<http://www.wesleysrestaurant.com/>

October 1, 2006
Sunday

CCND CAR SHOW AT KAHUNAVILLE

October 3, 2006
Tuesday

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

LOCAL CORVETTE HAPPENINGS

September 10, 2006
Sunday

VETTES IN GLASSTOWN

The show will be held at the Wheaton Arts & Cultural Center in Millville, NJ, starting at 11 a.m.

September 17, 2006
Sunday

HAGLEY ANTIQUE CAR SHOW

Show lasts from 10 a.m. until 4 p.m. This year's special feature is American convertibles. Call the membership office at 302-658-2400 for details. \$7 for non-member adults. For more info:
<http://www.hagley.lib.de.us/event-car-show.html>

September 24, 2006
Sunday

BOARDWALK CORVETTES "DAY AT THE BEACH" ALL VETTE SHOW

Corvettes will be displayed on Ocean City, NJ's Famous Boardwalk. Rain or Shine. Registration is open from 8:30 a.m. until 10:30 a.m. More info: <http://www.boardwalkcorvettes.com/beach.html>

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>

SEPTEMBER BIRTHDAYS

Michael Crank	9/1	Tom Polis	9/14
Al Spayd	9/5	Mary Jackson	9/16
Bob Cook	9/8	Steve Corrado	9/17
Frank Ventresca	9/12	Paula Perrott	9/23
Terry Shannon	9/13		





CCND JUNE MEETING MINUTES



Meeting was called to order at 7:06 p.m. by **Jack Layton** on August 1, 2006. Twenty-six members, including the board were present.

New Members: **Bruce Lipphardt** '72 orange roadster

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

Treasurer: **Harvey Smith** not able to be present. Jack reported that the club account is solvent, and all bills have been paid. Harvey will present an updated report at next month's meeting.

Member at Large: **Mike Metcalf** reported one order pending.

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

Newsletter Editor: **Barry Kimmelman** reported that the current newsletter was posted on the website. He needs "Member of the Month" articles. Continuing to work on improvements to newsletter. Would welcome suggestions.

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

Sun	8/06	-	Club picnic, Snuff Mill Rd estate, 11 am, covered dish
Sun	8/13	-	Corvettes for Kids
Sun	8/20	-	Brunch at Hollywood Grill, Rte 202
Fri, Sat, Sun	8/25-27	-	Carlisle
Wed	8/30	-	Ice Cream run – Hockessin Creamery
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** not able to be present. **Steve** brought show flyers, registration sheets, door prize and donation letters. 9/8/06 is deadline for sponsors' names to be printed on t-shirts. Bob will have a signup sheet at picnic for volunteers, judges, etc.

Old Business: **Jack** discussed the Holiday Party – the Riverview Inn will be closing. We need to find another location soon. A few members will research restaurants and have the information for the next meeting

New Business: None

50/50: Lysol – **Rema Lipphardt**; Bleach – **Ashley Steele**; \$28 – **Bob Cook**

Meeting was adjourned at 8:30 p.m.

Respectfully Submitted, Christine Carlantonio, Secretary

NEXT MEETING DATE IS TUESDAY, SEPTEMBER 5, 2006

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