



# Vintage Glass



**N O R T H P I T T S B U R G H C O R V E T T E C L U B , I N C .**

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## MESSAGE FROM THE PRESIDENT

The season is drawing to a close, but I know we will have a few more good weeks to come before we put the cars away. Myself there will be a few additions that need to be made before next season.

Would really like to thank Joette and Michael for hosting a wonderful meeting, think it might have set a record for the time. Great food and good friends and lots of discussions about everything under the sun.

The October meeting will be hosted by Trisch and Gary at their lovely country estate. This has in years past been one the best meeting of the year. Remember to bring your car, weather permitting for Gary's photos for our website, that taking place at 5 pm.

Remember October is nomination of officers.

Paul



Just in case you missed them, the Benazette Elk herd



NPCC 2020 CALENDAR OF EVENTS

**October 17th - Board and Membership meeting – Gary and Tricia’s House**

1093  
Road, Butler

Whitestown  
16001



October – Fall Foliage Cruise – Date TBD

You can check for updates at anytime at [carruises.com](http://carruises.com)

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



## 1001 CORVETTE FACTS

### STEVE MAGNANTE'S 1001 CORVETTE FACTS

By Joe Molokach

#### FACT 216

Arkus-Duntov undoubtedly flinched at Corvette's simulated knock-off wheel covers. It is ironic that 1957-1962 Corvettes equipped with the optional big-brake package or the RPO 276 15 x 5.5 inch steel wheel (15 x 5-inch wheels were standard) were stuck with the same austere hubcaps fitted to 6-cylinder 150s and Biscaynes!

#### FACT 335

Power-booster brakes arrived for the first time in Corvette history in 1963. The J50 power-brake option cost only \$43.05 and was installed on 3,336 of the 21,513 cars built that year.

#### FACT 418

Although most 1970s-era Corvettes were loaded with comfort and convenience options, N40/N41 power steering was not standard issue. Priced \$94.80 to \$151 (1976), it wasn't cheap, but most buyers still went for it. By that point, power steering was so common, that it's more revealing to see how many cars were built without it. Here's a rundown of manual-steering Corvette production: 1968: 16,202 out of 28,566, 1969: 15,896 out of 38,762 cars, 1970: 5,409 out of 17,316 cars, 1971: 3,897 out of 21,801 cars, 1972: 3,210 out of 27,004 cars, 1973: 2,592 out of 30,464 cars, 1974: 1,558 out of 37,502 cars, 1975: 874 out of 38,465 cars, 1976: 173 out of 46,558 cars. In 1977, Chevrolet finally made power steering standard equipment.

#### FACT 665

The advent of extended-mobility run-flat tire technology graduated from being a convenience in the C4 age to an essential component of the C5 chassis and floorpan layout. Without the need for an onboard spare tire, the designers were free to eliminate the clumsy spare-tire well, a breakthrough earlier Corvette design team would have been thrilled to have.

#### FACT 881

Beyond the mid-engine Corvette speculations, rumors also flew that the mystery supercar was actually a Cadillac project meant to bolster the division's revived, youthful direction. There it would serve as a \$150,000-plus halo model above Cadillac's highly acclaimed "V" series high-performance sedan, coupes, wagons, and SUV's. These same speculators held that Chevrolet would have been crazy to divert attention from its strong-selling C7 with anything other than more of the same.



Please help save Christmas for our deployed troops.

The Yellow Ribbon Girls and our faithful group of volunteers and supporters have been able to ship monthly care packages and BIG boxes of Christmas treasures around the world to our deployed troops for over 18 years.

Sadly in 2020 almost all of our fundraisers have been canceled or postponed (We are very thankful for fundraisers that did take place as they have sustained our mission). We need your help. The postage on last years 300 X large Christmas care packages was \$14,000. Our realistic goal for 2020 is to ship between 150 and 200 Christmas packages. Each box full of Christmas decorations, holiday treats, basic supplies and gifts will carry an approximate postage cost of \$50.00.

Can you adopt a deployed soldier for Christmas? Please think about it. As hard as 2020 as been on all of us at home. Consider the same restrictions, no extra activities, not being able to come home for R&R and being in temperatures up to 120 degrees. Our deployed troops NEED to know they are NOT being forgotten back here at home.

Can your church, business, club or workplace adopt a soldier or two?

Please share this message far and wide. The Yellow Ribbon Girls will create and ship the BIG boxes of Christmas treasure in early November. The sooner we know how many of our soldiers are adopted we can plan collections for the items to fill their stockings and provide them with basic supplies.

To learn more about the Yellow Ribbon Girls, the supplies needed on a monthly basis and how you can support the troops throughout the year, visit our website at: [www.yellowribbongirls.com](http://www.yellowribbongirls.com) or locate us on Facebook at: <https://www.facebook.com/yellowribbongirls/>

Please complete the form below and mail with your check of \$50.00 for each adopted care package to:  
Wesbanko, 600 Lawrence Avenue, Ellwood City, PA 16117 Attn: Yellow Ribbon Girls

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2020 Yellow Ribbon Girls Soldier Christmas Adoption Form,

Your name \_\_\_\_\_

Your address \_\_\_\_\_

How many packages you can adopt \_\_\_\_\_ @ \$50.00 each

Please consider writing a letter to be included in the care packages you adopt. If you choose to, your mailing address or email address can be included in your message to your soldier.



FOXBURG WINERY CRUISE





BENAZETTE—ELK VIEWING CRUISE





## DID YOU KNOW—THE V12 CORVETTE

In 1989, [Chevrolet](#) was busy readying its all-new Corvette ZR-1. With help from then-GM subsidiary Lotus, the C4 'Vette was about to be turned into a car to take on the supercar elite, making up for some of the generation's more underpowered efforts.

Chevy had a problem, however - at the 1989 Detroit Auto Show, Dodge revealed its concept version of the Viper. Packing a monstrous 8.0-litre V10, it threatened to urinate all over the ZR1's bonfire with a production version offering serious firepower at a still very attainable price. Something had to be done.

In response, Chevrolet's engineers decided to go one better. Well, two, technically - the idea was to offer a pair of additional cylinders relative to the Viper. The Corvette 'ZR12' - detailed above in a new video from YouTube channel 'DtRockstar1' - was lengthened by around 200mm, making room for a whopping 9.8-litre (600 cubic inches) V12 from Falconer Racing Engines.

Intended primarily for aviation and marine use, this Goliath-spec engine is - according to Falconer's website - still available today. Its capability is still impressive in 2020 too, with the version fitted to the ZR12 good for 686bhp and 680lb ft of torque.

The prototype ZR12 was tested by Ryan Falconer himself. Thanks to the engine's aluminum block (the V8 normally found in its place had an iron block) it wasn't even that heavy, tipping the scales under 1600kg - about the weight of a BMW M2 Competition. 'Conan the Corvette' - as it was nicknamed - was lent out to various car publications, where it made a mark. Motor Trend referred to the note of its original side-mounted exhaust pipes "Satan's own serenade".

A production car would have been incredible, but there were issues with keeping the prototype cool. We should imagine a lengthened C4 Corvette with nearly 700bhp was more than a little wild to drive too, but there was a more fundamental stumbling block - to be financially viable, the price tag would have been huge. The whole point of the Corvette was affordable performance, and the ZR12 didn't fit with that. As awesome as the idea was, asking people to part with supercar cash for a C4 was a tall order.

And so, the prototype spent years sat around not doing a whole lot. However, the Corvette curio - now in possession of the National Corvette Museum in Bowling Green, Kentucky - was brought up to running condition a few years ago, meaning "Satan's own serenade" can be heard once more.



## C8 CORVETTE NEWS

General Motors issued a stop-sale order to dealers Thursday night for 2020 model-year Corvettes, per [Corvetteactioncenter.com](https://www.corvetteactioncenter.com). The order and its associated recall has to do with material contamination within the car's electronic brake boost system. The order affects a handful of other GM products as well, including the Chevy Trailblazer, Buick Encore, and a handful of Cadillacs. A bulletin issued to GM dealers and obtained by [Corvetteactioncenter.com](https://www.corvetteactioncenter.com) lays out the details:

*Material used in a sensor connection in the electronic brake boost system in these vehicles may have been contaminated during the material supplier's production process. Contamination of this material may cause an interruption of communication between the sensor and the brake boost system under certain conditions.*

The C8 Corvette uses a brake-by-wire system that uses electronic sensors to relay how much pressure to apply to the brakes, versus a purely mechanical system. So it'd be a big problem if the pedal couldn't communicate with the brakes while you're driving down the road. According to the bulletin, "extra pedal force will be required to slow and stop the vehicle, increasing the risk of a crash," should communication from the sensor in question be interrupted.

Chevy's fix is to replace the electronic brake booster module free of charge. This is the first recall for the C8 that actually requires the car to visit a dealership. Previously, recalls [issued for the front trunk release](#) could be completed via over-the-air software updates.



**THE C5 CORVETTE Z06 IS THE BEST PERFORMANCE BARGAIN AVAILABLE TODAY**

The current Chevrolet Corvette Z06, the C7, is an absolute performance monster, capable of keeping up with supercars that cost twice as much. But if you don't have \$80,000 to spend on a new Z06, look back a couple of generations and buy a C5 Z06 instead. This Corvette is fast, simple and — with prices hovering between \$20,000 and \$25,000 — relatively inexpensive, making it

a bargain for those who want cheap performance without any headaches. See the used Chevrolet Corvette models for sale near you

The Z06 was introduced in 2000 as a high-performance version of the already-quick C5 Corvette and as a spiritual successor to the previous-generation Corvette ZR1. The Z06 featured a lightweight 5.7-liter LS6 V8 that initially made 385 horsepower, but that was increased after the first model year to 405 hp. The C5 Z06 also featured an upgraded suspension from the standard Corvette, along with larger wheels, better tires and functional brake-cooling ducts. Chevy engineers also lowered the weight of the car by fitting a titanium exhaust, reducing soundproofing and even equipping the Z06 with a lighter battery. These improvements allow the C5 Z06 to sprint from 0 to 60 miles per hour in 4 seconds and hold 0.98 Gs in the corners, which is better than almost anything Italy or Germany offered at the time.

The other major benefit of the Z06 is that it's relatively inexpensive to maintain compared to its rivals. The Z06 is a simple car, and most work can be done in your driveway if you're willing to spend your Saturday tinkering with your sports car. It's also fairly reliable for a 15-year-old high-performance car, and Chevy small-block V8s have a reputation for headache-free ownership. Of course, you'll still have to spend money on wear items like tires and brakes.

So what are the drawbacks to the C5 Z06?

That would be the interior. The C5 Z06 has an interior that's typical of late-1990s and early-2000s General Motors vehicles, and the fit and finish on even the nicest, lowest-mileage garage queens won't be pretty. The other issue: The stiff performance suspension can make everyday driving uncomfortable. Then again, the Z06 isn't supposed to be a daily driver but rather a track-day toy — a really great bargain of a track-day toy.



## THE TAIL OF THE DRAGON—PUT IT ON YOUR BUCKET LIST

Twists, turns, and thick woods: this drive isn't about scenic overlooks and nature's majesty, the way a drive through Arches National Park or down the Loneliest Highway are. The Tail of the Dragon is about you, the pavement, and two white knuckles holding tightly to a steering wheel.

That's why this stretch of road is considered one of the most exciting drives in America. Cutting through the mountains in Deals Gap at the Tennessee/North Carolina state line, the Tail of the Dragon is actually just a portion of the longer US 129, or as some North Carolina folks call it, "that damn road to Tennessee".

The legend of the Tail of the Dragon has spread far beyond North Carolina and Tennessee, and has even caught the eye of movie producers, celebrities, and documentary crews. The road and nearby [Cheoah Dam](#) were featured in "The Fugitive," and parts of the gearhead classic "Two-Lane Blacktop" actually feature much of the road at the very end of the movie.

Whether you're starting or completing the Tail of the Dragon at the intersection of US 129 & NC 28, [Deals Gap Motorcycle Resort](#) in Robbinsville, NC is the perfect place to snap pictures, grab souvenirs, eat lunch, have a cold beer, or even spend the night.

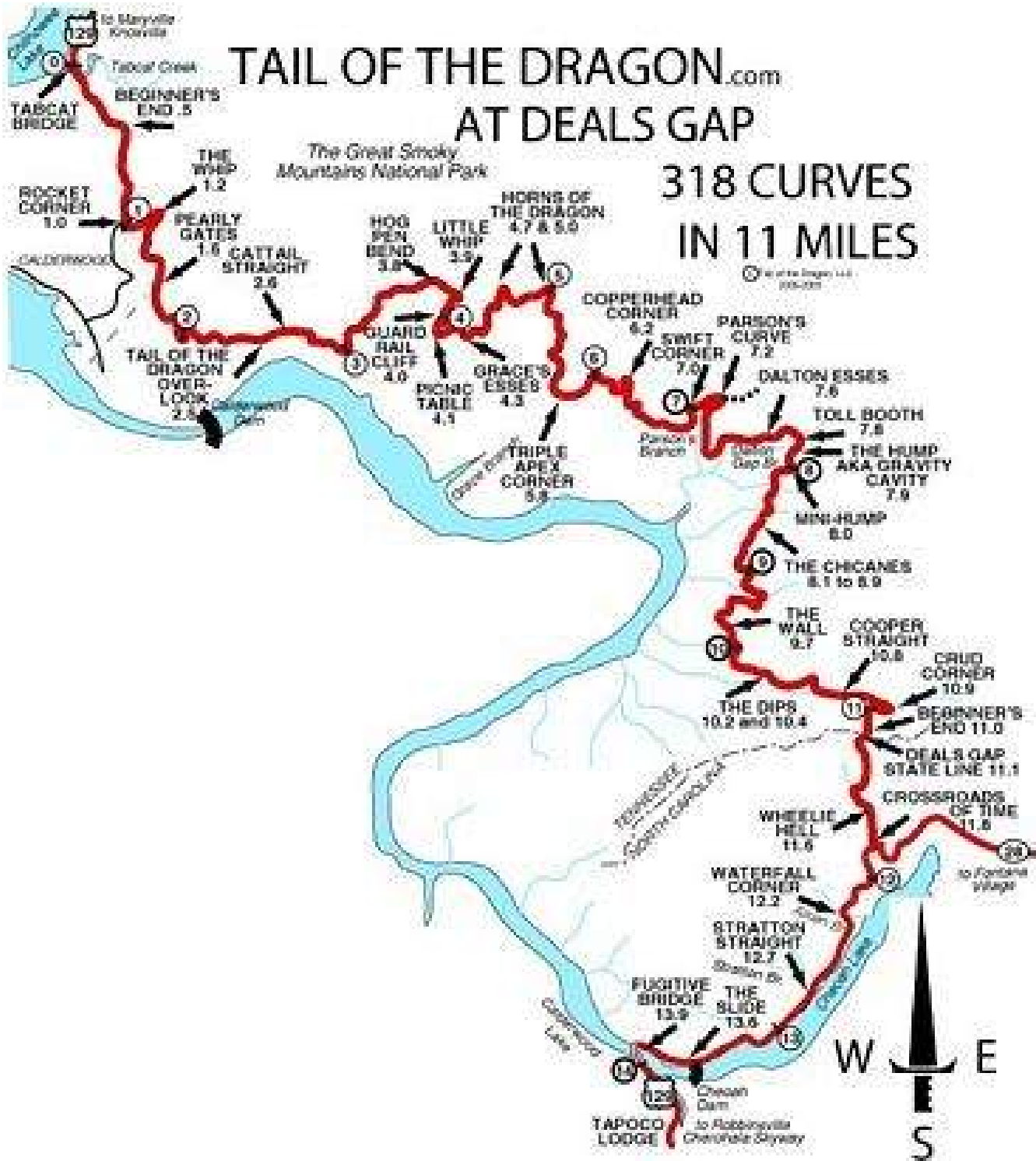
Next, pull over at the [Calderwood Overlook](#). This beautiful scenic overlook just off the Tail of the Dragon offers a gorgeous view of the Cheoah Dam. Also, it's a fantastic view of the Smoky Mountains and Tennessee countryside, particularly in the fall, when the leaves change color, or in the summer when everything is lush and green.

Of course, a stretch of road this famous has a legend or two surrounding it. For instance, travelers of the Dragon claim they've heard more than one ghost while on the road at night. With the stretch having claimed the lives of many over the years (on average, the 11-mile Tail of the Dragon takes at least one life a year), it's natural to assume the road just has to be haunted.

Death and bloodshed, however, also came to the area long before the paved road cut through Deal's Gap. The Cherokee fought more than one battle in the area, it's reported there's at least one Civil War soldier buried near the road, and rumors of an angry land owner hanging motorists who wouldn't pay his toll also figure into the lore of the Dragon being haunted. Need an excuse to drive the Tail of the Dragon? First of all, it's surrounded by other slightly-less-curvy, but still exciting and scenic roads, and the Dragon can easily be worked into a scenic route toward Asheville, one of the most beautiful towns in the Carolinas. Don't try to attempt the Dragon in winter, as these 318 turns can be quite treacherous in snowy and icy winter weather conditions. Also, try to avoid it during the rainy spring season. It gets pretty busy in summer and fall but those times are when weather conditions are ideal for cruising down this epic road.



THE TAIL OF THE DRAGON—PUT IT ON YOUR BUCKET LIST





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THE FUN CLUB

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New Alexandria, PA 15670

[npcc\\_webmaster@hotmail.com](mailto:npcc_webmaster@hotmail.com)



# 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 (Coupe Or Convertible)	Other Information

MEMBERSHIP TERM		
January 1—December 31, 2021		
Annual Dues	Single Member	Dual Members
New Membership	\$30.00	\$35.00
Renewal *	\$20.00	\$25.00
<b>Dues Are Non-Refundable</b> 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](http://www.np-cc.com)

**NORTH PITTSBURGH CORVEETE CLUB, INC., P.O. Box 372, New Alexandria, PA 15670**

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