



Vintage Glass



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WEBMASTER



Volume 17 Issue 1

MESSAGE FROM THE PRESIDENT

Well the Holidays are behind us and hopefully everyone had is well, now to look ahead for the season to begin, I'm not talking about baseball, I'm talking about the car season. Oh I received an early gift the 23rd of December, I finally brought mine back from the shop. I asked Joe Molokach to drive it home and I think Joe liked driving a manual again. Thanks Joe!

Good news, Bill did well with his surgery, having a pacemaker implanted. Jackie said he has regained his appetite and doing well and hoping to be at our next meeting, weather permitting.

World of Wheels starts the 20th, I'll be there Friday morning, with 24 automotive students, driving the school's party bus, always a good time.

Trisch and Gary are in Florida winning the "Gold" with her champion horse. Congratulations Trisch!

With Gary in Florida he was able to secure our normal pavilion for our annual club picnic. Remember the date, the last Saturday in July.

Remember, if you haven't renewed your membership, you can do so at the upcoming monthly meeting, January 18th at the Sports Grill in Cranberry Twp. See you there.

Paul



So you can have real Corvette dreams!



JANUARY MEETING



**THIS MONTHS MEETING
WILL BE AT
THE SPORTS GRILLE**

**1294 FREEDOM RD,
CRANBERRY TWP
WEDNESDAY NOVEMBER
18TH
STARTING AT 6:00PM**

**REMEMBER TO BRING YOUR 2023
RENEWAL**



JUST A BIT OF TRIVIA

- In 1951 a group of Harley Earl's "Special Projects" crew began work on a GM sports car. Bob McLean designed a general layout for the car which was originally code named, "Opel."

- William Durant, the founder of GM, said a wallpaper pattern he saw in a Paris hotel in 1908 inspired the bow tie logo. Supposedly, he ripped off a small piece of it and brought it back to Detroit.



- Myron Scott, at the time Chevrolet's Chief photographer, is credited with coming up with the Corvette name, drawing from the small, fast warships of the "Corvette" class.



- The Jaguar XK120 is believed to have been the inspiration for the first Corvette.



- The Corvette was the first and last car with a true "wrap-around" windshield.



- Corvette was not the first to be made with a fiberglass body, but it was the first to be built by a company the size of Chevrolet.



- Corvettes have been assembled in three different cities. Flint, Michigan, St. Louis, Missouri, and Bowling Green, Kentucky.



- While many were involved in its design and production, Belgium-born Zora Arkus-Duntov is generally considered to be the "Father" of the Corvette.

LOOK WHAT WE FOUND



The third generation of the [Chevy Corvette](#), aka the Corvette C3, spanning model years 1968 to 1982, is often viewed by Corvette fans and enthusiasts as the black sheep generation of the American sports car. Indeed, most model years of the C3 Vette occurred during the malaise era, when horsepower numbers were crushed by gas prices and tightening emissions. However, from 1968 to roughly 1972, the Corvette lived up to its name, with big engines and gobs of power. Recently, YouTuber *Mid-Year Mitch* pulled a 1968 Convertible 427 cubic-inch Corvette from a garage, the first time that Vette had been outside in over 30 years.

While normally accustomed to working on the C2 generation of the Corvette, or model years 1963 to 1967, Mitch unveiled his latest project in the form of this 427 Vette. This particular example belonged to his dad's late best friend and best man Greg Averi, who originally bought the C3 to serve as a weekend cruiser with Mitch's dad, a role the Corvette filled for over nine years. Unfortunately, after a wheel weight dinged up the front fender, the car was garaged, and remained there until Mitch found it.

LOOK WHAT WE FOUND—CONT



The C3 Corvette was only offered with a 427 cubic-inch gasoline engine for two years, 1968 and 1969. Labeled with [RPO code](#) L71, this 7.0L V8 produced 435 horsepower for the 1968 model. This particular Corvette is also equipped with a four-speed manual transmission.

For now, the Vette will be on the back-burner until Mitch finishes his current 1963 C2 split-window project. As far as modifications of the C3 are concerned, Mitch says he intends to make it reliable and provide plenty of fun.

“It’s a real nice car compared to what I’m used to working on,” Mitch says. “It’s gonna need wiring, interior, mechanical, brakes, engine work, fuel system, interior... It’s gonna need a complete overhaul. It probably could use a paint job in some areas, but I think we’re just gonna leave all that, clean it up best we can.”

ISN'T SHE A BEAUTY



A unique 1969 Chevrolet Corvette Stingray ZL-1 Convertible is set to cross the block at an [RM Sotheby's](#) auction in Phoenix, Arizona, on Jan. 16.

The Monaco Orange drop-top is the only one of its kind. And it's one of just two factory-documented ZL-1 Corvettes built for 1969, and the only convertible to get the ZL-1 treatment, an option that added a race-derived 427-cubic-inch V-8 engine to [the C3 'Vette](#).

Based on the L88 engine, the ZL-1's 427 features aluminum block and heads, the latter with an "open chamber" design aimed at increasing power, plus redesigned and beefed-up engine internals. Based on engines used in Can Am racing, General Motors offered the ZL-1 option for homologation purposes, and didn't really intend to sell any road cars to customers.

Helping to dissuade customers from checking the ZL-1 box on their order forms was the \$4,718 price (\$3,000 of which was the ZL-1 package itself), which was more than twice the cost of a base Corvette in 1969. In addition to the engine, buyers got power-assisted heavy-duty brakes, heavy-duty suspension, and a Positraction limited-slip differential. Creature comforts available on lesser Corvettes, such as a heater, air conditioning, radio, and power steering, weren't available on the ZL-1.

That was just fine for John W. Maher of Leechburg, Pennsylvania, who took delivery of this car on Dec. 30, 1968. He intended to race the Corvette, and went on to compete in various hill climbs, auto crosses, and drag races in Western Pennsylvania until 1972.

ISN'T SHE A BEAUTY—CONT



Maher pulled the ZL-1 out of storage in 1989, had it reconditioned, and continued to drive and show it until finally selling the car in 2007. The ZL-1 has since been fully restored, achieving the Bloomington Gold certification coveted by Corvette collectors, but still has its original engine. Based on its rarity, well-documented history, and the quality of the restoration, RM Sotheby's expects the ZL-1 to sell for \$2.6 million to \$3 million at auction. That's not out of line for rare Corvette variants like the later [ZR2 convertible](#), which remain favorites of collectors.





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THE FUN CLUB

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North Pittsburgh Corvette Club

2023 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, 2023		
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, 2023		

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., 58 Bel Aire Dr. Delmont, PA 15626

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