



Vettester

The official newsletter of the Corvette Club of Northern Delaware. March 2007

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Barry Kimmelman

New Members

Horace & Janice Wahl

Latest News

Congratulations to Matt Guthan on his "new" 1963 Corvette convertible.



Tom Groer and his '72 at the Concord Mall show

This month's Issue:

Member profile: Bruce Lipphardt

1963 Corvette specs

C3 vacuum system

And more.....

On the Road

By Andy Rumford



The Car Show flyers, events and cruise pamphlets have started to arrive already in the mail. I'm sure we are all receiving them by now. They surely are a nice sight to see as they indicate the "season" is right around the corner. Finally!!

Keep an eye on the Clubs "Newsletter" and "Website's" Events page for activities this coming year. There will be a few different ones added that may prove interesting, including a possible overnight trip or two.

The "Show Committee" arranged a very well presented group of speakers at our February meeting. Accolades surely go out to all who sit on this committee. Thanks to all of you. One idea that was presented to me by a few Members immediately following this meeting was to make a small donation to each of the 3 Charities who were not chosen, those being the VA Hospital, ARC of Delaware and Faithful Friends. All 3 made very nice presentations. Fred Krumm contacted each of them and they were quite appreciative of the opportunity to speak with our group. A small donation of \$100-\$200 within the next

few weeks might be a nice thought.

The topic of CCND holding a "Cruise Night" during the spring and summer months has been brought to my attention as well. Two locations have contacted me over the past few weeks to see if there is any interest on our part to hold such a function. The Lone Star, as well as the Netherlands Inn, both are quite interested in conducting such an event. We will be meeting with both parties to discuss particulars and to see if this idea is in the "best Interest" of the Club and its Membership. More to follow on this one, although it would appear as the Lone Star would be the way to go!!

I had an opportunity to go to the Philadelphia Car Show on Sunday February 11th, the last day of the week long event. Over all, a pretty nice show, although I was disappointed in the lack of Concept Cars available. I did hear that many of them had been "moved along" already to other shows coming up and were not to be found on Sunday. We did notice a few Corvettes as well as some other makes that truly grabbed our attention. All in all it was worth the trip.

Taking an excerpt from an email that I received recently is as follows: "Hello, I wanted to share with you news about the 2007 Delaware Auto Show. The auto enthusiasts of Delaware deserve their own full blown high-end car show, and The News Journal will be producing the inaugural show this fall with the splash of a sneak peek at some of the '08 models. Obviously this show will cater to all makes and models – but we'll also feature exotics and some vintage classics. That said, I wanted to extend this e-mail to your club to gauge your level of interest, draw support, and perhaps discuss the possibility of showcasing some of your fine Corvettes."

It would appear that a car show is in the making in Delaware, although at this time, we have very little additional information. We do know the show will be held October 5th, 6th and 7th at the Chase center on the Riverfront. As more information becomes available, we will pass it along.

I hear the snow's coming tonight, so it sure looks like a good time to start the Vette, take a nice cruise, and get back "On the Road"!!

Meeting Agenda

Upcoming Agenda for the next meeting on 3/6/07

Call to Order:

Welcome:

New Members:

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 (Penske Show)
Show Chariman: Fred Krumm

Old Business:

Meeting Location

CCND 2007 Show Location...Iron Hill Brewery / Diver Chevrolet

Netherlands Inn...April 1st....Club Photo Taken...Money Due (\$19.00).

New Business:

Club Picnic....Location / Committee

Spring Carlisle...April 18th-22nd

Donation... VA Hospital, ARC of Delaware, Faithful Friends

Club Calendar.(Mike Metcalf)..Revisit

Club T-Shirt / Jackets

Membership Drive (Fred) Letter ‘drafted’ to members who have not rejoined.

Delaware Auto Show

50 / 50:

Adjournment:

Next Meeting date is April 3rd, 2007

Philadelphia Auto Show

Photos by Mike Metcalf

A few photos submitted by Mike Metcalf from the 2007 Philadelphia Auto Show for you to enjoy



CCND Events

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



CLUB EVENTS FOR MARCH 2007

March 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.

March 20, 2007
Tuesday

CHEESEBURGERS IN PARADISE RESTAURANT – 7:30 P.M.

Join us for dinner at one of the newest restaurants in Newark. Come get a taste of the islands at Jimmy Buffett's latest offering. Entrees range from \$8 to \$14. The Gumbo is fantastic. Please email me if you would like to attend. Meet at the restaurant.

March 25, 2007
Sunday

Sunday Matinee @ the Regal Brandywine Towncenter XVI

Join us for a fun movie matinee. Meet at the entrance of the Regal Theater at 12:30 PM. We will decide on the movie once we are all there together. 3300 Brandywine Parkway, Wilmington, DE 19803

April 1, 2007
Sunday

BRUNCH @ THE NETHERLAND INN – 11:00 A.M.

The restaurant, located in Lancaster County, has a bistro offers a variety of dishes, an adjacent lounge to relax and a billiard room with pool tables, dartboards, a card table and two 27" TVs. The restaurant is closed Sundays to regular patrons, so parking is not an issue. We'd like to take a group photo that day. One Historic Drive, Strasburg, PA 17579 800.872.0201 <http://www.netherlandsinn.com/dining.htm>

April 3, 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 EVENTS

March 25, 2007
Sunday

CLAYTON CAR SHOW – LITTLE EASE PARK, CLAYTON, NJ – Noon – 4 P.M

Food, Egg Hunt for the Kids. Pre-Reg: \$5.00; Day of Show: \$8.00
Little Ease Park, East Avenue, Clayton, NJ (South of Glassboro)

March 23-24, 2007
Friday & Saturday

AACA's SUGARLOAF MOUNTAIN REGION'S 37TH ANNUAL INDOOR-OUTDOOR ANTIQUE AUTO PARTS MEET & AUTO & TOOL AUCTION, FREDERICK, MD

March 25, 2007
Sunday

AACA's SOUTH JERSEY REGION 36 ANNUAL SWAP MEET & CAR CORRAL – Opens 6 A.M.

Salem County Fairgrounds, Rt. 40, Sharptown, NJ (5 Miles West of Woodstown, NJ)
Cars For Sale In Car Corral ONLY (Car Corral \$20.00)

March Birthdays



Jennifer Powell	March 1
Janet Taylor	March 6
Denise Bailey	March 8
Vernon Bailey	March 8
Elouise Wolos	March 8
Mary Ferry	March 9
Bob Gerber	March 10

Gloria Boone	March 13
Don Carbaugh	March 15
Barry Kimmelman	March 27
French McGhee	March 27
Theresa Ventresca	March 29
Dave Shacknai	March 31



20 Questions

CCND member profiles

Name: Bruce and Rema Lipphardt

What is your age? Bruce (44) and Rema (50)

What is your occupation? Bruce (research oceanographer) Rema (gift coordinator)

Where do you live? Newark, Delaware

What is your marital status? We are married

Do you have children? No children. We have 30 nieces and nephews between us.

Do you have pets? A cat named Penny

What is your Favorite Food? We like Arabic and Italian foods best.

What is your Favorite Music? Bruce (classic rock) and Rema (pop)

What made you want to join CCND? Bruce's long time interest in Corvettes, including restoration and repair.

How long have you been a CCND Club member? We joined again in 2006.

How long have you been interested in Corvettes? Since Bruce owned his first Corvette in 1983.

Are you a Driver or Passenger? Bruce (driver) and Rema (passenger)

When did you get your first Corvette? 1983

What year was your first Corvette? 1976 red T-Top car.

What is your favorite over-all Corvette? 1969 roadster.

What is your current model year Corvette? 1972 roadster.

Do you prefer coupes or convertibles? Both are fun in different ways.

Do you prefer Automatic or Manual Transmissions? No real preference.

Do you do your own service work on your Corvette or do you take it to a mechanic?
Bruce enjoys doing as much as he can on our Corvette.

Besides CCND and Corvette related activities, what non-Corvette interests do you have?
We enjoy day and weekend trips, biking, shopping, eating out, movies, playing cards, visiting with family, and doing improvements to our house.

1963 CORVETTE

Corvette specs by the year



- The Corvette received major restyling in 1963 including a divided rear window for a new "split-window" fastback coupe.
- The sides of the front fenders, behind the wheel openings, were decorated with two long, horizontal "wind split" indentations or louvers that were designed to look like brake cooling ducts, although they were not functional.
- The rear deck treatment resembled that of the previous year's model but the rest of the car appeared totally new.
- The twin side-by-side headlights were hidden in an electrically-operated panel
- This was more than a styling gimmick, as it added to the car's basic aerodynamic design.
- The recessed fake hood louvers were another matter.
- Front fender louvers, vents on the roof side panels (of the fastback split-window sport coupe) and ribbed rocker panel molding were styling features used on the sides of the new Corvette.
- The interior had circular gauges with black faces. There was storage space under the seats of early models.
- Among the standard equipment was
 - windshield washer
 - carpeting
 - outside rearview mirror
 - safety belts
 - cigarette lighter
 - electric clock
 - tachometer
 - heater and defroster
 - dual exhaust
- Seven interior colors were offered
 - Black
 - Silver
 - Silver-Blue
 - White
 - Daytona blue
 - Tan
 - Red
- For the first time since 1957, a Beige soft top was available
- Seven exterior colors were available
 - Tuxedo Black
 - Ermine White
 - Sebring Silver
 - Daytona Blue
 - Saddle Tan
 - Silver Blue
 - Riverside Red
- All were available with a Black, White, or Beige soft top.

LD. NUMBERS

- The serial number (Vehicle Identification Number -- VIN) was located on a stainless steel plate welded to the right side hinge pillar cross-brace under the glove box
- Convertible Serial numbers ranged from 30867S100001 to 30867S121513
- Coupe Serial numbers ranged from 30837S100001 to 30837S121513
- 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 63-0867 identifies a Corvette Sting Ray convertible
- The Fisher Body Style Number 63-0867 identifies a Corvette Sting Ray "split-window" coupe
- 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, Saddle Tan, and Dark Blue
- Two Saddle Tan upholstery options were offered

ENGINE & Transmission

- The standard motor was a 327ci V8 motor, overhead valve with a 4.00" bore and 3.25" stroke. Compression of 10.50:1 with 5 main bearings, hydraulic lifters, and a Carter four-barrel WCFB carb. Output was 250hp@4400rpm.
- Three optional motors were available: The basic specs were the same as the standard motor but one included a Carter AFB carb and produced 300hp, another also came with a Carter AFB carb, had higher compression of 11.25:1. and produced 340hp. and the top motor option had a Rochester fuel injection with higher 11.25:1 compression, solid lifters, and produced 360hp.
- A manual 3-speed close ratio, a manual 4-speed close ratio, or an automatic 2-speed tranny was available

CHASSIS

Wheelbase:	98 inches	Overall length:	175.2 inches
Front tread:	56.3 inches	Rear tread:	57 inches
Wheels:	steel disk	Tires:	6.70x15
Brakes:	Drum on all four wheels	Axle ratio:	3.70:1 (optional 3.08, 3.36, 3.55, 4.11, 4.56)
Front suspension:	upper and lower A-arms; unequal-length wishbones; coil springs; anti-roll bar; tubular shocks		
Rear suspension:	fixed differential; nine leaf springs; lateral struts and universally-jointed axle shafts; radius arms and direct-acting shock absorbers		

OPTIONS

RPO 898 Genuine leather seat trim (\$80.70)	RPO L75 327-cid 300-hp V-8 (\$53.80)
RPO A01 Soft-Ray tinted glass, all windows (\$16.15)	RPO L76 327-cid 340-hp V-8 (\$107.60)
RPO A02 Soft-Ray tinted glass windshield (\$10)	RPO L84 327-cid 360-hp fuel-injected V-8 (\$538.40)
RPO 431 Electric power windows (\$59.20)	RPO M20 Four-Speed manual transmission (\$188.30)
RPO C07 Auxiliary hardtop for convertible (\$236.75)	RPO M35 Powerglide automatic transmission (\$199.10)
RPO C48 Heater and defroster deletion (\$100 credit)	RPO N03 36-gallon fuel tank for coupe only (\$202.30)
RPO C60 Air conditioning (\$421.80)	RPO N11 Off--road exhaust system (\$37.70)
RPO F40 Special front and rear suspension (\$37.70)	RPO N40 Power steering (\$75.35)
RPO G81 Positraction rear axle, all ratios (\$43.05)	RPO P48 Special cast -aluminum knock-off wheels (\$322.80)
RPO G91 Special 3.08:1 "highway" ratio rear axle (\$2.20)	RPO P91 Nylon tires, 6.70 x 15 black sidewall (\$15.70)
RPO J50 Power brakes (\$43.05)	RPO P92 Rayon tires, 6.70 x 15 white sidewall (\$31.55)
RPO J56 Sintered metallic brakes (\$37.70)	RPO T86 Back-up lamps (\$10.80)
RPO K66 Transistor ignition system (\$65.35)	RPO U65 Signal--seeking AM radio (\$137.75)
RPO N34 Woodgrained plastic steering wheel (\$16.15)	RPO U69 AM-FM radio (\$174.35)
RPO Z06 Special performance equipment for "split-window" coupe (\$1,818.45)	

HISTORICAL NOTES

- The Corvette Sting Ray evolved from a racing car called the Mitchell Sting Ray.
- William L. Mitchell had replaced Harley Earl as head of General Motors styling in 1958
- Mitchell thought it was important for the Corvette to be associated with racing, so he per-suaded Chevrolet general manager Ed Cole to sell him the chassis of the 1957 Corvette SS "mule" for \$1 (to get around the corporate racing ban) so he could build a race car.
- Mitchell had designer Larry Shinoda create a body for the Sting Ray race car inspired by the sea creature of the same name.
- Shinoda came up with the "split-window" coupe design which Mitchell loved although Zora Arkus-Duntov was against its vision-blocking look
- The "split-window" was offered only one year and has become a very collectible item.
- Corvette "firsts" for 1963 included optional knock-off wheels, air conditioning and leather upholstery
- Air conditioning was a rare option in 1963 because it was introduced late in the year.
- Only 1.3 percent of the 1963 Corvettes were so equipped.
- However 83.5 percent came with four--speed manual transmission.
- The L84-powered Corvette could go from 0-to-60 mph in 5.9 seconds and from 0-to-100 mph in 16.5 seconds.
- Five historic Corvette Grand Sports were constructed in 1963 before all GM racing programs were canceled.
- Grand Sports weighed 1,908 pounds and had a 377-cd ver-sion of the small-block Chevy V-8 equipped with an aluminum cylinder block and aluminum hemi-head cylinder heads
- They also featured a twin ignition system and port fuel injection.



Humorous Diversions

Add a smile to your day.....



Famed fictional detective Sherlock Holmes and his gruff assistant Doctor Watson pitch their tent while on a camping expedition, but in the middle of the night Holmes nudges Watson awake and questions him.

HOLMES: Watson, look up at the stars and tell me what you deduce.

WATSON: I see millions of stars, and if there are millions of stars, and if even a few of those have planets, it is quite likely there are some planets like earth, and if there are a few planets like earth out there might also be life.

HOLMES: Watson, you idiot! Somebody stole our tent.

Little Mary was attending a wedding for the first time. As she sat in the church, she watched the bride slowly approach the altar. Mary whispered to her mother, "Why is the bride dressed in white?"

"Because white is the color of happiness, and today is the happiest day of her life," her mother tried to explain, keeping it simple.

The child thought about this for a moment, then said...

"So why is the groom wearing black?"

Passing through a small Southern town one evening last December, I was impressed to see a "Nativity Scene" that showed great skill and talent had gone into creating it. It was so beautiful that I got out of my car for a closer look.

One small feature did bother me, though: The three Wise Men seemed to be wearing firemen's helmets. I was so bewildered that I stopped at a restaurant on the edge of town and asked the lady behind the counter about the helmets.

She "hmped" at me and said, "Don't you Yankees ever read the Bible?"

I assured her that I did, but simply couldn't recall anything about firemen in the Bible. She jerked her Bible from behind the counter and ruffled through some pages, and finally jabbed her finger at a passage she announced triumphantly, "See, it says right here... 'The three wise men came from afar.'"



Vacuum System 68-82 Corvette

(Vettetworks - J. Myers)

Okay, lets journey through the Vacuum system and some of its components. There is obviously enough stuff in print, which goes into great depth about the vacuum system on 68-82 Corvettes. Unfortunately, many don't have it. Those that do hate getting descriptions that goes on and on and on. Maybe they should come out with a "Corvette Vacuum Systems For Idiots". Lets see if we can simplify some of it for you.

The tools you use to identify or troubleshoot the vacuum system can vary. You may want to use a vacuum gauge to read the overall pressure and to measure leaks. Using a gauge is a sure way of being able to monitor your progress. Another handy tool is a hand pump vacuum kit, which is more commonly used to bleed brakes. This kit has a hand pump with gauge, several small hoses, a plastic jar and fittings for various bleed ports on brakes and other systems. This kit contains a manual, which explains its use for troubleshooting numerous systems related to brakes, vacuum, ignition etc. Another useful tool is a household vacuum. You can actually use it to apply vacuum to any of the lines in the system. This way you can get a visual indication of what's actually happening and whether or not vacuum pressure opens or closes the particular door/valve. **IF YOU USE A VACUUM, DO NOT SEAL THE CONNECTION TO GET FULL SUCTION IN THE SYSTEM. TO TEST A PARTICULAR LINE, SIMPLY HOLD IT BETWEEN YOUR THUMB AND INDEX FINGER WITH THE END OF THE LINE IN THE VACUUM NOZZLE. USING THE REST OF YOUR FINGERS AND HAND, APPLY ENOUGH SEAL ON THE VACUUM TIP TO GET THE SUCTION NEEDED TO OPERATE THAT PART OF THE SYSTEM.**

The primary vacuum system consists of 24 different lines, which are color coded Red, Green, White, Yellow, Blue and Black. Your colors may not be visible but this is what they started out as. This system controls the headlights and wiper door assembly on the car. In addition to the primary system, there is an environmental vacuum system, which controls the ductwork, which directs AC, and Heating air depending on the setting selected by the driver at the center shift console AC/Heating control panel.

In the primary system we have three actuators which are each controlled by a relay valve, which is, supplied vacuum pressure from the main vacuum tank. All three main supply lines are large yellow lines which connect to the center of each relay valve. One goes to the wiper door actuator, while the other two go to each of the forward relay valves located under the skin of your front end. Your Cross Flag emblem is an excellent way to find where this is. They are under it. The relay valve for the wiper door is located on the firewall to the left of the distributor. (From drivers seat). They are all the same thing and operate the same way.

Here's what a relay valve does...

First of all, there is always suction at the center inlet waiting to go out one of the other two ports. It will either go out the upper or lower port. The thing that makes this determination is the vacuum introduced to the cap on the relay valve. Your light switch, the two manual override switches under your steering column and a wiper door solenoid behind your Tachometer are all that's used to control input to the ports on the caps of the relay valves. Because of the small size of the sliding valve inside the proportioning valves, they are fed vacuum pressure through small black lines directly from the manifold. This begins at the little filter located near your brake booster. It's the smaller of the two black lines. The other is the main supply going to the vacuum tank. This suction is introduced to the cap ports of the prop. valves depending on the position of the light switch, solenoid and manual override switches.

THE ENTIRE CONTROL OF THE VACUUM SYSTEM IS ACCOMPLISHED BY DIRECTING MANIFOLD PRESSURE INDEPENDENT OF THE MAIN VACUUM RESERVOIR OR SYSTEM SUPPLY. MANIFOLD PRESSURE CONTROLS, WHILE RESERVOIR PRESSURE DOES THE WORK. THIS MANIFOLD PRESSURE IS TAPPED DIRECTLY FROM THE MANIFOLD AND IS DIRECTED TO THE SWITCHES AND SOLENOID WHICH "CONTROL" THE HEADLIGHTS AND WIPER DOOR. IT BEGINS AT THE SMALLER OF THE TWO PORTS ON THE LITTLE ROUND FILTER ABOVE YOUR LEFT VALVE COVER. THE OTHER PORT SUPPLIES VACUUM TO THE VACUUM SYSTEM RESERVOIR THROUGH A SLIGHTLY LARGER LINE. (Black)

Headlights

Turning on your light switch not only completes the electrical circuit for the lights, it also cuts off the "control" vacuum which would have continued through your manual headlight override switch to the relay valves for each headlight door. This lack of pressure will allow the relay valves to seat (Under spring pressure), redirecting the pressure to the lower of the three ports on the "Prop" valve. The sliding valve within the relay valve has moved downward, blocking off the upper port while opening the lower. This action allows main vacuum pressure to continue its route to the forward port on the main headlight door actuators. Remember, this main pressure comes from the large yellow line entering the center port of the relay valve. Your headlights should now open. When pressure to the tops of the relay valves is introduced by turning OFF the light switch, the valve shafts will slide upward, directing the pressure entering the center ports - to the upper ports. Main pressure from the yellow lines will now be directed to the upper ports of the relay valves and towards the aft ports of the headlight actuators.

Main vacuum supply connections are not really important when troubleshooting the vacuum system. Reversing the action of the actuators is simply a matter of swapping the upper or lower lines on the relay valve. Leaks are your primary concern. Second to this is the physical condition of the components in the system. You will automatically figure out whether the connections are right depending on the action of that part of the system.

Wiper door

Considering that this system has exactly the same components as the headlight system, we won't duplicate the relay valve details. The difference here is the electrical triggering of the wiper door solenoid. This switch allows vacuum to flow while in the "off" position. As we continue towards the wiper door actuator, we get to the manual override switch/valve. This too allows vacuum to flow in the "off" position. Yes "OFF"....but open. Vacuum is then routed to the center of the three ports on the wiper actuator safety switch ("Interlock") located under the right hand wiper arm base. The next place the vacuum arrives at is the top cap of the relay valve. Here, it pulls the diaphragm against the spring pressure within the cap, moving the sliding valve upwards, blocking the bottom port and allowing "Main" supply pressure from the center port to be applied to the upper port. The last place in this journey is the forward inlet at the wiper door actuator. Here, it pulls the actuator arm forward, closing...or keeping closed...the wiper door. Turning the wiper switch "on" closes the entire path from the solenoid to the upper port on the cap of the relay valve. The diaphragm then returns to its resting place, moving the sliding valve down and opening the lower main supply port leading to the opposite side of the wiper door actuator. Now it opens.

Wiper safety switch Interlock

We don't want the wiper door to close before the wipers have a chance to "Park". The base of the right hand wiper arm pushes down on a piston/valve when parked. This action allows vacuum to continue its path to the upper cap of the wiper door relay valve, keeping the door closed. If the wiper arm does not push down enough, the door will remain open, creep open or close slower than normal. When the wiper switch is turned on, vacuum pressure is cut off completely from the safety switch. The proportioning valve diaphragm returns under spring pressure and the 'main supply' vacuum pressure is routed to the aft side of the actuator diaphragm through the upper port of the relay valve. This causes the actuator shaft to get sucked back, opening the wiper door.

Manual override switches

Right smack between of your tachometer and speedometer is a "T" fitting which is fed directly from the filter mentioned in bold capital letters above. Yes, this is the first branch of the manifold pressure supplying the controlling mechanisms of the system. One side of the "T" feeds your headlight switch. The other feeds the wiper door solenoid controlled by the electric wiper switch. The manual override switches at the bottom of the dash interrupt the continuation of vacuum pressure to the upper caps on the relay valves for the headlight and wiper doors. Pulling them down cuts off pressure, allowing the corresponding relay valve to re-seat.

AC/Heater

The vacuum supporting this system is tapped off of Line #10. While troubleshooting the main system, always isolate it from the A/C and heating system. Disconnect and cap this line at the "T" prior to it going through the firewall.

Hoses:

- 1.) Medium Black 4" - Intake manifold fitting to Plastic filter
- 2.) Medium Black 20" - Plastic filter to metal valve (near manifold connection)
- 3.) Small Black 30" - Metal Valve to "T" connector under dash
- 4.) Small Yellow 11" - "T" connector to wiper door solenoid
- 5.) Small Black 18" - "T" connector to headlight switch
- 6.) Small Blue 18" - Headlight switch to headlight manual override valve
- 7.) Small Blue 16" - Wiper solenoid to manual override valve (Wiper door)
- 8.) Small White 52" - Wiper manual override valve to wiper arm safety valve (under wiper)
- 9.) Small White 100"- Manual headlight valve to "T" between headlight relay valve caps.
- 10.) Large Yellow 13"- "T" connection near reservoir to middle port on wiper door relay valve.
- 11.) Small Black 15"- Wiper safety valve upper port. (Vent line).
- 12.) Small White 36" - Wiper door relay valve cap to bottom port on wiper safety switch.
- 13.) Large Green 28" - Bottom port on wiper relay valve to wiper door actuator rear.
- 14.) Large Red 31" - Upper port on wiper door relay valve to front of wiper door actuator.
- 15.) Medium Black 17" - Plastic filter to vacuum tank. (Reservoir supply)
- 16.) Large Yellow 77" - Reservoir to left headlight relay valve center port. (Supply)
- 17.) Large Yellow 84" - "T" near reservoir to right headlight relay valve center port (Supply)
- 18.) Small White 14" - "T" connector between headlights to RHT headlight relay valve cap.
- 19.) Small White. 14" - "T" connector between headlights to LFT headlight relay valve cap.
- 20.) Large Red 23" - Top port of RHT relay valve to rear of RHT headlight actuator.
- 21.) Large Red 23" - Top port of LFT relay valve to rear of LFT headlight actuator
- 22.) Large Green 16" - Bottom port on RHT relay valve to FWD port on RHT light actuator.
- 23.) Large Green 16" - Bottom port on LFT relay valve to FWD port on LFT light actuator.
- 24.) Large Black 9" - Vacuum reservoir to "T" near reservoir. (About 9" away near fender)

CCND FEBRUARY MEETING MINUTES

Minutes from the last CCND meeting



Meeting was called to order promptly at 7:00 p.m. by **Andy Rumford** on February 6, 2007. Andy reiterated this year's "kick-off cruise" and Club picture will be at Netherlands Inn, Strasburg, PA on April 1. Meeting at Lantana Square at 10:15 a.m. and leaving promptly at 10:30 a.m.

Vice President: **Steve Blanchies** reported 59 paid memberships for 2007.

Treasurer: **Harvey Smith** gave the financial report.

Member at Large: **Mike Metcalf** reported no orders at the present time. He will have new catalogs by the March meeting.

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

Newsletter Editor: **Barry Kimmelman** reported that he needs "Member of the Month" articles. (Barry's e-mail is BKimmelman@comcast.net.) He talked about the forum on the website and encouraged members to use it.

Social Chairperson: **Linda Kimmelman** reported on upcoming activities:
Sunday 2/18 - Festival Buffet at Dover Downs

Show Chairman: **Fred Krumm** reported he should have the show location in about 2 weeks. Location will be Iron Hill Brewery on the Riverfront or Our Lady of Grace Orphanage. Also reported that CCND may also be working with Porter Chevrolet or Diver Chevrolet.

Charity – reps from Our Lady of Grace, Faithful Friends, ARC of Delaware and the Veterans Administration Hospital gave presentations. Based on Club vote, Our Lady of Grace was chosen as the 2007 benefactor.

Old Business: **Elouise Wolos** presented locations for our monthly meetings. These included The Hunter's Den, Union City Grille and Gallucio's. It was decided the Club would stay a Lone Star for the next few months.

New Business: **Jack Layton** suggested a cruise to Shady Maple in March.

Carlisle - Jack Layton announced there are 2 hotel rooms still available (\$150 per night, 2 night minimum). Anyone interested should contact Jack.

50/50: **\$30** – Bob Gerber

Meeting was adjourned at 8:30 p.m.

Respectfully Submitted, Charlotte J. Stigler for Christine Carlantonio, Secretary

NEXT MEETING DATE IS TUESDAY, March 6, 2007

Vette Shopper

SPICER-MULLIKIN

FUNERAL HOMES, INC.



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