



MASON DIXON Blue and Gray

December 2017

~Member ~ National Corvette Restorers Society (NCRS)

*~ NCRS TOP FLIGHT CHAPTER OF THE YEAR ~ Former Winners for Fifteen
Consecutive Years*

*~ NCRS & Mason Dixon Activities ~ Judging Events – Rallyes – Drags – Cruisin’
Nights – Day Trips Banquets – Weekend Outings Annual Atlantic City Bus Tour*

~ Charities ~ Support numerous Charities throughout the Great State of Maryland

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Gus Tsamouras

Hello Mason Dixon Chapter members!

As I sit here just a hundred days from Spring I am reminded of what a great year we had. We had some fantastic first time events that went over very well. We had a garage crawl event in which we went over to several members' garages to see their man-caves, An Ask the Experts event in which we helped fellow members with various problems, raised money for various charities which include the flood victims, and our long time charity event the Childrens hospital. It was great seeing so many of you at our Fall dinner. we had over 60 people attend and my understanding is that was the most we have had in years.

Looking forward, I would like to encourage everyone to participate in our many activities that we have. Our calendar of events and various information about our chapter and hobby are posted on our website.

We had a very successful year with new membership and I look forward to continued expansion of our membership. Please encourage your Corvette friends or anyone who may have an interest in Corvettes to join.

I would like to thank our board for their continued efforts and many of our members who volunteer their time to help in many ways.

I hope everyone has a great Holiday season and enjoys time with family and loved ones.

Sincerely,
Gius Tsamouras Chapter Chairman
Mason Dixon Chapter, NCRS

Vice Chairman's Report

Jim Buckley

Dear Fellow Chapter Members,

It is almost holiday time as I write this, but still, hopefully a bit of good weather left to enjoy driving our Corvettes around and appreciating our cars. Pick a nice day this winter and take your Corvette out for a spin. Seals and other things seem to fail after a long winter nap. Any ideas on spring or summer activities that you would like to do as a group? Please just let any of the Board of Director members know. Any suggestion is worth considering. You might be the one to come up with a brand new and exciting adventure.

Sixty out of a hundred families shared a very good meal, prizes, live music, and great conversations at our annual Fall Dinner meeting at Liberatorie's. While that was a great showing, too bad you didn't make it as you missed one of our best meetings to-date.

Well, compliments of Steve Lesser we have quite a few interesting and new events coming up for 2018. He and Eileen work very hard behind the scenes to put things together for all of us to enjoy. Please thank them when you see them. It is your chapter, so please come out and support us. Also, next time you see Rick, please give him a hearty pat on his back, as well as a good old fashion "Bronx - Cheer "for all he does too. Thank the other BoD members also, as they work to keep us on track for "Chapter Of The Year". Hope to see everybody at our 2018 Chapter events.

Stay warm and be safe.
Vice Chairman, Jim

Treasurer's Report
Ed Ranier

As of 11/27/17, our checking account balance is \$15,389.57. There have been no deposits made or checks written after 11/27/17. Thanks, Ed

Recording Secretary's Report
Eileen Lesser

Minutes of the Fall Dinner Meeting
At Liberatore's Ristorante in
Lutherville, Maryland
November 18, 2017

Attendance: Approximately 60 members were present at the dinner meeting this evening.

Chairman's Report: After a lovely dinner, Gus Tsamouras began the meeting by stating that the Mason Dixon Chapter raised \$2,100 which was donated to the Mt. Washington Pediatric Hospital. In addition, our Chapter donated \$1,000 to the J.J. Watt Foundation.

Vice-Chairman's Report: Jim Buckley announced that our statistics are up-to-date and we will more than likely obtain another Chapter of the Year Award this year.

Treasurer's Report: Ed gave an update on the Chapter Treasury which has \$14,865.67 in it.

Membership Report: Glenn gave an update on the number of members in the Chapter (100 members).

Webmaster's Report: Jim discussed the new photographs that are on the website from the Mt. Washington Pediatric Hospital event and the photos from the Bunting Museum event, the Garage Crawl, and Ask the Experts are forthcoming.

Judging Chairman's Report: Rick discussed the upcoming judging event at Ron Adams Chevrolet in Havre de Grace, MD on Sunday, April 8. In addition, Rick needs technical articles

for the next “Blue and Gray” Newsletter as well as cars to be judged. If you would like to have your Corvette judged, contact Rick Aleshire at mdninja1@hotmail.com.

Secretary’s Report: Eileen Lesser read the “Good and Welfare.” Eileen introduced three of our newest members to the Chapter: Dennis and Ilene Brave, Dom and Jackie Barbieri, and Mike and Sue Piunti. We have attempted to get door prizes for the ladies as well this year and were very successful. Juliet Page, one of our members, creates jewelry for ladies and donated ten pieces of her beautiful jewelry at tonight’s dinner.

Social Activities Chairman’s Report: Steve Lesser discussed the 2017 events as well as some of the 2018 events that are upcoming. He encouraged all of our members to participate as well as to come up with new ideas for the Chapter’s events.

The 2018 events will include some of the following: The Atlantic City Car Auction in February 2018, The New York Auto Show in April 2018, Road Tour and Luncheon at Friendly Farms, Garage Crawl, Ask the Experts, Paid-Up Membership Luncheon – new venue, and many others.

Historian’s Report: Jerry will send Jim Cella the photographs from the last 2 events and tonight’s event. Jerry suggested that we consider going to Summit Point Race Track in May 2018 to see the vintage sports car racing.

Good and Welfare:

- Congratulations to Len and Barb Maiolatesi on the birth of their first grandchild, [Natalie Marie](#);
- Congratulations to Charlie and Vickie Robinson who were married recently;
- Congratulations to Steve Lesser who took First Place at the Car Show at Jerry’s Chevrolet in Parkville;
- Our deepest condolences to Dan Materazzi on the loss of his wife, Terry.

Steve Lesser began the door prizes portion of the evening by thanking Bruce Solomon, Jerry Blumenthal, Ed Ranier and Howard Fisher for putting together some of the door prizes. Vicki Robinson pulled the 50/50 raffle winner tonight who was Dawn Prediger. Prizes this evening were donated by Breakthru Beverage (formerly Reliable-Churchill), jewelry by Juliet Page, JBA Chevrolet, Miller’s Deli, Stephen and Francie George, Slice, a few restaurants, and several other stores. One of our members, Andy Anders, sang a Corvette song and played the guitar at the beginning of the door prizes portion of the evening.

Eileen would like to thank Marlene Solomon and Rosemary Ranier for their help with the 50/50 Raffle, Lynn Mattingly Streckfus for her help with the Sign-In-Sheet, and Rona Blumenthal for her help with the dinner finances. These ladies work very hard to make the evening a smooth event as well as a fun one.

The Mason-Dixon Chapter of the NCRS would like to wish all of its members and their families a Happy and Healthy Thanksgiving and Holiday Season.

Respectfully submitted,
Eileen Lesser
Recording Secretary

Web site: www.NCRS.org/masondixon

If you want to send a note through Yahoo, just e-mail the note to: mdncrs@yahoogroups.com
To start sending messages to members of this group, simply send e-mail to MDNCRS@yahoogroups.com If you do not wish to belong to MDNCRS, you may unsubscribe by sending an e-mail to MDNCRS-unsubscribe@yahoogroups.com If you are a member of other Yahoo e-mail lists, you may see and modify all of your group settings at: <http://groups.yahoo.com/mygroups>

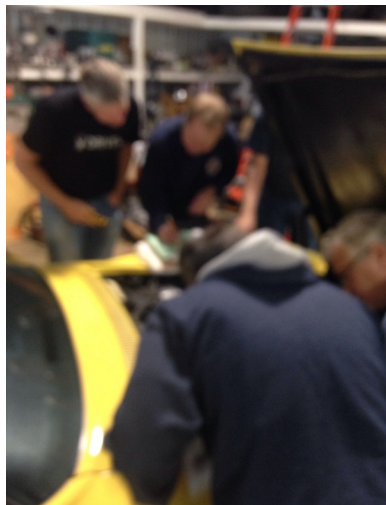
Membership Chairman's Report **Glenn Gitschier**

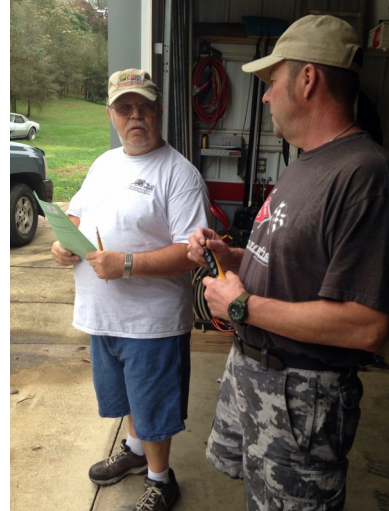
As of 12/10/17, we have 98 paid members of the Chapter and 2 prospective members who just joined the NCRS. **Please remember to pay your National NCRS dues before your membership expires.**

The National NCRS sends out reminder emails several months before the expiration date, so PLEASE don't ignore these reminders. I have also been sending emails and calling members if I see their National NCRS membership is going to expire within one month. Contact me (410-688-7329) if you want to know when your National NCRS membership expires. You must be a current member of National NCRS to remain a member of Mason Dixon. Thanks, Glenn

Judging Chairman's Report **Rick Aleshire**

We held a mini-Fall judging meet on October 15, 2017 at Thunder Valley Garage (Gerry Yursis) to judge Mike Eagan's "unrestored" 1969 big block. About 20 hearty souls met around 0800 and then proceeded to Friendly Farms Restaurant for lunch after the judging. Gerry provided some donuts, coffee, water to get us through the judging. The following are a few pictures Jim Buckley shot for all to view.





Additionally, Bob and Gail Veitch members from the Eastern Shore have been busy with their 1991 ZR1, and sent the following letter, along with two pictures.

NCRS - MASON DIXON CHAPTER

I would like to introduce myself, being a new member to your chapter. I am Bob Veitch and my wife is Gail, and we are showing a 1991 ZR1 Corvette. Living on the Eastern Shore, I have not been able to attend your functions.

I have attended your Judging meet in Havre De Grace, and received a Top Flight Award. This summer we did attend your Regional meet in Altoona, PA and we are planning to attend the Nationals in Greenville, SC in 2018, going for my Performance Verification.

In 2016 my ZR1 was on display in the National Corvette Museum during the C-4 three-day meet. August the same year we were invited to display our ZR1 Corvette at the NCRS Gallery, Carlisle.

The ZR1 has won First Junior, Senior and Preservation Awards with the Antique Automobile Club of America (AACA), and has been nominated for their National Award.

I would like to say that your Chapter is friendly and very helpful. At any meet we may be attending a member from your club has greeted, conversed with us and made us feel welcome. A member, Rick Aleshire, has offered to do a pre-PV judging of my car to help get the ZR1 ready for the Nationals.

Thanks, Bob Veitch



Finally, not NCRS-specific judging related, but two members - Gus Tsamouras and Mark Wilson were both invited to display their cars at the East Coast Indoor Nationals Car Show held at the Timonium, MD State Fairgrounds on 12/2-3/17. The following are pictures of Mark's 1966 Chevelle and Gus's 1970 Corvette. Around ten Chapter members visited the show and provided support to Gus and Mark.



Mason Dixon @ Social Activities Report - Steve Lesser

2017 was truly a lot of fun for Mason-Dixon. We had lots of different types of events that we never had before, and we hope that you were able to participate in a few for that is the fun of owning a Corvette.

We had "Ask the Experts," a Garage Crawl, the caravan to Mt. Washington Pediatric Hospital, a visit to The Bunting Museum, etc. just to name a few.

2018 is shaping up to be a great year, too. We plan a trip to the New York Auto Show in March/April, the cruise and road tour to Friendly Farms Restaurant, the Judging at Ron Adams in April, as well as lots more. If you have an idea for a fun event, let me know – eileen3304steve@verizon.net.

In the meantime, if the weather is mild and the roads are clear, join us every Saturday morning at the Hunt Valley Mall for “Coffee and Cars” from 8:00 - 10:00 a.m. You will meet Mason Dixon members, unusual motor vehicles, not just Corvettes, and have breakfast and a good cup of coffee at Panera Bread or the Iron Rooster.

After the January Board meeting, we will have dates for the upcoming events in 2018.
Keep warm, Steve

Historian’s Report
Jerry Blumenthal

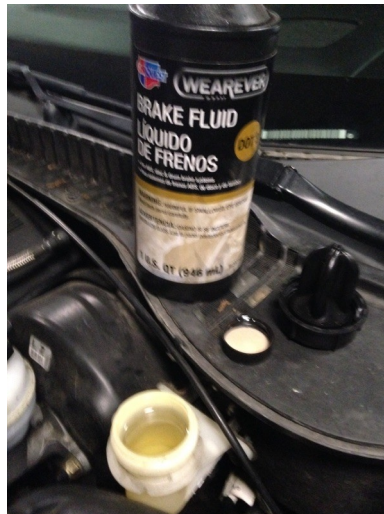
Folks, we really do need everyone’s help here! If you have any pictures, stories, etc. to share with us all, please let Jerry or any of the BoD know.

Website Coordinator’s Report
Jim Cella

Folks, as the new webmaster, I would like to get any comments, suggestions, etc. on the layout of the website. How well do you believe the website provides information you may be looking for? Are the colors of the various links, etc. useful and easy to understand? Are there things you expect to see on the website and they are not there? Again, this is your Chapter website and I will work to provide the information you need / want, but need to know. Thanks. Jim

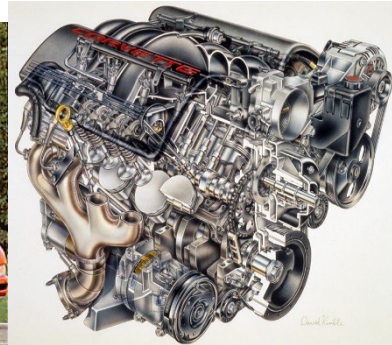
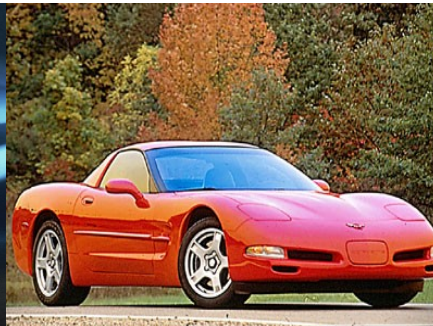
Replacing 1999 Hydraulic Clutch Master Cylinder Jim Buckley, NCRS #23431

Well, had the 1999 out for a spin some time ago and was stopped at a stop light in my home town of Red Lion, PA. Well to my horror when I went to release the clutch pedal it was stuck to the floor! Talk about an "oh chit, what do I do now!?" Was able to pull the clutch pedal up from the floor and get out of the maniac behind me blowing their horn. The following pictures show the 1999 in my driveway before getting put up on the lift in my son's garage to begin dismantling. Then a picture of the before and after of the clutch master cylinder and the brake fluid used to fill the reservoir after the installation.



The following is the sequence of getting ready to remove the clutch master cylinder, and then the reverse installation process.

1. Jack up front of car and remove driver side front wheel (Wheel nuts 19mm socket)
2. Disconnect clutch fluid line quick disconnect fitting by sliding the plastic ring inward. This is located on driver side between the frame and the engine.
3. Remove lower portion of inner fender to get to master cylinder. (6) 7mm screws in wheel well and (2) 7mm screws underneath. If you installed “frame savers” it may prohibit your ability to remove the piece all together. I just let it hang down.
4. Remove panel in the driver’s foot compartment where the courtesy light is mounted. There should be two round gray plugs in the front. They will pull straight down. In the rear, near the firewall, I had a metal speed nut. If anyone knows of a technique to remove a speed nut I would like to hear it. If it weren’t for my difficulty removing the speed nut this would be done in about 2 minutes. Instead it took me 10. Once you get the panel down unclip the courtesy light and let it hang.
5. Remove master rod clip from clutch pedal. Below is a photo of the clip so you can see how it comes off. Once off, remove the rod from the pedal and let it hang.
6. Reach in and twist the master cylinder counter clockwise to release it from the firewall. 7. Remove fluid from master fluid reservoir (used a turkey baster and don’t tell my wife!) and clean out as best as you can. Then disconnect reservoir line from master cylinder. Remove the master with the line going to the slave cylinder. The easy part is over.
8. Move slave cylinder fluid line to new master cylinder by tapping out pin. Once you have the fluid line installed, insert new master from fender wheel well access and twist to lock in. Let the slave cylinder line hang out as seen in the above photo. Attach reservoir line to new master cylinder. From inside the car attach master cylinder rod to clutch pedal with clip.
9. Fill reservoir with DOT 3/4 fluid. Press in on the plastic check valve at the end of the slave cylinder line using the flat end of a drill bit or something similar that won’t damage the plastic check valve!! Wait for fluid to flow from the check valve. Refill reservoir as necessary. If you don’t have a remote bleeder installed for your slave cylinder, keep running fluid through this line to gravity bleed this part of the system and watch fluid until it comes out clean. Remember to install cap on reservoir.
10. Connect the new fluid line to the slave cylinder line. Check that the line is away from headers or any moving parts, use wire ties as necessary to secure the line. If you have a slave speed bleeder line now is the time to bleed the system until the fluid runs clear.
11. Double check the reservoir cap is on. Check the pedal assembly for feel. If the pedal is soft, pump gradually. Start the car and test it. JOB WELL DONE!!!!!!



1997 Corvette: Official GM Photo.

The 1997 Chevrolet Corvette - The Fifth Generation Starts Now

In 1997 the C5 Corvette was released. Superb braking, handling, ride, comfort, and roominess, the Corvette C5 had it all. The 1997 was the most changed Corvette since 1953. The C5 is faster (345 hp), lighter (68 lbs less than the 1996 model), stiffer (4.5 times stiffer) and quieter than the previous Corvette models. Lots of changes were introduced, virtually everything was new, from the aluminum LS1 V8 engine to the rear-mounted transmission. Technical delights ranged from an independent suspension that “thinks” and Extended Mobility tires that can “run flat” to a unique frame design that was the stiffest ever. The new body shape underwent wind tunnel testing, until it was down to 0.29 coefficient of drag. This allows for improved performance, mileage and top speed. The front to rear weight ratio was nearly perfect at 51.4/48.61, due to the transmission being in the rear, the first Corvette with this feature.

Even the wind will have a hard time catching it. The Corvette’s aggressive race car appearance goes beyond passion. The C5 was described in the 1997 sales brochure as “slippery”. In wind tunnel testing, Corvette achieved a .29 CD - the best in the world among high end sports cars at the time. That impressive number contributed to two other impressive numbers: a top speed on the GM test track of 175 mph, and excellent real-world fuel economy (preliminary EPA estimated MPG is 18 city/28 highway). From lowered hood to sculpted tail, the C5 is a beauty that works.

All-New, All Aluminum LS1 V8 - Living up to the Chevrolet “small block” legacy was considered an enormous responsibility. The guiding philosophy of the Corvette V8, simplicity, lightness of weight, and sheer elegance of design, endures in the newest small block V8, the LS1. In designing this new engine, the Corvette team benchmarked every competitor. Balancing horsepower, torque, fuel economy, smoothness, and durability in the engine was vital. LS1 configuration is familiar: pushrod V8.

Great power-to-engine weight ratio and massive low-end torque, all combined with high-revving character that was once the exclusive domain of overhead cam engines. LS1 specifications include an all aluminum block designed for stiffness, strength and low mass, a unique camshaft design that improves engine breathing and a 10:1:1 compression ratio which helps maximize engine power. New with this model was a lightweight composite intake manifold that improved airflow and a highly sophisticated level of Sequential Fuel Injection technology. In the best Corvette tradition, LS1 numbers speak for themselves. Displacement: 5.7 Liters, Horsepower: 345 at 5600 rpm. Torque: 350 lb.-ft at 4400 rpm. There had never been a more powerful production small block V8 in Corvette history. The LS1 may be teamed with either an electronically controlled 4-speed automatic transmission or a six-speed manual.

Beautiful, Down To Its Aluminum Alloy, Torque-Tubed Soul - From the Metal Matrix composites to hydro-formed steel, everything you see here advances the art of sports car design. And, all of which makes the 1997 Corvette an appropriate successor to the Corvettes which have come before. The compact size of the LS1 V8 engine helped Corvette designers achieve a lower hoodline for both excellent visibility and a tighter turning circle. The transmission is at the rear for three reasons. First to enhance the chassis/body rigidity with a longitudinal structural center tunnel, second to provide optimum weight distribution, and last to provide a larger interior with more foot-room and legroom. The unique Corvette structure (consisting of a strong perimeter frame combined with a center backbone) provides a level of structural rigidity that's world class. In the 1997 Corvette drivers can enjoy steering that responds precisely to driver input with a sensational blend of ride and response. Noise and vibration controls which are excellent to reflect an overall level of refinement in the vehicle. The 1997 Corvette set a new standard for high-performance automobiles.

A Metal Matrix Composite (MMC) makes up the driveshaft. It combines aluminum, aluminum oxide, and ceramic for a combination of great strength. The shaft has a relatively small diameter (to fit inside the torque tube) and the low weight that the aluminum provides. The '97 Corvette structure was four times stiffer than the 1996 model. The new, robust design, which featured a high strength perimeter frame and unique center backbone, allows for the independent suspension to be tuned strictly for wheel control from road inputs- the suspension does not have to compensate for flexing of the structure. Molded into shape by a high-pressure hydroform press, tubular steel makes up the perimeter frame. These one-piece frame rails are stiffer, stronger, and lower than the previous designs. These improvements enhance structural rigidity, help to deliver a better ride, and also provide a lower step-in height.

The engine in a Corvette has platinum-tip spark plugs. This means that tune-ups do not have to happen as soon, for up to 100,000 miles according to the sales brochure. Extended-life engine coolant does not need to be changed for five years or 150,000 miles, whichever comes first. The recommended oil change interval is 10,000 miles and there are no transmission fluid changes, ever, under normal conditions.

New Technology New Level of Exhilaration - Being behind the wheel of America's Sports Car has always been a pulse quickening experience. With the 1997 Corvette, the experience soars to a new high. The all-new, fully independent suspension uses an advanced SLA (Short/ Long Arm) design for all four wheels. Also known as "double wishbone" or "double A arm," this was the preferred design for high-performance sports and racing cars. There are three distinct suspension choices for 1997. FE1 is designed to please the majority of Corvette drivers with an outstanding blend of ride and response and its standard equipment. For enthusiasts seeking the ultimate in Corvette technology, the optional F45 with Real Time Damping is the suspension that "thinks." F45 features computer controlled shock absorbers that automatically increase shock absorber rates in "real time"- 10 to 15 milliseconds- as road conditions dictate. The system automatically counteracts roll in turns, as well as lift and dive. With F45, there are three manual settings - Touring, Sport, and Performance - each with its own distinct range of ride firmness.

Then there's Z51, a suspension option for die-hard performance fans, and its the racing package that you would want if you intend to participate in sanctioned competitive events. Z51 components include stiffer springs, larger stabilizer bars and larger monotube shocks.

Tires - It is no coincidence that a stunning new ultra-performance tire makes its debut on the 1997 Corvette. Corvette engineers worked closely with Goodyear to create the Eagle F1 GS, an all-new generation of tire designed specifically for this application. The F1 is an Extended Mobility tire. In other words, you can drive up to 200 miles at 55 mph on completely deflated tires, so no spare is necessary. A premium four wheel anti lock brake system is standard. This Bosch ABSS minimizes wheel lock-up while braking and is designed to help you maintain steering control and prevent skidding on most slippery surfaces. The brake rotators are larger and braking performance is more powerful than ever before. New, premium non-metallic linings provide smooth, quiet braking. Lightweight aluminum wheels (17" front/ 18" rear) reduce unsprung weight and add to the Corvette's bold appearance. A four wheel geometric alignment machine custom sets each 1997 Corvette to its optimum ride height. All caster, camber and toe alignments are completed to exact standards. The benefit to Corvette drivers is the glass-smooth precise feel of a well-built sports car. The Eagle F1 GS tires are P245/45ZR17 in front and P275/40ZR18 in the rear. The Goodyear tires feature a patented Aquatread design for great all-season performance and are speed-rated to 179 mph at 30 psi.



The 1997 Corvette was the first production Corvette with a rear-mounted transmission linked to the engine via a stout aluminum tube.

The following tables provide some the vehicle specifications, etc.

Vehicle Specifications	Hatchback
Wheelbase, inches	104.5
Length, inches	179.7
Width, inches	73.6
Track, inches	front: 62.0 rear: 62.0
Height, inches	47.7
Curb weight, pounds	3,230

Engine Specifications

Type	345hp V-8
Displacement, liters/cu inch	5.7/350
Bore × Stroke, inches	3.90 x 3.62
Fuel Management	Sequential Injection
Horsepower @ rpm	345 @ 5,600
Torque @ rpm, pound-foot	350 @ 4,400

Published Performance Numbers

Acceleration	345 hp, 6-speed manual
0-60 mph, sec	4.8
0-100 mph, sec	11.5
1/4-mile, sec @ mph	13.3 @ 108.0

Vehicle Production and Base Prices

Car Type	Production	Price
2-door coupe	9,752	\$37,495.00

Options and Production

Option	Production	Price
Memory Package	6,186	\$150.00
Power Passenger Seat	8,951	305.00
Sport Seats	6,711	625.00
Floor Mats	9,371	25.00
Body Side Moldings	4,366	75.00
Dual Removable Roof Panels	416	950.00
Removable Roof Panel, blue tint	7,213	650.00
Electronic Dual Zone Air Conditioning	7,999	365.00
Luggage Shade and Parcel Net	8,315	50.00
Selective Real Time Damping, electronic	3,094	1,695.00
Performance Axle Ratio (Automatic only)	2,739	100.00
6-Speed Manual Transmission	2,809	815.00
Massachusetts/New York Emissions	677	170.00
Fog Lamps	8,829	69.00
Delco Stereo System w/CD	6,282	100.00
Remote Compact 12-Disc Changer	4,496	600.00
Front License Plate Frame	2,258	15.00
California Emissions	885	170.00
Performance Handling Package	1,077	350.00

Color Choices and Production

Color Choice	Production	Color Choice	Production
Arctic White	1,341	Sebring Silver Metallic	2,164
Nassau Blue Metallic	292	Black	2,393
Light Carmine Red Metallic	381	Torch Red	3,026
Fairway Green Metallic	155		

KOMEDY CORNER

BEAUTY PARLOR - A place where women curl up and dye.

CHICKENS - The only animal you eat before they are born and after they are dead.

COMMITTEE - A body that keeps minutes and wastes hours.

DUST - Mud with the juice squeezed out.

EGOTIST - Someone who is usually me-deep in conversation.

HANDKERCHIEF - Cold Storage.

INFLATION - Cutting money in half without damaging the paper.

MOSQUITO - An insect that makes you like flies better.

POLITICAL CORRECTNESS - A doctrine fostered by a delusional, illogical minority.

RAISIN - A grape with a sunburn.

SECRET - A story you tell to one person at a time.

SKELETON - A bunch of bones with the person scraped off.

TOOTHACHE - The pain that drives you to extraction.

TOMORROW - One of the greatest labor saving devices of today.

YAWN - An honest opinion openly expressed.

WRINKLES - Something other people have....similar to my character lines.

OLD - I very quietly confided to my friend that I was having an Affair.
She turned to me and asked, "Are you having it catered?"
... and that, my friend, is the definition of 'OLD'!!!

In youth, the days are short and the years are long.

In old age, the years are short and days long.

AARP - American Association of Retired People Questions And Answers from AARP Forum

Q: Where can single men over the age of 70 find younger women who are interested in them?

A: Try A bookstore, under Fiction.

Q: What can a man do while his wife is going through menopause?

A: Keep busy. If you're handy with tools, you can finish the basement. When you're done, you will have a place to live.

Q: Someone has told me that menopause is mentioned in the bible... Is that true? Where can it be found?

A: Yes. Matthew 14:92: "And Mary rode Joseph's ass all the way to Egypt...."

Q: How can you increase the heart rate of your over-70 year-old husband?

A: Tell him you're pregnant.

Q: How can you avoid that terrible curse of the elderly wrinkles?

A: Take off your glasses.

Q: Seriously! What can I do for these crow's feet and all those wrinkles on my face?

A: Go braless. It will usually pull them out..

Q: Why should 70-plus year old people use valet parking?

A: Valets don't forget where they park your car.

Q: Is it common for 70-plus year olds to have problems with short term memory storage?

A: Storing memory is not a problem. Retrieving it is the problem.

Q: As people age, do they sleep more soundly?

A: Yes, but usually in the afternoon..

Q: Where should 70-plus year olds look for eye glasses?

A: On their foreheads..

Q: What is the most common remark made by 70-plus year olds when they enter antique stores?

A: "Gosh, I remember these!"

Colonoscopy Anyone!?

Colonoscopies are no joke, but these comments during the exam were quite humorous. A physician claimed that the following are actual comments made by his patients (predominately male) while he was performing their colonoscopies.

1. Take it easy Doc. You're boldly going where no man has gone before!
2. 'Find Amelia Earhart yet?'
3. 'Can you hear me NOW?'
4. 'Are we there yet? Are we there yet? Are we there yet?'
- 5 'You know, in Arkansas, we're now legally married!'
6. 'Any sign of the trapped miners, Chief?'
7. 'You put your left hand in, you take your left hand out...'
8. 'Hey! Now I know how a Muppet feels!'
9. ' If your hand doesn't fit, you must quit!'
10. 'Hey Doc, let me know if you find my dignity!'
11. 'You used to be an executive at Enron, didn't you?'
12. ' God, now I know why I am not gay'

And the best one of all:

13. Could you write a note for my wife saying that my head is not up there?

Ridiculously Funny Church Signs

