



Vettester

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

CCND Officers

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Andy Rumford

Vice President

Steve Blanchies

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Secretary

Christine Carlantonio

Member at Large

Mike Metcalf

NCCC Governor

Fred Krumm

Social Director

Jack Layton

Show Chairman

Michael Crank

Media Chairman

Barry Kimmelman



New member, Mike Niman's C4

This month

Member of the month - Mike Niman

20 Questions - Sylvia Crouse

1976 Corvette Specs

Tech Info - 63-82 Brake Bleeding

Humorous Diversions

CCND Brunch - Red Rose Inn



**CCND celebrating
35 years!**

On the Road

By Andy Rumford



The Season has “officially” kicked off for CCND!! On Sunday, April 6th a total of 70 CCND and Keystone State Corvette Club Members had a wonderful brunch at the Red Rose Inn in Jennersville, Pa. Meeting us for brunch were Lance and Michelle Miller. Despite the drizzle in the AM, the enthusiasm about the season and getting together more than made up for the inclement weather. After the brunch, 15 Members traveled to Boomers Family Fun Center in Avondale for Mini Golf and Arcade games. The Low Golf score for Keystone went to Ken Woodcock and for CCND, our own Larry Gilbert took home a bronze golf sculptor. Honorable mention has to go to Kevin Frazier as he had the most hole in ones for the day but also found the most water hazards as well! It was a wonderful day and was one of the largest turnouts in recent history. Thanks to all of you for attending.

A few dates that you may wish to keep on your calendar are below;

May 17th:

Liberty Region Corvette Club Show at Reedman-Toll Auto World

May 18th:

Historic Car Club of PA's. Spring Show at Linville Orchards

May 25th:

Classic Corvette Clubs, Promenade at Sagamore

With the spring season fully here now, should anyone wish to have the back of their “Club Jacket” embroidered with the Club Logo, please contact

Mary Lou Gilbert at; hoppinbobbin@hotmail.com. She does excellent work and can have your jacket finished very quickly. In addition to the Club Officers, there are several CCND Members who are actively assisting the Club or will be sometime in 2008. Those members deserve mentioning. They are:

Bob Gerber

Club Liason

Charlotte Stigler

.New Member Packets and Birthday Cards

Elouise Wolos

CCND 35th Anniversary Display

Mary Lou Gilbert

CCND 35th Anniversary Display

Matt Guthan

Tidbits Section (Vettester)

Janet Taylor

Adopt a Family and the Clubs Holiday Party

Marion Crank

Bake Sale (Corvettes at Iron Hill / Corvettes for Chip)

Donna Rumford

Bake sale (Corvettes at Iron Hill / Corvettes for Chip)

Thank You all for contributing your time!

Pursuant to much discussion at our April meeting, the NCCC Status of CCND, and to our Clubs respective standing within that organization, a

formal voting ballot for this is on the Clubs website. Just go to www.vetteclub.org and cast your Vote. These votes are being compiled by Fred and along with a signup sheet at our May meeting, will determine if CCND moves back to an NCCC Club.

Our Show Chairperson this year, Michael Crank, has been working diligently on designing a “Show Flyer” for the Clubs October event at Iron Hill Brewery. The Flyer might be completed by our next meeting in May. Stay Tuned for more.

It's been an absolutely gorgeous weekend, and CCND participated in and assisted KSCC with their Poker Run this past weekend. A total of 25 cars drove the 60 mile route completing the “Run”. Alan Chambers and his wife Veda represented CCND, while I was fortunate enough to work the 5th and final stop at Rons Schoolhouse. It was a very nice event and one that CCND might consider for the future.

With the great weather we have been having, I'm hopeful that you have had an opportunity to get behind the wheel of your Vette. So many exciting activities coming up in the next few months. I'm sure I will be seeing you all “ **On the Road** ”...IF they ever finish my VETTE!

Meeting Agenda

Upcoming Agenda for the next meeting on 5/6/08

Corvette Club of Northern Delaware **Agenda 5.6.08**

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:

NCCC CCND Decision.	(Fred)
Club Calendar Update	(Mike and Steve)
Christmas in July Cruise	(Mike Update)
Red Rose Inn April 6 th	Recap
KSCC Poker Run	recap
Concord Mall Signups	
Diver Chevrolet Club Sponsorship Update	(Fred)

New Business:

Show Flyer	(Michael)
Spring Carlisle Update	
Herr's Cruise Night May 15 th	
Route 66 (Show and Book), Guest Speaker	Jim Rosen
Corvette America (2) Print Donations	
35 th Anniversary Club Shirts	(Mary Lou Gilbert)
Newsletter	(Hard Copy vs. Electronic)

Adjournment:

50/50:

Next Meeting date is June 3, 2008

CCND APRIL MEETING MINUTES

Minutes from the last CCND meeting



Meeting was called to order at 7:00 p.m. by **Andy Rumford** on April 1, 2008. Andy brought a sheet cake for all members with April birthdays.

Bob Cook & Bill Skinner gave a presentation on Amelia Island and Chris Carlantonio & Don Don Steinhauser gave a presentation on volunteering in Biloxi, Mississippi.

New Members:

John Cooper -	1997 White Coupe
Carol & Wesley Dillon -	1996 White Coupe
Bob Ryan -	1990 & 1975 Blue Coupe

Vice President: Steve Blanchies reported 65 paid memberships.

Treasurer: Harvey Smith presented the financial report.

Member at Large: Mike Metcalf reported no merchandise on order.

CCND Governor: Fred Krumm presented considerations regarding pros and cons of utilizing the benefits of NCCC

Newsletter Editor: Barry Kimmelman reported that he needs "Member of the Month" articles. (Barry's e-mail is BKimmelman@comcast.net.)

Social Chairperson: Jack Layton reported on upcoming club activities:

- ❖ 04/16 – Olive Garden – Stanton
- ❖ 05/11 or 05/18 – Cruise to beach for Sunday brunch
- ❖ 06/18 – Woody's
- ❖ 06/14 – Old New Castle Separation Day

Show Chairman: Michael Crank will have car show flyer done by end of month, Trying to get same band as last year – each member to get at least 1 sponsor or donation - \$10 entrance fee to members will be waived for 2 sponsors.

Old Business: Club Calendar – 18 month calendar – extra photos for collage – will have draft copy for May meeting
Christmas in July – Mike Metcalf is working on

New Business: Cruise nights shelved for now
Corvettes for Kids – 8/10
Embroidery Work – Club Jackets - \$60

50/50: \$26 to Fred Krumm

Meeting was adjourned at 8:37 p.m.

Respectfully Submitted, Christine Carlantonio, Secretary

NEXT MEETING DATE IS TUESDAY, MAY 6, 2008

CCND Events

Jack Layton

302-998-9434 87twinturbo@comcast.net



CCND ACTIVITIES

May 6th
Tuesday

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

Sunday
May 18th

Cruise to the Beach for Sunday Brunch. Heading down to Serendipity restaurant in Oak Orchard. Leaving from the Tybouts corner Park-N-Ride by Blue Diamond amusement park on Route 13 at 7:30 AM. Menu pricing. Walk the boards, do some shopping, etc. This event will be cancelled if it is raining.

UPCOMING ACTIVITIES

June 3rd
Tuesday

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

Sunday
June 8th

Cruise to Boondocks Restaurant in Smyrna for crabs and more. Not much to the place but 4 walls and a roof. Leaving from the Tybouts Corner Park-N-Ride at 12:00

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
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.

May Birthdays

Linda Mullins	May 1	Sally Kruk	May 10
Alice Smith	May 2	Jim McCarnan	May 15
Jay Brantner	May 4	Bob Avery	May 15
Margee Michaels	May 5	Michael Nimin	May 17
Horace Wahl Jr.	May 5	Steven Michaels	May 22
Jody Mortarulo	May 7		



Member of the Month

Mike Niman

My name is Mike Niman and I'm a new member as of the last meeting.

After working at the investment bank JPMorgan for almost 10 years I took 18 months off to do some traveling. I packing my '96 Collector Edition Callaway 'Vette and took off on the road by myself. I spent 6 full months on the road visiting national parks and various cities. Driving the car made the experience even better. I wasn't just looking forward to arriving at a destination. I was enjoying the drive to the destination.

Anyway, I kept a web-log of my entire trip in real-time and the link is still active. You and perhaps some of the other members may find it interesting.

<http://mypeoplepc.com/members/whereismike/whereismike>



Member - 20 Questions

Get to know your other club members

20 Questions:

Name: SYLVIA H. CROUSE

What is your age? 58

What is your occupation? OFFICE MANAGER/OWNER, ETC.

Where do you live? BEAR, DE

What is your marital status? MARRIED

Do you have children? YES – 3 NATURAL AND 3 STEP

Do you have pets? YES – A WEST HIGHLANDER WHITE TERRIER

What is your Favorite Food? ITALIAN

What is your Favorite Music? OLDIES

What made you want to join CCND? CORVETTE CLUB

How long have you been a CCND Club member? NOT SURE - A COUPLE OF YEARS

How long have you been interested in Corvettes? SINCE HIGH SCHOOL

Are you a Driver or Passenger? DRIVER DEFINITELY

When did you get your first Corvette? 1998

What year was your first Corvette? 1998

What is your favorite over-all Corvette? 2003 ANNIVERSARY

What is your current model year Corvette? 2003 ANNIVERSARY

Do you prefer coupes or convertibles? COUPE

Do you prefer Automatic or Manual Transmissions? AUTOMATIC TOO OLD TO SHIFT

Do you do your own service work on your Corvette or do you take it to a mechanic?
DEALERSHIP MECHANIC

Besides CCND and Corvette related activities, what non-Corvette interests do you have? DRAG RACING, GOLFING

Tech Info - Bleeding Brakes

By: Duke Williams

Additional info by B. Kimmelman, Image supplied by John Hinckley

It's Spring and many of our Corvettes have been in storage all winter. As part of the yearly ritual of taking the car out of storage and getting it prepared for the "season" checking the brakes is an important thing to include. If your brakes haven't had a change of brake fluid in a few years it's time to change it out requiring your brakes to be bled afterwards or if your pedal feels soft you may have air in the system. Here is how to bleed those '63-'82 brakes:

1. Place car securely on four jackstands and remove wheels.
2. Break loose the bleed valves with a box wrench then close them with an open end wrench. Attach clear vinyl tubes of suitable ID (1/8" to 3/16" should work okay.) to the bleed valve nipples (They should fit snug so they won't leak) and route them to a clear jar or bottle. If the car is on jackstands, tubes about 2 feet long should work okay.
3. Siphon old fluid out of m/c reservoir.
4. Carefully inspect reservoir, especially the bottom for debris or sludge.
5. Clean out sludge with clean spoon or similar instrument. DO NOT use a tool that has any trace of petroleum product residue! Pour a little fluid in and mix it around with a swizzle stick from your bar, then siphon. Repeat until reservoir is squeaky clean.
6. Once reservoir is clean fill to about 1/4" below top and loosely install the cover. Place clean rags under the m/c to catch any spills. (Brake fluid is water soluble, so they can be rinsed out and washed with your car towels.) Any spills should be wiped up immediately with a damp rag.
7. With a helper pumping the pedal begin at the left front and bleed 6 strokes. Use the "command and response method".

You: "push down" (open bleeder valve with open end wrench)

Helper: (pushes pedal until it reaches floor) "Down"

You: (close bleeder valve) "Let up"

Helper (when pedal is back to the top) "Up"

Repeat cycle 6 times.

The LF is the shortest distance for the old fluid in the m/c to distribution block line to exit, which is why I recommend starting with the LF.

8. Check m/c reservoir and note the amount of fluid that 6 strokes consumes. If it's less than half the volume, go the the RF and do 6-7 strokes.

9. Check m/c and add fluid as required. DO NOT LET THE M/C RESERVOIR GO DRY OR IT WILL TAKE YOU FOREVER TO BLEED ALL THE AIR OUT!!!

10. Go to LR and bleed 8 strokes, check fluid, then 8 on the RR. (The LR is the shortest exit for the old fluid in the long line to the rear.

11. Back to the front and run the sequence until you have consumed about a quart of fluid and all fluid at the bleed valves is clear. This will probably be about 4 complete circuits around the car.

12. Once complete, snug bleeder valves with a box wrench. Use a spray bottle with water to rinse off any seepage from the bleed valves. If you can find some rubber bleed valve dust caps, install them after the water dries or blow dry first.

DOT 3 fluid is okay. DOT 4 is best. Buy a quart of DOT 4 and a 12 oz. bottle of DOT 3 for cleaning out the M/C and any top off before the next flush in two years.

Editors Note: the above procedure works excellent, as long as you have a helper to pump the brake pedal. Another option available is the use of a pressure bleeder tool such as the Motive Power Bleeder shown here.



The use of a power bleeder adds the advantage of being able to bleed your brake system by yourself without the need of a helper and also makes the job faster and most brake systems can be bled with only one rotation around the car - once at each brake caliber.

Red Rose Inn Brunch

Story by Andy Rumford, Photos by L. Kimmelman

Thanks to all of you who made the Red Rose Inn. A total of 70 Members, from both clubs, had a great time indeed! The food was just great. After the Red Rose, 15 members went to Boomers and participated in arcade games and mini golf. The Low score for mini-golf for CCND went to Larry Gilbert and for KSCC, Ken Woodcock with each taking home a small bronze sculpture to remember the occasion. Lance and Michelle Miller had a good time as well

Thanks Again to all of you who could attend. You can see all the pictures on the website in the Pictures section here: <http://www.vetteclub.org/pictures/redrose08.html>



Humorous Diversions

Add a smile to your day.....



A seaman meets a pirate in a bar, and the talk turns to their adventures. The seaman notes that the pirate has a peg leg, a hook, and an eye patch. "How did you end up with the peg leg?" he asks.

The pirate replies, "I was swept overboard into a school of sharks. As my men were pulling me out, a shark bit my leg off."

"Wow!" says the seaman. "What about your hook?"

"Well," answers the pirate, "we were boarding a ship when one of the enemy hacked off my hand."

"Incredible!" says the seaman. "How'd you get the eye patch?"

"A sea gull sh_t in my eye," the pirate replies.

"You lost your eye to a sea gull dropping?" the seaman asks.

"Well," says the pirate, "it was my first day with the hook."

One Sunday morning, the pastor noticed little Alex standing in the foyer of the church staring up at a large plaque. It was covered with names with small American flags mounted on either side of it.

The seven year old had been staring at the plaque for some time, so the pastor walked up, stood beside the little boy, and said quietly, "Good morning Alex".

"Good morning Pastor, what is this?" he asked the pastor.

The pastor said, 'Well, son, it's a memorial plaque to all the young men and women who died in the Service.'

Soberly, they just stood together, staring at the large plaque.

Finally, little Alex's voice, barely audible and trembling with fear, he asked,
"Which service, the 8:30 or the 10:45?"

Arthur is 90 years old. He's played golf every day since his retirement 25 years ago. One day he arrives home looking downcast. "That's it," he tells his wife. "I'm giving up golf. My eyesight has gotten so bad that once I've hit the ball I couldn't see where it went."

His wife sympathizes and makes him a cup of tea. As they sit down she says, "Why don't you take my brother with you and give it one more try."

"That's no good" sighs Arthur, "your brother's a hundred and three. He can't help."

"He may be a hundred and three", says the wife, "but his eyesight is perfect."

So the next day Arthur heads off to the golf course with his brother-in-law. He tees up, takes an almighty swing and squints down the fairway. He turns to the brother-in-law. "Did you see the ball?"

"Of course I did!" replied the brother-in-law. "I have perfect eyesight".

"Where did it go?" says Arthur.

"I don't remember."

A blonde was going to sell her Corvette but it had 180,000 miles on it so the guy at "Shady's Slightly Used Cars" told her it had too many miles and that they could get more money for the car if they rolled back the odometer.

She thought about it for a minute and then asked how she could "roll back the odometer?"

He referred her to "Ace" down at the gas station on the corner.

A week later he saw the blonde at the local bowling alley...He asked her if she still wanted to sale her Corvette.

She replied "Why would I sell it, it only has 30,000 miles on it"

1976 CORVETTE

Corvette specs by the year



- Corvette was advertised as "America's only true production sports car."
- After the demise of the big-block 454-cid, the 350-cid (5.7-liter) small-block engine remained alone to power all corvettes for the next ten years.
- The standard V-8 was linked to a lighter automatic transmission: the Turbo Hydra-Matic 350, which was supposed to improve shifting at wide-open throttle.
- The optional V-8 kept the Turbo Hydra-Matic 400, but with a revised torque converter
- A wide-range four-speed manual gearbox (with 2.64:1 first gear ratio) was standard and a close-ratio version was available at no extra cost.
- A new Carburetor Outside Air Induction system moved intake from the cowl to above the radiator.
- The convertible was dropped this year, so only the Stingray coupe remained.
- A partial steel underbody replaced the customary fiberglass, to add strength and improve shielding from exhaust system heat.
- A new one-piece bar Corvette nameplate was on the rear, between twin-unit tail lamps (which were inset in the bumper cover).
- Of the 10 body colors, eight were Corvette exclusives:
 - White, Silver, Bright Blue, Dark Green, Mahogany, Bright Yellow, BuckskinDark, Brown, Orange Flame, Red
- Corvettes had side marker lights with reflectors, parking lamps that went on with the head lamps, lane-change turn signals and two-speed wiper/washers.
- Inside was a new, smaller-diameter four-spoke sport steering wheel with crossed-flags medallion, which actually came from the Chevrolet Vega subcompact. Not everyone appreciated its lowly origin, so it lasted only this year.
- A grained vinyl-trimmed instrument panel (with stitched seams) held a 160-mph speedometer with trip odometer and 7,000-rpm electronic tachometer.
- A total of 5,368 Corvettes had the FE7 Gymkhana suspension installed; 5,720 came with the L82 V-8; and 2,088 had the M21 four-speed close ratio manual gearbox.
- Cast-aluminum wheels were a new option, and were installed on 6,253 cars.

LD. 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*6S400001 to 1Z37*6S446558
- 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
 1. The first letter of the date code shows the month the block was cast
 2. The one or two numbers shows the month
 3. The last digit shows the year
- The body number plate was located on the engine side of the cowl.
- The Fisher Body Style Number 76-1YZ37 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 available – either the TH350 or TH400 depending on what motor option.

CHASSIS

Wheelbase:	98 inches	Overall length:	182.1 inches
Front tread:	58.3 inches	Rear tread:	59.0 inches
Wheels:	8" wide slotted steel15"	Tires:	15"
Brakes:	4 wheel disc	ratio:	3.36:1 (optional 3.08, 3.55, 3.70, 4.11)
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 Custom interior trim (\$164)
 RPO A31 Electric power windows (\$107)
 RPO C49 Rear window defogger (\$78)
 RPO C08 Vinyl covered aux-iliary hardtop (\$350)
 RPO C60 Air conditioning (\$523)
 RPO FE7 Gymkhana suspension (\$35)
 RPO G81 Positraction rear axle, all ratios (\$13)
 RPO J50 Power brakes (\$59)
 RPO N37 Tilt-telescopic steering wheel (\$95)
 RPO N40 Power steering (\$151)

RPO QRM White stripe nylon steel-belted radial tires GR70 x 15 (\$37)
 RPO QRZ GR70 x 15 raised-white-letter steel-belted radial tires (\$51)
 RPO U58 AM-FM stereo radio (\$281)
 RPO U69 AM-FM radio (\$187)
 RPO UA1 Heavy-duty battery (\$16)
 RPO UF1 Map light (\$10)
 RPO YJ8 Aluminum wheels (\$299)
 RPO L82 350-cid 210-hp V-8 (\$481)
 RPO M21 Four-speed close-ratio manual transmission (no-cost option)
 RPO M40 Turbo Hydra-Matic automatic transmission (no-cost option)

HISTORICAL NOTES

- Introduced October 2, 1975
- Model-year production: 46,558
- Calendar-year production: 47,425
- Calendar-year sales by U.S. dealers: 41,673
- Model-year sales by U.S. dealers: 41,027
- Though largely a carry-over from 1975, Corvette set a new sales record
- The basic design dated back to 1968
- *Car and Driver* did several tests of the 1976 Corvette

Feature	March 1976 test of L48	March 1976 test of L82	April 1976 test of L82
Transmission	M21	M40	M40
Rear axle	3.36:1	3.70:1	3.36:1
0-to-30 mph	2.7 seconds	2.8 seconds	2.8 seconds
0-to-60 mph	6.8 seconds	6.8 seconds	7.1 seconds
0-to-100 mph	20.2 seconds	19.5 seconds	19.5 seconds
Standing start quarter mile	15.4 seconds at 91.5 mph	15.3 seconds at 92.1 mph	15.3 seconds at 91.9 mph
Top speed	121 mph	121 mph	124.5 mph



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club of northern delaware
CORVETTE



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