



Vettester

The official newsletter of the Corvette Club of Northern Delaware. June 2008

CCND Officers

President

Andy Rumford

Vice President

Steve Blanchies

Treasurer

Harvey Smith

Secretary

Christine Carlantonio

Member at Large

Mike Metcalf

NCCC Governor

Fred Krumm

Social Director

Jack Layton

Show Chairman

Michael Crank

Media Chairman

Barry Kimmelman



**CCND celebrating
35 years!**



Larry & Mary Lou Gilbert and their "His" & "Her" '57's

This Month:

Member of the Month - the Gilberts

1977 Corvette Specs

Liberty Region Show

C4 Interior Repairs

CCND Club Sponsor



On the Road

By Andy Rumford



June promises to be a Wonderful month indeed!! Many different activities on the Clubs Calendar beginning with a Cruise to Boondocks restaurant on June 8th and dinner at Woody's restaurant on June 18th. In addition there are the following:

June 7th - *St. Anthony's in the Hills (Avondale, PA) Motorcycle and classic car show*

June 8th - *Penske Chevrolet Show hosted by KSCC*

June 14th - *Mason Dixon NCRS Chapter Vintage Thunder at Cecil County Drag Strip*

June 14th - *Corvettes Unlimited, "Cruise Down Memory Lane"*

June 14th - *First State Corvette Clubs show at the Dover mall*

June 14th - *Nottingham Inn Cruise Night*

June 15th - *Fathers Day Show (Concord Mall)*

June 19th - *Elkton, Md. Car Show*

June 21st - *CCDV Cavalcade of Corvettes*

June 28th - *Chesterbrook Cruise Night*

So, as u can see there are a myriad of local activities to enjoy. Hope to see you at a few of them.

The Fathers Day show inside the Concord mall is rapidly approaching on June 15th. We will be able to move our cars inside the Mall beginning about 7AM. The cars must remain inside until the Mall Closes. To date, we have 20 individuals attending this CCND activity. The signup sheet will be at the June meeting or please send me an email if your interested in attending this "Rain or Shine" event.

As was noted in an earlier communication this month, Michael Crank will once again be CCND's "Show Chair". In an effort to provide Michael with as much assistance as possible, Bob Gerber, Fred Krumm and I will be assisting Michael with the many items needed to "run" our show.

Mr. Jim Rosen, the Gentleman who assisted with writing the TV series Route 66 will be our guest speaker at the July 1st meeting. Jim has spoken to several clubs in our area already, those being York County Corvette Club, Corvette Club of Delaware Valley and Chester County Corvette Club. Jim's talk usually lasts about 30 minutes or so. It should be very informative and I look forward to hearing him speak. He will have copies of his book available as

well if anyone is interested in purchasing. The route 66 book is in about 60 bookstores nationwide. It should be an interesting presentation.

July 12th is the Ronald McDonald house show being hosted by CCND's own Alan Chambers. I have numerous show flyers if anyone is interested. Please put this on your calendar of events. 2007 was the first show at this location and Alan has done a tremendous job of putting together the venue and show flyer. Let's show support for our own club member by coming out in droves to his show.

Well, time to head out and finally pickup my Corvette after 2 months in the shop. Looking forward to finally getting behind the wheel again and putting her back
"On the Road"

Meeting Agenda

Upcoming Agenda for the next meeting on 6/3/08

Corvette Club of Northern Delaware **Agenda 6/3/08**

Call to Order:

Welcome:

New Members:

2008 Officers Reports:

Vice President:	Steve Blanchies
Treasurer:	Harvey Smith
Member @ Large:	Mike Metcalf
CCND Governor:	Fred Krumm
Newsletter Editor:	Barry Kimmelman
Social Chairperson:	Jack Layton
Show Chairman:	Michael Crank
* Club Ambassador:	Bob Gerber

Old Business:

Club Calendar	Update (Mike and Steve)
Christmas in July	Cruise (Mike Update)
Concord Mall Signups	20 cars to date..
Herr's Cruise Night	May 15 (Did anyone attend?)
35 th Anniversary Shirts	Mary Lou / Steve
Recap	Liberty Region Corvette Show

New Business:

June 19 th	Elkton, Car Cruise (Thursday)..# to call 410.398.4971
Jim Rosen	Guest Speaker July Meeting (Route 66)
Corvettes for Chip update...	

Adjournment:

50/50:

Next Meeting date is July 1, 2008

CCND MAY MEETING MINUTES

Minutes from the last CCND meeting



Meeting was called to order at 7:00 p.m. by **Andy Rumford** on May 6, 2008. Andy brought a sheet cake for all member's May birthdays.

- New Members:**
- | | | |
|----------------------|---|--|
| Fred Boling | - | 1972 Coupe |
| Bill Detwiler | - | 1984 Coupe |
| Vince Sinosky | - | 1991 Convertible & 1986 Coupe |
- Vice President:** **Steve Blanchies** reported 73 paid memberships.
- Treasurer:** **Harvey Smith** presented the financial report.
- Member at Large:** **Mike Metcalf** reported no merchandise on order.
- CCND Governor:** **Fred Krumm** reported that our club will not participate in the NCCC because the majority of club members did not feel it necessary to join. Will give members an opportunity to join next year.
- Newsletter Editor:** **Barry Kimmelman** reported that he needs "Member of the Month" articles. (Barry's e-mail is BKimmelman@comcast.net.) Continuing to make updates to website including advertising.
- Social Chairperson:** **Jack Layton** reported on upcoming club activities:
- ❖ **05/18, Sunday** – **Cruise to beach for Sunday brunch**
 - ❖ **06/18, Wednesday** – **Woody's (might not want to take vette – parking hard to find)**
 - ❖ **06/29, Sunday** – **Rock Hall Maryland**
 - ❖ **07/20, Sunday** – **Cruise with Jay's father**
- Show Chairman:** **Michael Crank** reported that because of personal and business reasons, he had to resign. He apologized for the inconvenience but also reported that a lot of the work for the show has been completed and he would help whoever took his place. Andy asked for volunteers to step up – a few volunteered for committee jobs, but no one stepped up to replace Michael. Fred suggested sending an email to all members – will be shelved for now.
- * Club Ambassador:** **Bob Gerber** reported there are 20 clubs within a 90 mile radius of ours - will keep in touch with them as far as activities, etc. (Bob had more to report, but I couldn't hear him)
- Old Business:**
- Club Calendar** – Mike reported a software problem – will correct and redo
 - Christmas in July** – Mike Metcalf is working on – will coincide with Ronald McDonald show on 7/12.
 - Red Rose Inn** – 70 members attended – best attendance yet – everyone had a great time
 - KSCC poker run** – cruised 60 miles through Valley Forge, PA
 - Concord Mall show** – Father's Day – signup sheet went around
 - Diver Chevrolet Club Sponsorship** – Fred reported that if someone buys a corvette, they get a 1 year CCND membership and the club gets \$25. Fred said that we will let Diver advertise in our newsletter along with a link on website. He is working on a proposal for merchandise discounts.
- New Business:**
- Show Flyer** – Michael has 5,000 color copies for handout
 - Herr's Cruise Night** – May 15th
 - Route 66 (Show and Book), Jim Rosen** may be invited to one of our meetings to talk about his series
 - Corvette "America"** donated two (2) prints for our show
 - 35th Anniversary Club Shirts** – Mary Lou Gilbert reported that an embroidered jean shirt would cost \$28
 - Our Lady of Grace** – Fred stopped by and spoke to Sister Alexander – an **ice cream run is scheduled for Wed., 7/16.**

* Not an Officer Position

Meeting was adjourned at 8:30 p.m.

Respectfully Submitted, Christine Carlantonio, Secretary
NEXT MEETING DATE IS TUESDAY, JUNE 3, 2008

CCND Events

Jack Layton

302-998-9434 87twinturbo@comcast.net



CCND ACTIVITIES

June 3rd
Tuesday

CCND club meeting @ 7pm at the Lone Star Restaurant on Route 13

Wednesday
June 18th

Mid-week cruise to Woody's Restaurant. Meeting at the Goodyear Automotive Store on Route 40, just below Route 896. Leaving at 6 pm sharp.

Sunday
June 29th

Cruise to Waterman's in Rock Hall Md. Meeting at the Goodyear Automotive Store on Route 40, just below Route 896. Leaving at 12 noon.

UPCOMING ACTIVITIES

July 1st
Tuesday

CCND club meeting @ 7pm at the Lone Star Restaurant on Route 13

Sunday
July 20th

Cruise the Chesapeake. A fun filled day on a 55-foot motor yacht. This event is limited to only the first 20 people who sign up. Bring your favorite dish.

June Birthdays



Ginny Steele	June 09
Charlotte Gerber	June 24
Lynn Blanchies	June 25
John McCarnan	June 28



CCND Tidbits

Matt Guthan

mattyg50@comcast.net

In this being my first Tidbit article, it's with much sorrow to start out this way:

I would like us to send our prayers out to Jim Hagerty and his family for the unexpected early passing of their son James the third.

I also would like to send prayers out to Marion and Michael Crank for the passing of Marion's father.

"May God bless both families in these difficult times"

Other CCND member updates:

Andy Rumford has just had a brand new motor built and installed in his '79 Greenwood along with rebuilding his transmission. Wait until you see it as it will be hard to miss with the big supercharger sticking up through the hood!

Matt Guthan has picked up and is currently installing an original fuel injection system for his '63 convertible.

**** Note from the editor:**

This section of the newsletter is for information about the CCND members. Anything such as news, promotions, announcements, etc that you would like to share with the membership just contact Nancy to have it included. Especially over the winter months when there is a reduced level of overall activity from lack of shows, cruises, events, etc this makes a great way to let others know what's happening in our lives.

Corvettes at Liberty

Story & Photos by: Andy Rumford

May 17th found several CCND members at the Liberty Region Corvette Clubs show at the Reedman Toll Auto-World. Larry Gilbert, Mary Lou Gilbert, Michael Crank and I spent the day with 100 other Corvette owners at the 12th annual show for the LRCC.

A total of 8 different Corvette Clubs from the area attended this event. The LRCC holds “2 shows within a show”, meaning they have a People’s Choice Show in addition to the Judged Show. You can enter either part of the show. One interesting aspect of this show was that the LRCC owners cars were part of the show, BUT NO JUDGES were from their club.... ALL 16 judges were participants who drove in that day or who were willing to help. NOT a bad idea..

Mary Lou, Larry and Michael all brought home the coveted “Brass Eagles” as their Corvettes were “Recognized”. It was a wonderful sunny day and just a great time to show support of the LRCC.



Member of the Month

Larry & Mary Lou Gilbert



The infamous “His and Hers” 1957 Corvettes belong to Larry and Mary Lou Gilbert of Elkton, Maryland. Both are graduates of Elkton High School while Larry is a graduate of the Institute of Biblical Studies at Liberty University and holds a Doctorate in theology. He is Chairman and CEO of Church Growth Institute, an organization that provides leadership resources for pastors and church leaders. Mary Lou owns Hoppin Bobbin embroidery, is a seamstress; does bridal alterations and consulting, and custom quilting.

When Larry was 12 years old, back in 1957, he bought a book that had all the new American made cars in it. Representing the Corvette was a beautiful Cascade green convertible. He said as soon as he saw the picture he had to have one. After several years of drooling over that picture the book was misplaced and ultimately was not to be found. But the dream was never lost. Fast-forward 47 years and after actively looking for five years he finally got the car of his childhood dreams. It needed a lot of work, parts put back on, alterations undone, and lots of detailing, but it had a great paint job (Cascade green) and a chromed up L98 engine.

Larry and Mary Lou started going to car shows together. Mary Lou wasn't all that interested but it didn't take long for the bug to bite her. She said, “If I'm going to keep going to these car shows I've got to have my own car.” She figured that big girls could have big boy toys too. So in September 2005 Larry bought Mary Lou her own 1957 Corvette for her 57th birthday. It looked like a 57 Vette, it ran, but it needed a ton of work. It had been rescued from a salvage yard by the previous owner who had patched it up enough to make it road worthy. The

1968 metal-flake paint job was flaking off in big chunks, the seats were out of a late model Oldsmobile and had head rests, the interior had been done in silver metal-flake kitchen vinyl, and the rear wheel wells had been cut out two inches. All in all very little had been left unchanged.

The day after Thanksgiving the woodworking tools were evicted from the garage and in went the Vette. Eight months to the day it showed up at its first car show. It was really a day of prayer because it was thunder storming all around and in order to rush it to the first show the convertible top and frame still set in the garage. She got her first trophy that day. The whole family had been involved, including the three-year grandson, and reworked everything, all new interior, complete body-on restoration, and painted Cascade green too at Purnell Body Shop in Elkton. The engine was cleaned up, painted, chromed up, two four barrel carbs stuck on top and put back in. But several hundred miles and six quarts of oil later it was back out and a new 350 create engine had all those chrome goodies on it.

Since then the Gilbert's have driven (don't dare put those cars on a trailer) to many community and Corvette shows. They have won numerous awards from best in class, to best engine, to best in show. But their most cherished awards are the ones they received as a pair for the "His and Hers" Corvettes.



When seeing the two cars together the first question always asked by onlookers is, "Who's the fastest?" Mary Lou always says hers is, but Larry won't relinquish that right, that is, until one night when they were coming home from a cruise. Larry was cruising along about 65 in a 55 mile zone when Mary Lou got tired of following and went flying by him at about 90 miles per hour with a State Trouper, with his red and blues flashing, right on her tail. Since then Larry has allowed her to claim the title of "the fastest".

The body and interior of both cars is 99% original in every respect while the drive trains have been updated on both. His engine is an L98 tune-port-injection out of a 1991 Vette with a turbo-400 transmission and Vintage Air. Hers has a 350 engine with two fours and a four-speed transmission. Yes, Larry does take a lot of ribbing because she has the four-speed and he has the automatic.

The '57s are not the couple's first experience with Corvettes. Their first Corvette was purchased in 1965 only months after they were married, a 1960. It was worn-out before they even got it. Its lack of dependability was its dominant trait. Thus, it only lasted about three months till it was replace with a '58 Edsel; not quite as stylish or as much of a self-esteem builder but at least it got you to work on time. After that they fell into the posture of so many car crazy young folks with a

new family. So for the next 40 years automobile selection had to be a little classy but the predominant requirements were dependability with a back seat.

Meanwhile in 2007 they purchased a third '57. It's a Venetian Red numbers matching fuelie. However the fuel injection unit is still being used as someone's doorstep in the great land of Corvette history. You could say it's somewhat of a survivor. It has all its original parts including a wonder-bar radio that works. Overall it's a number two car, not as nice as the other two, but still way too nice to go to the expense of a full restoration. It's a great driver.



Fuel Injection

Humorous Diversions

Add a smile to your day.....



Pregnancy Q & A!

Q: Should I have a baby after 35?

A: No, 35 children is enough.

Q: I'm two months pregnant now. When will my baby move?

A: With any luck, right after he finishes college.

Q: What is the most reliable method to determine a baby's sex?

A: Childbirth.

Q: My wife is five months pregnant and so moody that sometimes she's borderline irrational.

A: So what's your question?

Q: My childbirth instructor says it's not pain I'll feel during labor, but pressure. Is she right?

A: Yes, in the same way that a tornado might be called an air current.

Q: When is the best time to get an epidural?

A! : Right after you find out you're pregnant.

Q: Is there any reason I have to be in the delivery room while my wife is in labor?

A: Not unless the word 'alimony' means anything to you.

Q: Is there anything I should avoid while recovering from childbirth?

A: Yes, pregnancy.

Q: Do I have to have a baby shower?

A: Not if you change the baby's diaper very quickly.

Q: Our baby was born last week. When will my wife begin to feel and act normal again?

A: When the kids are in college.

An Amish farmer walking through his field notices a man drinking from his pond with his hand.

The Amish man shouts: "Trink das wasser nicht. Die kuhen haben dahin gesheissen."

Which means: 'Don't drink the water, the cows have crapped in it.'

The man shouts back: 'I'm a Muslim, I don't understand your gibberish. Speak English, infidel!'

The Amish man, switching to English, says: 'Use two hands. You'll get more.'

According to a news report, a certain private school in Washington was recently faced with a unique problem. A number of 12-year-old girls had begun to use lipstick and would put it on in the bathroom.

That was fine, but after they put on their lipstick they would press their lips to the mirror leaving dozens of little lip prints. Every night the maintenance man would remove them and the next day the girls would put them back.

Finally the principal decided that something had to be done. She called all the girls to the bathroom and met them there with the maintenance man.

She explained that all these lip prints were causing a major problem for the custodian who had to clean the mirrors every night (you can just imagine the yawns from the little princesses).

To demonstrate how difficult it was to clean the mirrors, she asked the maintenance man to show the girls how much effort was required. He took out a long-handled squeegee, dipped it in the toilet, and cleaned the mirror with it. Since then, there have been no lip prints on the mirror...

** There are teachers.... and then there are educators***

Texas Cowboy Yarn

A cowboy from Texas rode into town and stopped at a saloon for a drink. Unfortunately, the locals always had a habit of picking on strangers, which he was. When he finished his drink, he found his horse had been stolen. He went back into the bar, handily flipped his gun into the air, caught it above his head without even looking and fired a shot into the ceiling.

"Which one of you sidewinders stole my horse?!?!?" he yelled with surprising forcefulness.

No one answered. "Alright, I'm gonna have another beer, and if my horse ain't back outside by the time I finish, I'm gonna do what I dun in Dakota! And I don't like to have to do what I dun in Dakota "

Some of the locals shifted restlessly. The man, true to his word, had another beer, walked outside, and his horse has been returned to the post. He saddled up and started to ride out of town.

The bartender wandered out of the bar and asked, "Say partner, before you go... what happened in Dakota?"

The cowboy from Texas turned back and said, "I had to walk home."

Tech - Interior Repairs

By: Lars Grimsrud



TunedByLars.com
PERFORMANCE ENGINES & TUNING

Technical Information Bulletin Rev. New 5-7-01

How to Repair & Refinish Interior Plastic Pieces

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

Having seen some pretty rough-looking 'Vette interiors, and some rougher-looking 'Vette interior repair & refinish jobs, I thought I'd put together a little how-to on making your black plastic panels look better than new again.

Supplies needed:

(All supplies are available from most automotive paint supply stores. I have had very good luck with the PPG stores and dealers)

- 1 qt can PPG Wax, Grease & Silicone Remover (part # DX330)
- 1 gal PPG Vinyl Prep/conditioner (part # DX103) or -
- 1 pt bottle SEM Plastic Prep or SEM Vinyl Prep (part# 38348)
- 1 aerosol can SEM Original Trim Black Trim Paint (part # 39143)
- 1 aerosol can SEM Vinyl & Plastic Color Spray (part # 452340)
- 1 kit SEM Rigid SEM-Weld II plastic repair compound (part # 39508)
- Lint-free paper towels (available in big, cheap bundles at the paint supply store)
- Tack cloth
- 600-grit wet-or-dry sandpaper
- Grey Scotchbrite pad

The black plastic dash and console panels in your C4 are not bare plastic. They are coated with what GM calls "Dulso." This is what gives them the unique satin black appearance, but it's also what makes them difficult to keep looking nice: as you rub and clean them, the Dulso wears off, leaving shiny plastic areas. The Dulso also stains if you spill things like acidic soft drinks on it, like Mountain Dew. A good refinishing process is certainly needed...

Before starting an interior refinish job, you need to be aware of the single biggest problem with interior parts: Silicone contamination. Interior “care” products, such as Armor-All, Son-Of-A-Gun, and others, contain HUGE amounts of silicone. Once this had been sprayed on interior parts, it is extremely difficult to remove. Silicone is a painter’s worst nightmare: even the slightest amount of silicone will cause primers and paints to “fisheye,” separate, and loose adhesion. Not good. In order to do a good plastic refinish job, we must first address preparation and silicone removal.

Silicone cannot be removed by sanding or abrading (like with a Scotch-Brite pad or SOS pad). In fact, any attempt to sand or abrade the parts to clean them will embed the silicone into the parts, and you will be doomed to failure. DO NOT sand the parts before doing a good cleanup on them.

First clean the parts in hot water with dishsoap in it. Use a sponge (something non-abrasive) and put some effort into it. Rinse them off and dry them. Dump out the contaminated water and don’t use it again on the parts. I have an automatic parts cleaner at my house: my wife thinks it’s a dishwasher, but I know it’s an automotive parts cleaner. Just turn the drier heat “off” before running your plastic parts through it. I leave the heat “on” and put it on the “potscrubber” cycle when I run rods and pistons through it (I don’t understand why this upsets my wife: don’t they advertise that these machines remove caked-on grease...?).

Next, use your silicone remover, following the directions on the bottle. You will soak a lint-free paper towel, wipe once in one direction, flip it over, and do it again. Then throw that towel away and do it again with a fresh one. If you wipe back and forth with the same towel, all you will do is smear the invisible silicone all over the parts with no gain. So do the one-wipe thing and use up some of those cheap towels you just bought. Once you’ve done this several times to all the parts, give them a wipe-down with the grease and wax remover, using the same technique.

The parts should now be about as contaminant-free as they’re going to get. If they have nicks or etched-in imperfections, you can now use some sandpaper or Scotchbrite to smooth them out. If they are cracked or damaged, clean the damaged area with the SEM Plastic Prep and use the SEM-Weld II two-part plastic repair kit to fill the damage and sand it out like body filler. It sands really nice, and is easy to form. If you sand the parts, make sure that the parts do not have a finish any coarser than a wet 600-grit finish when you’re done: anything less (even wet 400-grit) will leave visible scratch marks in the finished product.

Final prep step is to clean the parts completely with the SEM Plastic Prep or Vinyl Prep. This stuff actually slightly softens and dissolves the surface of the parts, and makes the surface “fuse” itself to the paint you will apply. So don’t rub aggressively with these prep products: follow the label directions and give the parts a gentle wipe-down. Rinse with water. If your parts are perfectly prepared, the water will “sheen” off the parts and will not separate or “break.” This is known as a “water break free surface condition,” and indicates a contaminant-free, clean surface. Dry the parts.

The SEM Trim Paint is actually an exterior trim paint product, but it works perfectly on the ‘Vette metal parts in the dash, like the lid for the cup holder. The Vinyl and Plastic Color Spray is to be used on all of the plastic parts. Lay out your parts and lightly go over them with the tack cloth to remove any dust or particles. Apply the first couple of coats of paint very light and fairly dry, in a criss-cross pattern to assure coverage. Observe if you are getting any fish-eying or separations. If you are, the areas that are fish-eying must be coated with VERY light and VERY dry coats at first until they are covered with the paint, allowing the paint to dry between these coats. Be patient. Don’t try to cover it all with a big wet coat at first. Once you have complete coverage with your light mist coats and this has dried to a tack-free state, lay down two medium, even coats. This will give you a perfect, even, beautiful sheen to your parts.

Install the parts back in your ‘Vette and admire how good of a painter you are!

For additional info on SEM products, or for a distributor near you, contact them at:
SEM Products 1-800-831-1122

1977 CORVETTE

Corvette specs by the year



- Since the Stingray front fender nameplate departed this year, Chevrolet's sports car technically no longer had a secondary title.
- Changes were fairly modest this year and mainly hidden (such as a steel hood reinforcement) or inside.
- New crossed-flags emblems stood between the headlamps and on the fuel filler door.
- A thinner blacked-out pillar gave the windshield and side glass a more integrated look.
- The Corvette's console was restyled in an aircraft-type cluster design, with individual-look gauges.
- A voltmeter replaced the former ammeter.
- "Door ajar" and "headlamp up" warning lights were abandoned.
- New heater/air conditioning controls, an ashtray, and a lighter were on the horizontal surface.
- A recessed pocket was now seen behind the shift lever.
- Power window switches moved to the new console.
- The manual shift lever was almost an inch higher, with shorter travel.
- Automatic transmission levers added a pointer and both manual and automatic shifters added a new black leather boot.
- A shorter steering column held a multi-function control lever.
- This year's steering wheel had a leather-wrapped rim.
- This year's colors were: Classic White, Silver, Black, Corvette Light Blue, Corvette Dark Blue, Corvette Chartreuse (used on one car), Corvette Yellow, Corvette Orange, Medium Red, Corvette Tan, Corvette Dark Red
- The Custom interior, formerly an extra-cost option, was now standard.
- "Dynasty" horizontal-ribbed cloth upholstery was framed with leather (the first cloth trim offered on a Corvette), or buyers could have the customary all-leather seat panels.
- Leather came in ten colors, cloth in six.
- Two new trim colors were available: Red and Blue.
- Door panel inserts were satin finish Black instead of the prior wood grain.
- Both the instrument panel and door trim panels lost their embossed stitch lines.
- New padded sunshades could swivel to side windows.
- Passenger-side roof pillars held a soft vinyl coat hook.
- Power trains were the same as in 1976, but power brakes and steering were now standard.
- A total of 6,148 Corvettes came with the special L82 V-8 engine under the hood, while 7,269 had the optional Gymkhana suspension.
- Only 5,743 Corvettes had the M20 four-speed manual gearbox and 2,060 used the M26 close-ratio four-speed.
- A mere 289 Corvettes came with trailering equipment.
- New options included an AM/FM stereo radio with tape player, cruise control (for cars with automatic transmission only), and a luggage carrier that could hold the roof panels.
- Glass roof panels were announced, but delayed for another year.

I.D. NUMBERS

- The serial number [Vehicle Identification Number -- VIN] was stamped on a plate on the inner vertical surface of the left windshield pillar visible through the windshield.
- Serial numbers ranged from 1Z37*7S400001 to 1Z37*7S449213
- Engine serial number began 0001001
- Corvette engines have the last six digits of the VIN stamped on the block just ahead of the cylinder head on the right-hand side combined with a three-letter engine code suffix
- Also cast into the top rear of the block is a four-symbol code indicating when the engine was built
 - The first letter of the date code shows the month the block was cast
 - The one or two numbers shows the month
 - The last digit shows the year
- Engine suffixes:
 - The body number plate was located on the engine side of the cowl.
 - The Fisher Body Style Number 77-1YZ37 identifies a Corvette Stingray coupe
 - The body number is the production serial number of the body.
 - The trim number indicates the interior trim color and material.

ENGINE & Transmission

- The standard motor was a 350ci V8 motor, overhead valve with a 4.00" bore and 3.48" stroke. Compression of 8.5:1 with 5 main bearings, hydraulic lifters, and a Rochester four-barrel carb. Output was 180hp@4000rpm.
- One optional motor was available, the L82: The L82 had 9.0:1 compression with a Rochester four-barrel carb on an aluminum intake, hydraulic lifters and high performance cam and produced 210hp@5200rpm.
- A manual 4-speed wide ratio transmission was standard, a close ration manual was available, or an automatic 3-speed turbo-hydro-Matic tranny was.

CHASSIS

Wheelbase:	98 inches	Overall length:	185.2 inches
Front tread:	58.7 inches	Rear tread:	59.5 inches
Wheels:	8" wide slotted steel15"	Tires:	15"
Brakes:	4 wheel disc	ratio:	3.36:1
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 A31 Electric power windows (\$116) | RPO ZX2 Convenience group (\$22) |
| RPO B32 Color-keyed floor mats (\$22) | RPO ZN1 Trailing package (\$83) |
| RPO C49 Rear window defogger (\$84) | RPO YJ8 Aluminum wheels (\$321) |
| RPO C60 Air conditioning (\$553) | RPO V54 Luggage rack and roof panel rack (\$73) |
| RPO D35 Sport mirrors (\$36) | RPO U69 AM-FM radio (\$187) |
| RPO FE7 Gymkhana suspension (\$38) | RPO UM2 AM-FM stereo radio with tape system (\$414) |
| RPO L82 350-cid 210-hp V-8 (\$495) | RPO N37 Tilt-telescopic steering wheel (\$165) |
| RPO N40 Power steering (\$151) | RPO QRZ raised-white-letter steel-belted radial tires (\$57) |
| RPO U58 AM-FM stereo radio (\$187) | RPO M21 Four-speed close-ratio manual transmission (\$0) |
| RPO M40 Turbo Hydra-Matic automatic transmission (\$0) | |

HISTORICAL NOTES

- Introduced September 30, 1976
- Model-year production: 49,213 (Chevrolet initially reported 49,034 units)
- Calendar-year production: 46,345
- Calendar-year sales by U.S. dealers: 42,571
- Model-year sales by U.S. dealers: 40,764



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