



Vintage Glass



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Volume 15 Issue 3

MESSAGE FROM THE PRESIDENT

Our first meeting of the year was held at Willie's Tavern. It was great to see everyone and missed some of our usual friends but with what is still going on it is expected. April's meeting will be in Delmont at the Boulevard, hopefully we will have a great turnout.

Thanks go out to our diehard Steve with him orchestrating two cruises already, due to other commitments I have not been able to go. We will be having quite a few more coming up.

I know that we will have a great turnout for the Vintage Grand Prix, I've already registered for a few activities online. The Grand Prix should be a great time for all of us with so many days to enjoy all the different events.

Would like to thank Marge for accepting the Membership Director position as April will be stepping down after many years. Thank you very much April!

See everyone in Delmont in April.

Paul



Did you get your C8 yet .. Let us know.



WELCOME TO OUR NEW CLUB SPONSOR



This past week, we received news that the new Jim Shorkey in Bakerstown will sponsoring the club.

We need to thank Paul and Gary for meeting with the fine people of Jim Shorkey, especially Ms. Rachael Henry, for making this happen.

Rachael has already given me a date for their All Chevy Show (see events calendar) and we will be working with them for a future cruise that will start and end at their dealership.





A LITTLE BIT OF CORVETTE HISTORY



ZORA ARKUS-DUNTOV

Inducted 1991

The father of the performance Corvette

Zora Arkus-Duntov was a brilliant engineer who transformed the Corvette from a stylish sports-car into a legendary high-performance machine.

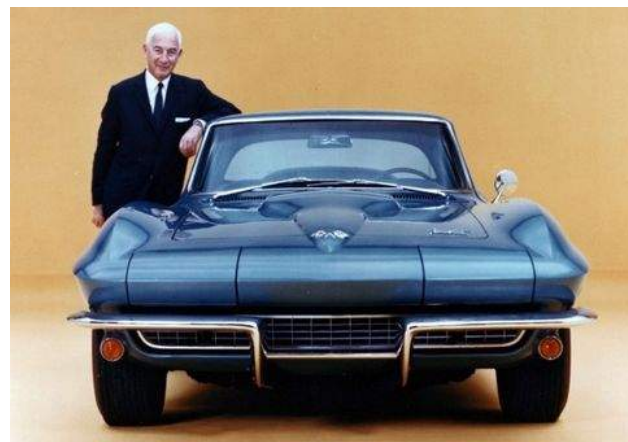
Arkus-Duntov was born in 1909 and raised in Saint Petersburg, Russia.

After the Russian Revolution, the family immigrated to Berlin, Germany where Arkus-Duntov earned an engineering degree from Charlottenburg Technical University. He published numerous papers about the benefits of concepts like four-wheel drive and steering for racing. The family would

move again to Paris before the onset of WWII, and Arkus-Duntov and his brother would join the French Air-Force. When France surrendered, Arkus-Duntov obtained visas for his wife and family to flee to America.

The family settled in New York City, where Arkus-Duntov and his brother established Ardun Mechanical. The company built munitions for the war effort, and became famous for developing the Ardun cylinder head for the Flathead Ford V8. It was not until he attended the 1953 Motorama show in New York City that Arkus-Duntov first laid eyes on a Corvette. He thought it was the finest looking car he had ever seen, but was disappointed to find that it was powered by an ordinary inline-6 engine. He wrote to General Motors President Ed Cole suggesting improvements that would increase the car's performance. Cole was so impressed that he hired Arkus-Duntov to take on the project. Over the next 20 years, Arkus-Duntov would spearhead the development of the Corvette into a full-fledged sports-car.

Arkus-Duntov began to take the Corvette racing and continually tweaked the small-block V8 in search of more horsepower. The 1957 Corvette showcased an innovative fuel injection system that helped it become the first production car in the world to produce one horsepower per cubic inch of displacement. Arkus-Duntov also developed numerous prototype Corvettes, like the magnesium-bodied Corvette Super Sport, and was instrumental in creating the famous Z06 performance package and the Corvette Grand Sport. He also became the first chief engineer of the Corvette program. Though Arkus-Duntov retired in 1975, his contributions to the Corvette left a lasting legacy that can still be seen today, a phenomenon many refer to as "the mark of Zora."





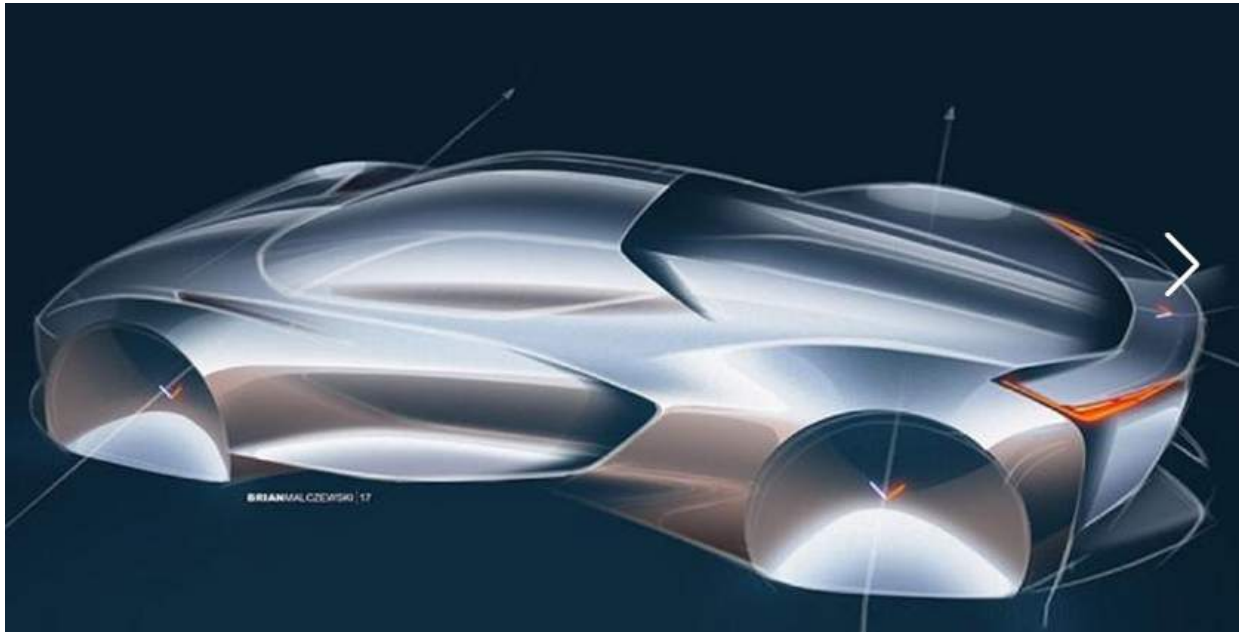
C8 ZORA IS ON ITS WAY



[Chevrolet](#) is reportedly working on a 1,000-horsepower [Corvette](#) variant, according to a General Motors document leaked to [Hagerty](#). Informally known as the "Zora" (in honor of famed Corvette engineer [Zora Arkus-Duntov](#)), the top-of-the-line Corvette trim will allegedly rely on a gasoline-electric hybrid powertrain that pairs a twin-turbocharged 5.5-liter V-8 engine with one or more electric motors, the latter of which we expect will power the car's front wheels.

The pause in development will likely affect the timing of other Corvette models, too. This includes the Corvette ZR1, which the Zora allegedly cribbs its 850-hp V-8 engine from. The same leaked document notes that a naturally aspirated 650-hp variant of the ZR1's twin-cam V-8 was due to arrive in the track-oriented Corvette Z06 for the 2022 model year. Meanwhile, a 600-hp, [gasoline-electric hybrid Corvette Grand Sport](#)—that pairs the standard Stingray's 6.2-liter V-8 engine with one or more electric motors—was evidently set to enter the fray for the 2023 model year. We anticipate each Corvette model will now debut one or more model years later than originally planned.

C9 AND BEYOND



The C7 Chevy Corvette had a relatively short lifespan compared to its predecessors. Sold for just five years, 2014 through 2019, the C7 wasn't around nearly as long as the C6 (2005-2013) and C5 (1997-2004). Even the original C1 was sold for much longer, beginning in 1953 until 1962. With this all in mind, could the C8's production cycle last for no more than half a decade? If so, chances are Chevy designers could already be at work laying out some initial ideas for the C9.

This sketch just posted on Instagram by General Motors Design might be the earliest idea of what the C9 could look like. Alternatively, this "dramatic design sketch" could be an early draft of the C8, though the final design was seriously toned down.

But we wouldn't rule out early C9 thinking just yet. Chevy will not return to the front-engine design and this sketch is clearly mid-engine. The side air vents look similar to what's on today's Vette with their "boomerang" shape, though they're more radical-looking. Also notice there's a built-in rear spoiler and the front fenders are quite a bit more dramatic than the C8's. And this all leads to another question: Will the C9 be all-electric? What's for certain is that a hybrid C8 is due to arrive within the next couple of years.

The C8 program will reportedly culminate with the Zora, a 1,000 horsepower Vette with all-wheel drive and electric motors at the front or possibly all four wheels. A still to be revealed turbo V8 will likely be the main power source. General Motors' recently pledged to pursue an electrified future and if the GMC Hummer EV can be a part of that, there's no reason the Corvette can't.

If this sketch is indeed an early C9 concept then we could also be looking at the first-ever all-electric Corvette. Chevy already broke the decades-long front-engine design tradition. Ditching the combustion engine could be the next progressive step.

**EVENTS 2021****April**

- 9-11—World of wheels, Pittsburgh Convention Center
- 21 – NPCC board / membership meeting at The Boulevard restaurant in Delmont
- 24 - North Park Swimming Pool Drive Up (happens each Saturday)
- 25 - Quaker State and Lube in Sharon PA

May

- 15 - Bairs 15th Annual Corvette and Classic cruise, Linesville PA 11:00am to 4:00pm
- 19 – NPCC board / membership meeting (Dinner at 6:00pm Meeting at 7:00pm)
- 22 – Road Rally in memory of Cindy Malokach (more details to follow)
- 28 - Victory Church car cruise, Cranberry Twp 5:00pm (happens each Friday)

June

- 5 – Newcastle School of Trades Car show (we have 14 reserved spots)
- 16 - NPCC board / membership meeting (Dinner at 6:00pm Meeting at 7:00pm)

July

- 10 – Chevy Car Show at Jim Shorkey (Watson Chevrolet) in Murrysville from 9:00am to 2:00pm
- 16-18 – Vintage Grand Prix Historics at Pitt Race Complex
- 19 – Walnut Street Car Show. Cars are by invitation only.
- 20 – Waterfront Car Cruise. \$5 donation
- 21 – Downtown Car Display. \$10 donation Corvette parking at PPG and Market Square
- 24-25 – Vintage Grand Prix Race Weekend. \$60 entrance fee for entire weekend. \$25 donation to drive your Corvette in the parade lap. Visit pvgp.org/marque for additional information and tickets.
- 31 – NPCC Picnic and board meeting. Noon until?? at the Adams Township Community Park, 698 Valencia Road, Mars.

August

- 8 – All Chevy Show by Steel Town Corvette Club & Colussy Chevrolet. Event will be held at the Bridgeville Volunteer Fire Department from 8:00am to 3:00pm. \$15 by July 25th, \$20 day of show. Benefits numerous local charities.
- 18 - NPCC board / membership meeting (Dinner at 6:00pm Meeting at 7:00pm)

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



CORVETTE 1001 FACTS

FACT 58

The 1955 Corvette stands as a transitional model. It wore the early body but stepped up to V-8 power. Although General Motors became conservative with the production to ward an inventory glut, all but 7 of the 700 1955 Corvettes easily bruised European sports cars thanks to the new 265-ci OHV V-8. Arkus-Duntov obtained one of the first V-8 Corvettes and presented it to his wife, Elfie, for daily use. It wore special silver paint and a central racing stripe. Silver didn't join Corvette's option list until the 1957 arrival of Inca Silver.

FACT 270

Quick, what 1963 Sting Rays came without the iconic split rear window? If you answered "the roadster" you're only partially correct. Lacking the coupe's fastback roof (10,594 built), the roadster (10,919 built) naturally had no rear window to split. But again, the mini fleet of Grand Sport racers was built without the split-window treatment. The Grand Sport was Arkus-Duntov's baby, and he was far enough from Bill Mitchell's stylists to get rid of the split back window. Instead, a thin-gauge, one-piece Plexiglas replacement was blown and installed. If GM's anti-racing edict hadn't happened and Arkus-Duntov's plan to build 1,000 Grand Sports had materialized, today's 1963 Corvette coupe enthusiasts had materialized, today's 1963 Corvette coupe enthusiasts would have *two* body configurations to discuss.

FACT 671

Realizing that most C4 buyers weren't fans of the "Tokyo by night" digital instrument layout, the C5 interior went retro with full analog gauges, traditional orange sweep needles, and a full 200-mph speedometer face.

FACT 771

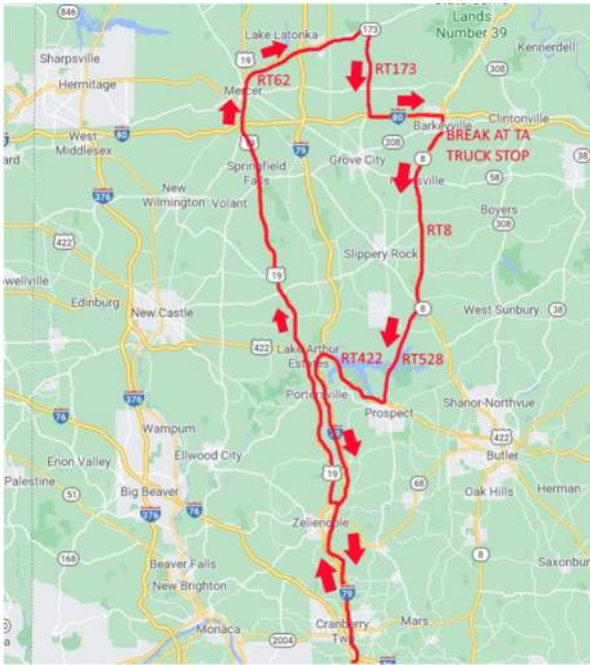
Surprising to many, the C6 roadster was the first Corvette since 1962 with a power-operated soft top. But at a time when even the base V-6 Mustang convertible included a standard power top, the 2005 C6 charged \$1,995 (RPO CM7). Regardless, the vast majority of C6 roadsters were built with the power top, which didn't take up any more space than the standard manual folding top. And unlike the portly folding metal hardtop on the XLR, the Corvette power mechanism only added 15 pounds for a curb weight of 3,288 pounds, 552 pounds less than the XLR.

FACT 952

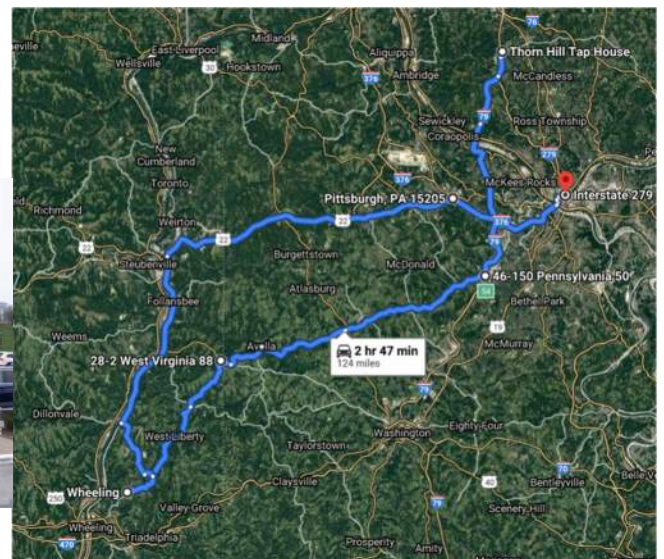
The C7 introduced the Corvette's first electric power-steering system. Standard on all models, electric sensors translated steering-wheel inputs into tire movement, eliminating the engine-driven hydraulic-fluid pressure pump used previously. The reduced parasitic drag added approximately 10 hp with no other changes.



CRUISE PHOTOS—2021



Icicle Cruise





Oglebay Cruise


JIM SHORKEY—ALL CHEVY SHOW





Details


 79 people responded

 Event by **Watson Chevrolet**

 **Watson Chevrolet**

 Saturday, July 10, 2021 at 9 AM EDT – 2 PM EDT

 Tickets
forms.gle/oRoF4hjJsSkqbeVN9

 Public · Anyone on or off Facebook

Join us for our Inaugural Shorkey Chevy car show, right here at Jim Shorkey Murrysville Chevrolet!

Any and all Chevys are welcome!

People's Choice car will be awarded.

Food truck, local radio station, giveaways, 50/50 raffle, and much more!

Outdoor event adjacent to showroom.

Proceeds benefit Beverly's Birthdays, a Pittsburgh nonprofit organization providing birthday cheer for children experiencing homelessness and families-in-need.

PLEASE PRE-REGISTER to ensure your vehicle gets a spot!

See the EVENTS page on the NP-CC website for a link to registration



North Pittsburgh Corvette Club

2021 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		
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

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



WHAT A GREAT START TO THE YEAR

I'm pretty sure that this time last year I was still considering whether to take my Vette out for its first run but this year thanks to some nice sunny days we have managed a couple of cruises already.

Our first run was the Icicle Cruise that was a quick 2 hour jaunt up towards Grove City, Moraine State Park and the surrounding back roads. Yes it was chilly that day but we ventured out with heaters blasting.

Our second run was definitely warmer, even to the point of taking the tops off. We did a really nice afternoon run to Oglebay Park Lodge in Wheeling. Having never taken the "backroads" to Oglebay I was unsure of the best way to get there, but with some help from my neighbor, whose family lives in that direction, I was soon planning my Corvette adventure.

My description to my neighbor was "I need some twisty roads" well did they come through. After jumping off I79 at the Bridgeville exit and driving a short distance on Rt 50, the wide highway soon turned into what we were seeking. Just when we didn't think it would get better we turned on Rt 88 in Independence and where we launched into what best could be described as "Corvette Heaven". I have never in my life seen so many yellow arrows indicating dangerous corner ahead. It was like being on the Jack Rabbit at Kennywood.

So if you get a free several hours look into taking a ride down to Oglebay and try Rt 88 for yourselves.

OUR 2021 SPONSORS



11150 Babcock Blvd
Gibsonia, PA 15044
www.willeestavern.com



ionizeddesigns.com



<http://jimshorkeynorthhillschevy.com/>



THE FUN CLUB

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