



# 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 .**

**PRESIDENT**

Rob Park  
[rdpark@zoominternet.net](mailto:rdpark@zoominternet.net)

**VICE PRESIDENT**

Bob Martin  
[rpjmartin@hotmail.com](mailto:rpjmartin@hotmail.com)

**SECRETARY**

Terry Martin  
[rtemartin@hotmail.com](mailto:rtemartin@hotmail.com)

**TREASURER**

Margie Laughlin  
[glaugh@comcast.net](mailto:glaugh@comcast.net)

**MEMBERSHIP DIRECTOR**

Stephen Taylor  
[s.taylor@aespj.com](mailto:s.taylor@aespj.com)

**ACTIVITIES**

Jimmy Craig  
[Jimmy.craig@adtran.com](mailto:Jimmy.craig@adtran.com)

**RAFFLE COORDINATOR**

Margie Laughlin  
[glaugh@comcast.net](mailto:glaugh@comcast.net)

**MERCHANDISE**

Scott Walker  
[scottmersonwalker@gmail.com](mailto:scottmersonwalker@gmail.com)

**NEWSLETTER / FACEBOOK /  
EMAIL / WEBMASTER**

Stephen Taylor  
[S.taylor@aespj.com](mailto:S.taylor@aespj.com)



**Volume 19 Issue 2**

## MESSAGE FROM THE PRESIDENT

Hello everyone

I hope your getting excited for the upcoming big event I know I am, what is it do you ask, it is almost VETTE SEASON. The racers in the club all had a great time at the Kart track if or when we do it again you might want to put it in your bucket list. Remember to think about the Chevyfest bring in any raffle items you might have and where you want to help out. Hope to see you all at the TROLLEY on the 15th.

Be safe, Rob





Yearly Calendar

**March**

- 15th - Trolley Museum
- 19th - Monthly Meeting

**April**

- 16th - Monthly Meeting

**May**

- 4th - Quaker Steak and Lube Car Show
- 21st - Monthly Meeting
- 31st - Ashtabula Covered Bridge Tour

**June**

- 14th - #1 Cochran Car Show
- 18th - Monthly Meeting

**July**

- 6th - PVGP Kickoff Rally
- 19th - PVGP Weekend
- 20th - PVGP Weekend
- Xxth - NPCC Picnic (date TBD)

**August**

- 9th - Laurel Caverns
- 20th - Monthly Meeting

**September**

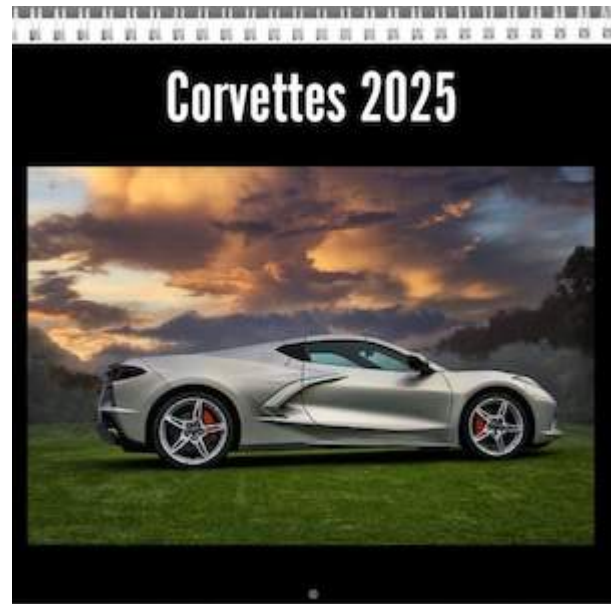
- 17th - Monthly Meeting

**October**

- 11th - Fall Cruise
- 15th - Monthly Meeting

**November**

- Xxth - Veterans Day Parade (date TBD)
- 19th - Monthly Meeting





### Put the horse before the Kart(ing)



Vintage Active & Drive			
Pos	Racer Name	Laps	Best Time
1	Jimmy	5	22.182
	Avg 23.188	Last 22.182	Gap -
2	JR	6	23.536
	Avg 24.436	Last 23.536	Gap 1.354
3	Scouter	7	24.199
	Avg 24.510	Last 24.267	Gap 2.017
4	Bob	18	24.842
	Avg 25.551	Last 25.084	Gap 2.660
5	Rob	19	25.161
	Avg 25.987	Last 26.092	Gap 2.979
Top Times This Month		David	19.399
		Tyler	19.476
		DPSmith77	19.607





## Corvette E-Ray news

The [E-Ray](#) is no stranger to VIR. During its gestation, the C8 development engineers thrashed it at America's Nürburgring on several occasions. In the process, they learned how to extract the quickest lap time from it, and we were glad they were on-site to share their knowledge.

You see, the E-Ray's small 1.1-kWh battery lacks enough capacity to provide full boost for the entire 4.1-mile lap, and the power supplied by the 160-hp electric motor driving the front wheels tails off beyond 120 mph. That requires the driver to parse out the electrical energy by strategically utilizing the car's Charge+ mode, which allows the battery to deploy some of its juice while holding some in reserve.

Start the lap in Charge+ with a full battery, tap out of Charge+ exiting Snake for a couple of seconds of afterburner acceleration, tap back into Charge+ before the Climbing Esses, and tap out of it one last time for the Back Straight and the remainder of the lap. Luckily, the eight-speed auto shifts presciently, which allows you to focus on fumbling with the awkward Charge+ button on the side of the center console.

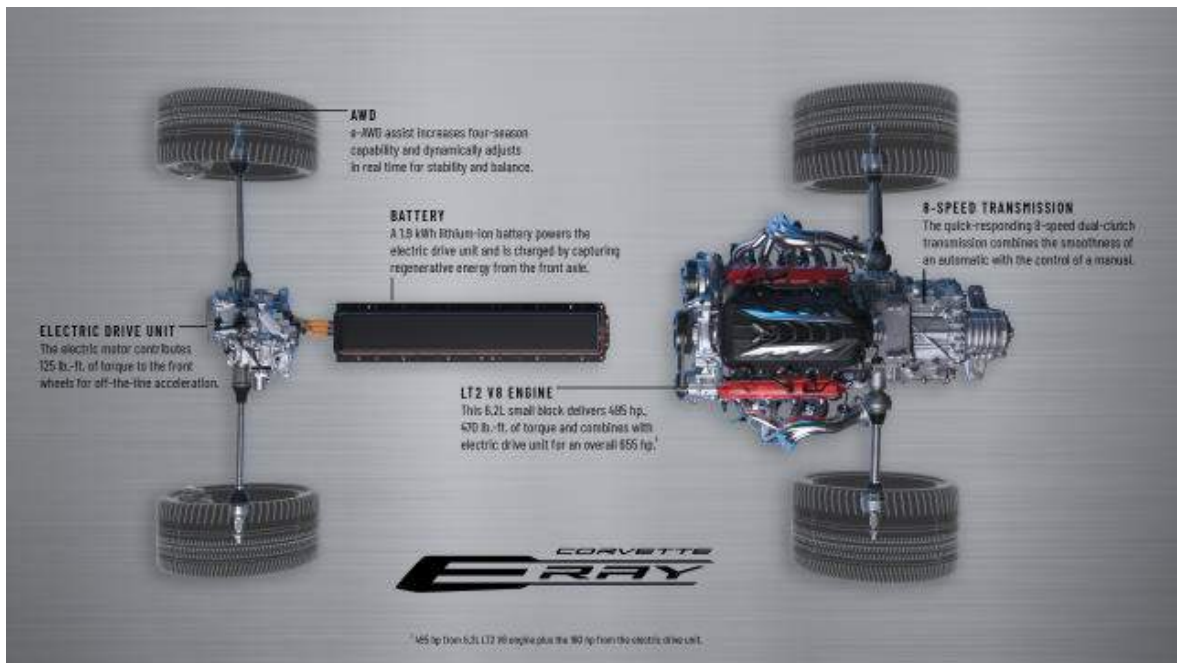
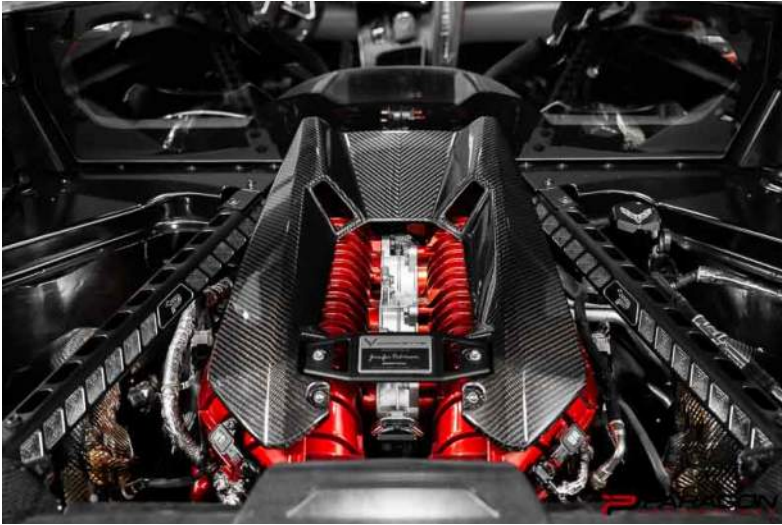
Aside from that annoyance, the E-Ray is impressive, its track performance confirming its middle-sibling position in the [C8 lineup](#): The 2:45.9 lap time lands between the Stingray Z51's 2:49.0 and the Z06's 2:38.6. (FYI, the online video of the E-Ray's run shows the clock starting before our standard start line due to an incorrect lap-timer setting. We adjusted for that mistake to keep the E-Ray's time accurate.)

Pushed to its limits, the nearly two-ton E-Ray felt slightly larger and less precise than the 282-pound-lighter Stingray, but it's still well balanced, with virtually no high-speed understeer. It muscled through the slow Turn 1 at 1.12 g's, and the traction afforded by its all-wheel-drive system yanked it out of that corner going 0.6 mph faster than the track-animal Z06. The E-Ray's carbon-ceramic stoppers felt like they could arrest a runaway train, but the propulsion system's limitations showed on the Front Straight, where the car topped out at 147.3 mph compared to the less powerful Stingray at 149.7 (the Z06 touches 159.5 mph there). That deficit in no way diminishes the E-Ray's prowess.

The Corvette E-Ray is a big bruiser that can dance—and thrill—on track, the 31st quickest of the 327 production vehicles we've run at Lightning Lap and a multitalented middle child of the C8 family.



### E-Ray Photos





What does the future hold, will this be the next generation?





### Just the facts Ma'am!

The relationship between NASA astronauts and the Chevrolet Corvette is a long one. According to reports, Alan Shepard was the first astronaut to show up to NASA training in a Corvette, his 1957 model. This happened in 1959, and three years later, GM rewarded Shepard for becoming the first American in space by giving him a new 1962 'Vette. Jim Rathmann, the winner of the 1960 Indy 500 and a Chevrolet dealer in Melbourne, Florida, furthered the relationship. With approval from GM's corporate brass, Rathmann arranged "special" lease terms for any NASA astronauts who wanted to drive a Corvette. In 1969, three members of the Apollo 12 crew ordered matching 427 Stingray coupes (nicknamed the "AstroVettes") with a gold-on-black color scheme custom-designed by astronaut Alan Bean.

From 1963 until 1982, the Chevrolet Corvette had no trunk or rear hatch. The car featured a cargo area behind the seats—which was small on the convertible models—accessed from inside the vehicle only. The 1982 Corvette Collector's Edition featured a hinged glass rear window that made it easier to toss luggage into the cargo area, and this design feature remained in place for more than 15 years. In 1998, the Corvette convertible featured a separate trunk with outside access—the first trunk on a 'Vette since the 1962 models.

The Chevrolet Corvette has been the pace car for the world-famous Indianapolis 500 more than any other car in history—an astounding 18 times. The first time the 'Vette hit the high banks was in 1978, which marked the inaugural model's 25th anniversary. The Chevy sports car's most recent appearance was during the 2021 race. Over the years, several production Indy 500 pace car special editions have been sold to the public.

Chevrolet claims the 2015 Corvette Z06 can hit 60 mph in 2.95 seconds, and the recently announced 2023 Corvette Z06 has an advertised zero-to-60-mph time of 2.6 seconds. But GM knew how to build a sub-3-second Corvette way back in 1969. That's when engineers showed off a prototype with a 7.4-liter, LT-2 V8 that was estimated to produce 625 horsepower. According to MotorTrend testing, that

Along with a few other General Motors models in 1953, the original Corvette helped pioneer the wrap-around windshield—in retrospect, not the most significant invention to roll off the assembly line. However, as one of the first mass-produced cars to use this design, the stylish two-door Corvette cleared the way for the wraparound to gain popularity during the 1950s. Persistent issues with distortion and less-than-ideal structural integrity put an end to this type of windshield after a few years.

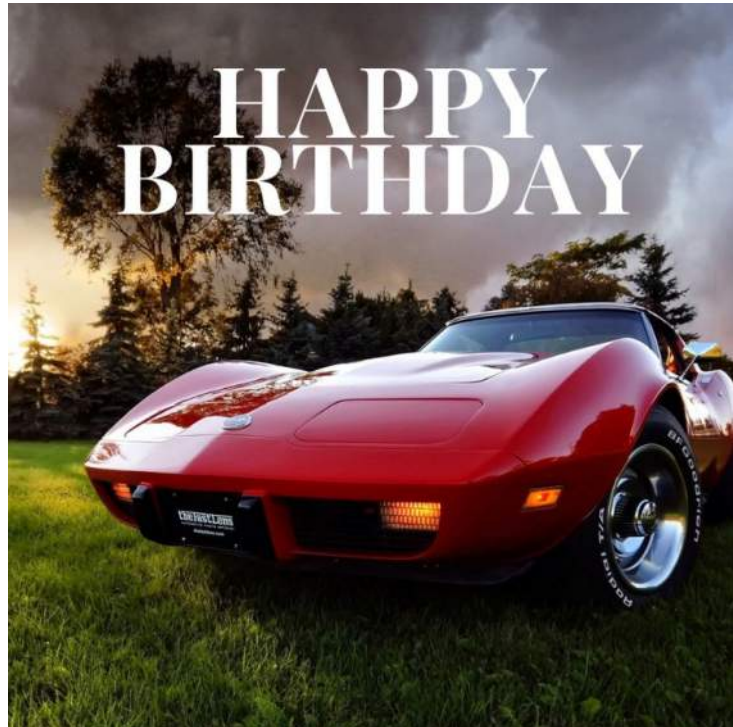
That 1963 Corvette was also the first to feature hideaway headlights. This styling feature was incorporated into the second-generation model by GM design legends Larry Shinoda and Peter Brock. The pop-up headlights became a fixture on all Corvettes until the debut of the sixth-generation Corvette in 2005, which wore fixed headlights.



BIRTHDAYS AND ANNIVERSARIES

March Birthdays

Roger Hughes



March Anniversaries

None this month



## Just for a smile



"Our Corvette and the garage door are working together. Every time the weather is bad, the Corvette convinces the door not to open."



"It's raining out, and I just washed my car. Would you mind if we walked the two miles to the restaurant?"



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The Field House  
911 N Pike Road  
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 [www.Facebook.com/NorthPittsburghCorvetteClub](http://www.Facebook.com/NorthPittsburghCorvetteClub)



## THE FUN CLUB

North Pittsburgh Corvette Club, Inc.  
P.O. Box 372  
New Alexandria, PA 15670  
npcc\_webmaster@hotmail.com



# North Pittsburgh Corvette Club

## *2025 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	Other Information

MEMBERSHIP TERM		
January 1—December 31, 2025		
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 Jan 31, 2025		

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 CORVETTE CLUB, INC., P.O. Box 372, New Alexandria, PA 15670**

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