



Vintage Glass



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Volume 12 Issue 8

MESSAGE FROM THE PRESIDENT

In my travels the other week with students, we were traveling south on Rt 19, south of Mercer, there coming north, a black C8, Wow was all we heard. Later that afternoon getting on I-79 south what did I see but another C8, this time a red one, what a great day that was. Now rumor has it that a certain Activities Coordinator of the club is getting ready to put money down on a new red one. Way to go Joe, oops!

Well the season is quickly coming to an end, it was just yesterday we were planning our first outing to Sharon, PA. Time goes by when you're having fun.

For those that missed the get together at Trisch and Gary's you missed a good time, great food and drink. We were able to get pictures of a few cars for the Website, so take a look for yours. Thank you Trisch and Gary!

Paul Schulze





NPCC 2019 CALENDAR OF EVENTS

OCTOBER

- 12 Flight 93 Memorial Trip—Stephen Taylor
- 16 NPCC Board and Membership meeting (Willies Tavern)
- 26 North Hills Car Cruise, North Hills Middle School parking lot, 11:00 am to 2:00 pm
- 26 Oil Creek and Titusville Railroad, Murder Mystery, Metaphysical Mayhem
- 27 Drake Oil Well Museum, Titusville PA—Joe & Cindy Molokach

NOVEMBER

- 9 Veterans Day Parade—4 local clubs will be providing Corvettes for parade, more details to follow
- 20 NPCC Board and Membership meeting (location TBD)



MY CORVETTE STORY

“THE ROCKETSHIP”

For everyone who owns a Corvette you usually find that they all have a “Corvette story”, a story that explains why they bought a Corvette or why they have a passion for the car. As I’m new to the club I thought I’d tell you mine.

Living in a small working-class village in England in the late 60’s and early 70’s we were sheltered from the fast-moving wealthy automobiles of places like London. Most of the cars we saw were small, plain, boxy cars that were rather boring in both shape and color. Occasionally, if we were lucky” we would sit on the motorway overpass and catch a glimpse of an Austin Healey or Triumph TR-3.

One day, I was about 9 at the time, we were walking down the main street in our village. I was hanging around with a group of my friends just passing the time, kicking cans, talking about what soccer team was the best and bragging about who kissed who with the opposite sex. Then we heard it, way before we saw it, it sounded like the rumble of thunder of a passing thunderstorm, but with a clear sky it had to be something else. Then there it was, “the Rocketship”, it roared into view over the crest of a small hill, its low wide body looked like nothing we had ever seen before, the shiny red exterior glowed in the sunlight, and the huge chrome wheels that wore tires that were as wide as our new 13” color TV. We stood there as a group, our mouths dropped open and our eyes and head following the car as it slowly cruised past. To this day I couldn’t tell you who, man or woman, was driving but I could tell you every detail of that beautiful automobile, down to its chrome tipped exhaust.

I had no idea what I had seen, where it had come from or if I would ever see it again. It was a wraith.

Move forward 6 years, my dad accepted a position with a company in America and during the summer of 1978 we made the move to the United States. Little did I know that my path would once again cross with this mythical beast. People often remember where they were at certain times in their lives, the assassination of JFK, 9/11 or the space shuttle Challenger explosion. These were times that literally shaped your future. Such was the day that I saw the Rocketship again. I remember it vividly, we were staying at the old Connelly’s Motel on Rt 8 by the Turnpike entrance, at that time there was a McDonalds just outside. As we were new to America, McDonalds was something of a novelty as we had never eaten fast food before, so we spent most of our meals there for the first month. It was at one of those dinner burger runs that I saw it again, this time in all black with black leather interior. I finally got to see what car was, I went to the back and looked at the nameplate “CORVETTE”.

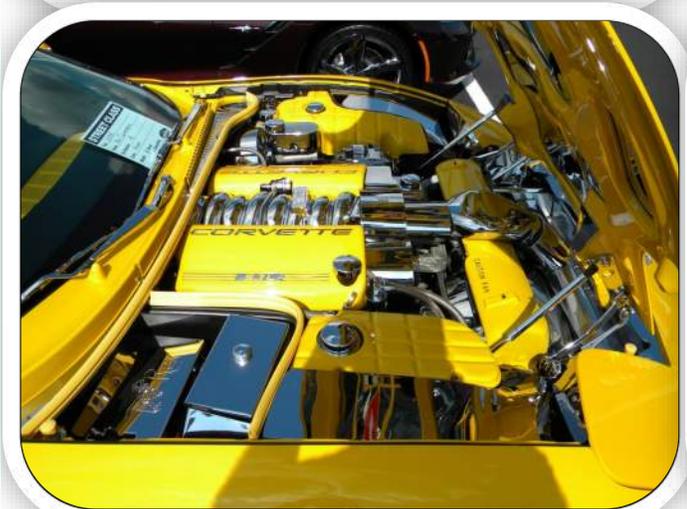


That was 42 years ago but I still remember it as if it was yesterday. I have had a love for the Vette ever since then and I promised myself that someday I would have my own. Move forward 42 years and I finally understand why I’ve waited so long, my dream has finally come true.

Stephen Taylor

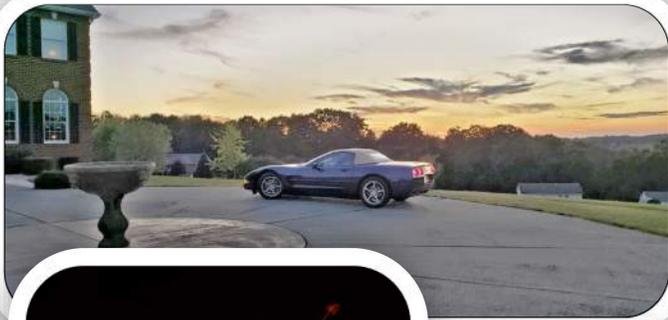


ALL CORVETTE SHOW—OCTOBER 2019





2ND ANNUAL BOOS AND BOOZE HALLOWEEN EVENT



The 2nd Annual Boos and Booze Halloween event was held October 5, 2019 at Zinkhann's. The weatherman called for perfect fall weather and he certainly delivered. With dry roads, everyone was able to drive their Corvettes allowing for some nice photos shots, and the mild temperatures provided a great evening by the bonfire.

Michael added to the fun with some interesting and entertaining Tarot card readings.

Good time and good food with great friends!!

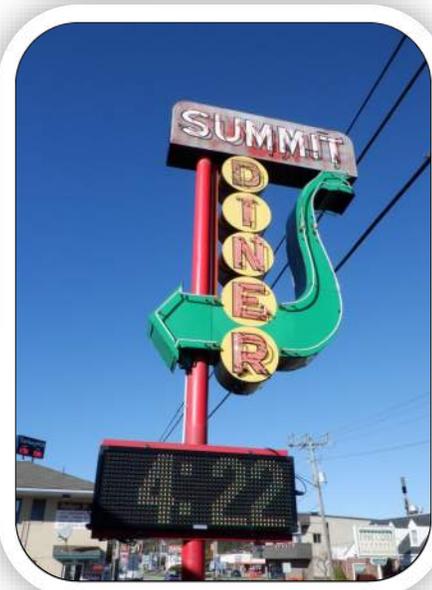
Gary Zinkhann



FLIGHT 93 MEMORIAL CRUISE—OCTOBER 2019



Did you ever go for a drive just for the simple fun of going for a drive. I must admit that when I left home this morning and the skies were grey and it was raining I thought the day would be a bust but little did I know how things would change so fast.



Meeting Marc and his dad Ron at Dunkin Donuts we set off and met up with the rest of the crew at the Oakmont service plaza on the turnpike, all together we had 4 Vettes and would soon have 5. The rain was steady for the ride up to Somerset but it still felt good to have us all driving together. We met Bill and Jackie at the McDonalds in Somerset and added our 5th Vette. Fortunately, the weather started get better as we cruised on to the Flight 93 memorial in Shanksville.

The memorial was a touching monument to the memory of those who died that day, it really hit home when you walked the final flight path and saw the sandstone boulder where Flight 93 finally came down. As I stood in the visitors center watching replays of newscasts from the morning of that fateful day so many years ago, it was eerie to listen to the people become silent when they watched the planes hit the towers as if it was happening today.

We left the visitors center around 2:00 pm and drove back into Somerset while enjoying the bright sunshine and curvy back roads. Stopping at the Summit Diner for lunch was a definite treat with huge portions of food, even Bill our food connoisseur was impressed. During lunch Paul suggested that we take an alternate route home down Route 31 and 119, what a great suggestion, the roads were dry and smooth so we let the Vettes fly, while maintaining the speed limit of course.



Jumping back on the Turnpike for the final few miles we each split off as we neared our homes and I watched Paul and Joe speed off into the sunset.

I did learn one thing today I love to drive my Vette, no matter what the weather, but I love to drive my Vette with all my new friends. Thank you ladies and gentlemen for an amazing day out.

Steve Taylor



NORTH HILLS CAR CRUISE

OCTOBER 26, 2019

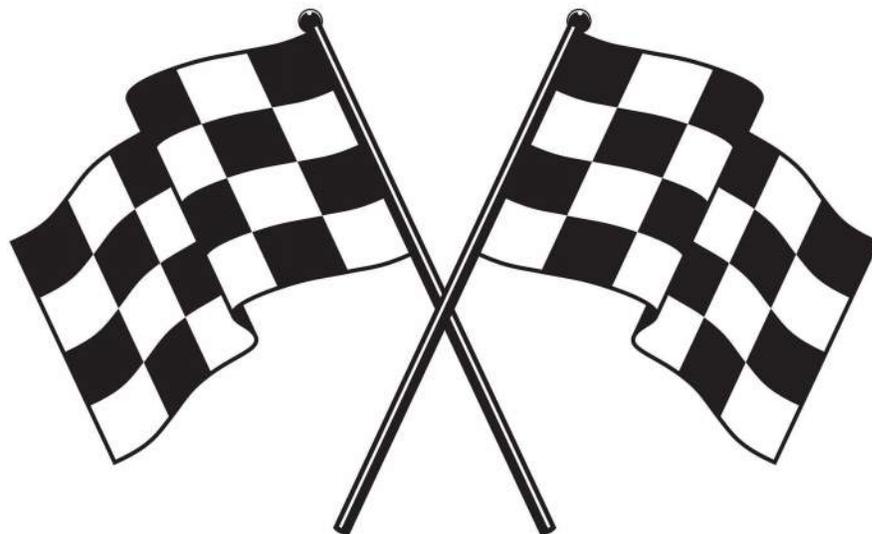
**North Hills Middle School Parking Lot
55 Rochester Road, Pittsburgh PA 15229**

11:00 am to 2:00 pm

**Benefits "Make-A-Wish"
And
Childrens Hospital of Pittsburgh Foundation**

**In Honor of
Jake Wudarczyk**

DONATIONS ACCEPTED





STEVE MAGNANTE'S 1001 CORVETTE FACTS

By Joe Molokach



FACT 306

Many wondered why the 396 and 427 big-block engines fitted to Camaro, Chevelle and Impala Super-Sports wore shiny chrome-plated valve covers, while those fitted to all pre-1968 big-block Sting Ray engines were painted orange to match the rest of the engine. The answer was Chevrolet's desire to make the big-block look as massive as possible when the Sting Ray's hood was lifted. Knowing that chrome valve covers reflect their surroundings and blend in, the orange-only scheme helped define the contrast and magnify the visual space occupied by the engine versus the firewall, inner fenders, and radiator wall. It was genius, if not a bit bland. Aftermarket makers of finned, cast-aluminum valve covers made small fortunes helping more flamboyant big-block owners dress up their engine bays.

FACT 400

Records show that when John DeLorean took the reins at Chevrolet on February 15, 1969, he soon met with Arkus-Duntov to discuss the possibility of merging the Corvette and Camaro model lines. DeLorean figured the Camaro could benefit from Corvette's independent rear suspension, while the St. Louis Chevrolet plant could be shuttered and Corvette production brought to Norwood, Ohio. There, using an adaptation of the Camaro's semi-unitized body and frame layout, the two could be built side by side, saving cost. Dave McLellan, who later replaced Arkus-Duntov as Corvette's chief engineer, wrote of this close call, saying that it explained many of the oddly proportioned, stretch-nose two-door designs rendered during that 1970-1971 period. The "Cor-Maros" concept reared its awkward head in the following decades, as well.

FACT 506

Although the 1982 shark-era Corvette preview certain C4 innovations, such as the Cross Fire 350 and the Turbo 700-R4 transmission, it was vastly different in almost every other department. The C4's LED instrument panel, Reaction Injected Molded (RIM) body panels, massive clamshell hood, and world's largest compound-curve hatchback all offered opportunities for trouble. Thus, rather than rush to meet a deadline, delays were accepted. Launching the car in March 1983 as a 1984 model, Chevrolet gave itself a massive four-month head start on the calendar, and the resulting 17-month production run cranked out 51,547 units, the second-highest production for any Corvette up to that time.

FACT 695

With all standard and optional engines sized at 5.7 liters, the 1984-1996 C4 and 1997-2004 C5 stand as the only two Corvette families not to offer other engine-displacement options. That said, thanks to internal and external performance tweaks, the C4's L98 and C5's LS1/LS6 delivered world-class performance when compared to competing offerings of the same year.



Winter Battery care for your Corvette or any car stored during winter

In order to protect batteries from self-discharge a battery tender is the best defense. Not only does a battery tender protect the battery from self-discharge but prevents sulphation and actually improves the condition of the battery by fully recharging and conditioning the plates. Batteries last longer when battery tenders are used.

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THE FUN CLUB

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New Alexandria, PA 15670

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North Pittsburgh Corvette Club

2020 Membership Application

Please complete all areas and print clearly New Membership Renewal Over 70

Member (1) Name	Birth Date	/	/	
Member (2) Name	Birth Date	/	/	
Mailing Address				
City, State, Zip				
Phone No.	Fax No.			
Cell No.	Cell No.			
E-mail addresses		/		
Wedding Anniversary Date if Applicable				
Occupation		/		
MONTHLY NEWSLETTER will be distribution by email:		<input type="checkbox"/> US Mail (Black/White) add \$11.00		

CORVETTE INFORMATION		
Year	Model <small>(Coupe -Convertible)</small>	Other Information

MEMBERSHIP TERM <i>January 1 - December 31, 2020</i>		
Annual Dues	Single Member	Dual Members
New Membership	\$30.00	\$35.00
Renewal *	\$20.00	\$25.00
Dues Are Non-Refundable <i>Checks will not be cashed until Board approves and accepts membership.</i> *Renewal must be paid by Jan. 31, 2020		

I hereby release the NORTH PITTSBURGH CORVETTE CLUB, INC., its membership and representatives, from any and all liabilities and claims occasioned by or resulting from and during our membership and any activities associated therewith. I hereby state that the license and insurance on my Corvette(s) is in force. I agree that, if accepted, I will abide by the By-Laws of

Signature: _____ Date: _____
 Signature: _____ Date: _____

Please mail this form with your check payable to: **WEB SITE: www.np-cc.com**
NORTH PITTSBURGH CORVETTE CLUB, INC., P.O Box 372, New Alexandria, PA 15670

For Board Use Only:	
Date Received: _____	Amount Received: _____
Check Number: _____	Approved by: _____