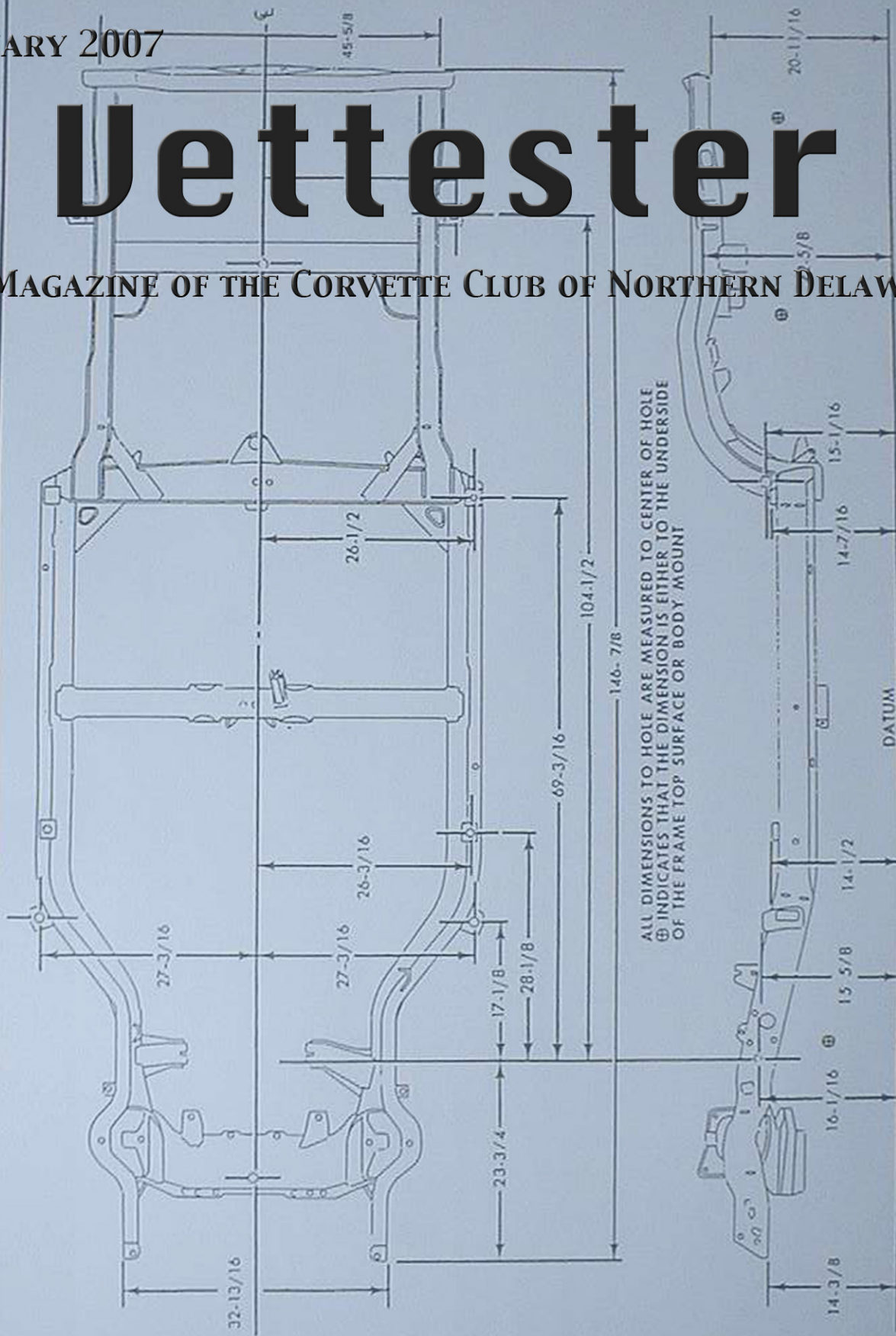


JANUARY 2007

# Vettester

THE MAGAZINE OF THE CORVETTE CLUB OF NORTHERN DELAWARE



Occasionally it's impossible to align a Corvette. The car may have been crashed and the frame is bent. The only

sion shop and have all these dimensions checked ve carefully.

# On the Road

By Andy Rumford



Starting out this first column of 2007, First and foremost, is to thank Jack for the 6 years he provided as the club President. "Thanks Jack"... Your leadership and guidance has been appreciated by everyone. The Club has prospered and is a direct result of the officers and membership and YOUR leadership. We can't begin to thank you enough!

As we start the new year, I would like to acknowledge the 2007 "Board of Directors". Steve Blanchies-Vice President, Harvey Smith- Treasurer, Christine Carlantonio- Secretary, Mike Metcalf-Member-at-Large, Dave Morales- NCCC Governor, Fred Krumm-Show Chairperson, Barry Kimmelman – Newsletter Editor/Webmaster and Linda Kimmelman-Social Chairperson

On January 13th, the Holiday party will take place at the Frog Hollow Country Club in Middletown at 7PM. Special thanks to Frank and Theresa Ventresca for suggesting this great location. Hope everyone can make this wonderful function. It should be a fine evening!! If you haven't done so already, please make sure that you pay for your tickets at the January meeting.

By this time as well, Membership dues (\$35.00) should have been turned in. Those members who have not turned in dues money, please do so ASAP.

Have you noticed the "revised" CCND website at [www.vetteclub.org](http://www.vetteclub.org)? Many thanks to Matt Guthan and Barry Kimmelman for maintaining the "old" website while the new site was being developed and published.. Appreciate your effort guys!! Nice job Barry on the new site.

Several members from the club attended the Toys for Tots run at County Corvette on December 2<sup>nd</sup>. The event was a success for the 2<sup>nd</sup> year in a row. It was estimated that 50+ cars made it out for the show. On the same date, Keystone State Corvette Club held its annual Grande Ball. CCND was well represented with a dozen or more members attending. The food and company were terrific. An all around 'good night'! Also, on December 17<sup>th</sup>, a small gathering of CCND folks visited

the Chadds Ford Winery for an an hour or so of wine tasting. Not a bad way to spend a few hours. Afterwards we visited the Chadds Ford Tavern for an early dinner. Thanks Linda....a very nice event!!

Well, the "off season" sure is in full swing. Christmas has come and gone and I'm sure many of us received Corvette related Gifts...Always nice to find something for the Vette under the Tree!

We will soon be planning the clubs annual trek to the Red Rose Inn for late March or early April. Added information on the cruise will be posted in the upcoming newsletters and will also be on the clubs website as soon as it becomes available. This event is always a great way to "Kick Off" the season.

The club will also be looking to hold several shows inside the Concord Mall in 2007 as in years past. Those shows have always been well received and attended by our Membership. Jack has graciously volunteered to assist with the running of those shows.

Due to the closing of Kahunaville, the Clubs Annual show is in need of a new location. Fred Krumm will be investigating potential spots in the upcoming months. A second venue that has potential is Nemours Hospital for Children. This location is being used for an all Corvette show in July being held by the C3 Corvette online forum. More information about potential show locations will be forthcoming.

Well, the Season will be upon as before we know it. Time for me to get out under the hood, repair a few items and get ready to get back "On the Road"

CCND OFFICERS		
President	Andy Rumford	388-8865 cell
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	Fred Krumm	478-8738
Social Chairman	Linda Kimmelman	234-4476
Member at Large	Mike Metcalf	731-7852
Media Editor	Barry Kimmelman	234-0752

# Corvette Club of Northern Delaware

Agenda.....1/2/07

**Call to Order:** Andy Rumford

**Welcome:** Andy Rumford

**Opening Remarks:** Andy Rumford

## **Officers Reports:**

Vice President: Steve Blanchies, Membership  
Treasurer: Harvey Smith  
Member @ Large: Mike Metcalf  
CCND Governor: Dave Morales  
Newsletter Editor: Barry Kimmelman  
Social Chairperson: Linda Kimmelman  
Show Chariman: Fred Krumm

## **Old Business:**

Adopt a Family  
Holiday Party / January 13<sup>th</sup>..7PM

## **New Business:**

Meeting Location...Continue at Lone Star....New Locations...  
CCND Show Location  
Website

## **50 / 50:**

## **Adjournment:**

**Next Meeting date is February 6<sup>th</sup>, 2007**

# Fall Run to the Beach

Story & Photos by Steve Blanchies

We had great weather on November 26th for our Brunch to Serendipity. It was nice drive down some back roads instead of a straight run down Route 1. We had 21 at brunch with 12 Vettes driving from NCC and we met with 2 more Vettes and 2 Harleys along the way. Afterwards everyone headed off to do their own thing. It's always a great time getting together with friends, talking and eating. Give it a try sometime.



## **Subject: "Acceleration" Defined**

Submitted by: Fred Krumm

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500. Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced. A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger. With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle. At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F. Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases. Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder. Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow. If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's.

Dragsters reach over 300 miles per hour before you have completed reading this sentence. Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load.

The redline is actually quite high at 9,500 rpm. Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate \$1,000.00 per second. The current top fuel dragster elapsed time record is 4.441 seconds for the quarter mile (10/05/03, Tony Schumacher). The top speed record is 333.00 mph (533 km/h) as measured over the last 66' of the run (09/28/03 Doug Kalitta). Putting all of this into perspective, picture this scenario: You are driving the average \$140,000 Lingenfelter "twin-turbo" powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The "tree" goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him. Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course. ... and that my friend, is ACCELERATION!

# Hayride 2006

## Story and photos by Steve Blanchies

Jim Hagerty was our chauffer for our 2-wagon hayride around the perimeter of Carousel Park. We needed 2 wagons for the numerous CCND members, families and friends that attended. Jack Layton was disappointed because he was not on the wagon with the hay fight. The hay did fly and some people were burried in hay.

After our ride we returned to our campfire. It was a cool evening after the sun went down, so we stayed close to the fire for a little warmth. There was the usual campfire food, hot dogs, marshmallows and somemores. All the adults and children seemed to have a great time.







# 1961 CORVETTE



- The badge on the front of the 1961 Corvette was a crossed flag over a "V."
- A refined, thin, vertical and horizontal bar grille and duck-tail rear end treatment with four cylindrical taillights quickly set the new 1961 Corvette apart from its predecessor.
- This design was a predecessor to the Sting Ray coming in 1963 and added more space to the Corvette's trunk.
- The rear emblem had a spun silver background with the crossed flags over a "V" design and the words "Chevrolet Corvette."
- The exhaust now exited under the car, rather than through bumper ports.
- Standard equipment included
 

Tachometer	seat belts
sun visors	dual exhaust
carpeting	electric clock
an outside rearview mirror	a lockable rear-seat storage area
a new aluminum radiator	
- A temperature-controlled radiator fan was also made standard.
- Buyers could choose from eight exterior colors:
 

Tuxedo Black (Black or White soft top)	Honduras Maroon (Black or White soft top)
Ermine White (Black or White soft top)	Roman Red (Black or White soft top)
Jewel Blue (Black or White soft top)	Fawn Beige (Black or White soft top)
Sateen Silver (Black or White soft top)	

## I.D. NUMBERS

- The serial number (Vehicle Identification Number -- VIN) was located on a stainless steel plate welded to the top of the steering column mast under the hood.
- Serial numbers ranged from 10867S100001 to 10867S110261110939
- Corvette engines have the last six digits of the VIN stamped on the block next to the engine number
- The body number plate was located on the engine side of the cowl.
- The Fisher Body Style Number 61-0867 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 Fawn.
- The paint number indicates the color combination.

## 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, hydraulic 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 a Dual 4-barrel carb set-up producing 270hp, one had a Rochester fuel injection producing 275hp and the top motor option had a Rochester fuel injection with higher 10.5:1 compression, solid lifters, and produced 315hp.
- A manual 3-speed close ratio, a manual 4-speed close ratio, or an automatic 2-speed tranny was available

## CHASSIS

<b>Wheelbase:</b>	<b>102 inches</b>	<b>Overall length:</b>	<b>177.2 inches</b>
<b>Front tread:</b>	<b>57 inches</b>	<b>Rear tread:</b>	<b>59 inches</b>
<b>Wheels:</b>	<b>steel disk</b>	<b>Tires:</b>	<b>6.70x15</b>
<b>Brakes:</b>	<b>Drum on all four wheels</b>	<b>Axle ratio:</b>	<b>3.70:1 (optional 3.55, 4.11, 4.56)</b>
<b>Front suspension:</b>	<b>Independent; unequal length A-arms, coil springs, tubular hydraulic shocks</b>		
<b>Rear suspension:</b>	<b>Live axle on semi-elliptic leaf springs, anti-roll bar, tubular hydraulic shock absorbers</b>		

## OPTIONS

RPO 101 Heater (\$102.25)	RPO 469 283-cid 245-hp dual four-barrel carburetor (\$150.65)
RPO 102 Signal-seeking AM radio (\$137.75)	RPO 353 283-cid 275-hp fuel-injection engine (\$484.20)
RPO 276 Five 15 x 5.5-inch wheels (\$N/C)	RPO 468 283-cid 270-hp dual four-barrel carburetor (\$182.95)
RPO 1408 five 6.70x15 Nylon tires (\$15.75)	RPO 354 283-cid 315-hp fuel-injection engine (\$484.20)
RPO 419 Auxiliary hardtop (\$236.75)	RPO 473 Power-operated folding top mechanism (\$161.40)
RPO 440 Optional cove color (\$16.15)	RPO 675 Positraction axle with optional ratio (\$43.05)
RPO 290 6.70 x 15 White sidewall tires (\$31.55)	RPO 686 Metallic Brakes (\$37.70)
RPO 313 Powerglide auto trans (\$199.10)	RPO 685 Four-speed manual transmission (\$188.30)
RPO 426 Electric power windows (\$59.20)	RPO 687 Heavy Duty Brakes & Suspension (\$333.60)
RPO 1625A 24 gal fuel tank (161.40)	

## HISTORICAL NOTES

- Most 1961 Corvettes, 51.98 percent, came with a detachable hardtop and 64.1 percent had a four-speed manual transmission.
- This was the last year wide whitewall tires were available.
- A 1961 Corvette with a 283-cid 315-hp solid-lifter fuel-injected V-8 and the 3.70:1 rear axle could go from 0-to-30 mph in 2.6 seconds; from 0-to-60 mph in 6.0 seconds and from 0-to-100 mph in 14.2 seconds.
- It did the quarter mile in 15.5 seconds at 106 mph and had a maximum speed of 140 mph.
- This was the last year a contrasting color could be ordered from the factory for the side coves.

# Keystone's Grand Ball

Story and Photos by Steve Blanchies  
Additional photos by Jim McCaran

CCND had a good showing at the Grand Ball with 12 CCND members signed up. As usual it was a fun night socializing with other Corvette enthusiasts and it is nice for some of us to dress up every once in awhile. Lynn was "Look'n Good" too!

There was plenty of hor' devours and an open bar, full course dinner with dessert. One member of our group just could not seem to get enough of the chocolate mousse. She (oops, I hope that doesn't give it away who it was) even went as far to get the waitress to bring her someone's leftovers from another table.

Keystone also pulls the winner of the raffle for a new C6 Corvette. Same as last year, a local person won the car. After our meal we spent the evening dancing and laughing.





## 20 Questions:

**Name:** Janyce Gill Colmery "Jann"

**What is your age?** 48

**What is your occupation?** Registered Respiratory Therapist

**Where do you live?** Near Pike Creek Valley

**What is your marital status?** Widowed

**Do you have children?** No

**Do you have pets?** Yes, 2 kitties...Harley & Bailey

**What is your Favorite Food?** Seafood & Veggies

**What is your Favorite Music?** Couldn't pick one. Country & Rock mostly

**What made you want to join CCND?** My husband was an un-involved member. I wanted to join to maybe get help with the vette. Where to take it for service, detailing, etc. Also, maybe a new social circle.

**How long have you been a CCND Club member?** Fairly new, maybe spring 06?

**How long have you been interested in Corvettes?** Rubbed off from my husband. He spent his entire adult life (at least) saying "someday I'm going to have a vette". Then one November...there it was in the driveway! I was shocked & very glad I'd never hear that phrase again!

**Are you a Driver or Passenger?** Driver (now)

**When did you get your first Corvette?** He found "the exact one" November 2000 I think.

**What year was your first Corvette?** 1996

**What is your favorite over-all Corvette?** Mine!

**What is your current model year Corvette?** Same one...1996

**Do you prefer coupes or convertibles?** Both are equally great, but I'm partial to coupes.

**Do you prefer Automatic or Manual Transmissions?** Manual maybe more fun, but Auto is more relaxing.

**Do you do your own service work on your Corvette or do you take it to a mechanic?**  
Oh...mechanic...but would like to find one not at a dealer.

**Besides CCND and Corvette related activities, what non-Corvette interests do you have?**  
Well, I like to swim, bike, hike with friends, anything involving the water (beach to lake) , rafting, dance, go to concerts, fiddle with my house...AND...Just earned my motorcycle license, love riding and am in the process of finding my perfect bike!



## Technical Information Bulletin Rev. B 5-31-04

### How to Adjust your Early C4 TPS and Idle Speed

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

This tech paper will discuss the procedure for correct adjustment of the Minimum Idle Speed and for adjustment of the Throttle Position Switch (TPS) on the early C4 Corvette TPI systems. These steps apply specifically to the 1985 model year, and in general to other years. Later model years do not have adjustable TPS's.

#### NOTE:

The Minimum Idle Speed sequence outlined in this paper is taken directly from the 1985 and 1986 GM Corvette Service Manuals with some clarifications and simplifications added by me. Be aware that there are aftermarket manuals that outline a different sequence. I have used the sequence in this paper and verified that it is correct for the model years noted. You may choose to use the procedural sequence outlined and recommended by others.

#### General

Idle speed and off-idle throttle response on the early TPI systems is determined by correct adjustment of the minimum idle speed screw combined with a correct setting of the TPS. I've seen many of these cars that have had their idle speed "corrected" by well-intentioned mechanics and owners by simply screwing the minimum idle speed screw in a few turns. This really messes up the settings, and will not make your car perform properly. Doing a correct setup of the TPS is one of the easiest ways to make your car feel and respond better. To maximize the benefit of this procedure, I recommend that you first remove your Throttle Body (TB), disassemble it (it's incredible easy – there are a total of about 5 pieces in it...), clean the TB up really good with some spray carb cleaner, and put it back together. A nice clean TB will really put an edge on the performance improvement you will get by doing this procedure.

**NOTE:** If you disassemble and clean your Throttle Body, including removal and cleaning of the IAC, it is recommended that you measure the extended length (protrusion) of the IAC "tip" before you re-install the IAC. If the "tip," or "needle" of the IAC (referred to correctly as the "Pintle"), is extending out too far, you will jam it into the seat and damage it during re-installation. So before you install the IAC, measure the distance from the very tip of the Pintle to the surface of the IAC body that the gasket seats against (with the gasket removed). The distance should be 28mm (1-1/8") or less. If the distance is greater than this, you must retract the Pintle into the IAC Body. There are two different styles of IACs:

If your IAC has a "collar" around the electrical connector end, simply push on the Pintle with firm hand pressure while rocking it slightly side-to-side until it retracts.

If your IAC does not have a "collar," compress the Pintle Retaining Spring towards the body of the IAC and try turning the Pintle clockwise as seen from the Pintle end of the IAC. If it turns, keep turning until it retracts to the 28mm position. Then, return the spring to its original position, with the straight part of the spring end lined up with the flat surface under the Pintle head. If, however, the Pintle does not turn, use firm hand pressure as described above to retract it.

Once set up, install the IAC with the gasket and torque to 13 ft-lbs.

The Service Manual has instructions for doing the following operations, but the directions are scattered through several sections of the Manual. Here is the complete, step-by-step process for doing this (not including TB rebuild). All specs and steps are taken directly from the Manual (all 3 different sections), and this process is absolutely correct.

## Tools & Equipment

You will need the following tools and equipment:

1. A set of Torx wrenches. You can buy a complete set in a nice, genuine plastic pouch at Sears.
2. A good digital voltmeter that will read voltages less than 1 volt.
3. A paper clip.
4. A small screwdriver.

## Procedure

There are two electrical components on the TB that you will be working with: The TPS and the Idle Air Control Valve (IAC). Make sure that the connectors for these two components are easily accessible and that you can easily disconnect the IAC.

You will also be playing with the diagnostic connector under the dash. Remove the cover (if it's still in place). Bend your paper clip into a "U" shape. You will be playing with the two top right hand terminals ("A" and "B") in the connector.

- First step is to set the minimum idle speed. If nobody has messed with this on your car before, the set screw will be covered by a pressed-in plug. It's located on the driver's side of the TB. Remove this plug if it's there.
- With the IAC connected and the ignition "OFF," stick the paper clip into the diagnostic connector from "A" to "B." This grounds the diagnostic lead.
- Turn the ignition to the "ON" position without starting the engine. Wait 30 seconds.
- Now, with the ignition still in the "ON" position, disconnect the IAC connector at the IAC.
- Remove the paper clip from the diagnostic connector.
- Start the engine and allow it to reach normal operating temperature. The idle speed will probably be really low, and you may have to coax the engine a bit with the gas pedal to keep it running for a while.
- If your car is an automatic, set the parking brake and put the transmission in "DRIVE." If your car is a manual, leave it in neutral.
- Adjust the idle speed screw to obtain 400 rpm in drive or 450 in neutral.
- Shut off the engine and re-connect the IAC.

**NOTE:** Some later year GM Shop Manuals recommend disconnecting the distributor ECM wire ("Timing Connector") near the brake booster. This will prevent the ECM from altering timing – and idle rpm – during the rpm adjustment. Early GM Manuals do not contain this step. If you disconnect the timing connector, you will get a Code 42 stored in the memory of the ECM. The memory must be cleared of this code after re-connecting the timing connector.

That's it for idle speed. Now on to the TPS.

There are 3 wires stacked vertically on the TPS. You will need to be able to measure the voltage between the two top wires. You can either buy a special harness connector that breaks these wires out (from Mid America), or gently pierce the insulation of the wires with the pointy prongs on your volt meter. You can also stick a paper clip into each of the two top locations of the connector and clamp onto the paper clips to measure the voltage. Whatever is easiest for you.

- Turn the ignition to the "ON" position without starting the engine.
- Loosen the TPS Torx adjustment screws.
- Set your volt meter to a low scale DC volt setting that will accurately read less than 1 volt.
- Measure the voltage between the two top TPS wires.
- Adjust the TPS by rotating its position until you get a reading of .54 volts.
- Tighten the Torx screws and recheck the voltage. Re-adjust if necessary to make sure voltage is right at .54.
- Turn the ignition "OFF."

You are now in perfect adjustment on idle speed and TPS output. Start the engine. It may take a few seconds for the car to "catch on" to its new settings.

## Questions, Comments & Technical Assistance

If you have questions or comments regarding this article, or if you notice any errors that need to be corrected (which is quite possible since I'm writing this from memory...), please feel free to drop me an e-mail. Also, if you need any technical assistance or advice regarding this process, or other maintenance issues, feel free to contact me: [V8FastCars@msn.com](mailto:V8FastCars@msn.com)

# Mid Atlantic Grand Prix

By Steve Blanchies

After hearing so much about the last time the club went to the Grand Prix I did not want to miss going on Sunday, December 10th. My son, Steve and I were there before they opened the doors and I was peering in the windows to check the place out. After everyone of our group was there we signed up and got our track times.

Since I was the only one that had not been there before I went for the pre race safety talk the got my neck brace and helmet, two Hot Rods had brought their own helmets. We got in the carts, buckled up and waited for the green light. Then off we went, feeling out the car and track for maximum speed. Before you know it the checker flag is out and it is back to the pits.

So we go in to check our time sheets and then we're told it is time to get ready for the next heat. Jay had some stiff competition from Fred's son. Both of them sure could fly around the track. After the third heat it was time to go.

I found out from one of the workers that once a month a Corvette Club from Manhattan races there. They are supposed to notify me when they are coming. Maybe we can meet up with them.

What a blast I had. I hope when we do it again that it is on Sunday so that I can go again.



## CCND Upcoming Events

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



## CLUB EVENTS

January 2, 2007  
Tuesday

### CCND MEETING @ THE LONE STAR STEAKHOUSE & SALOON – 7:00 P.M.

Meeting will be held at the Lone Star Steakhouse on 113 S. Dupont Highway in New Castle, De.

January 13, 2007  
Saturday

### CCND HOLIDAY PARTY in FROG HOLLOW GOLF CLUB'S BANQUET ROOM

1 E. Wittington Way, Middletown, De 19709

Catering and all arrangements by our very own Frank and Theresa Ventresca! Bring a gift... Get a gift. If you have not signed up and paid for the holiday party, there is still time. You can take care of that the night of the meeting or contact Jack Layton by January 6.

Directions: <http://www.froghollowgolf.com/view.asp?id=247&page=4811>



January 17, 2007  
Wednesday

### DINNER @ LA TOLTECA MEXICAN RESTAURANTE – 7 P.M.

Join us for dinner at the restaurant. 1724 W. Newport Pike, Stanton, De.

February 6, 2007  
Tuesday

### CCND MEETING @ THE LONE STAR STEAKHOUSE & SALOON – 7:00 P.M.

Meeting will be held at the Lone Star Steakhouse on 113 S. Dupont Highway in New Castle, De.

## LOCAL CORVETTE HAPPENINGS

It's the slow time of the year now – not much is happening folks – SORRY!

## JANUARY BIRTHDAYS



Nick Cervelli	January 5
Nancy Stewart	January 6
Brenda McKenzie	January 9
Thomas Groer	January 16
Diane Picho	January 16
Elaine Raign	January 21
Nancy McCarnan	January 28





# CCND DECEMBER MEETING MINUTES



Meeting was called to order at 7:05 p.m. by **Jack Layton** on December 5, 2006. Forty-three members, including the board were present.

Jack presented ALS representative Jim Pinchotti, with a check for \$4000. Jim expressed appreciation for the generous donation.

**Vice President:** **Steve Blanchies** reported 36 paid memberships for 2007.

**Treasurer:** **Harvey Smith** presented the Treasurer's report. Yearly report will be presented in February after all checks for 2006 clear the bank. Motion was made and seconded to approve the reports as presented. MOTION CARRIED.

**Member at Large:** **Mike Metcalf** reported no orders at the present time.

**CCND Governor:** **Dave Morales** did not have any NCCC news, but asked members to consider joining.

**Newsletter Editor:** **Barry Kimmelman** reported that he needs "Member of the Month" articles. Current club website is beyond fixing. Needs to be re-done from the bottom up. Also need to change web host. Barry would like to have a picture of all member's cars. Send Barry e-mail at [BKimmelman@comcast.net](mailto:BKimmelman@comcast.net).

**Social Chairperson:** **Linda Kimmelman** not able to attend. Barry reported on upcoming activities:

Sun	12/10	-	Mid Atlantic Kart Racing
Sun	12/17	-	Chadds Ford Winery
Sat	01/13	-	CCND Holiday Party

**Show Chairman:** **Bob Gerber** was taken to the hospital but released later Tuesday. Fred Krumm asked members to think about a place for next year's show. A few ideas were: Concord Plaza, Frawley Stadium, AI Institute, or Delaware State Hospital. Has a committee ready to work on show. Need to think about a charity for next year.

**Old Business:** **Jack** discussed the Holiday Party – checks made payable to club at club address by 1/6/07 - \$30 each person – bring your favorite CD and a \$25 gift .

Adopt A Family – members were asked to help shop for two kids - \$100 per child - \$50-\$100 for mother & father - \$150 dinner - \$450 split between electric and oil bills.

Membership Dues – due by 12/31/06. Todd Hannah (FSCC) donation - \$100.

**New Business:** CCND meeting location – Dave Morales tried but was unable to get Brandywine Towne Centre. Iron Hill Brewery is strictly a banquet facility. Until we find a permanent place, we will continue to meet at the Lone Star Restaurant, Route 13.

Elections – Officers for 2007 as follows:

President	-	Andy Rumford
Vice President	-	Steve Blanchies
Secretary	-	Christine Carlantonio
Treasurer	-	Harvey Smith
Member at Large	-	Mike Metcalf
NCCC Governor	-	Dave Morales
Newsletter Editor	-	Barry Kimmelman
Social Chairperson	-	Linda Kimmelman
Show Chairman	-	Fred Krumm

**Jack's Final Thoughts:** He joined CCND along with Chris Carlantonio in May, 1998. Meetings had an attendance of approx. 10 members, of which 4 were board members. Currently membership is slightly down but core group have been in club for a long time. Had a lot of good times. Even though he will not be President, he's not going anywhere. Will still help with Concord Mall show, etc. Has enjoyed being President. Has always acted upon a motto that he has long believed in, and that is, "Lead by example". He expressed a need for more communication and committees. Newsletter and car show are two hardest jobs. He asked members to send in Member of the Month articles. Jack thanked the club for the last six years.

**50/50:** Corvette t-shirt – John Perrott; \$10 gift certificate – Jack Calendin; \$27 – Christine Carlantonio

Meeting was adjourned at 8:30 p.m.

Respectfully Submitted, Christine Carlantonio, Secretary

**NEXT MEETING DATE IS TUESDAY, JANUARY 2, 2007**

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