



The Official Newsletter of the PITTSBURGH TRI - STATE CHAPTER National Corvette Restorers Society



Restoration...Preservation & Motoring Fun!



NCRS Top Flight Chapter

<https://ncrspitt.com>

Fall 2023

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Chairman’s Message: *Jimmy Patitucci*

Where has the summer gone? I can’t believe that Fall is here and time to start thinking about putting the Corvettes to sleep for the winter. I encourage everyone to take advantage of the next few weeks to take their Corvette out for a drive to enjoy the beautiful fall foliage.



We’ve had a great year so far as a chapter and we still have a few great events remaining. As I write this, we will be getting together at John Kuzmishin’s garage in Pittsburgh on Sunday the 24th for a judging meet and school. We’ll have a ’65 and a ’72 to judge.

Then on October 14th & 15th we’ll have our annual two- day meet at Greenwood’s Chevrolet in Hubbard, Ohio. If you haven’t already registered for this event please do so soon. It’s never too late and if you have a Corvette, you’d like to have judged this would be the perfect opportunity. So, get your registration in soon so Bill can assign judges. We always have a great time at this event.

Our last event for this year will be our annual Holiday Banquet and Membership meeting at Rizzo’s Malabar Inn, in Crabtree, Pa. on Sunday December 3rd.

Registration forms for the Hubbard and Holiday Banquet events are included in this newsletter.

The board has worked very hard to put together a great schedule of events for next year as well. The 2024 calendar of events can also be found later on in this newsletter.

Our board is always open to ideas or suggestions for events and places to visit. Please let me know or any board member if you have something you’d like us to consider.

Hope to see you at one or all of our remaining events.

Enjoy your Corvettes safely! Have a great fall!





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Judging Chairman's Message: Bill Bryan



Well, it looks like fall is moving in, that means it's time to think about our next two judging events.

Our first event coming up would be John Kuzmishin's garage in Pittsburgh PA, on Sunday, September 24th. We will have two cars to judge and we will treat it as a teaching session for new judges.

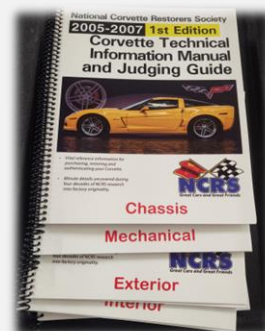
I welcome and encourage all new/less experienced judges to come and learn from more experienced judges. I think these "two car" judging events are one of the best ways that we can get the learning process going. I strongly recommend everyone to come if possible. Remember, everyone should be able to define what CDCIF is.

Our next event would be Greenwood's Hubbard Chevrolet, in Hubbard Ohio. A 5 point 2-day judging event. It will be October 14th and 15th, a Saturday and Sunday, Saturday we will do operations checks for two points and have a 1-point judging School. I hope to have all the cars in the building on Saturday. Starting Sunday morning early we will judge the cars indoors and usually finish up around 3 to 4:00 p.m. It's a wonderful event, ask anyone that's been there. It's a good time for all, so please send in registration forms early it's coming real soon!

Next, I'd like to say that we received the C6 2005,'06 and '07 NCRS judging guide. I purchased an extra book and I purchased the extra covers from Dave King at Carlisle. They made everything easy for us. All you have to do is assemble the books. I've included a picture below. I do thank Dave King for his excellent job in running our NCRS store. Those that have used the store know how well it is run. Thank you, Dave King!

Please sign up for these events early, it helps me in assigning judges for the cars being judged.

"Remember the people that sign up early get the best choices on the sections to judge!" Bill



Congratulations PTSC! We successfully achieved Top Flight status again for the past year. We've been a Top Flight Chapter since the program started in 2004.

PTSC ANNUAL PICNIC & MEMBERSHIP MEETING AT INDIAN LAKE PARK

WRITE UP: JIMMY PATITUCCI / PHOTOS: JIMMY PATITUCCI, DON GEARY & CHARLIE LIM

Catching up with old friends on a beautiful Sunday afternoon in the park.



Well, mother nature held off once again and provided us with a nice early August Sunday afternoon. We were able to enjoy the picnic without any major rain issues. We had some light sprinkles toward the very end and for the trip home.

The picnic was held at Indian Lake Park again this year. A great venue where everyone seems to enjoy returning each year. The picturesque view of the park around the lake is really beautiful and relaxing. The excellent food was catered in again this year and the chapter subsidized most of it. Giving back to our membership in this manner at our events is something our board is very proud of and happy to do.

A special thank you to Paul & Renee DiSanto and Frank & Kathy Gavron for coordinating this event. They did a fantastic job as usual. A lot of time and hard work goes into planning each of these events. Not only was the food great, but we also had a wide variety of deserts brought in by attendees. We had around 40 in attendance and because the weather was so nice 12 members drove their Corvettes.

I held a brief membership meeting before we ate, just to go over our remaining 2023 events and to announce our events for 2024.

As always, the picnic is the time for everyone to get together socially and it's so nice to see folks we don't get to see all the time. So many nice people getting together all because of one thing we all have in common...the love of the Corvette.

Good food! Good fellowship! Good weather (for the most part)! & awesome Corvettes! What more could anyone ask for?

Hope to see you at our next events. Enjoy more picnic photos on the following pages & on our website! JP

Wave to the photographer Norm & Judy!



Great food, no one should have gone home hungry!



(L-R) Bob Cirilli, Barry Holmes & Mike Bucheit



Enjoying the food and conversation!



It was such a nice day for the most part this year for the picnic that 12 members drove their Corvettes. It's been quite a while since we've had this many Corvettes at one event! So many in fact that it was tough to get them all in one photo. So, I've included two views to get all the cars. Do you notice the trend?



What a great venue for the picnic, check out the beautiful wood ceiling in the pavillion!



Larry & Sonnie Miller's 1972 was the oldest Corvette driven.



*"A good time was had by all and the weather was nice enough to drive our Corvettes. We will have the picnic at this same location again next year, but we decided to change the date to **August 11, 2024** a week later than we've been having it. So, please save the date!"*

"We join the NCRS for the cars but we stay for the people!"

Pittsburgh Tri-State Chapter members who attended the National Convention in French Lick and received various awards for themselves, their Corvette and for our Chapter.



Brian & Carol McIntyre accepting the Foundation Award "Sapphire" Level from Mark Tulley. Photo: Vinnie Peters



Brian receiving his Sportsman Ribbon from John Amgwert. Photo: Vinnie Peters

Bob Stokes accepting our 2022 Top Flight Chapter sticker from Mark. Photo: Vinnie Peters



Please note:

Member Evan Henderson was also awarded an NCRS Foundation Award "Sapphire Level" Certificate of Appreciation.

Evan was not in attendance.

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Bob Stokes accepting his 200 Pt. Master Judge Awards from John Amgwert. Photo: Vinnie Peters



Congratulations and thank you for your hard work and dedication to the NCRS and our Pittsburgh Tri-State Chapter!

PTSC Members Out-N-About 2023



Pictured (L-R) Steve Rotunno, Dennis Webber, Bob Stokes, Stu Benson, Brooke Madeira, Mark Madeira & Paul DiSanto.

(L-R) Stu Benson, Bob Lunz, Dan Laur & Bob Stokes



Steel City Corvette Club Annual All Chevy Show sponsored by: Colussy Chevrolet, Sunday July 30th.

Submitted by: Bob Stokes, PTSC Outside Coordinator

17 PTSC members in attendance. (Just a few posed for the photos above!)

Stu Benson
Art Colussy
Paul DiSanto
Jack & Jan Greenburg
Rich & Mary Lou Kossum
Dan Laur (Won Trophy '13)
Bob Lunz
Mark & Brooke Madeira
Tim & Karen Medice
(Won Trophy '69)
Steve Rotunno
Bob Stokes
Dennis and Kathy Webber
(Both won Trophies '64 & C8)
Our old friend Lou Urbanski
(Won Trophy '74)

It was a great event. 187 registered show cars. 100+ spectators.

Out-N-About Continued:

Slickville Community Days Car Cruise Saturday, August 12: Submitted by Dave Kitch

(L-R) Norm Neffield, Don Geary & Larry Miller



Remaining PTSC Events Calendar 2023

- * *September 24th Sunday Judging Meet School, John Kuzmishin's Garage 5301 Butler St. Pittsburgh, Pa. Coordinators: Don Geary, Bill Bryan & John Kuzmishin***
- * *October 14&15th Greenwood's Hubbard Chev. 2 Day Judged Event/School Hubbard, Ohio. Coordinators: Bill Bryan & Ken Jelley***
- * *December 3rd Sunday, Annual Banquet/Membership Mtg. at Rizzo's Malabar Restaurant, Crabtree, Pa. Coordinator: John DeGregory***



**National NCRS Regional Events
2023**

Oct. 19-21 Texas Regional, Frisco TX

2024

Jan. 17-20 Florida Regional Melbourne, Fla.

April 11-13 SoCal. Regional Las Vegas, NV

May 2-4 Heartland Reg. Cedar Rapids, IA

May 31-June 1 NE Reg. Marlborough, MA

August 4-8 NCRS National Conv. Hampton Roads, Va.

Oct. 24-26 Texas Regional, Frisco TX



I provided this article to help the C2 & C3 Corvette owner/restorer to better understand his suspension system. During the restoration of my '65 coupe, I rebuilt both the front and rear suspension. A few points to consider:

- A) Before working on the front control arms, mark and keep the shims for both sides.
- B) Do the same for the trailing arms.
- C) I installed new shims of proper thickness in the front and rear. However, on the left trailing arm, I forgot to install a cotter pin and lost all of the shims. They were replaced when the car was aligned at Hill's City Service in Greensburg.

This article was compliments of Chevy magazine DIY tips as noted below:

SHARE THIS ARTICLE: Please feel free to share this post on Facebook / Twitter / Google+ or any automotive Forums or blogs you read. You can use the social sharing buttons to the left, or copy and paste the website link: <https://www.chevydiy.com/suspension-guide-c2-corvette-restorations-photos-included/>

Suspension Guide for C2 Corvette

Zora Arkus Duntov wanted a suspension that would provide a competitive edge for the 1963 Corvette. The 1953– 1962 Corvettes carried GM's early king-pin-style front suspension, and although it had proven to be reliable, the early suspension had limited adjustability hindering high-speed handling. If General Motors wanted to be able to show the new Corvette Sting Ray's merits, an entirely new suspension was required.

Design Innovations

The new front suspension design incorporated unequal-length control arms with ball joints. Rear suspension changes were radical with independent control of each rear wheel.

The use of unequal-length front suspension control arms kept the tire/wheel geometry stable. Balancing suspension travel and geometry had been an on-going battle with the kingpin setup. The newly designed suspension balance was much better, proving to be a major improvement in handling on inconsistent road surfaces. Ball joints were used for steering knuckle/spindle connection to the control arms in place of the antiquated kingpins. Anti-roll bars were added to further improve handling on the all-new front suspension. The new front suspension was so effective that the same basic design is still in use today, albeit with some tweaks on the latest Corvettes.



Rear Suspension



The 1963-1966 control arm (top) is an early upper control arm with rectangular control arm shaft. The late 1966 through 1982 production upper control arm (bottom) has a round control arm shaft. This is one of many things you need to know for an NCRS or Bloomington Gold restoration



This early lower control arm shaft was used reportedly until 1964. Lower control arms manufactured before December 4, 1962, were part numbers 3817549 and 3817540. Later lower control arms were part numbers 3840603 and 3840604 with additional support bracket for the sway bar. This is where verification of correct pieces can become difficult, with the lower control arm shaft being used in both the early and late lower control arm.

Designing a cost-effective rear independent suspension assembly was a challenge. The use of a transverse-mounted rear spring for vehicle lift had the added benefit of acting somewhat like an anti-roll bar, since it was connected to both trailing arms. The newly designed rear suspension proved to be road race worthy while minimizing unsprung weight. The rear trailing arm housed the rear spindle assembly and maintained rear-wheel toe alignment. Strut rods were used to control and adjust rear suspension camber. The real engineering brilliance was in maintaining tolerable alignment during suspension travel, without upper control arms to help locate the trailing arms.

The cost savings centered around the axle shafts and the deletion of rear, upper control arms. Other fixed, rear independent suspension used constant-velocity-style axle shafts, requiring axle shafts that allowed overall length changes while utilizing two universal joints. Constant-velocity axle shafts were expensive to design and produce, back in the day. Conversely, the plunging axle-shaft would not maintain correct wheel alignment, but the idea worked; it saved money while allowing a true independent rear suspension, but only because of a carefully designed-in balance: Simple geometry shows that a fixed-length straight line becomes too short as the line goes off center; the challenge was to control the rear wheel camber without using telescoping axle shafts. The Corvette's fixed differential mounting allowed pivoting the axle shaft off it. The idea of using driveshaft-style components for axle shafts saved money. Universal joints with flanges were used to attach the axle shaft to the spindles and differential. Another engineering fact was that the fixed axle shaft length did not allow the use of the upper control arms. Binding would have occurred as the fixed length axle shaft attempted to travel through the up and down motion.

There are a couple of downsides with this differential/suspension design. For one, the weight of the Corvette is transferred onto the differential axle shaft yokes and internal differential pinion gear cross shaft. Over time, vehicle weight wears on the differential yokes and pinion gear cross-shaft pin, negatively affecting rear suspension alignment. For another, major changes in suspension movement meant radical changes in camber (explained earlier). At full suspension droop, when the rear wheels are hanging free with no load upon them, axle shaft universal joint binding can occur. While the shock absorbers limit travel, binding can still occur within the shock absorber travel. Exacerbating the binding issue was GM's use of axle shaft universal joint caps to retain the axle shafts on the differential side. High-torque engine applications used the caps in place of flat straps. Low-torque applications received straps to retain the universal joint caps. Some of the strap-retained axle shafts do not bind at full downward travel. The best policy is to avoid raising the rear wheels and running the drivetrain, no matter what axle shaft retainers are used.

The same style of rear independent suspension is found underneath three generations of Corvettes, 33 years later. The concept was sound and the design provided exceptional performance. And over three decades, it was refined and improved. A few minor changes were incorporated in the suspension, front to rear, during the Midyear's existence. The beauty of the long suspension run is interchangeability between the 1963–1982 model years. The only major change in 19 years was the 1980–1982 Corvette rear differential manufacturer and material. As you can imagine, there were tweaks to all the front and rear suspension components especially in the early years

The 1963–1966 early, upper front suspension control arms are the same and feature rectangular control arm shafts. The 1966 late-production through 1982 control arms are the same and feature round control arm shafts. Early-1963 front suspension lower control arms are unique, minus a reinforcement pad. General Motors welded a sway bar support pad to the underside of the late 1963– 1982 lower control arms.

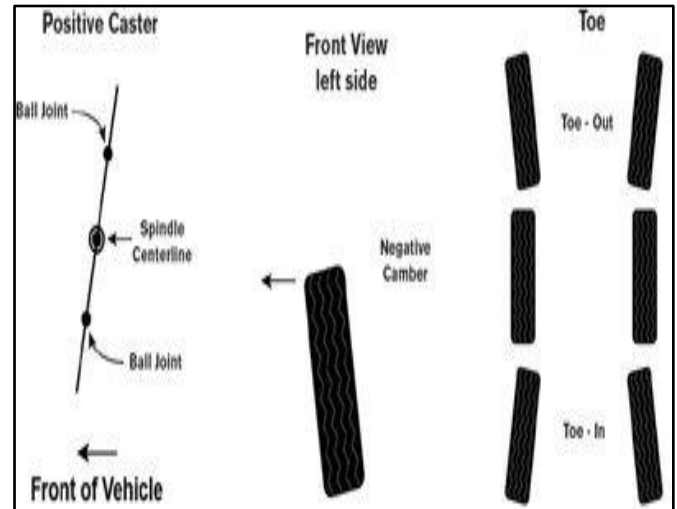
Alignment Terms

Caster describes the angle of the vertical centerline of the spindle (how far forward or rearward the top of the spindle is tipped) and largely determines spindle load placement affecting high- speed handling or lead. Incorrect caster causes a load bias on the steering wheel right or left while you are driving down a straight road. When the steering wheel is released, the vehicle immediately heads in that direction. Caster can be difficult to understand, since you cannot see differing wheel/tire relationships or tire wear problems.

Laying the top of the spindle back farther from vertical creates positive caster. Positive caster promotes better handling with more vehicle load to the rear of the spindle, which aids the steering wheel's return to center, after cornering. Early on, 1 degree of positive caster was the norm. With the advent of radial tires and improved power steering, positive caster was increased to 7 degrees on performance vehicles.

As you might surmise, non-power- steering Midyears with increased positive caster exhibit high-effort steering. Non-power steering cars upgraded to power steering benefit from less effort while allowing increased positive caster. Cross caster helps keep your vehicle rolling down the highway without having to hold onto the steering wheel. The typical alignment has 6½-degrees positive caster at the left wheel, but the right-side caster is set at 7-degrees positive caster to keep your vehicle from running off of crowned roadways.

Mike Urquhart of Petris Enterprises Inc. put together this diagram explaining alignment terms.



Camber is the angle at which the wheel is tilted inward or outward, vertically. If the top of the wheel is angled inward (toward the engine) relative to the bottom of the wheel, the suspension has negative camber. Hence, if the top of the wheel is angled outward, the suspension has positive camber.

Incorrect camber alignment is easily seen when out of adjustment. You commonly see the top of the rear tires leaning slightly inward on 1963-and-up Corvettes. The typical alignment setting for street-driven Corvettes is 1/4 degree of negative camber. So that oh-so-slight inward lean at the top of the rear tire is normal. Remember, the rear suspension has some limitations due to design. The ¼ degree of negative camber setting helps with these limitations while keeping the rear tires in maximum contact with the pavement through typical suspension travel.

Corvettes set up for road racing handle better with increased negative camber settings even though additional negative caster causes wear at the inner edge of the tire tread. A compromise can be reached with street-driven, occasion- ally-raced Midyears: Set the rear camber to 1/2-degree negative to promote better handling with minimal tire wear. For the record, any positive camber causes poor handling and the tire tread shows smooth wear, depending on how positive the camber setting is.

Toe measures the angle of the wheel, front to rear. Zero toe means the wheels are running precisely parallel to each another, and pointing straight ahead. Toe-in describes a situation in which the front of the wheels is closer together than the rear of the wheels. Toe-out is the opposite of toe-in.

Toe-in or toe-out affects handling, tire wear, and fuel mileage. Excessive toe eats up the tires very quickly on the inner or outer edges. Unlike camber, the tire tread wear is feathered and looks like the tire has been chewed up. Fuel efficiency decreases because the tires are scrubbing all the time on the road surface. Handling is adversely affected, and as a result, the car does not roll easily. Rear toe alignment adjustment has to be performed on 1963–1967 Corvettes to keep the back end rolling freely.

Thrust line is another alignment term that comes into play. The idea is to make sure the rear wheels are tracking in the same line as the front suspension. A complete four-wheel alignment includes checking the thrust line, caster, camber, and toe. Finding a shop that knows how to properly align your 1963–1967 Corvette may be difficult. Originally, General Motors required trailing arm pivot bolt removal when changing the shims for

toe adjustment. Later-design trailing arm toe shims are slotted, requiring only that the bolts be loosened to change them. This is why many alignment shops are not too happy to see an early Corvette come in.

I learned the hard way why General Motors drilled the frame and installed a cotter pin to keep the new-design, slotted trailing arm shims in place. If the cotter pins are not used, the later-style slotted shims can fall out, and you have a wicked rear steer issue. I always drill the frame, so the cotter pins can be used with the later trailing arm shims.

Vehicle weight also makes major differences in ride height and alignment. I suggest filling the fuel tank about half full for a realistic ride height and checking the tire pressure before having the alignment done. The best policy is to check the pressures yourself and set it to the tire manufacturer's recommendations before a trip to the alignment shop.

This article taken from Chevy DIY tips.

Hope you found this article to be useful:

Dave Kitch #33108

Membership Update: Judy Geary

As of our September 14th Board Meeting we have 119 members. No new members to report.

Chapter dues are \$20.00 and renewed each June 1st. Make checks payable to: Pittsburgh Tri State Chapter, NCRS. Mail to: Judy Geary 117 Caldwell Drive, Jeanette, Pa. 154644. Dues can also be paid using PayPal.

Keep in mind: You must be an active paid-up member of the NCRS, Inc. to qualify for chapter membership. Please include your NCRS number when joining or renewing your chapter membership.

Thank you!



RPM Technically Speaking II

“Bolt Lengths, Matter...A lesson learned the hard way!”

By Bill Bryan #292

I am hoping this tech article will help others to not make the same costly mistake I did. In figure 1 below you can see the underside of my decklid. It has been repainted and I've already installed the latches and latch release. Getting it all ready for paint on the top side.

Fig.1



After I turned the decklid over to my surprise (or should I say dismay?) I noticed two distinct dimples popping up through the fiberglass.

In figures 2 and 3 below you can see the damage to the fiberglass. Figure 4 shows the repair process.

Fig. 2 Dimples



Fig. 3 Cracks in fiberglass

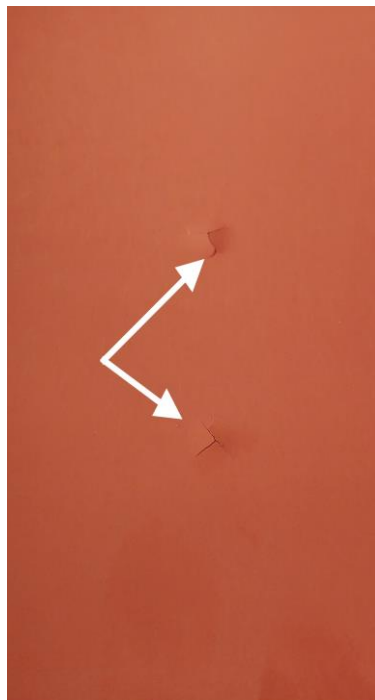


Fig. 4 Beginning repair



So, what happened? You may ask! In my hurry to get ahead, I missed an important issue with the bolts.

In Figure 5 below I used a paint board to paint the bolts all together. During this step I never realized that four of the bolts were about a ¼ inch longer than the others. This is obvious in Figure 6.

Figure 5 Paint box

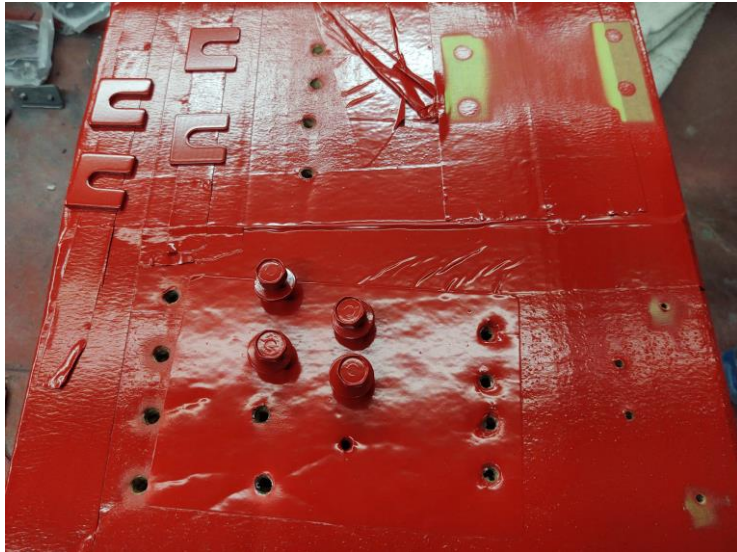


Figure 6 Note the two bolts on the left!



If you look at Figures 7,8,9 and 10 below you will see that the latches have 14 bolts with all the same thread and head size. However, 4 bolts are ¼ inch longer than the other 10. The four longer bolts are to be used for the body hinge, the other 10 attach the latches and latch pull lever. Somehow, (by me not paying attention) I used 2 of the longer hinge bolts on the latch pull assembly and being ¼ inch longer (maybe 3/8 inches longer), they pushed up through the top side fiberglass causing the dimples/cracking and the extra repair process for me.

Fig. 7 latch



Fig.9 & 10 longer hinge bolts

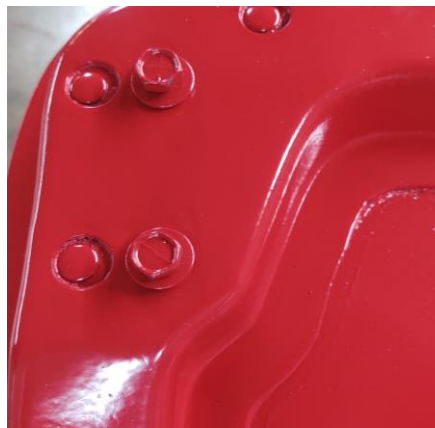
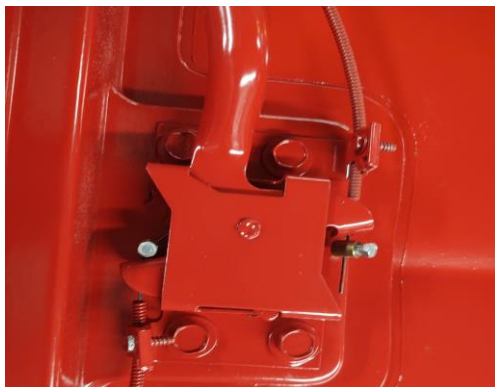


Fig. 10



Fig.8 pull assembly



Conclusion!

This shows that sometimes simple mistakes that can be avoided cause major problems, especially working with fiberglass. Also, it's never a good idea to "hurry to try to get ahead of the game"! So, lesson learned here is to ALWAYS PAY ATTENTION TO DETAILS...especially if you want a quality finished product!

Bill

An American Love Affair: 70 Years of Corvette

National Corvette Museum 70th Anniversary Presentation

If you have been to the National Corvette Museum in the past and do not believe it is worth going again, it is not the same. Their investment in audio, video, new displays, and people are well worth a second visit. If you have never been, thinking it is just an old car museum, it is worth the time to go – it will be time well spent and a memory that will last.

For the 70th anniversary of the Corvette, the National Corvette Museum has invested heavily in technology and new displays to provide a never before experienced exhibit. The event opened to the public on June 30th, the 70th anniversary of the first Corvette. The event was heavily attended by NCRS members such as Mark Tully and Mike Ingham with many of the new cars being sourced by Vito Cimilluca.

The exhibit is all new with upgraded technology including an eight and a half feet tall LED display that covers the outer perimeter of the Skydome where the cars are displayed and exceptional audio to provide the largest T V viewing presentation you will encounter short of a jumbotron at an NFL football game.



The presentation was designed by the National Corvette Museum team and takes you through the early creation of the Corvette but quickly brings back our memories of the 60s, 70 and 80s and America's love affair with the Corvette and notes that Barbie didn't drive a Mustang. It shows the Corvette featured in various shows, songs and movies like Route 66 which take many of us back to a time when we were younger and could not wait to buy a Corvette or the pride of owning one. It reminds us of our love affair – 70 years of the Corvette.

My wife and I thoroughly enjoyed our visit and every person we met was polite, knowledgeable, and helpful from the first person you met at admissions to staff in the halls who answer questions on then on to the retail shop. It was a mark of true southern hospitality. We even spotted the President and CEO, Sharon Brawner, who had time to stop and talk to just two attendees. We found out she was a true car gal from the start with her dad owning, restoring and maintaining '55-'57 Chevys.

We stopped at the Stingray Grill which is an incredibly upscale restaurant – no Steak and Shake. My wife had their 2nd favorite meal, the Stingray Burger, which features Wagyu beef, Bison, Elk, and Boar. I had their most popular meal, the Blackberry Grilled Cheese which is cheese, blackberry jam, bacon and jalapenos. It is not traditional, but it is incredible. The heat of the jalapenos is offset by the sweet of the blackberry jam. You are not going to find this high of quality food and upscale menu at any chain restaurant.

The trip was well worth the time and a memory was created that will last a lifetime.

Saint Louis Chapter member Bill Mulder #60998 wrote this article and made it available and gave his permission for all NCRS chapter newsletter editors to include in their newsletter if they wish. Thank you, Bill for sharing this with our NCRS family! *JP*

2023 Corvette production seems likely to break the Bowling Green Assembly Plant record, but in all fairness, this model year also lasted far longer than most.



Following a bit of a rocky start spurred on by a strike at the Bowling Green plant, a pandemic, and serious supply chain issues, C8 Corvette production has since ramped up slowly. However, for the 2023 model year, Corvette production has been heading into historic territory. First, it looked like the 2023 MY could become the third most successful model year in the sports car's illustrious history. More recently, we knew it was heading for second place. But now, as reported by [Corvette Blogger](#), Corvette Product Manager **Harlan Charles** recently revealed 2023 Corvette will become the most-produced Corvette ever built in Bowling Green (*and number two overall, unless things change*).

While presenting during the Team Corvette seminar as part of the National Corvette Museum's 29th Anniversary Celebration, Charles showed a table with some 2023 Corvette production information, which stated that, as of June, GM had built, or was scheduled to build, a grand total of 53,448 units for this particular model year. However, he also noted that this wasn't the final tally, even if it was close.

Vette Facts:

Did you know that the 1-millionth Corvette, was a white convertible and it was built July 2, 1992!

The record for most Corvettes produced in a model year goes back to 1979, when GM built a total of 53,807 Corvettes. However, 1979 Corvettes were built in St. Louis.



1979 Corvette

The Bowling Green Assembly Plant opened in 1981 and managed to produce 51,547 Corvettes for the extended 1984 model year. Now, 2023 has become the most-produced Corvette at Bowling Green, and the second-most Corvette of all time, marking only one of three model years where total production exceeded 50k units in one single model year.

An impressive feat, particularly as many automakers continue to struggle with production, blaming it on continued supply chain constraints.

However, there is one big caveat present here that's worth noting – 2023 Corvette production has run a bit long, much like it did for 1984 Corvettes when that model year ran for 17 months. The 2023 model year should wrap up on September 12 after 16 months of production, which started May 16, 2022.

Thus, perhaps we should put a bit of an asterisk next to this feat and ask ourselves, did GM extend the year so it could tout crossing a new production benchmark? Although to be fair, the state of the automotive industry today played a big role in these ever-shifting production dates.

The good news for Corvette fans is, that GM has seemingly overcome most of its supply chain issues as it pertains to its legendary sports car, meaning that we'll be seeing more of them on dealer lots – hopefully selling for MSRP, too. (*From Corvette Forum - Brett Foote Sept.6, 2023 & Corvette Blogger-Harlan Charles.*)

PTSC Members attending the Ontario Regional

There were three of our Pittsburgh Tri State Chapter members who attended the recent Ontario Regional.

Our chapter judging chairman Bill Bryan, along with Bryan McIntyre and Tom Barr. All three were judges at the event. Bill took his '67 up for a PV (Performance Verification) award. I'm happy to report that Bill's car did pass!

(L-R) Brian McIntyre, Bill Bryan & Tom Barr.



Brian congratulating Bill on passing his PV!



Pittsburgh Tri-State Chapter NCRS Altoona Regional 2023 Sponsor Recognition

We had a very successful regional meet this year. In fact, we had more flight cars than the National and it was financially successful for the chapter as well.

Fundraising is an important ingredient of any regional event. I would like to recognize Mike Bucheit for securing the following sponsors:

- **Mirrolock Corvette** in Saltsburg, PA sponsored the Thursday Reception.
- **All Collector Autos** in Bedford, PA sponsored the Judges shirts and a judges' lunch.
- **Zippo/Case knives** in Bradford, PA sponsored the Banquet.
- **Howard's Auto Body** in Greensburg, PA sponsored a judges' lunch.
- **Bair's Corvettes** in Linesville, PA sponsored our registration desk.
- **Apollo Resources** in North Apollo, PA sponsored a judges' breakfast.
- **A group of chapter members from the Hubbard, Ohio area sponsored a judges' breakfast:**
 - Steve Rotunno - **Greenwood Hubbard Chevrolet** - Hubbard, OH
 - Tom Bell - **Bell Sanitation Services** - Mercer, PA
 - Rick Hale - **Winner Aviation** - Vienna, OH
 - Dean Rice - **Rice Pool Maintenance** - Hermitage, PA
 - Dennis Webber - **Webber's Handyman & Lawn Service** - Greenville, PA

Please support these businesses if you have an opportunity because they supported us.

This event was a total team effort and the sponsors played a huge role in our successful regional.

THANK YOU SO MUCH!

Don Geary, PTSC Regional Chairman

In recognition of these sponsors, our chapter will be awarding them this special framed picture at right which includes PTSC members' cars at the event along with our chapter and regional logos.

**Picture Photography by:
Mark Madeira**





2024 Chapter Events Schedule

**March 10th Sunday...Judging Seminar- John Kuhn's Garage
Latrobe, Pa.**

**April 28th Sunday...Judging Meet & School – All Collector
Auto, Bedford, Pa.**

May..... Event TBA

**June 7th-8th Friday & Saturday...Annual Chapter Judged
Meet
B&D Creekside Event Center, Latrobe, Pa.**

**August 4th-8th Sunday- Thursday...NCRS National
Convention
Hampton Roads, VA.**

**August 11th Sunday...Annual Picnic/Membership Mtg.
Indian Lake Park, North Huntingdon, Pa.**

August 22nd-24th Corvettes @ Carlisle, Pa.

**September 28th -29th Sat.& Sun... Fall Road Tour
Zippo/Case Knife Museum, Bradford, Pa.**

**October 19th & 20th Sat. & Sun...Chapter Judged Meet
Greenwood Hubbard Chevrolet, Hubbard, Ohio**

**December 1st Sunday... Christmas Banquet/Membership
Mtg.
Rizzo's Malabar Inn, Crabtree, Pa.**

Check our website Events Calendar frequently for update...

ncrspitt.com

From the RPM Editor,

I'd like to thank all those PTSC members and other NCRS friends who submit tech articles and Corvette articles for publication in the *RPM* each quarter. Keep in mind that we need at least two tech articles per newsletter to help satisfy the Top Flight requirements for a chapter our size. You can send me your articles anytime. Usually, I send out a reminder to everyone a couple weeks before the due dates. Keep in mind that all classified items are free to all paid-up members of our chapter. However, there are charges for business ads.

COST FOR NEWSLETTER BUSINESS ADS

Currently \$20.00 for a Business Card.
\$40.00 for ¼ page Ad. \$60.00 for ½ page Ad. \$100.00 for a full- page Ad. Ad charges are due each quarter. Ads should be emailed to the editor: Jimmy Patitucci at jjppat@brezeline.net. Checks should be mailed to: Box 92 McClellandtown, Pa. 15458. Make checks out to **PTSC NCRS**. Payment must be received by the middle of the month the newsletter is published in order to have your ad inserted. Thank you!

Jimmy



2018,2019,2020,2021,2022

“Please note that there were no Classifieds or Business Ads submitted for publication this quarter!” NADA!



PITTSBURGH TRI-STATE CHAPTER MEET
WWW.NCRSPITT.COM
Sat Oct 14 & Sun Oct 15, 2023 – All Flight Judging Indoors
 Greenwood's Hubbard Chevrolet 2635 N. Main Hubbard OH 44425 800-635-0339

NCRS Membership Number: _____ **5 judging points given for both day's participation**

Name: _____ Spouse/Guest: _____ Chapter Affiliation: _____

Address: _____ City: _____ State: _____ ZIP: _____

Home Phone: _____ - _____ - _____ Cell Phone: _____ - _____ - _____

E-Mail: _____ @ _____ . _____

EVENT SCHEDULE – SATURDAY OCT 14, 2023

5:00PM – 7:00PM REGISTRATION AND OPS JUDGING 7:00PM JUDGING SCHOOL

SUNDAY OCT 15, 2023

7:30 AM – 9:00 AM Registration & Ops judging – 9:00 AM Owners and Judges Meeting – 12:00 PM Lunch

9:15 AM – 3:00 PM Flight Judging – 3:30 PM Awards – Note: Cars Must Be OPS Judged Before Entry

EVENT REGISTRATION (Please Check and Complete Requested Items and Amounts)

- Registration fee: **per person:** Everybody ie:, Owner/Spectator/Judge/Tab (Includes Lunch)\$10 \$ _____
- Flight Judging Car Entry.....Trailer Parking free.....\$65 if ONLINE.....\$75 \$ _____
- Concours Judging Car Entry.....Trailer Parking free.....\$50..... \$ _____
- Late Fee for Judged Car Entries (if Postmarked after Saturday, 10/9/2023).....\$30..... \$ _____
- Sportsman Display Without Ribbon \$10 – **OR** – With Ribbon \$20..... \$ _____
- Bowtie/Duntov/McLellan/Hill or Special Interest Display \$ 0..... \$ N/C
- Join or Renew Pittsburgh Chapter Membership.....\$20..... \$ _____
- TOTAL**..... \$ _____

JUDGING PARTICIPATION

Enter Your Year (or Class) and Judging Category Preferences in the Boxes Below. Thank You!

Yes I would like to Flight Judge as follows...

Year	As Needed	OPS	INT	EXT	ENG	Chassis
1 st Preference...						
2 nd Preference...						

Judging Level __ – or – Don't Know

I would like to tabulate

I would like to be an Observer Judge

CAR ENTRY PARTICIPATION

Year _____ Coupe /Conv. Engine HP _____ VIN _____ Body # _____ (63-67)

Ext Color _____ Paint Code _____ Int. Color _____ Trim Code _____ Int. Fabric _____ Build Date _____

Insurance Co _____ Policy # _____ Exp. Date ____ / ____ / ____

Please send copies of your owner and insurance cards with this registration form. Limit 4 cars per class.

I agree to insure my vehicle and property against loss, damage and liability and to provide proof of such insurance to the NCRS at the time of registration. I agree to assume the risk of any and all damages or injury and to indemnify and hold harmless, NCRS, its officers, directors, agents, employees and Chapters for any acts or omissions which may result in the theft or destruction of my property or injury to me or others occurring, during or as a consequence of this meet. Your signature below signifies that you have read and agree to all individual meet requirements. Proof of insurance must be presented at the meet.
I have read and agree to comply with the COVID-19 update published by NCRS in the Driveline.

Signature: _____ Date: ____ / ____ / ____

Make checks payable to: Pittsburgh Tri-State Chapter NCRS, Registration and must be postmarked by Oct 9, 2023 to avoid a late fee.

REGISTER ONLINE at WWW.NCRS.ORG **or Send to:** Bill Bryan, 410 Mile Hill Rd, Duncansville, PA 16635

Local Meet Coordinator: Ken Jelley Phone: 330-219-2711 or jelleyssp@aol.com

PTSC Chairman: Jim Patitucci Phone: 412-582-0951 or jippat@breezeline.net

Judging Chairman Bill Bryan Phone: 814-931-9101 or crosskeystv@yahoo.com

Note: "NCRS" in subject line when e-mailing



PITTSBURGH TRI-STATE CHAPTER NCRS
33rd Annual Membership Meeting
Holiday Banquet
Sunday, December 3, 2023
2:00 P.M.



Rizzo's Malabar Inn
126 Rizzo Rd, Crabtree, PA 15624
(724) 836-4323

Directions from Route 22: Take 119 S. to Crabtree, right on Rizzo Rd. Restaurant on right.

Menu: Hors d'oeuvres: Polenta, Fried Zucchini, Pizza and Calamari
 Dinner buffet: Chicken Romano, Lasagna, Baked Cod, Salad, vegetables and Dessert Included.
 Cash bar

Contact John DeGregory to arrange for special dietary menu, if needed.

John DeGregory johndegreg@aol.com 724-832-3786
 2:00 PM — Cocktail Hour (Cash bar & Hors d-oeuvres)
 3:00 PM — Dinner
 4:30 PM — General Membership Meeting

Dress Code: Smart Casual or Holiday Attire

Note: All CDC and NCRS guidelines will be followed to keep us safe, tables separated and Rizzo's buffet is a served buffet

PLEASE BRING A GIFT FOR THE TOYS FOR TOTS PROGRAM or Write a check to PTSC and the chapter will request NCRS matching funds

Name: _____ **NCRS #** _____


Dinner for ____ Person(s) @ **\$20.00** each. Total enclosed \$ _____

Our Chapter is subsidizing a big part of the dinner & appetizers.

DEADLINE FOR RESERVATIONS: November 27, 2023

Use PAYPAL link on our website or Make Check Payable to: Pittsburgh Tri-State Chapter NCRS & mail to:

John DeGregory
649 Humphrey Rd, Greensburg, PA 15601

Pittsburgh Tri-State Chapter Membership Application Please Print			
Name:		Spouse's Name:	
Street Address:			
City:		State:	Zip:
Email Address:			
NCRS Membership #:		Home Phone:	
NCRS Member Since:		Cell Phone:	
Jr member #1's Name:		Jr member #2's Name:	
Corvettes (additional on back)		1.	
2.		3.	
List additional on back			
How did you hear about the Pittsburgh Tri-State Chapter?			
Would you be willing to assist in any of these events? Please check box:			
<input type="checkbox"/> Judging	<input type="checkbox"/> Newsletter	<input type="checkbox"/> Events	<input type="checkbox"/> Membership <input type="checkbox"/> Other
Please describe any talents or abilities that you may contribute to the success of our chapter.			
You must be an active member of the NCRS, Inc. to qualify for chapter membership and please include NCRS number on this application. Chapter dues are \$20 payable upon application and renewed each June 1.			
Make checks payable to: Pittsburgh Tri-State Chapter, NCRS Mail to: Judy Geary 117 Caldwell Dr Jeannette, PA 15644			
Signature:		Date:	
Direct any questions to Judy Geary at 724-834-5586 or email at gearyjt@comcast.net			



For embroidered PTSC apparel and merchandise contact:
 Bob Stokes
robert.stokes@verizon.net
 or our website: ncrspitt.com



Jimmy Patitucci, Editor
Box 92
McClellandtown, Pa. 15458

Fall has arrived, so take those Corvettes out for a drive and enjoy the beautiful colors before they are all gone!

Pittsburgh Tri-State Chapter

