



**MASON DIXON Blue and Gray  
December 2019**

- ~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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## **Chairman's Report**

### **Gus Tsamouras**

Hello Fellow Mason Dixon Chapter Members!

Well here we are in the middle of December and its dark and cold at nights. I hope everyone enjoyed their summer as it seemed to go by awfully fast.

Looking back on 2019 we had a fabulous year. Our calendar was full of fantastic and well attended events. I was very happy to see a great deal of participation. I look forward to seeing many of our new members that joined us in the fall.

I would like to thank our board members and our chapter members who volunteer to help make things great for us. I was unable to attend this years' fall dinner, but we had a record turnout and heard it was fantastic! I want to Thank everyone for the warm thoughts and wishes I received about the loss of my Dad; he was truly my hero in life.

I would like to wish everyone a great Holiday Season. Please be on the lookout for our upcoming calendar of events next month.

Sincerely,  
Gus Tsamouras, Chapter Chairman  
Mason Dixon Chapter, NCRS

## **Vice Chairman's Report**

### **Jim Buckley**

Dear Fellow Chapter Members,

Seems as if we, as a Chapter, had another successful year doing our Corvette events!

Individually, you get what you put into the Chapter. If you want more fun, please join in and contribute. If nothing appeals to you, offer ideas that will spark not only your interest but perhaps many others. YOU could be the one to establish a whole new era of Corvette shenanigans. Seriously, we want to involve more of you to make it better for all of us.

Also, want to thank the new members that have joined and hopefully will enjoy 2020 events. Nice days to get our Corvettes out in the Winter months DO occur.

Enjoy your ride and be safe and warm.....Vice Chairman, Jim

## **Treasurer's Report**

### **Ed Ranier**

The current, adjusted balance, as of 11/30/19, was \$15,328.51 according to the checkbook. Thanks, Ed

**Recording Secretary's Report**  
**Eileen Lesser**

Minutes of the Fall Dinner Meeting

Liberatore's Ristorante  
Timonium, Maryland  
Saturday, November 16, 2019

**Attendance:** Approximately 60 members attended the Fall Dinner Meeting at Liberatore's Ristorante in Timonium, Maryland.

**Chairman's Report:** After a lovely dinner, in Gus' absence, Jim Buckley discussed the fact that the Mason Dixon Chapter is doing well. We have lots of new members and had lots of new events this year.

**Vice-Chairman's Report:** Jim Buckley announced that our statistics are up-to-date and we achieved another Chapter of the Year award.

**Webmaster's Report:** In Jim Cella's absence, Jim announced that apparel will be on our website in the near future. We sold our new Mason Dixon hats at the dinner meeting this evening.

**Treasurer's Report:** Ed Ranier gave an update on the Chapter Treasury which has \$15,328.51 in it.

**Membership Report:** Glenn Gitschier gave an update on the number of members in the Chapter (102).

**Judging Chairman's Report:** Rick Aleshire mentioned that our Spring Judging Meet will take place on April 19, 2020 at Ron Adams Chevrolet in Havre de Grace, MD. He also told the group that if anyone needed items from Lectric Ltd to contact Dan Bogarty.

**Secretary's Report:** Eileen Lesser read the "Good and Welfare" to the Chapter and mentioned the names of the new members.

**Social Activities Chairman's Report:** Steve Lesser discussed the Unveiling of the 2020 Corvette yesterday at JBA Chevrolet in Glen Burnie, MD. We had 20 Mason-Dixon members present in the showroom. The new 2020 calendar is not completed yet, but we are working on it. He also discussed some of the events that Mason Dixon had in 2019.

**Good and Welfare:** Eileen announced.....

- Our deepest sympathies to the family of our member, Anthony Soltyka; his wife, Nicole, would like to continue to remain a member;
- Our deepest sympathies to our President, Gus Tsamouras and his family on the recent loss of his father;
- Get well wishes to Paul Bowes, who fell off a ladder and was taken to Shock Trauma via helicopter; he is home recuperating now;
- Congratulations to Steve Lesser who took 1st place at the Corvette Show at Heritage Chevrolet;
- Congratulations to Mel Lorden who took 2nd place at Jerry's Chevrolet in the C4 class;
- Get well wishes to Mary Elek and to Elana Katz for their recent surgeries;
- Welcome to new members, Lou and Elyse Gordon; Ron and Beth Magaziner; and Brian and Donna Whitehead.

**Historian:** Jerry Blumenthal introduced Wende and Michael Levitas, Fred Prediger and Howard Fisher. They told the group about their racing event at Summit Point, WV. Wende and Michael told the group about the Erin

Levitas Foundation named for their daughter and explained it to the group. Jerry made a \$700 donation to the Foundation from our members.

- At the Brewis Heritage Collection, Mason-Dixon members donated \$700 to the Erin Levitas Foundation;
- Next October, Jerry said we would like to have more Mason-Dixon members attend the Ocean City event on the Boardwalk;
- Howard Fisher and Jerry Blumenthal will be getting information for the 4-day Barrett-Jackson event in Connecticut.

Steve and Eileen Lesser would like to thank Andy Anders for singing 1953 and Corvette songs after the dinner, Rosemary Ranier and Marlene Solomon for handling the 50/50 raffle, Kim Barnes for handling the TV raffle; Lynn Mattingly Streckfus for handling the sign-in-sheets, Dawn Prediger for handling the dinner money, Ira Katz for handling the sale of the new Mason Dixon hats, and Bruce Solomon and Jerry Blumenthal for handling the two raffles and the auctioning of Corvette gifts.

We would also like to thank Howard Fisher and Bruce Solomon for constructing the door prizes, Bruce Solomon and Jerry Blumenthal for bringing the door prizes to the restaurant, BreakThru Beverage and JBA Chevrolet for donating the Corvette items, Juliet Page for donating her original designed jewelry items, and to Fred and Dawn Prediger for donating Corvette and wine gifts.

Respectfully submitted, Eileen Lesser  
Recording Secretary

**Web site:** [www.NCRS.org/masondixon](http://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 12-5-19, we have 102 members in the Chapter. That will change after the new year because I've already had two members advise me that they are not renewing their membership. The newest members of the Chapter are: Bob and Judy Estill; Louis and Elyse Gordon; Ron and Beth Magaziner; Thomas Phillips and Jill Litz; and Brian and Donna Whitehead. Welcome to all.

It is very IMPORTANT that you notify the National and our Chapter if you change your email address. 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 your 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. Also, if anyone is ever interested in knowing how many judging points you have, well I can now check that for you - just ask. Thanks, Glenn

### **Judging Chairman's Report** **Rick Aleshire**

There was nothing happening in the way of judging events in the Mason Dixon family. We had many folks venture to the National as well as help in various events around the area. See ya'll in the new year!

## **Mason Dixon @ Social Activities Report**

**Steve Lesser**

Mason Dixon had lots of activities in 2019! We plan to continue this busy schedule in 2020.

During the winter, this is a great time to get your Corvette set for the spring/summer seasons. A lot of the activities we do in the winter your family car will suffice. While our 2020 activities calendar is not set up yet, we always schedule the Atlantic City car auction in February as well as a visit to the Auto Mall in Pennsylvania. Be on the lookout for the upcoming calendar event due out sometime in January 2020.

If you have any ideas for new events, we are always open for suggestions. Want to plan a trip, go to a car museum, or just hang out in someone's garage and go for lunch, just let us know and we'll put it on the schedule. Our e-mail is [eileen3304steve@verizon.net](mailto:eileen3304steve@verizon.net). Before you know it, the holidays will be over and spring will be here. I can hear the engines roaring now.

## **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 webmaster, I would like to get any comments, suggestions, etc. on the layout of the website. Again, this is your Chapter website and I will work to provide the information you need / want, but need to know. Thanks, Jim



## 1967 L-71 Coupe Restoration Continuation

### Steve Bertling NCRS #65340

As most of you know, my brother Norbert left us in November 2018, before his beloved 1967 L71 project was completed. So, I have undertaken this project and will be completing it for him. It has taken me this long to get my shop ready and to get all the parts transported and logged.

Now that it is all in my garage, I have started working on the car itself. We had the motor in the frame and suspension done while Norbert was still with us. In fact, he was still helping in the restoration efforts the week before he passed. I only hope he keeps me on the right path to get this completed as he would want. The following are pictures of where we currently are at with the project.



The day we brought it to my garage with help from my friend C.J. Wilson and Tom Earlbeck, who let me use his trailer. Here it sits in its new home.



Removing the body again so I can finish replacing body mounts and prepping the underside.



The frame gets to hang out with my motorcycles for a while. I will be finishing the drive train, brake lines, exhaust and gas tank while the body is off.

I know we missed the original completion date of June 2017 but hopefully I can get it done in the next year or two. I'll keep you updated as I go. I am open to any and all suggestions, comments and helping hands.

Thank you all for your support.

**Steve Bertling**



## **Prepping a 1968 Corvette Hood for Paint**

**James Buckley - NCRS #55336**

You will need multiple grades of sandpaper to remove the paint and leave a smooth surface in the fiberglass. Start with 120 grit sandpaper and sand in a back and forth or circular motion to begin removing the paint. Switch to a finer grade sandpaper like 80 grit once you have removed the majority of the paint and re-sand the area.

Don't worry about making the fiberglass completely smooth; a slightly abrasive surface will help the new paint stick. Be careful not to sand beyond the paint and through the fiberglass. If you choose to use a power sander, be careful not to sand too deep through the paint with either grit of paper. Job well Done!



2005

## Getting Better 2005 Corvette C6 Introduced



When the sixth generation Corvette appeared in 2005, things had started to change rapidly in the automotive world. The benefits of computer-aided design had been realized and product cycles were much shorter. While the C4 Corvette had been on the market for 14 years (1983 - 1996) the C5 was alive for only eight, from 1997 to 2004. The high performance sports car segment was moving rapidly and staying ahead of the pack was the key to success.

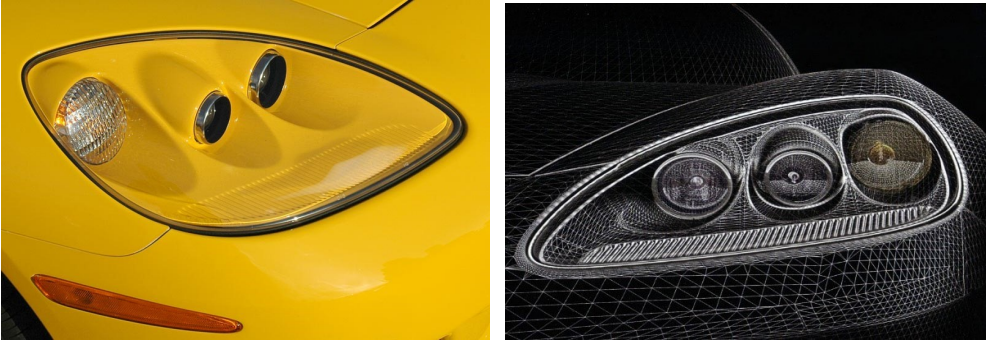
### C6 Corvette Goal: A wider audience?

The Corvette had been selling well, around 33,000 units a year in recent times, about the production capacity of the Bowling Green KY assembly plant. Demand was such that rebates and other sales gimmicks were not needed to generate customer interest; the fact that few other cars were capable of matching the Corvettes performance and pizzazz was enough to keep showroom traffic steady. But, there was still room for improvement. Although the loyalty of Corvette fans had been keeping sales brisk, import performance buyers were a hard sell.

A lot of the C6 updates were designed to resolve that problem. One objection to the C5 was that it was too large, so the C6 measured 5.1 inches shorter although the wheelbase was 1.2 inches longer. The C6 was also narrower by an inch. Weight was virtually the same for both cars at 3,246 lbs for the C4 and 3,245 for the C6. Build quality, which along with fit and finish had been improving as the Corvette matured, took a giant leap forward with the C6.

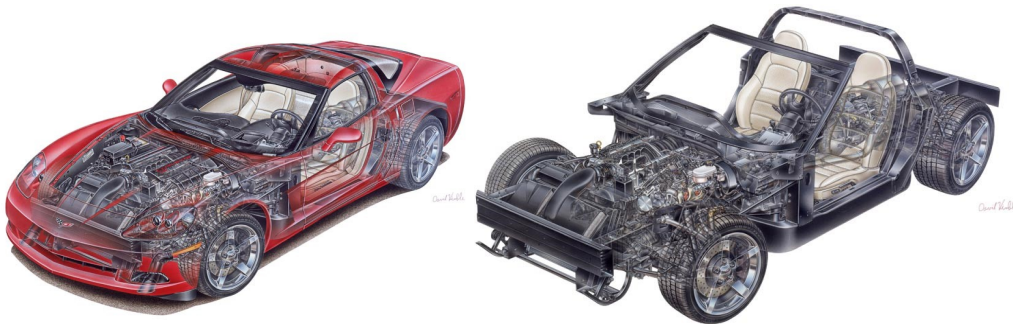
The styling, which is where the real C5/C6 differences could be found, was a contemporary look that also included a number of cues from the past so the traditional Corvette fans would feel at home.

## A Corvette Revolution: Exposed Headlights

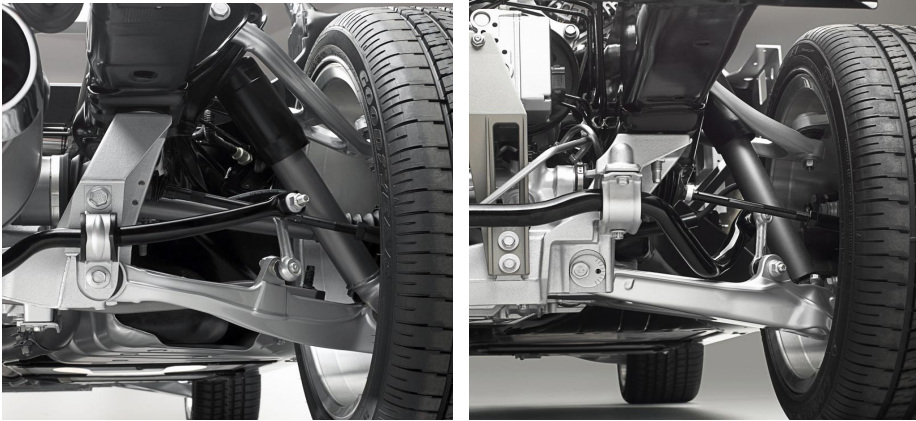


Hidden headlights had been a Corvette tradition since 1963 - 42 long years - so the exposed headlights on the C6 were a real departure. As cool as they had been for all those years, hidden headlights carried a fair amount of negative baggage. The opening mechanism added complexity, cost and weight. When opened, they were aerodynamic disasters derisively referred to as "air brakes" by the engineering staff. By 2005 HID (High Intensity Discharge) Xenon headlight technology made possible effective, low profile lamps that allowed designers the flexibility of a nicely integrated lighting system. The high beams were a tungsten-halogen projector lens. The outermost lamps were the daytime running lights and the parking lights.

## 2005 Corvette C6 - Chassis – Suspension



The C6 was more evolutionary than revolutionary. The suspension was mostly the same, with some tweaking that resulted in better on-center steering feel. Chassis specs were similar, with C5 advances like the transverse leaf springs, balsa wood floor construction and hydroformed side rails also part of the C6. As one can see in the two pictures that follow, the C6 was essentially the same highly regarded suspension as found on the C5.



The famous Z51 suspension was packaged differently starting with the 2005 C6. In 2004 it was known as the "Performance Handling Package" (RPO Z51; \$395.00) but in 2005 was promoted to "Performance Package" (RPO Z51; \$1,495.00). Along with different springs, shocks and anti-sway bars, it included larger cross drilled brake rotors (right), power steering and transmission fluid coolers, special gear ratios and Goodyear Eagle F1 SC Extended Mobility Asymmetric Tread tires. This would be the option to get if race track duty was your intention; think of it as a 2005 Corvette Z06. The F55 Magnetic Selective Ride Control was not available with the Z51.

Tom Peters, the C6 stylist, stepped back to the past on a few areas of the C6 design. The C6 hood has some things in common with the C3 hood, including the power bulge, the high-acreage look and the pointed nose. Similarly, the crease in the C6 front fender has resemblance with the C2 and the C3. Research clinics disapproved of earlier C6 concepts that included sharper creases. Coves, the ever popular design element from 1955 - '62, had made a return of sorts on the C5 Corvette and was back by popular demand on the C6. The rear view of the C6 was much like the C5 with the edges sharpened up some. The large butt translates into a more aerodynamic shape as seen in wind tunnel tests. It is also one of the styling cues that was reminiscent of the 1968 C3 'Vette; have your imagination add chrome bumpers and with the round tail lights the similarity is obvious.

According to GM, 400 hours of wind tunnel work went into the design. The efforts paid off as the C6 had a Cd (Coefficient of drag) of .286, lower than the C5 which previously was the most aerodynamic car manufactured in quantity by GM. The importance of aerodynamics in a performance car cannot be ignored. It does more than improve fuel economy; think of it also as free horsepower.



## Getting Better - 2005 Corvette C6 Interior



Interior updates addressed complaints that the C5 cockpit was too dark ("Looks like a cave" commented one observer) and monotone which resulted in an induced case of claustrophobia. The interior was lightened up some and real aluminum accents were added to the inside door opener button and the shifter. The result was more user-friendly controls and a more open feeling, even though the passenger area was the same volume. The four spoke steering wheel was for 2005 only; 2006 and later C6 Corvettes got three spoke steering wheels.

Electronics took a giant leap in the C6 as a DVD based navigation system, OnStar and XM satellite radio became available as factory-installed options. A Corvette first: heated seats were available as an option. Keys as they usually function were eliminated in the 2005 Corvette. A Keyless Access system required only that one had possession of the access transmitter to open a locked door and start the car. The doors were opened from the outside by pressing a switch located behind the door handle or from the inside by pressing another button on the inside door panel. A small conventional key was included for glovebox and center console entry as well as emergency access. A similar system was used in the Cadillac XLR.

The HUD (Heads Up Display) was part of the 1SB Preferred Equipment Group and included a nice feature: lateral G-forces were now displayed, just the thing to evaluate new tires and suspension settings. The ever popular targa roof was part of the C6 Corvette and was 14.7% larger than with the C5. Removal and storage was a reasonable effort for one person although it does reduce luggage space.

The engine evolved, with displacement up by 18 cu in. to 364 cu. in. (6.0 liters) via a bore increase. Other engine changes, besides the designation update to LS2, included a compression ratio of 10.9:1 (was 10.1:1), more cam lift, better breathing on both the intake and exhaust and a redline (right) of 6,500 RPM - 500 RPM more than last years' C5 LS1. Output was 400 horsepower and 400 lb.-ft. of torque - both nice, evenly matched round numbers achieved without subjecting buyers to a gas guzzler tax. The shifting characteristics were improved on the Tremec T-56 six speed manual transmission. The throws on the shifter are shorter (6.56" / 166.68 mm.) and had an excellent direct feel to them. The clutch effort is reasonable, especially for a high horsepower engine.

Unlike the C5, where a convertible was not available until the second year of production, both the convertible and coupe could be bought in 2005 although the convertible did arrive a few months after the coupe. GM introduced the convertible at the March 2004 Geneva Auto show, a direct challenge to the European competition. A power top (RPO CM7; \$1,995.00) was available and requiring only a delatching of the front bow, was fully automatic and took 18 seconds. The feature was last seen on the 1962 'vette but the 2005 rendition worked much better. The "Waterfall" interior which was introduced in the C5 as a tribute to the C1 Corvettes was back and expanded on for 2005.



There was nothing held back in the Corvette ad campaign. Somehow the politically correct police weren't around as the new C6s' resume was shouted out loud and clear: 4.2 seconds 0-60 time, 400 hp engine output and the 186 mph top speed.

For the third time since 2002 and the seventh time since 1978, a Corvette paced the Indy 500. General Colin L. Powell, USA (Ret.), former U.S. Secretary of State had driving honors.

### 2005 Corvette Options, Prices

RPO	Description	Production	Price
19U	LeMans Blue exterior paint	3,759 (10.06%)	\$300.00
1SA*	Preferred Equipment Group - Coupe	3,763 (10.07%)	\$1,405.00
1SB**	Preferred Equipment Group - Coupe	22,319 (59.72%)	\$4,360.00
1SB**	Preferred Equipment Group - Convertible	10,306 (27.58%)	\$2,955.00
45U	Velocity Yellow exterior paint (late)	760 (2.03%)	\$750.00
79U	Millennium Yellow exterior paint	2,002 (5.36%)	\$750.00
80U	Monterey Red exterior paint (late)	717 (1.92%)	\$750.00
86U	Magnetic Red exterior paint	3,404 (9.11%)	\$750.00
C2L	Dual Removable Roof Panels (coupe)	2,585 (6.92%)	\$1,400.00
CC3	Removable Roof Panel, transparent (coupe)	8,469 (22.66%)	\$750.00
CM7	Power Convertible Top	7,541 (20.18%)	\$1,995.00
F55	Magnetic Selective Ride Control	9,041 (24.19%)	\$1,695.00
G90	Performance 3.15 Axle (with automatic transmission)	15,112 (40.44%)	\$395.00
MX0	Four-speed Automatic Transmission	22,380 (59.88%)	n/a
QG7	Polished Aluminum Wheels	27,080 (72.46%)	\$1,295.00
QX1	Competition Gray Aluminum Wheels (late)	621 (1.66%)	\$295.00
R8C	Corvette Museum Delivery	831 (2.22%)	\$490.00
U2K	XM Satellite Radio	21,896 (58.59%)	\$325.00
U3U	AM/FM CD with DVD Navigation, Bose	4,676 (12.51%)	\$1,400.00
UE1	OnStar System	19,634 (52.54%)	\$695.00
Z51	Performance Package	15,345 (41.06%)	\$1,495.00

**Total Production:** 37,372

**Coupe:** 26,728 (71.52%)

**Convertible:** 10,644 (28.48%)

**Notes:** Base Corvette Coupe with 346 cu. in. 400 hp engine and six speed manual transmission: \$44,245.00.

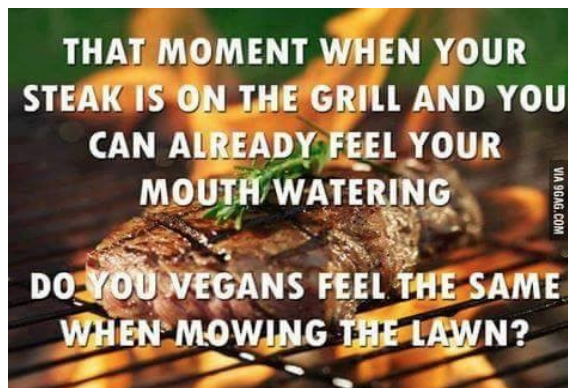
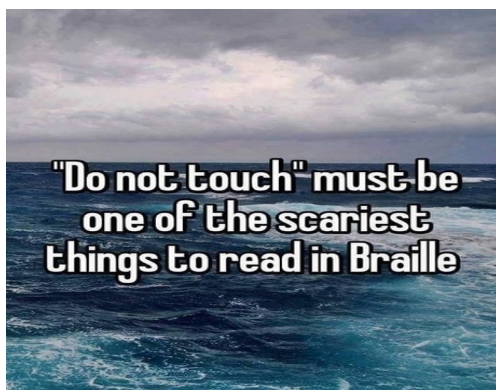
Base Corvette Convertible with 346 cu. in. 400 hp engine and six speed manual transmission: \$52,245.00.

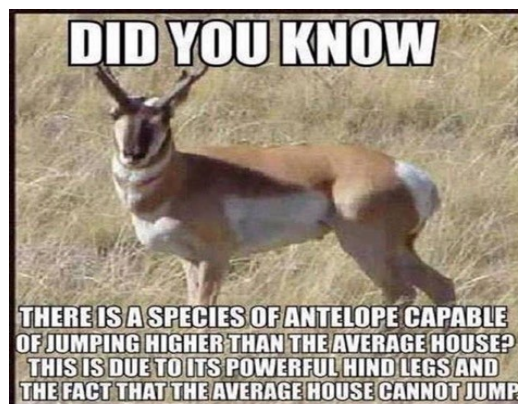
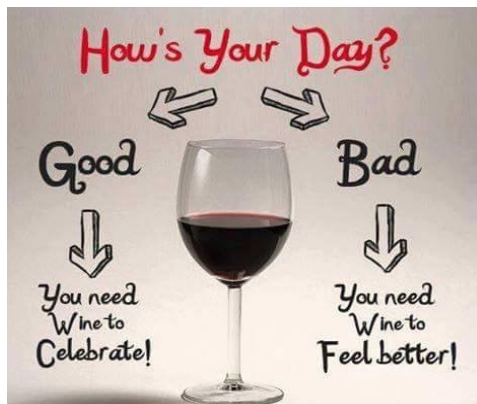
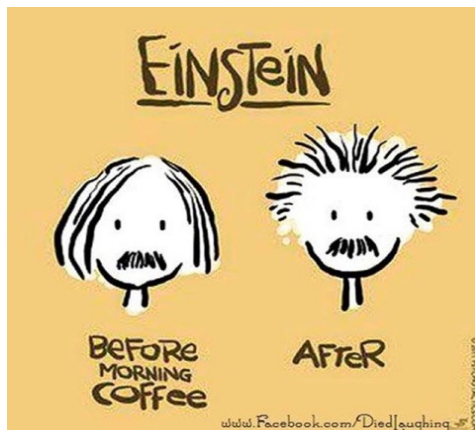
## 2005 Packages

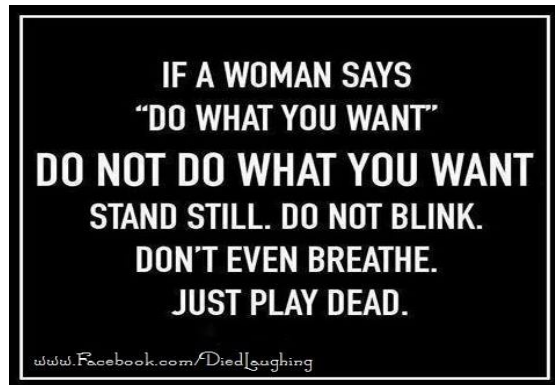
RPO	Description	Contains	Production	Price
1SB	Coupe Equipment Group	All of 1SA + heads-up display, power telescopic steering column, auto dimming mirrors (inside and outside), memory package, heated seats, premium Bose audio with six disc CD changer and homelink system	22,319 (59.72%)	\$4,360
1SB	Convertible Equipment Group	All of 1SA + heads-up display, power telescopic steering column, auto dimming mirrors (inside and outside), memory package, heated seats, premium Bose audio with six disc CD changer and homelink system	10,306 (27.58%)	\$2,995

## KOMEDY CORNER

Hope these provide some smiles for YOUR day!







## And Then the Fight Started

My wife sat down on the settee next to me as I was flipping channels. She asked, 'What's on the TV?'

I said, 'Dust.'

And that's how the fight started...

\*\*\*\*\*

My wife and I were watching "Who Wants To Be A Millionaire" while we were in bed. I turned to her and said, "Do you want to have sex?"

"No," she answered.

I then said, "Is that your final answer?"

She didn't even look at me this time, simply saying, "Yes."

So I said, "Then I'd like to phone a friend."

And that's how the fight started...

Saturday morning I got up early, quietly dressed, made my lunch, and slipped quietly into the garage. I hooked up the boat up to the van, and proceeded to back out into a torrential downpour. The wind was blowing 50 mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day.

I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back, now with a different anticipation, and whispered, "The weather out there is terrible."

My loving wife of 5 years replied, "Can you believe my stupid husband is out fishing in that?"

And that's how the fight started...



\*\*\*\*\*

I rear-ended a car this morning. So, there we were alongside the road and slowly the other driver got out of his car. You know how sometimes you just get soooo stressed and little things just seem funny? Yeah, well I couldn't believe it.... He was a DWARF!!! He stormed over to my car, looked up at me, and shouted, "I AM NOT HAPPY!!!"

So, I looked down at him and said, "Well, then which one are you?"

And then the fight started.....

\*\*\*\*\*

My wife was hinting about what she wanted for our upcoming anniversary. She said, 'I want something shiny that goes from 0 to 150 in about 3 seconds.'

I bought her a bathroom scale.

And then the fight started...

\*\*\*\*\*

When I got home last night, my wife demanded that I take her some place expensive... so, I took her to a petrol station.

And then the fight started...

\*\*\*\*\*

After retiring, I went to the Social Security office to apply for Social Security. The woman behind the counter asked me for my driver's License to verify my age. I looked in my pockets and realized I had left my wallet at home. I told the woman that I was very sorry, but I would have to go home and come back later.

The woman said, 'Unbutton your shirt'. So I opened my shirt revealing my curly silver hair. She said, 'That silver hair on your chest is proof enough for me' and she processed my Social Security application.

When I got home, I excitedly told my wife about my experience at the Social Security office.

She said, 'You should have dropped your pants. You might have gotten disability, too.'

And then the fight started...

\*\*\*\*\*

My wife and I were sitting at a table at my school reunion, and I kept staring at a drunken lady swigging her drink as she sat alone at a nearby table.

My wife asked, 'Do you know her?'

'Yes,' I sighed, 'She's my old girlfriend. I understand she took to drinking right after we split up those many years ago, and I hear she hasn't been sober since.'

'My God!' says my wife, 'who would think a person could go on celebrating that long?'

And then the fight started...

\*\*\*\*\*

I took my wife to a restaurant. The waiter, for some reason took my order first. "I'll have the steak, medium rare, please."

He said, "Aren't you worried about the mad cow?"

"Nah, she can order for herself."

And then the fight started...

\*\*\*\*\*

A woman was standing nude, looking in the bedroom mirror. She was not happy with what she saw and said to her husband, "I feel horrible; I look old, fat and ugly. I really need you to pay me a compliment."

The husband replied, 'Your eyesight's damn near perfect.'

And then the fight started.....