



Vintage Glass



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Volume 13 Issue 7

MESSAGE FROM THE PRESIDENT

It just seems like yesterday we were busy getting our cars ready for the upcoming season and now only a few weeks left of great weather to enjoy the feeling of the wind in our hair, the winding twisting roads of our next adventure. Sounds sad but we still have a few great events to look forward to.

It's been a difficult year with so many activities being cancelled but with the help of our members and a few outside people we are still able to have a great season.

We started the year with high hopes of showing off our cars at the Vintage Grande Prix, the many new people that we were to interact with, the many new ideas about "How To" for our cars, and most of all to enjoy the friendship we have as a club.

Our family has grown through the year and hopefully we are going to keep growing, Thanks for everyone's help.

Be safe!

Paul





NPCC 2020 CALENDAR OF EVENTS

Sept 3-5 – National Corvette Museum 26th Anniversary Celebration – On schedule

Sept. 6 – PA. Greater Pittsburgh Masonic Center, Ross Township – 11:00 AM – Cancelled

Sept 4-6 – Back to 50's weekend at Cascade Park, New Castle PA – Cancelled

Sept. 12 – Beaver Falls Cruise – Beaver Falls, PA – Cancelled

Sept 13 – Evans City Oktoberfest - Cancelled

Sept. 16 - Board and Membership meeting – Mike Steele and Joette's House

Sept. 19-20 – 113th Annual Flax Scutching Festival, Stahlstown, PA – Cancelled

Sept. 19 – Yogi Bair Car Cruise – Linesville Pa – Cancelled

Sept 19 – Adams Township Benefit Cruise, Adams Township Community Park 11:00 AM to 5:00 PM

October 21 - Board and Membership meeting – Gary and Tricia's Zinkhann's House

October 16-17 – Free State Corvette Club Weekend – Ocean City, MD – Cancelled

October – Fall Foliage Cruise – Date TBD

November 7 – Pittsburgh Veterans Days Parade – Cancelled

PLEASE NOTE THESE DATES MAY EITHER CHANGE OR BE CANCELLED ALL TOGETHER. WE WILL DO OUR BEST TO KEEP YOU UPDATED.

You can check for updates at anytime at carrcruises.com



NPCC 2020 CALENDAR OF EVENTS

STEVE MAGNANTE'S 1001 CORVETTE FACTS

By Joe Molokach

FACT 120

Judging from the wording of a full-page Corvette ad that also appeared on page 15 in the May 1955 issue of *Motor Trend*, certain factions within Chevrolet management may have been on the fence about eliminating the 6-cylinder engine altogether. It read, in part, "Now the Blue-Flame 6 is joined by a very special 195-hp version of the astonishing Chevrolet V-8 engine, the version will stun you." Hmmm. The wording "joined by" instead of "replaced by" certainly implied that there were plans to move forward with both engine offerings. In the end, only seven Blue Flame Corvettes were built in 1955. The other 693 were V-8s.

FACT 241

Arkus-Duntov's habit of writing memos directly to upper management occasionally stepped on the toes of his immediate bosses, but he succeeded in changing and focusing corporate thinking on many pivotal occasions. Another memo, dated October 15, 1954, was sent directly to Chevrolet division chief engineer Ed Cole. Bypassing the uncooperative Maurice Olley, it pled for a special team of engineers dedicated to nothing but Corvette advancement. Cole listened, and the note led to Arkus-Duntov's post as Corvette's (unofficial, until 1968) program manager, where one of his early assignments was adapting the 265 V-8 to the Corvette for its 1955 rollout.

FACT 323

1965 big-block Sting Rays showcased unique spark-plug wires contained within flexible, braided stainless-steel sheaths. Just as all prior Corvettes back to 1953 required ignition-system shielding to prevent electronic interference with radio reception, this method worked and eliminated the need for the cumbersome metal ignition shield seen on small-block engines. With only the distributor encased in a chromed metal housing, the bright wiring added further exotic flair and complemented the big-block's broad orange valve covers.

FACT 603

On October 26, 1983, a white 1984 Corvette coupe rolled out of the Bowling Green assembly plant. It was the 750,000th Corvette built since the 1953 launch (excluding in-house proto-types and test cars). At the wheel was Wayne Vollmar, who joined General Motors in 1948 and was the only living GM employee who has never worked on any assembly line other than Corvette since 1953. At the time, the Bowling Green plant could complete 15 Corvettes every hour, or one every four minutes.

FACT 826

The C6 recycled the C5's four-wheel independent suspension, but contrary to popular belief, only the Magnasteer power rack-and-pinion unit and the Active Handling antiskid/traction-control system were interchangeable. Everything else was a specific to the C6.



JIMMY STEWART MUSEUM





MONTHLY MEETING AT BERKELEY HILLS LUTHERAN CHURCH





NPCC'S RESIDENT FOOD CONNOISSEUR



BILL!

C8 CORVETTE NEWS

**2022 CHEVROLET CORVETTE Z06: TWIN-CAM, FLAT-PLANE**

If [the Chevrolet Corvette Stingray](#)'s nearly 500-hp V-8 engine fails to entice you, then [the forthcoming Corvette Z06](#)'s more than 600-hp V-8 ought to do the trick. And it's not just the horsepower output that's changed. The Z06's engine will be an entirely different animal from its lesser sibling, increasing performance and bringing an entirely different character to the car. Read on to find out why.

Unlike the LT2 engine of the Stingray, the Z06's V-8 will forgo pushrod valves and a cross-plane crank for dual-overhead cams and a flat-plane crank. The resulting engine should possess the rev-happy nature and aural thrills of [the mechanically similar V-8 in the Corvette C8.R race car](#).

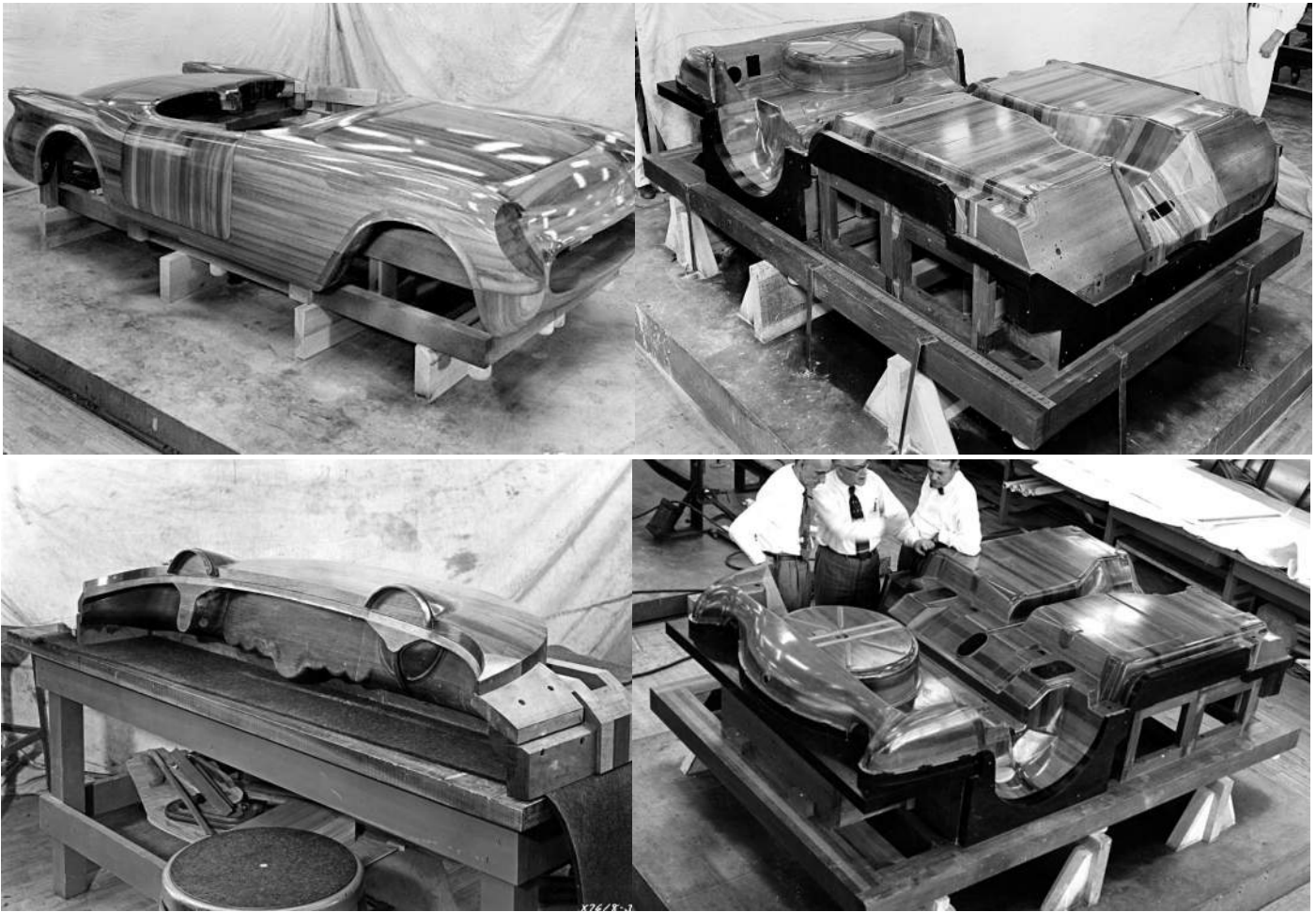
While we originally believed the Z06 would embrace forced induction by way of two turbochargers, a source within Chevy recently informed us such a setup will be reserved for the more powerful C8 ZR1 and Zora models, the latter of which is due to embrace a gasoline-electric hybrid powertrain. Instead, the Z06 will pack a naturally aspirated 5.5-liter V-8 aft of its cabin. Thanks to its race-car-like construction, the more than 600-hp engine is due to spin its crankshaft to an insane 9,000 rpm. How Chevy will quell the powerplant's vibration (an inherent issue of V-8s with flat-plane cranks) remains a mystery. Nevertheless, we're sure the bow-tie brand's learned a few tricks from the C8.R's 5.5-liter engine.

Like the Stingray, look for the Z06 to rely on an eight-speed dual-clutch automatic gearbox to send all those horses to its rear wheels. Revisions to the car's suspension and a set of sticky summer tires—that are properly wide at the rear—are sure to keep the Z06's power from overwhelming its drive wheels and chassis.

In addition to the added power, the 2022 Corvette Z06 will welcome a number of weight-saving measures. Don't worry, creature comforts will still abound, and there's no indication the Z06 will ditch the likes of the Stingray's large digital gauge cluster or touchscreen infotainment system.

Courtesy of Motortrend Magazine

DID YOU KNOW ... THE WOODEN CORVETTE



The wooden body bucks seen here we painstakingly carved by hand, according to [Super Chevy](#). Initially, Chevrolet used them to create molds for the original Motorama show car. Later, they would be instrumental in creating the molds for the production [1953 Corvette](#).

It's difficult to comprehend the amount of work that went into each part. As seen here, the carved mahogany seen here made up more than just the outer body shell. Craftsmen also carefully formed the dashboard and underbody from Polynesian mahogany.

Any part that was fiberglass on the production car was carved in this way. A mold was taken from that wooden part. Then, that mold was used to create fiberglass copies, all by hand.

The amount of work that went into a single door or dashboard is impressive in this age of automation. It's no wonder that just 300 Corvettes were produced in 1953, with the last one leaving the Flint, Michigan factory on Christmas Eve of that year.



SPONSORS CORNER

For reference, the pricing of the 2021 Corvette lineup is listed below:

- \$58,900 – 1LT Coupe
- \$66,200 – 2LT Coupe
- \$70,850 – 3LT Coupe
- \$66,400 – 1LT Convertible
- \$73,200 – 2LT Convertible
- \$77,850 – 3LT Convertible

The 2021 Corvette Stingray sees a couple of new options, as well. Most notably is the ability to order the [FE2 magnetic ride suspension system](#) without the need to order a Z51 package. In the paint department, Red Mist Tintcoat replaces Long Beach Red, and Silver Flare is a no-cost color option. See more details below:

- GPH – Red Mist Metallic Tintcoat \$995
- FE2 – Magnetic Ride Control w/o Z51 \$1,895
- DSY – Orange Full Length Racing Stripes \$995
- DSZ – Red Full Length Racing Stripes \$995
- DTO – Yellow Full Length Racing Stripes \$995
- DUH – Blue Full Length Racing Stripes \$995
- DZU – Carbon Flash/Edge Yellow Stinger Graphic \$500
- DZV – Carbon Flash/Midnight Silver Stinger Graphic \$500

OUR SPONSORS



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Gibsonia, PA 15044
www.willeestavern.com



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5886 William Flynn Highway
Bakerstown, PA 15007
www.tomhenrychevy.com



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WWW.NP-CC.COM



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THE FUN CLUB

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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: _____