



# Vettester

*The official newsletter of the Corvette Club of Northern Delaware. November 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**

Vacant position

### **Show Chairman**

Michael Crank

### **Media Chairman**

Barry Kimmelman

**CCND celebrating  
35 years!**



*Member of the Month: Dan & Lesley Frost's 1956*

## **This Issue**

**Member of the Month**

**1982 Corvette Specs**

**Del Val NCRS Show**

**PA Renaissance Faire**

**Humorous Diversions**

**CCND Officer Positions**

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# On the Road

By Andy Rumford



November is normally a slow month, but with a few items on the calendar, and if the weather cooperates, there's still time to enjoy the season.

Corvettes for Chip is one of our "Club Shows" on November 2<sup>nd</sup>, followed by the "Salute the Troops", event in Rose Tree Park, Media Pa. on 11/9/08. On Thanksgiving morning in Springfield, PA is also the Historic car Club of PA's "Frostbite Run" to the Thomas Massey house in the AM, always a nicely attended event. Add to that on December 6<sup>th</sup>, County Corvettes "Annual Toy Drive" in West Chester, PA, and as you can see, there are still opportunities to dust off the car, put on your gloves and jacket and take off for a few more adventures before we are locked into the deep freeze.

Just a quick run down on local events: On October 19<sup>th</sup>, 610 cars of all makes and models filled the parking lot at Delaware County Community College. Several CCND members either entered

the show or were seen walking the flea market...myself, Matt Guthan, Michael and Marion Crank and Ed and Elouise Wolos took advantage of the beautiful day. On the same day, the all Corvette show in Smithville, NJ also occurred with a number of CCND Members going to this beautiful setting. It's so nice to be able to pick and choose quality shows at this time of year.

Well, the Concord Mall show is coming up as well on the 26<sup>th</sup> of October and we are almost full, a good sign. It should be another wonderful show. Special thanks to all the club members who have volunteered to make this show so very special for all of us. Let's try and raise as much money as possible for adopt-a-family this year with donations. Come out and enjoy the day with your fellow club members.

On November 12<sup>th</sup>, we are having a PIZZA night at Giordano's in Kennett Square, Pa. A quick ride from Lantana

Square up route 82 will put you there in 10 minutes. Come join us. A sign up sheet will be once again be at the November meeting. November 30<sup>th</sup> as well will have CCND members serving breakfast at the Ronald McDonald house. A sign up sheet will be at the club meeting in November. Sign-up sheets for both of these activities are also up on the club's website.

It's been a wonderful season so far and it looks to be stretching farther and farther each year...a good thing indeed! And finally, I wish to thank "everyone" for the nomination as the President of the

club in 2009. It's been a real privilege and honor to stand up each month and represent CCND...just a great place to be!! I look forward to serving our membership and doing all I can to promote our club and its varied activities. Well, time to start the car and get out to take advantage of this sunny 60 degree day!! See you all at the next Club Meeting and.... " **On the Road** "

## CCND Officer Postions

By: The Editor

During the October Club Meeting nominations were held for the 2009-year CCND Officer positions. The following nominations were made and will be voted on at the upcoming November club meeting:

<b>President</b>	Andy Rumford
<b>Vice President</b>	Steve Blanchies
<b>Treasurer</b>	Harvey Smith
<b>Secretary</b>	Christine Carlantonio
<b>Member at Large</b>	Elouise Wolos
<b>NCCC Governor</b>	position vacant for 2009
<b>Co-Show Chairman</b>	Michael Crank / Bob Gerber
<b>Social Chairman</b>	Marion Crank
<b>Newsletter Editor</b>	Jim Ebner
<b>Webmaster</b>	Barry Kimmelman

There were no multiple nominations for any officer position so barring a resignation of a current nominee before the vote at the November meeting I'd like to welcome all the 2009 CCND Officers.

# ***Meeting Agenda***

***Upcoming Agenda for the next meeting on 11/4/08***

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## **Corvette Club of Northern Delaware** **Agenda 11.4.08**

### **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:	Vacancy
Show Chairman:	Michael Crank
** Club Ambassador:	Bob Gerber

### **Old Business:**

2009 Club Officer Nominations / Elections  
CCND Concord Mall Show Recap  
Corvettes for Chip Recap  
Hayride  
11.9.08 Salute to the troops @ Rose Tree Media Park

### **New Business:**

Changing Meeting Locations - (Iron Hill / Newark Country Club)  
Adopt a Family  
CCND Holiday Party  
Thomas Massey House - Frostbite Run 11.27.08  
Ronald McDonald House - 11.30.08  
County Corvette Toy Drive - Sat., Dec 6<sup>th</sup> 10-1

### **Adjournment:**

### **50/50:**

**Next Meeting date is December 2, 2008**

\*\* Not an Officer Position

# CCND OCTOBER MEETING MINUTES

## Minutes from the last CCND meeting



Meeting was called to order at 7:00 p.m. by **Andy Rumford** on October 7, 2008.

- New Members:** Dan & Lesley Frost - 1956 white convertible  
Bob Arthur - 1998 Silver Coupe
- Vice President:** Steve Blanchies reported 81 paid memberships.
- Treasurer:** Harvey Smith apologized for not having his report. No new news to report
- Member at Large:** Mike Metcalf reported no merchandise on order.
- CCND Governor:** Fred Krumm not able to be present.
- Newsletter Editor:** Barry Kimmelman reported that he needs "Member of the Month" articles. Website will be getting new updates and improvements. New activities and show on-line sign-up sheets now posted up
- Social Chairperson:** Vacancy
- Show Chairman:** Michael Crank reported our show had a total of 103 cars and was a very good turnout. Andy Rumford and Michael Crank awarded Bob Gerber the show banner for all his work at the show.
- \* Club Ambassador:** Bob Gerber reported that he has emailed our club brochure to the surrounding clubs.
- Old Business:** Club Calendar - coming along nicely. Members have one month to submit pictures  
VA Hospital Car Show - 150 cars attended, 25 CCND cars. A nice showing
- New Business:** Corvettes for Chip - 175 cars last year. To date we have 45 pre-registered cars.  
CCND Concord Mall show - 10/26/08 - a tribute to the ladies  
CCND Hayride - 10/25/08 at 6:00pm  
Webmaster - bylaws were changed. New officer position of Webmaster was voted on & approved.
- 2009 Officer Nominations were:**
- |  |                                 |
|--|---------------------------------|
| Andy Rumford - President                     | Steve Blanchies - V.P.          |
| Harvey Smith - Treasurer                     | Elouise Wolos - Member at Large |
| Christine Carlantonio - Secretary            | Vacant 2009 for CCND Governor   |
| Jim Ebner - Newsletter Editor                | Marion Crank - Social Chairman  |
| Michael Crank/ Bob Gerber - Co-Show Chairman | Barry Kimmelman - Webmaster     |
- Meeting Location** - discussions were held for new meet locations. Bob Avery discussed the Newark Country Club
- 50/50:** winner for the Oct meeting was not reported

\* Not an Officer Position

Meeting was adjourned at 8:30 p.m.  
Minutes were submitted by Marion Crank & Andy Rumford

**NEXT MEETING DATE IS TUESDAY, November 4, 2008 (Club Officer Elections)**

# CCND Events

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## CLUB EVENTS FOR NOVEMBER 2008

- Nov 2, 2008  
Sunday**      **CCND & KSCC Corvettes for Chip Show**  
Our 2<sup>nd</sup> annual show. Come out and support our clubs show and charity. Info, and registration on the show website: <http://corvettesforchip.com>
- Nov 4, 2008  
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.
- Nov 12, 2008  
Wednesday**      **CCND Dinner / Pizza Night**  
Meet at 6:00pm at the restaurant – Giordano’s in Kennett Square, Pa    <http://www.giordanoksq.com> Details and sign-up sheet on the website: <http://www.vetteclub.org/activities/activities.html>
- Nov 30, 2008  
Sunday**      **Ronald McDonald House Breakfast**  
Meet at 8:00am at the Ronald McDonald House to help serve breakfast to the kids. Info and sign-up sheet on the website: <http://www.vetteclub.org/activities/activities.html>

## LOCAL EVENTS

- Nov 9, 2008  
Sunday**      **H.C.C.P.’s Salute the Troops**  
9:00am – 4:00pm at Rose Tree Park in Media, Pa. See the HCCP website for more details <http://www.historicalcarclub.org/>
- Nov 27, 2008  
Thursday**      **H.C.C.P.’s Frostbite Run**  
A nice event to start Thanksgiving Day with! See the HCCP website for more details <http://www.historicalcarclub.org/>
- Dec 6, 2008  
Saturday**      **County Corvette’s 4th Annual Toy Drive**  
Held at County Corvette in West Chester, Pa. 10am – 1:00pm. More info here: [County Corvette 2008 Toy Drive](http://www.countycorvette.com/2008toydrive)



## November Birthdays

Veda Chambers	11/3	Lesley Frost	11/20
Barbara Cooper	11/5	Ashley Polis	11/21
Michael Whitmore	11/11	Jim Ebner	11/24
Sylvia Crouse	11/12	Michael Lisowski	11/26
Brenda Boling	11/14	Michelle Falla	11/28
Linda Kimmelman	11/15	Jack Clendaniel	11/29



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## *From the Editor*

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I’ve been the editor of the Vettester for the last three years. I took over from the prior newsletter editor, Joe DeSanta, and “my” first issue was the December 2005 issue. This is my last issue as the editor of the Vettester and Jim Ebner will take over starting next month.

When I became the newsletter editor I had a few ideas in my mind what I would like to see in the newsletter and an overall general idea of improving it but without any clear idea of how I was going to do that. I slowly made some changes and I feel some worked and maybe a few others didn’t but I strived to keep working on it with the goal of offering the CCND members the best newsletter each month that I could produce and to keep the Vettester as one of the best newsletters you would find from any Corvette Club. The prior editors did a great job before me so finding ways to improve weren’t always easy but I would like to think that whatever contributions and changes I was able to instill in the Vettester, in both content and layout, added more to the positive side of change rather than the negative side.

It has been my absolute pleasure to be the clubs newsletter editor over the past three years, and as I hand over the reigns to Jim Ebner I know that the newsletter will be in good hands. Jim has fresh ideas and a lot of enthusiasm, both of which are important to keep the quality of the newsletter up. I wish to thank everyone in CCND for allowing me to be the Vettester editor and your support during that time. Jim, I wish you all the best with the newsletter – Vettester is now all yours!

# ***CCND / Iron Hill Corvette Show***

***Story by B. Kimmelman, Photos by L. Kimmelman***

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An excellent turnout of 35 Members attended the clubs yearly show at Iron Hill Brewery on October 5<sup>th</sup>. A total of 103 Corvettes filled the parking lot and enjoyed the day listening to the Roger Girk band and soaking up the sunshine. The clubs chosen charity this year was the Friendship House who will benefit greatly from the proceeds raised this day. Thanks to all of you for making this event a wonderful day for all our participants. Crown Trophy was in attendance this year as well as Kenny Shaw from “Strictly Corvettes”. Thanks also to all the ladies who took their time to bake all the wonderful items for the Bake Sale. Kudos goes out to Michael Crank, Bob Gerber, and Linda Kimmelman and Marion Crank for all the hard work they contributed to this year’s event!





# Member of the Month

Dan Frost

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My wife Lesley and I moved to Delaware in 1995 after having been hired to work as a Control Room Supervisor at the nuclear power station in Salem, NJ.

Before that I served for 7 years as an officer in the submarine service and spent 39 months aboard the USS Kamehameha (about 12 months of that was underwater).

After moving to DE, Lesley got a job at the preschool around the corner. By 1999 we purchased the center and then another in 2001. By 2004 I was able to quit my “real job”. This allowed me to concentrate on two things that I always wanted to do. One was to get my MBA and the other was to build my own car. So in 2005 I ordered a Cobra roadster kit and over the next year I was able to get a Shelby replica on the road. It took another year to get the body and interior finished. Upon finishing my MBA I took a position with a startup company, PAIR Technologies, in Newark.



So where does the '56 Vette fit in? Ever since I was a kid in the 70's I've loved corvettes and always wanted one. My first love was an early 70's stingray. With the help of countless hours of watching Barrett Jackson auto auctions I began to appreciate C-1s and C-2s not only for their incredible good looks, but also for their potential investment value. After having looked off and on for years at Corvettes, I never figured I'd ever pull the trigger and actually make the commitment and spend the money on one. One Sunday afternoon in January or 2006 while watching football playoffs I found my '56 on eBay. It

was nearly fully restored and located in W. Virginia and therefore reasonably easy to retrieve.

Since the purchase I've repaired the emergency brake, the horn and the windshield wipers in order to get it on the road. I rarely drive it as I feel the need to hold onto it as an investment (I still have 3 kids to get through college). When I do take it out it gets lots of attention. As for the cobra, I drive it frequently and have put 5,000+ miles on it.



As for who has the oldest car in the club, here's my VIN. I assume that a lower number means an earlier build date but I could be wrong.

Finally, I'd like to get a C-5 or C-6 that I felt I could drive anytime and not have to baby it so much. This isn't going to happen anytime soon as I've run out of space in the garage and the driveway.



# ***Delaware Valley NCRS Show***

***Text & Photos by Bob cook***

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After the last CCND meeting, Barry asked me to write up a short review of the October 5th NCRS Delaware Valley Chapter annual show, which was held at Bryner Chevrolet in Jenkintown, PA. Unfortunately, this year the Del Val show and the CCND show were held the same day (the first year I can remember this happening). This occurred due to the Del Val show being moved from mid to early October caused by conflicts with other events to be held at Bryner Chevrolet. (As team leader for the 1967 judging, I was obligated to work the Del Val show.)

NCRS judges Corvettes from 1953 through 1993. The Del Val show had over 40 cars to be judged with full classes for solid axle and mid-year cars. The show draws judges from all over the east coast, many of whom judge at regional meets and at the national convention. In addition to the cars to be judged, there were an additional 30 plus cars in Sportsman (driven Corvettes of all years to be displayed and not judged) and Special Displays (such as previous winners of 5-star awards – totally original – or Duntov awards – cars that have passed performance tests as well as show judging requirements). All cars were displayed inside Bryner's large used car display building.



***Parking the Entrants cars***

In NCRS judging 2-person teams judge each car in a given class in 5 areas – operations, interior, exterior, chassis, and engine. A team leader is responsible for making sure the teams do their jobs in a timely fashion and that the judging forms get to the tabulation team. The team leader also is the primary contact for each car owner and is responsible for verifying the trim tag on each car. Each team spends about 45 to 60 minutes judging each car – a full day of judging for classes that have the maximum of 7 cars. The judges are judging both originality and condition, based on extensive judging and technical manuals prepared for each year of Corvette by NCRS.



***The building filling up***

Car owners get a top flight, second flight, or third flight award based on the number of points they have lost during the judging. Each car starts with a total of 4500 points, which are divided among the items judged in each of the areas mentioned above. The bottom line is that the owner learns what parts are original to his car and which have

been changed over the years. He or she can then fix the items noted and come back for a second, third, etc judging until the score desired is achieved.

One fallacy that seems prevalent in the general public is that the engine in the car must be the one delivered in the car for the car to achieve a top flight. That is not correct. NCRS (as does Bloomington) will give full credit to a “restoration engine” as long as the casting number and date and the engine pad (broach marks and stampings) appear as they would have on an engine from the St. Louis plant (commonly referred to as “numbers matching”).



*Full classes for C1's & C2's*



*Judging underway*

I am including several pictures from the show which was a great success. If you are interested in joining NCRS and/or the Delaware Valley Chapter, go to [www.NCRS.org](http://www.NCRS.org) and/or [www.DelValNCRS.com](http://www.DelValNCRS.com) or call me and I can help. The Chapter meets the third Wednesday every other month in Ft. Washington, PA.



*View of Show*

# ***Pa Renaissance Faire***

*Story by B. Kimmelman, Photos by A. Rumford*



On Oct. 12<sup>th</sup>, seven of us from CCND met at Lantana Square and headed out to the Pennsylvania Renaissance Faire. It was a beautiful morning with just the slightest hint of chill in the autumn air as we left and cruised up Rt.41 into Pa. At Gap we stopped for breakfast at the Gap Diner, always a great place to stop, before continuing on to the Faire. About 2 miles before the Faire entrance we hit a major traffic jam, which turned out to be from the crowds of people all going to the Faire but we eventually made it into the parking area and into the Faire.

This was a particularly busy weekend for the Faire because it was “Pirate Invasion Weekend” besides being one of the last weekends of the Faire for the year. Along with the typical renaissance theme, Pirate Weekend also includes an additional Pirate theme so there was a great mix if people walking around in both Renaissance and Pirate garb. Some of the garbs you see at the Faire range from the lowliest of beggars to the highest royal personage of the Queen of the Faire in her flowing gown and royal entourage of servants. In between are the pirates and wenches. Not only are all the Faire characters in full garb, but many of the attendees also come in correct garb for the occasion.

Walking around the Faire you get to see period correct plays and shows, musicians, jesters, sword making and glass blowing, merchant after merchant of period correct goods and food, and my favorite, the jousting matches.

If you have never been to a Renaissance Faire before, try it. It’s a good day of fun and entertainment, and when you are with the company of good friends and fellow club members it’s just that much better! Hope you will join us next year.





# 1982 CORVETTE

## Corvette specs by the year



- For the first time since 1955, no stick shift Corvettes were produced.
- Every Corvette had a new type of four-speed automatic transmission with lock-up function in every gear except first.
- Under the hood was a new kind of 350-cid V-8 with Cross-Fire fuel injection.
- Twin throttle-body injectors with computerized metering helped boost horsepower to 200 and cut emissions at the same time.
- This was the first fuel-injected Corvette in nearly two decades.
- It had a much different type of fuel-injection system since mini-computerization had arrived.
- In the gas tank was a new electric fuel pump.
- Externally, the final version of the "big" (Stingray-style) Corvette changed little, but the Collector Edition model displayed quite a few special features, highlighted by a frameless glass lift-up hatch in place of the customary fixed backlight.
- Its unique Silver-Beige metallic paint was accented by pin stripes and a "fading shadow" treatment on hood, fenders and doors ... plus distinctive cloisonne emblems.
- Special finned wheels were similar to the cast-aluminum wheels that dated back to 1967.
- The Collector Edition's removable glass roof panels had special bronze coloring and solar screening.
- The model's crossed-flags emblems read "Corvette Collector Edition" around the rim.
- Inside was a matching Silver-Beige metallic interior with multi-tone leather seats and door trim.
- Even the Collector Edition's hand-sewn leather-wrapped steering wheel kept the theme color and its leather-covered horn button had a cloisonne emblem.
- The tires were P255/60R-15 Goodyear SBR WLT Eagle GT
- The body-color front bumper had a built-in air dam.
- Bucket seats could be trimmed in all-cloth or leather options
- Standard body colors were:
  - White, Silver, Black, Silver Blue, Dark Blue, Bright Blue, Charcoal, Silver Green, Gold, Silver Beige, Red, Dark Claret
- Four two-tones were available:
  - White and Silver, Silver and Charcoal, Silver and Dark Claret, Silver Blue and Dark Blue
- Interiors came in Charcoal, Camel, Dark Blue, Dark Red, Silver Beige, Silver Green, and Silver Gray.

### LD. NUMBERS

- The VIN was stamped on a plate on the inner vertical surface of the left windshield pillar visible through the windshield.
- The Bowling Green Assembly Plant Serial numbers ranged from 1G1AY87\*6C5100001 to 1G1AY87\*6C512408
- 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 & Transmission

- There was only one motor for 1981, called the L83, which was a 350ci V8 motor, overhead valve with a 4.00" bore and 3.48" stroke. Compression of 9.0:1 with 5 main bearings, hydraulic lifters, and a new Cross-Fire Fuel Injection system with twin TBI (throttle body injection). Output was 200hp@4200rpm.
- An automatic 4-sp Turbo HydraMatic (TMH 700R4) was the only transmission available

### CHASSIS

Wheelbase:	98 inches	Overall length:	185.2 inches
Front tread:	58.7 inches	Rear tread:	59.5 inches
Wheels:	8" wide slotted steel 15"	Tires:	15"
Brakes:	4 wheel disc	Positraction:	Standard

Front suspension: upper and lower A-arms; unequal-length control arms; coil springs; anti-roll bar; tubular shocks  
Rear suspension: Independent, trailing link, transverse semi-elliptic leaf springs

### OPTIONS

- |   |  |
|---|--|
| RPO A42 Power driver seat (\$197)                 | RPO CC1 Removable glass roof panels (\$443)                              |
| RPO C49 Rear window defogger (\$129)              | RPO N90 Four aluminum wheels (\$458)                                     |
| RPO AU3 Power door locks (\$155)                  | RPO QGR P255/70R-15 Raised-white-letter steel-belted radial tires (\$80) |
| RPO DG7 Electric sport mirrors (\$125)            | QXH P255/60R-15 Raised-white-letter steel-belted radial tires (\$542.52) |
| RPO K35 Cruise control (\$165)                    | UM4 AM-FM stereo radio with 8-track tape system (\$386).                 |
| RPO V08 Heavy-duty cooling (\$57)                 | RPO UM6 AM-FM stereo radio with cassette (\$423).                        |
| RPO V54 Roof panel carrier (\$144)                | RPO UNS AM-FM stereo radio with cassette and CB system (\$755).          |
| RPO YFS California emissions certification (\$46) | RPO U58 AM-FM stereo radio (\$101)                                       |
| RPO D84 Two-tone paint (\$428)                    | RPO U75 Power antenna (\$60)   |
| RPO FE7 Gymkhana suspension (\$61)                | RPO ULS Radio delete (\$124 credit)                                      |

### HISTORICAL NOTES

- Introduced: December 12, 1981.
- Model-year production: 25,407.
- Calendar-year production: 22,838.
- Model-year sales by U.S. dealers: 22,086.
- All Corvettes now came from the factory at Bowling Green, Kentucky.
- Production fell dramatically this year, reaching the lowest total since 1967.
- The 1982 model was the last Corvette to employ the same basic body introduced in 1968.
- Its chassis dated back to even five years before that.
- No doubt, some buyers preferred to wait for the next generation to arrive.
- Still, this was the end of the big 'Vette era: "An enthusiast's kind of Corvette. A most civilized one," according to the factory catalog.
- *Road & Track* called it "truly the last of its series," though one with an all-new drive train.
- The Collector Edition earned the dubious distinction of being the first Corvette to cost more than \$20,000.
- The Collector Edition was built to order, rather than according to a predetermined schedule.
- It carried a special VIN code with a "0" in the sixth position (Body Code 07), but did not have a separate serial number sequence.
- The special VIN plates were used to prevent swindlers from turning an ordinary Corvette into a special edition (which had happened all too often with 1978 Indy Pace Car replicas).
- 



# Humorous Diversions

Add a smile to your day.....



Well, Girl Potato and Boy Potato had eyes for each other, and finally they got married, and had a little sweet potato, which they called 'Yam.' Of course, they wanted the best for Yam. When it was time, they told her about the facts of life. They warned her about going out and getting half-baked, so she wouldn't get accidentally mashed, and get a bad name for herself like 'Hot Potato,' and end up with a bunch of Tater Tots

Yam said not to worry, no Spud would get her into the sack and make a rotten potato out of her!  
But on the other hand she wouldn't stay home and become a Couch Potato either  
She would get plenty of exercise so as not to be skinny like her Shoestring cousins.

When she went off to Europe, Mr. and Mrs. Potato told Yam to watch out for the hard-boiled guys from Ireland  
And the greasy guys from France called the French Fries. And when she went out west, to watch out for the Indians so she wouldn't get scalloped.

Yam said she would stay on the straight and narrow and wouldn't associate with those high class Yukon Golds, or the ones from the other side of the tracks who advertise their trade on all the trucks that say, 'Frito Lay.'

Mr. and Mrs. Potato sent Yam to Idaho P.U. (that's Potato University) so that when she graduated she'd really be in the Chips.

But in spite of all they did for her, one-day Yam came home and announced she was going to marry Tom Brokaw.  
Tom Brokaw! Mr. and Mrs. Potato were very upset.  
They told Yam she couldn't possibly marry Tom Brokaw because he's just.....

Are you ready for this?

Are you sure?

\*

\*

OK! Here it is!

\*

\*

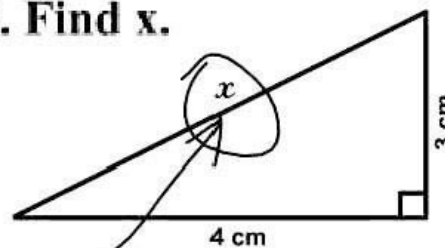
**A COMMONTATER**

Attached below is problem #3 on a high school geometry examination. The solution was submitted by a beautiful blonde student. It is my understanding that after careful scrutiny, the student was given credit for a correct answer by the teacher. When hearing of this, the Board of Education warned all math teachers in the system to be more explicit from now on in their future wording of examination problems (but the Board was hesitant to suggest just how).

Personally, I think she did pretty darn good!

Answer on a blonde's Geometry test

3. Find  $x$ .



Here it is

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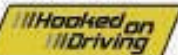
- Receive guidance from a coach *RIDING IN YOUR PASSENGER SEAT*
- *LEARN FUNDAMENTAL SKILLS* and definitions of performance driving terms.
- Become familiar with *THE PERFORMANCE POTENTIAL OF YOUR CAR*
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