



Vintage Glass

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MESSAGE FROM THE PRESIDENT

It's hard to believe that another season is drawing to a close soon. What a great one it's been, starting off with the Corvette show at Quaker Steak, the great turnout at the Vintage Grand Prix, cruises that we all enjoyed, our club picnic, Happy Hour at Tom Henry, the great evening spent with Trisch and Gary at their lovely country estate, it's been a great year. It's been a year where we have lost members and friends, we say so long but you will always be there in our hearts. Wow, sounds like we are through for the year but not so, we still have more good times and good food to come.

This coming month will be nomination for club officers so think about your upcoming officials.

I know of one event that I will be proud to attend, that is the Veterans Day Parade in November, rain or shine I will be there. Anyone wanting to attend, please let me know.

Thanks for a great year,
Paul



2023 CORVETTE Z06



2023 C8 Z06 CORVETTE



Chevrolet insists that the Z06's new LT6 engine is a clean-sheet design—and it is, for the most part. But there is one spec that carries over: the 4.4-inch bore center. This dimension, which defines the distance between the piston centers within a cylinder bank, is common to all Chevy small-block V-8s. Even the last DOHC engine in a Corvette—the [C4 ZR1's LT5](#), with its Lotus-designed head—had 4.4-inch bore centers. Corvette executive chief engineer Tadge Juechter is candid about the real reason why America's sports car got a mid-engine layout: "When we went mid-engine, the justification for it wasn't the standard car." While the mid-engine architecture works great for the 10Best-

winning [Stingray](#), the bigger motivation for a new platform with the engine in the middle has everything to do with the [2023 Corvette Z06](#)—a winged wide-body supercar aimed squarely at the enthusiast's heart.

"The higher-horsepower cars benefit the most from getting all of that traction in the back," Juechter continues. And with 670 horsepower, the all-new double-overhead-cam (DOHC) 5.5-liter V-8 is the highest-horsepower naturally aspirated V-8 ever installed in a production car, beating out the 622-hp 6.2-liter fire-breather that powered the 2014 Mercedes-Benz SLS AMG Black Series.

If debuting a naturally aspirated engine in today's turbocharged and electrified world sounds like Recaro suddenly coming out with a saddle, it's likely you haven't heard the [Porsche 911 GT3's](#) 4.0-liter flat-six's 9000-rpm call to prayer. On the last Z06 go-round, supercharging upped power, but Chevy heard a lot of feedback suggesting that the Z06 should return to the purity of the high-revving LS7 from the gen-six Corvette. Going naturally aspirated is for drivers who know the difference and crave a certain sound experience and a direct connection that turbos and hybrids can't match. There's no manual; Chevy didn't go that far and is sticking with the eight-speed dual-clutch automatic. While we haven't had a chance to drive the Z06 yet, we've heard the engine. It made the hair on our neck stand on end. If it doesn't do the same to you, may we suggest you reach for *Highlights for Children* on your next visit to the dentist?

Never mind that LT6 is an engine code shared with a short-lived 4.3-liter V-6 Oldsmobile diesel. The new LT6 is destined for greatness. In a General Motors first, every engine will be put on a dyno, run through a 20-minute break-in, then tested to make sure it's working as advertised before being installed in a new Z06.

The engine is rated at 670 horsepower and 460 pound-feet of torque, with the horsepower peaking at 8400 rpm, right near the 8600-rpm fuel cut. That Ferrari V-8s also make peak power right at redline is no coincidence. In the LT6, more revs mean more power, and the engineering team will use every last rpm it can.

In an automotive world obsessed with electrification and efficiency, it's bold for GM to develop a new engine with a short stroke and a fat bore. Cylinder dimensions are 104.25 millimeters by 80.0, netting a displacement of 5.5 liters. The compression ratio is 12.5:1. And for the engine nerds: The brake mean effective pressure is in excess of 1400 kilopascals.



2023 C8 Z06 CORVETTE— Continued



The C8 team could have easily installed a pushrod V-8 with a blower on top, but a supercharged engine doesn't have the character of a flat-plane-crank V-8. During development, GM traded its Ferrari 458 for the turbocharged 488, and the team agreed with our assessment that some magic was lost. So they bought another 458.

Flat-plane cranks aren't a perfect solution, however. (Owners of [Ford's Mustang Shelby GT350](#), with its high-revving 5.2-liter V-8, will relate.) They shake—a lot. So much that during LT6 development, an oil filter backed itself off on a test stand. Engineers suspected a tech hadn't tightened it, but video evidence uncovered no wrongdoing. The solution was to switch from a screw-on to a cartridge filter.

To keep those forces at bay, titanium connecting rods and intake valves hold reciprocating mass to a minimum. Exhaust valves are filled with sodium. All 32 valves are fitted with two springs each to prevent valve float at high rpm. Direct-acting finger followers have a diamond-like coating and are shimmed during assembly. "Lash for life," says Jordan Lee, GM global chief engineer for small-block engines.

The CNC-machined DOHC heads make the engine bigger than its pushrod siblings. In the C7 engine, height and width had tighter limitations because increasing either wasn't possible without affecting the hood height and footwell width. With the engine behind the cabin, those dimensions are less of a concern. And considering that the C8 was designed around an engine of a specific length, we understand why engineers kept the small-block's bore spacing.

The block has what GM calls a dedicated lower crankcase. It's similar to how Ferrari does dry sumps, with each crank journal residing in a sealed bay. There are six oil scavenge pumps: one in each bay and one in each head.

The intake features two plenums, two 87-mm throttle bodies, three valves that connect the plenums, and eight beautiful trumpets. Those crossover valves tune the intake to optimize both high- and low-rpm operation.

Direct fuel injection is the obvious choice. But instead of injectors squirting fuel on the intake side of the heads near the valley of the vee, the injectors are located between the exhaust valves, a design cribbed from Chevy's Indy V-6. Squirting fuel toward the incoming intake air promotes tumble (the motion and mix of air and fuel). More tumble improves burn.

Flat-plane-crank V-8s are a visceral thing. The intake sound reminds us of the sounds of our youth and draws in our adult selves like a siren song. The first time you hear a C8 Z06 start, your head will snap around like a kid getting called in to dinner on a warm summer night.



2023 CORVETTE Z06



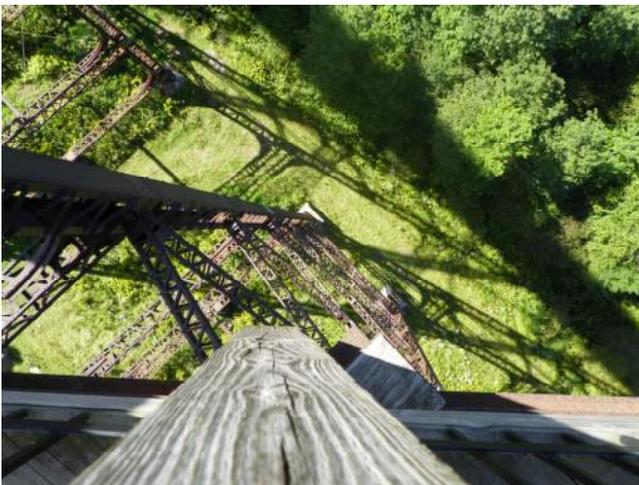


BENEZETTE CRUISE





KINZUA VIADUCT CRUISE





EVENTS 2021

November

11 - Pittsburgh Veterans Day Parade

17 - NPCC board / membership meeting (Dinner at 6:00pm Meeting at 7:00pm)

Villa Ballanca, 2740 Leechburg Road, Lower Burrell PA 15068

Villaballanca.com

When more information becomes available for these or other events, we will let you know.



GET YOUR CORVETTE READY FOR WINTER



Winter 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.



FlatStoppers have been saving thousands of tires worldwide while they're stuck in winter or long-term storage and they are more affordable than the cost of replacing your tires. When you're parking your car for 30 days or more, simply drive onto our best-selling 28-inch long FlatStoppers and your tires will settle into the concave depression of the pads to evenly disperse the weight of the car across the increased contact patch and prevent flat spots. This set of four 14-inch wide FlatStoppers can accommodate tires up to 12 inches wide, and has a total weight capacity of 6,000 pounds (each FlatStopper supports up to 1,500 pounds). After the 8.9-degree approach incline, the depression follows

the natural shape of your tire to keep it in great condition until the next time you drive, and repositioning the ramps is easy as they only weigh 1.5 pounds apiece.



North Pittsburgh Corvette Club

2022 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 address _____ / _____
 Wedding Anniversary Date if Applicable _____ / _____
 Occupation _____ / _____

MONTHLY NEWSLETTER will be distributed by email: US Mail (Black / White) add \$11.00

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

MEMBERSHIP TERM		
January 1—December 31, 2022		
Annual Dues	Single Member	Dual Members
New Membership	\$30.00	\$35.00
Renewal *	\$20.00	\$25.00
Dues Are Non-Refundable Checks will not be cashed until Board approves And accepts membership. *Renewal must be paid by Jan31, 2021		

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 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

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Date Received	Amount Received:
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THE FUN CLUB

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