



The Pittsburgh Tri-State Chapter NCRS

NEWSLETTER

NCRS Top Flight Chapter

www.ncrspitt.com

Summer 2018



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CHAIRMAN'S MESSAGE FOR SUMMER 2018

By Don Geary

I can hardly believe that, as I write this message, it is already half way through the year!! Time flies when you're having fun. We have already had 4 successful events for this year:

- March Judging School
- April Judging Training and Mini-Meet
- May Technical seminar at Weimann's Interiors
- June Annual chapter meet



Looking ahead in 2018 the next events are coming soon:

August 12 - Annual picnic at Indian Lake Park in North Huntingdon, Pa

Sept 16 -Fall Road tour

Oct 14 - Judges training and chapter meet at Greenwood Chevy, OH

Dec 9 - Christmas Banquet at Lakeview Lounge and Banquet Center

Please see the website NCRSPITT.COM for more details and the registration forms. Our annual roster booklet shows all the events for 2018 to help you 'save the date'.

Our chapter board is working hard to keep lots of events planned throughout the year and we are already planning events for next year. If you have any ideas we are happy to hear them.

Hope to see you all at our future events.Don



Notes from NCRS National

The board met in Indianapolis in March and many matters were discussed, particularly including the future of the Florida Regional Meet held in January each year most recently at the Sun N Fun airport site in Lakeland, Florida. There seems to be much dissatisfaction among the general membership regarding the site of the meet and the attendance of both people and cars has been going down dramatically every year since the move to the airport. The Florida chapter is actively trying to find a suitable location nearer to Kissimmee but has, as of yet, found nothing.

More recently, Paul Oslansky, the Regional Director for Region II resigned from the board. According to the national bylaws the board has the responsibility to choose a replacement. In a recent board meeting held by telephone conference call the board chose Shannon Urton #50,941 of Ohio as his replacement. Shannon is a very active NCRS member and you may have attended one or more of her judging seminars on "An Introduction to Judging" that she runs at national and some regional events.

Even more recently, Bill Braun, Regional Director for Region V also resigned and the board appointed Mike Ernst #211 of Wisconsin to take the Region V directorship position. Mike is a very senior NCRS member and is actively involved in judging, particularly noted for his work for many years on the 61-62 manual. You should also note that Bill Braun was the Top Flight Coordinator so as of now a new person has not yet been chosen to run this program but this job should be filled quite soon.

.....from John Kane, Region III representative



The PTSC would like to thank the following members and business owners for their hospitality in hosting our first four chapter events this year.

John Kuhns March 9th Judging Seminar



Dave & Dylan Stahl April 30th Judges Training



Jeff Weimann May 19th Technical Seminar



Darlene Schmucker June 9th Chapter Meet



BEDFORD JUDGES TRAINING MEET

On Sunday, April 29, 2018 our Chapter held a judges training meet up in Bedford, Pa. Our host for the event was Dave Stahl, owner of Valley Auto. It was about 32 degrees up on the mountain with some light snow flurries during OPS Judging. Hard to believe it was in the high 80's a couple days before. There were about 20 members in attendance. As the title states this meet was primarily designed for training judges, along with owners who were kind enough to enter cars for flight judging. Judging chair Bill Bryan led a presentation on what he called **"The Crispness of Fiberglass"** He explained by using examples on hand the difference between original and repro fiberglass panels. Other topics discussed were the new NCRS judging guidelines for "Vintage Air" installations, and the value of having the "Tank Sticker" for your Corvette.

Cars entered for judging:

1959 – owner Bill Bryan, 1961 – owner Dave Stahl, 1965 – Owner Dave Stahl, 1975 – Owner – Tom Almes.

*****PHOTOS FROM THE TRAINING*****



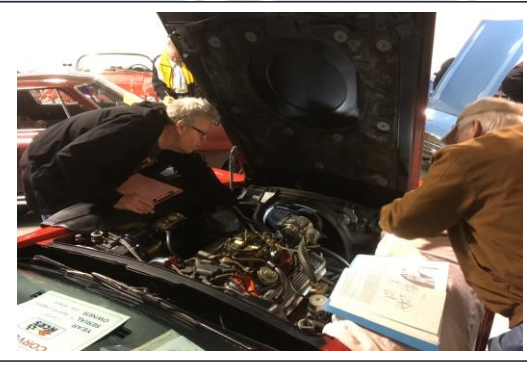
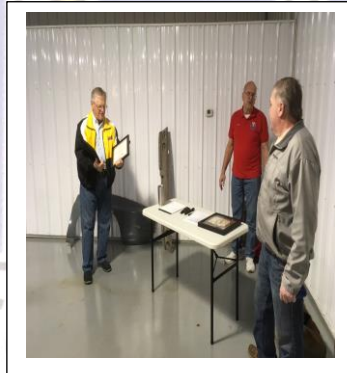
Upper left, Chairman Don Geary welcomed everyone and introduced Bill Bryan. Upper right Bill (center) our Judging Chairman is explaining the difference between the original and repro fiberglass panels.



More photos from Stahl's Meet



***Looking at these photos you can see how busy we were and how beneficial these meets are to our members.



Everyone is working together to make our events a worthwhile experience for all in attendance, plus we had fun too!

The following photos are of the cars and the awards presentation to the owners by Bill Bryan.



1961 Top Flight - Dave/Dylan Stahl



1959 Top Flight –Bill Bryan



Don (L) handing Bill his Blue Ribbon.



1965 Second Flight – Dave/Dylan Stahl



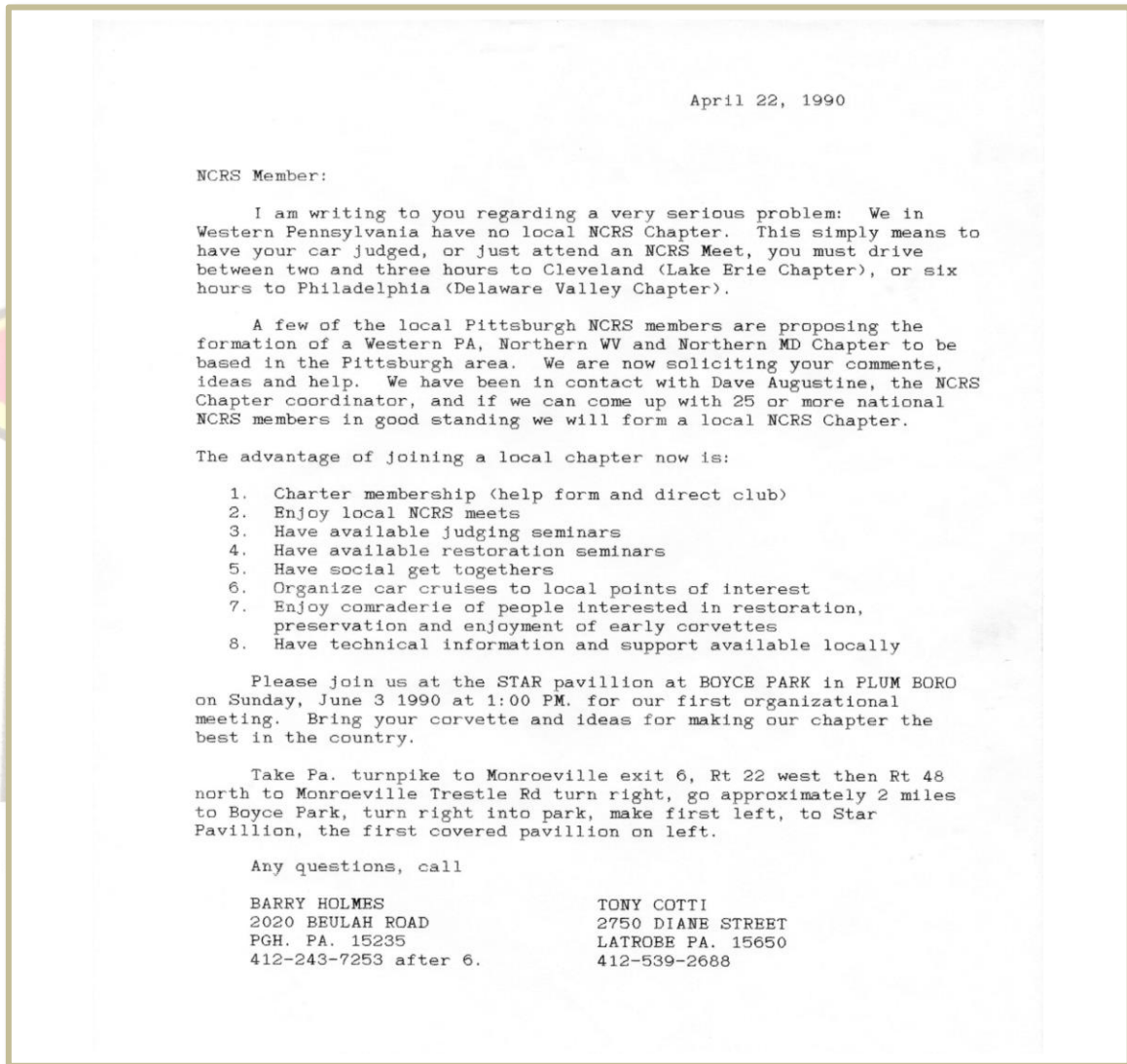
1975 Top Flight – Tom Almes owner.



Looking back at how it all started.... April 22, 1990

Starting with this newsletter, some original documents, newsletters and photographs will be published for your reading pleasure. It will be interesting for newer members to read about how it all got started for our Pittsburgh Tri State Chapter.....*Items have been submitted for publication by our Historian, Barry Holmes.*

The first item below is the initial invitation letter sent out to all the Pittsburgh Tri-State members in good standing with the NCRS to attend the first organizational meeting held at Boyce Park on Sunday, June 3, 1990.



The fall newsletter will feature the very first PTSC newsletter including the initial list of members.

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Technical Seminar at Weimann's Interiors

On Saturday, May 19th our Chapter held a Technical Seminar at Weimann's Interiors in Delmont, Pa. Chapter Outside coordinator Dave Kitch organized and chaired the event. There was a nice turnout of about 30 members. Our presenter Jeff Weimann demonstrated all the steps involved in installing new seat covers and foam on C2 and C3 Corvettes, as well as installing a new convertible top. He also provided us with some tips/tools he uses to make the job easier. Dave followed up the presentations by showing everyone instructional videos on seat covers and convertible top replacement. After lunch judging chair Bill Bryan held a brief judging school on "How to judge a Corvette Convertible Top". It was a very informative seminar and a great time was had by all. John Jeffries and Bill Bryan drove their corvettes to the event." How about the size of those Pizzas?"



Don welcomes everyone to Weimann's.



Dave goes over the agenda for the day.



Presenter Jeff Weimann illustrates how to get the vinyl covers over the foam.

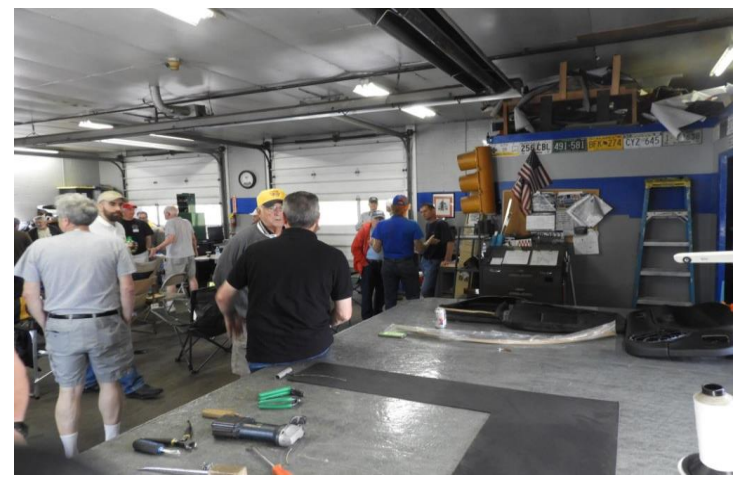


Thank you Corvette America for donating these items....

Weimann's Interiors Seminar Photos Continued.



Pay attention, there will be a test on this tomorrow!



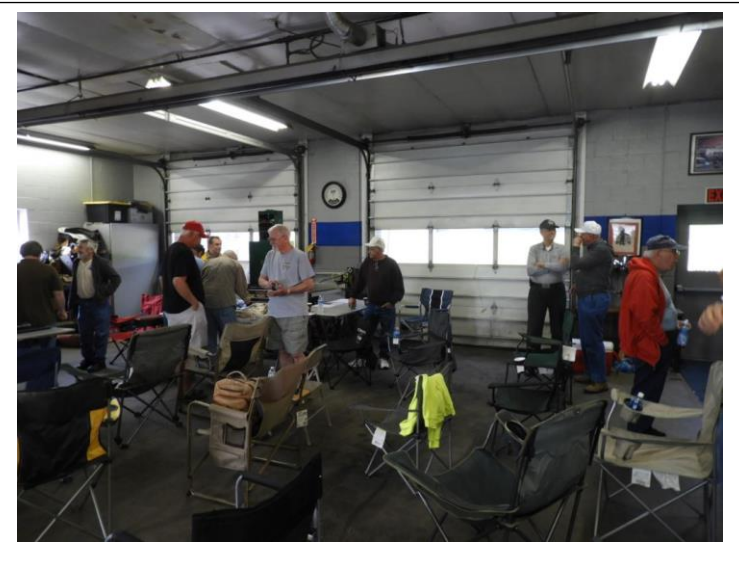
Jeff is explaining how to replace the Corvette Top.



Everyone taking a break in between sessions.



"Thanks for bringing the coffee & donuts Paul!"



Dave making sure things go as planned!

When Dave said each pizza had 30+ slices, he wasn't kidding!!
WOW!!!



Thank you Dave for organizing this Technical Seminar and thanks to the Weimann's for their hospitality.

Bill Bryan (l) and John Jeffries(r) drove their corvettes (below) to the event!



WHY HAVE YOUR CORVETTE NCRS FLIGHT JUDGED?

James (Jim) F. Wainwright, NCRS 262

As an NCRS member, one of the great benefits offered to you is having your Corvette Judged at an NCRS Judging type of Event.

NCRS Chapters may offer one or more of the following types of local judging events...

- **“Small Meet”** – This type of meet is generally a limited registration. (Our Chapter has been successful with less than 5 Corvettes) that are useful to help train the Chapters’ Members; however, they are overseen by the NCRS Chapter Judging Chairman (and perhaps with the additional aid of an NCRS Master Level judge).

Small Meets are often a valuable “learning environment” experience for both the judges and the judged Corvette owner. Judges are encouraged to take their time to use the NCRS Judging Manuals and guides while under the careful observation and mentorship of more experienced judges. Following the judging, the results are thoroughly reviewed with the owner and a more in depth discussion may be offered so that any deductions may be fully understood and potential options may be suggested.

- **“Chapter Meet”** – This is typically much larger than a Small Meet (perhaps a dozen or more Corvettes) that are also judged by the Chapter Members as well as several very experienced judges. A Chapter Meet is also overseen by the NCRS Chapter Judging Chairman and often may be aided by more than one NCRS Master Level judge.

Chapter Meets continue to be a “learning environment” experience however it is most often thought of as a higher degree of attention being paid to the details / deductions and corresponding thorough comments on the judging sheets. In that there are more Corvettes to judge, the time allocated to judge specific sections and discuss the comments on the judging sheets with the owner becomes a more challenging component.

- **“Regional Meet”** – This is a very high level of judging that is performed by team leader selected judges with well-qualified judges for specific classes and judged areas of Corvettes. Typically a Regional Meet may not be your 1st choice for having your Corvette judged as there may be unanticipated or unforeseen disappointments. Having you Corvette judged at a Small Meet and Chapter Meet 1st permits you to have a more realistic expectation of what you may wish to address or correct prior to having it judged at a Regional Meet.

Top Flight Award Preference

Many times a member expresses that they don’t want to have their Corvette judged unless they can obtain a Top Flight Award. While that indeed may be your goal, having your Corvette judged and obtaining a determination as to its status is the only *true* objective. Flight status (Top, 2nd, or 3rd) is the actual result permitting you to honestly move forward and decide whether or not you wish to restore, improve, maintain, or perhaps just release it to a new owner. Bottom line – once judged, helps to determine “what do I own” and “what do I wish to do with it”!

Top Flight Status Caution

There is a caution when considering a Corvette for purchase that is being advertised or touted as an NCRS Top Flight judged vehicle. Although the Corvette may have documentation to indicate its previous “Top Flight” status, that only pertains to the day and time that the actual Corvette was judged. Any time following its judged event may have resulted in any of its items having been removed, replaced, worn, damaged, altered, etc. in such a manner so as to not permit the vehicle to even achieve a 3rd Flight award let alone another Top Flight award in its current status.

So why have your Corvette NCRS Flight Judged – to permit you to verify what you’ve got.

Remember, avoid surprises and always obtain the NCRS Judging Guide plus your specific year Corvette Judging Manual prior to planning on having your Corvette judged.



PTSC ANNUAL CHAPTER FLIGHT JUDGING MEET 2018



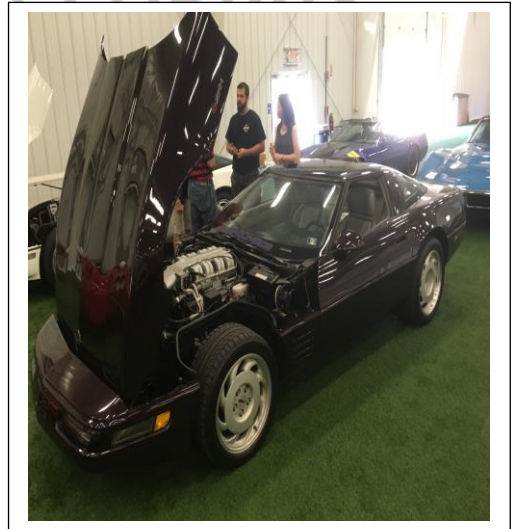
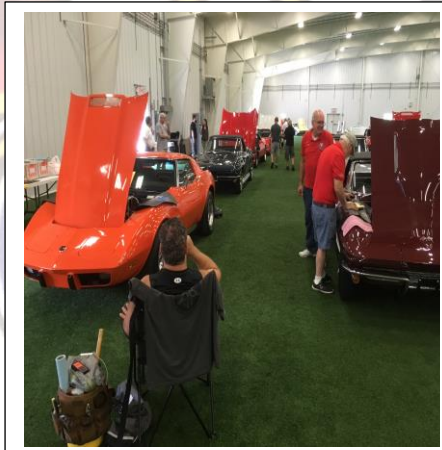
On Saturday June 9, 2018 our PTSC held its annual Judging Meet at the B&D Creekside Activity Center Building in Latrobe. We had a really nice turn out of both cars and judges. To be exact, we had 5 tabulators, 21 judges, 7 flight cars, and 9 sportsman displays. All the corvettes were inside the large facility and it was really nice being inside with air conditioning on the hot humid day. Chapter judging meets are informal and have a more relaxed atmosphere compared to a Regional or National NCRS meet. They provide great learning opportunities for the judges and the owners. The meet was well organized and ran very smoothly thanks to our judging chairman, Bill Bryan.

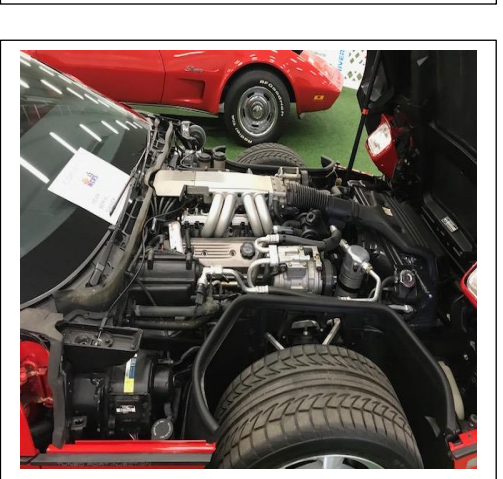
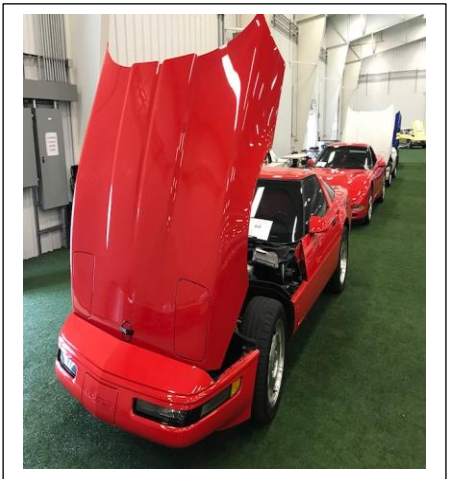
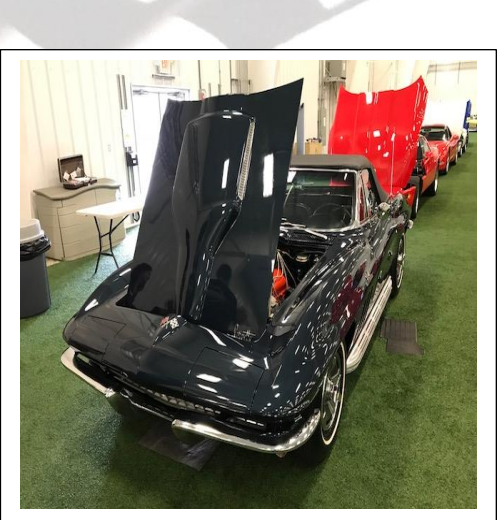
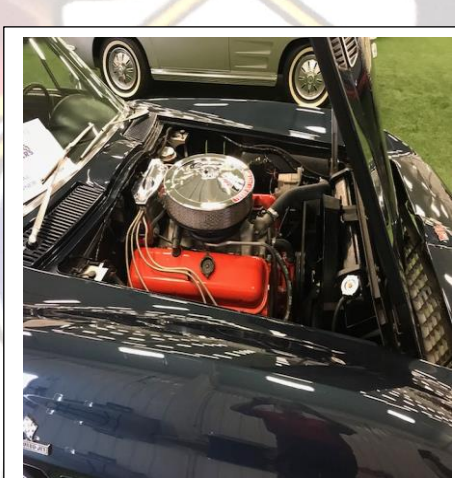
Our chapter would especially like to thank the following people:

- * Paul DiSanto and Frank Gavron for taking care of coffee, donuts and lunch.
- * John Kuhns –advertising/donations totally \$700.00
- * Darlene Schmucker for allowing us to use her building for this event every year.
- * All the car owners for bringing out their cars.

Tabulators

Judy Geary, Pat Holmes, Nancy Jeffries, Linda Neffield, Sandy Stokes.





Results from the meet as submitted by our Judging Chairman Bill Bryan,

Top Flight: William Bryan 1966, Wayne Ayers 1967, Joe Cubellis 1976, Frank Pelly 1989, Paul Larson 1995.

Second Flight: Bob Crilli 1964, Dennis Doyle 1966.

Sportsmans: John Kuhns 1963, Norm Neffield 1964, John Kuhns 1967, Stu Benson 1970, Jim Patitucci 1973, Ken Peindl 1990, Brooke Madeira 1990, Mark Madeira 1995, John Jeffries 2000.

PLEASE WELCOME OUR NEWEST PTSC MEMBERS

Charles Hale # 41774

1705 Warner Dr.

Vienna, Ohio 44473

1956 Corvette

Steve Rotunno

628 Matawan Ave.

Campbell, Ohio, 44405

2002 Corvette Coupe

Currently our chapter has 111 members. Info provided by: Judy Geary, Membership Chairman

RPM Editor's Message:

Technical articles are always welcomed and needed each quarter for publication to meet the requirement of the NCRS to remain a Top Flight Chapter. If you have completed a recent restoration or repair project on your corvette, or if you have a little resto tip, write it up and email it to me if you would like it published in the newsletter. Also, if you have a corvette story or experience you would like to share with our members, email it to me. If you want to include photographs, please send them as attachments. Remember it's your newsletter too! jippat@atlanticbb.net

Jim Patitucci



UPCOMING 2018 PTSC EVENTS

August 12 (Sun) Annual Picnic @ Indian Lake Park

North Huntingdon, Pa.

Coordinators: Paul DiSanto & Frank Gavron

Sept. 16 (Sun) Fall Road Tour @ Coolspring Power

Museum

Coolspring, Pa.

Coordinator: Mike Buchet

Oct. 14 (Sun) Mini Meet/Tech Seminar @ Greenwood

Chevrolet

Hubbard, Ohio Off I-80

Coordinators: Bill Bryan & Ken Jelley

Dec 9 (Sun) Christmas Banquet Lakeview Inn Rt. 30

1:00 – 4:00 p.m.

Coordinators: Paul DiSanto & John DeGregory

TECHNICALLY SPEAKING:

C2 Restoration Tip

Submitted by: John "Jay" Cindric, Uniontown, Pa. NCRS #5349 (1965 Corvette)

"Did you know that to restore the Heater Box on a C2 back to factory finish, just rub the outer case with black shoe polish and then buff....."

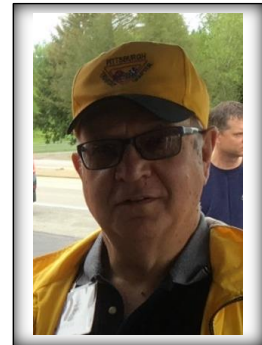
Rough Idle and Carburetor Idle Adjustment

By

Dave Kitch

NCRS 33108

(Reprinted from Allstate Carburetor)



One of the most frequently asked questions is how to treat rough idle issues. Here's some handy advice: Be sure to check all vacuum lines to ensure they are not cracked or dry rotted. That goes for vacuum caps as well. If all vacuum lines are in good condition and fitted properly, then check your mixture screws. On most carburetors turning the mixture screw clockwise will lean out the mixture, and counter clockwise will enrich the mixture.

To check the mixture screws, set the curb idle speed to between 750 and 850 RPM, then check ignition timing and adjust if necessary. Now you're ready to set the mixture screws. Your carburetor may have two or four mixture screws.

For those with two screws: Turn the first mixture screw in until you notice a drop in RPM, then back it out until you get the highest RPM you can. Stop and do the same to the other mixture screw. Do this to achieve the highest rpm for the motor at idle. It may be necessary to lower your idle speed once you have completed the mixture process. You can substitute a vacuum gage for a tachometer connected to the carb base (below the throttle plates) or to manifold vacuum. In this case adjust screws to read max. vacuum.

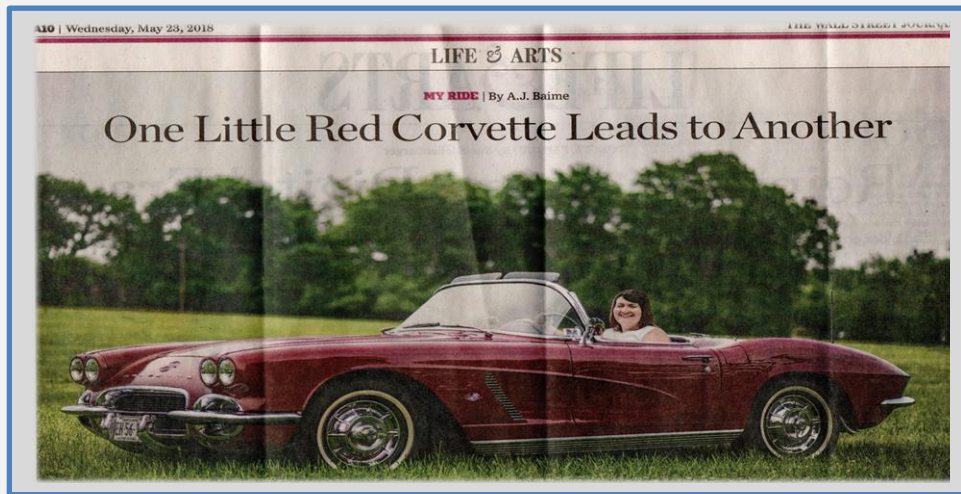
For those carburetors with four mixture screws, otherwise known as four corner idle, make smaller adjustments to all four screws. After timing and base idle is set, turn the first screw in to notice a drop in RPM. Then, in ¼ turn increments, adjust each mixture screw until you no longer get a positive (meaning RPM rise) result from turning the screw. After this you may need to lower your base idle speed.

VETTES IN THE NEWS: READ ALL ABOUT IT!

The following article appeared in the Wall Street Journal Wed. May 23, 2018.

Photos by: Matt Roth for the Wall Street Journal

“My Ride by: A.J. Baime



One Little Red Corvette Leads to Another

Kim Burroughs, 43, a dentist from Gambrells, Md., on her 1962 Chevrolet Corvette, as told to A.J. Baime.

When I was little, my sister and I both had Barbie dolls and Barbie Corvettes, which were toy cars that Barbie “drove.” Mine was

purple, my sister’s was silver, and we played with them all the time.

Jump forward to 1997. My father John Burroughs bought a 1959 Corvette. I helped him push the car off the trailer when it was delivered to his house in Sun-

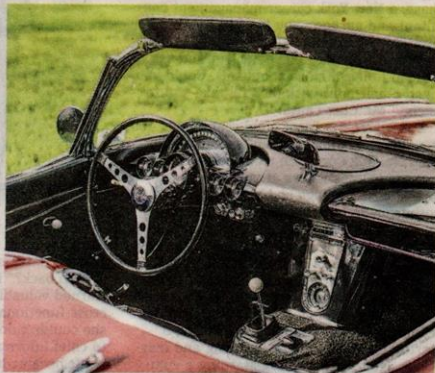
derland, Md. I was starting dental school in the Baltimore area, so I was not around to help him restore it. He promised that this car would be mine someday, but I guess I got impatient.

In 2015, my boyfriend

Scott Chalk—who restores cars professionally—told me about a friend who had a 1962 Corvette that he had gotten in the 1970s. He had taken it apart intending to restore it but that never happened, and now he wanted to sell it. We went and saw the car; it had been painted red and all the parts were in boxes.

The year 1962 was the last of the first-generation Corvette, and the best in my opinion because the car came with a bigger 327 V-8 engine. In June 2015, I paid \$30,000 for mine. My boyfriend and I loaded it in a trailer and brought it home. We created lists of all the parts we had and all the parts we needed. I went to swap meets and Corvette shows to find parts. We spent some 60 hours underneath the car scraping off undercoating, which had probably been put on by a dealership when the car was originally purchased.

The underside of the trunk lid was still the original paint color so, a paint specialist used that to mix the right shade, which was called Honduras Maroon. Along the way, we real-



Kim Burroughs, top, bought her 1962 Chevrolet Corvette in 2015 for \$30,000—inspired by her father, who owns a 1959 model, and her childhood Barbie’s car. Ms. Burroughs and her boyfriend completely restored her car, which earned a top award.

ized that our restoration was going to be really nice, so we decided to have the car judged by the National Corvette Restorers Society (NCRS), which looks at how close a restorer can get a car to what it was the day it left the factory.

We finished our restoration in October 2016, which is fast for a job this big. On

April 8, 2018, we took the car to be judged by the Mason Dixon chapter of the NCRS, in Havre de Grace, Md. The car earned a “Top Flight” award, the highest you can get.

To think, it all started with a Barbie doll.

Contact A.J. Baime at [Facebook.com/ajbaime](https://www.facebook.com/ajbaime).

A great success story, impressive how they restored the car so fast.

Article submitted for inclusion by: Paul DiSanto

The Classics: Revisited

To see a gathering of gleaming Corvettes of any vintage is enough to make a Corvette devotee's heart beat a bit faster. To see a row of twenty-one 1953 and 1954 Corvettes, all in mint condition, is enough to make a grown Corvette owner cry. And that's exactly what our *CN* staffers saw when they pulled into the Howard Johnson's East parking lot in Flint, Michigan a few months ago to attend a meeting of the Classic Corvette Club '53-'55.

As we looked over each car and talked to the owners, we were amazed to find that they had traveled from far and wide to attend the meet. Not only was Michigan well represented, but Illinois, Indiana, Ohio and Pennsylvania as well. One member, Ron Stevens, came down from London, Ontario, while still another, Bob Reichert, had flown in from Macon, Georgia to represent 5 or 6 classic Corvette owners from the deep southland.

"The idea of the club was conceived by me a little more than two years ago," said John Hutchins of Alma, Michigan, who is the club's Executive Internal Director.

"Five other Corvette owners, and I got together and had a meeting in Angola, Indiana. The whole idea behind the club was to promote the car and the spirit of Corvette ownership in an attempt to further the preservation and restoration of what we felt was a

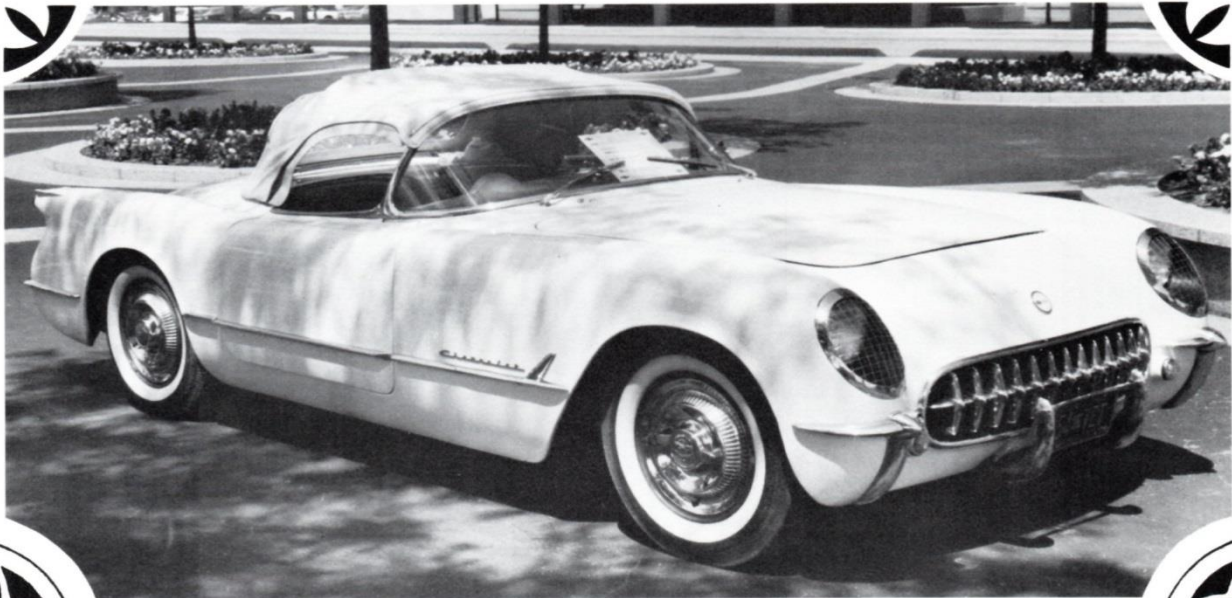
truly unique automobile. We had no idea, at the time, the size the club would grow to or the interest that it would generate. We said that if we never had any more members than the original six, we had a club.

"In just two years," said John, "we've grown to over 170 members from coast to coast. However, the largest concentration of members, around 80%, is in the Great Lakes area. I don't know if this is because this is where the club got its start or because of the large number of Corvettes in the area.

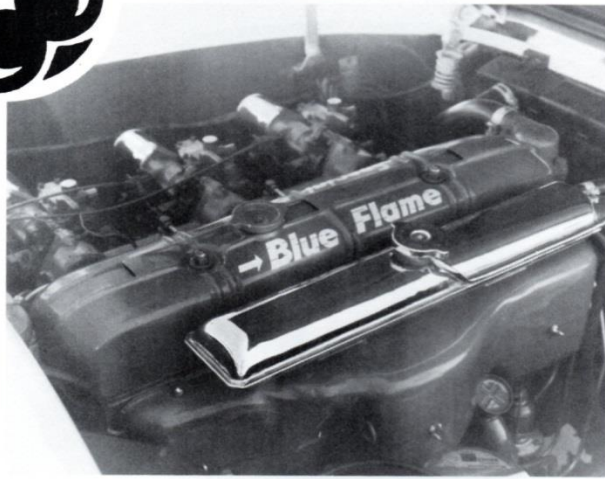
"This is our first meet in Flint," John continued. "We hold three a year, one in each state with the largest concentration of membership so that we can best serve the greatest number of people. I would say that we draw about 30% of our members to all three annual meetings, with at least 50% of the members attending at least one meet a year."

Although ownership of a '53, '54 or '55 is not a requirement for membership, John told us it was highly recommended. The club directors feel that anyone with a true interest in preserving the 1953 through 1955 models has something to offer and can benefit greatly by belonging. Collectively, the present membership owns 210 of the '53-'55 models and each member owns at least one Corvette of some specific year.

The Classic Corvette Club '53-'55, 9417 North Rich



A great article from "back in the day" some of you might recognize a few of the Pa. names. Article reprinted in the Corvette News Magazine Dec/Jan 1973 Edition- Enjoy!!!



Road, Alma, Michigan 48801, of course, is a non-profit organization with dues of \$5.00 per year used to put out a quarterly newsletter which features "how to" articles on early Corvette restoration, a classified want ad section, a list of reproduction parts known to be still available and a roster of fellow members.

"We also include pictures of the earlier Corvette models," said John, "because some of the owners really don't know exactly what they looked like when new. Many have owned their cars for such a short time and so many modifications have been made over the years, it's sometimes hard to keep track.

"We also urge each member to write a story about his car, telling how and when it was purchased, what degree of restoration is being done and things of that nature. With a membership covering 32 states from New York to California, personal stories from the members themselves provide a sort of cohesiveness to the whole thing. It's amazing how close-knit the club is with so many miles separating many of the members. Most correspond with each other on a regular basis and, if my mail is any indication of the flow, we must be supporting the United States Postal Service. They are truly a unique group and they really try to help each other. I think this is the key to the success of the club."

We asked John what was included in the judging and he immediately produced a two-page judging form. Five major categories are listed which include general appearance, body and running gear, interior, lights and trim and mechanical. Under each major division are five or six individual items to be checked out on each entry. For example, under the heading of general appearance, points were given for color and quality of the lacquer; overall cleanliness and detail; color in both the engine and passenger compartments; weatherstripping around hood, cowl, doors and trunk. The undercarriage and wheel alignment and steering gear were also listed.

Said John, "The objective is to judge the car in relation to how it appeared when it was shipped from final assembly. No deductions in points, however, are made for normal road dirt, safety equipment such as seat belts or any state-required safety features."

Dave Fouch is the owner of a '53, a '54 and also a '55 V-8. He purchased the '54 from a

fellow up in Maine and had it trailered back to Michigan. The car had 74,000 actual miles on it and, although it still needed quite a bit of restoration, Dave drove it to the meet but didn't enter the judging. Dave just purchased the '53 in February and had it shipped from California. Except for the addition of a 4-speed transmission, the 1953 is completely authentic in every detail. Serial number? E53F001300. The last '53 built!

Bob Sovis, who was chairman of the Flint meet, owns a 1954, Serial number E54S002320 which makes it a relatively early '54.

"The car was originally sold to a salesman by Summerfield Chevrolet in Flint in June of '54," said Bob. "He sold it about a month and a half later with only 750 miles on it. I purchased the car from the second owner a little over seven years ago. It had 45,000 miles on it when I got it and it now has around 58,000 miles on it. It was repainted when I first bought it. Except for replacement items like points and plugs, it's all original. My wife Georgia, my four boys and I have really had a lot of fun with the car. Maybe some day I'll have some more Corvettes."

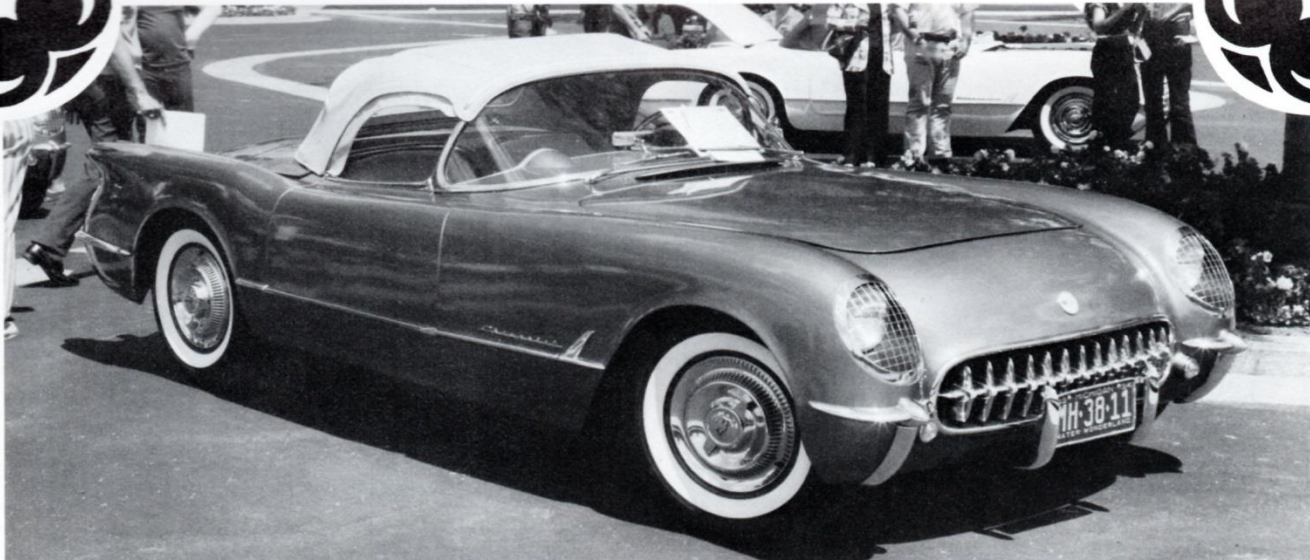
Bob works for the GM Parts Division in Flint, Michigan and one of his biggest regrets is that parts for the vintage 'Vettes are so hard to find.

"We do have quite a bit of activity in the parts area from our members," said Bob.

"In fact, we have some information on reproducing taillights, side script is being taken care of, and bumper pieces are going to be produced. Trim materials have been taken care of pretty well. Some members are also working on the plastic horn cap and the front emblem.

"A lot of these things," said Bob, "are being reproduced by club members without the help of Chevrolet. It's so hard to reinstate parts and the demand is so low, reproduction costs would be exorbitant. However, the parts department still services quite a few parts for 'Vettes that they lose money on simply to provide service to owners. For example, the 1958 to 1962 padded instrument panel was reinstated by demand and the tooling was located at Inland Division. If the tooling hadn't been found, I don't think it would have gotten back in the picture."

A beautiful 1954 caught our collective eye and we chatted with the owner, Hugh Schlenk



of St. Charles, Illinois. Hugh purchased his 'Vette, used, about seven years ago. He bought it for \$1,800 and figures he has about \$5,000 in it in parts and labor.

"I wouldn't take any offer you made," Hugh said. "It's like my right arm. It has a custom paint job but everything else is strictly stock. Everyone is giving me the berries about not changing it back to the original color but I'm one who likes a little bit more show than everybody else.

"Before I got married," he told us, "I entered the car in quite a few shows and have collected a number of trophies. The car took second place in a national show last year in the Amphitheater in Chicago. I'm sure the color was my biggest setback. If it had been white, I probably would have won. They really demand authenticity. But I think it's beautiful and this is what I want."

Hugh's car was a beauty, too—a rich iridescent olive green with a metal flake.

One club member came all the way from New Wilmington, Pennsylvania to show off his beautiful 1953 Corvette. John Mansell has owned the car since December of 1967.

"I was looking for a 1953," John told us, "and ran across an ad in the paper for a '54. I decided to take a look at it and discovered it was really a '53. It was quite beat up. It had been in the Youngstown area for about 10 years. A check of the courthouse records showed that about 10 owners had had the car. It had traveled the used car lot circuit and one owner had let it sit out for five years.

"When we got it home," continued John, "we discovered that it had about five different colors of paint including red, white and primer. We took it down to the bare fiber glass. I'm not sure how many coats I have on the car now. We just kept spraying and rubbing it out until it looked good.

"Fortunately, the engine hadn't been modified. It still has the three Carter one-barrels that came on the car and they work very well. I did rebuild the carburetors but nothing else has been done to the engine. It runs well, too. We drive it 70 mph on the Interstate and get about 16

miles to the gallon. At a steady 60 it gets about 17 and at 50 it gets about 18 mpg. Of course, the engine is the original Blue Flame '6'."

We asked John if he used it for street or kept it strictly for concours.

"Concours," was the reply. "I've driven it about 4,000 miles or so since I've had it. Of course, any car will deteriorate if driven for any length of time. But it's no fun having a car like this all covered up with blankets hidden away in some garage.

"I've been in five or six meets with the car and it's taken first place each time. In fact, at a meet in New Hope, Pennsylvania, we took best of show in the Corvette division. We were in competition with all years right up through 1972 so the win was really something to be proud of."

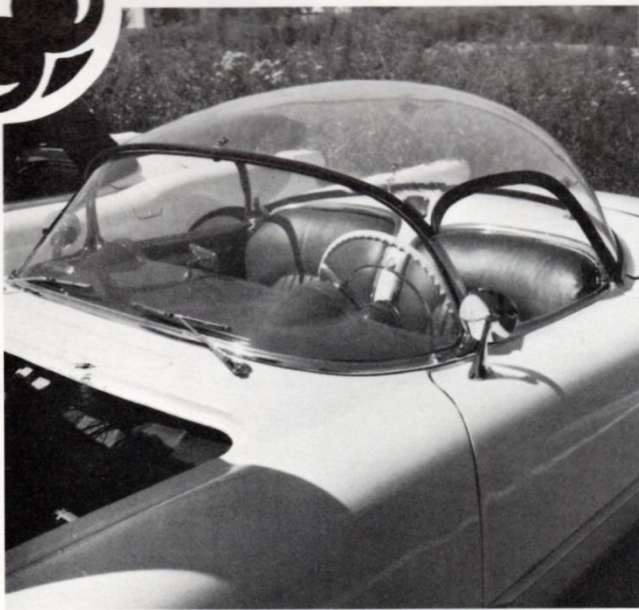
Sid Diamond and his wife, Phyllis, are from Chicago and they had the most unique Corvette in the meet—a 1954 with a clear bubble top. Since Sid purchased the top from another club member, he has done a great deal of research on it and this is what he told *CN*.

"The original bubble top was not made by Bell Helicopter as was stated in an article which appeared in *CN* some years ago. The real manufacturer, William Chaffee, President of Model Builders Incorporated of Chicago, in an effort to clarify this, wrote to Ed Thiebaud.

"The top was built originally for Gene Kettering who was involved with the Corvette in the early years. He wanted one for his own personal car. The top was produced for Kettering at a cost of \$5,000. Twenty more were built to offset the cost of the original and they were sold by Model Builders for \$350 apiece. They installed the tops on the cars and shipped them back to the owners. This particular top was traced back to the original owner who was the governor of Illinois at the time—Governor Green.

"I've tracked down the twenty people who owned the tops and talked to those who are still alive. The President of U.S. Steel has one of them and so did the Chairman of the Board of Royal Crown Cola, so I guess I'm in pretty good company."

A drive of some 380 miles from Butler, Pennsylvania got Ken Frenchak the travel



award for coming the greatest distance to the meet. Ken's owned his '54 about 12 years. It's been repainted three times and he completely redid the body last year.

"It's original throughout," Ken told us. "Original engine. Original transmission. There are still about three pieces I need yet for complete restoration. When I bought it, it had about 20,000 miles on it. I drive it daily and it now has a little over 80,000, and I still get between 15 and 17 mpg."

Another Pennsylvanian, Glen Wilson from Sharon, has to be the newest member of the Classic Corvettes, joining about one week prior to the meet. He's owned the car for only six months, purchasing it from the grandson of the original owner.

"He inherited the car when his grandfather died," said Glen. "He wanted to sell it and pick up an MG which I felt was bad for him and good for me."

It was rather obvious that Glen's wife, Clara, wasn't too sure she liked this car idea. Most of the fellows' wives were just as keenly interested in the cars as their husbands were. Of course, Clara had only been at this sort of thing for a whole week and still felt she'd rather have a swimming pool in the backyard than the Corvette in the garage. CN staffers offered a solution: go back to work and you can have both.

Between the two of them, Ken Hooley, of Goshen, Indiana, and Dora Pence, from Elkhart, Indiana, own three 1954s and a 1953. The 1953 they entered in the meet had been purchased only the month before and was completely stock except for the top material. The serial number on the 1954 'Vette which Dora drives regularly is E54S001111—one of the first of the 1954s.

John Cook of Long Grove, Illinois picked up his 1954 Corvette back in 1968, E54S004567, one of the last 54s. "The car had been used as a promotional car around the air shows," said John. "It was purchased by an airline pilot who drove it until 1963 and then stored it in the proverbial barn out in the country until I bought it.

"Everything is original and stock except the top which is a reproduction top. The bottoms of the seats have been redone but all to original specifications. All I have to do now is redo

the chrome and pick up some wide whites and I think I'm all set."

One of the original members, and now a director of the club, Joe Chess, found his 1954 Corvette while out "old car hunting" for a friend.

"A friend of mine was interested in picking up an old car to restore and told me to keep my eyes open for him while I was traveling around the country. I got the 'Vette up in Texas about ten years ago from a pilot stationed at Love Air Force Base. It had been advertised in the paper as a 1954 Chevy Roadster so I went out and took a look at it. It turned out to be a 1954 Corvette so I bought it for myself for \$375.

"It needed a new paint job and a bit of rechroming. I painted it myself about five years ago but couldn't match the original paint. This is a 1953 Buick paint called Tyler blue. I took a chip of paint off the inside door and we compared it with paint charts and this was the closest we could come to the original color."

We tried to get around to as many club members as we could in the course of the afternoon. We chatted with John Vass and his son John from Birmingham, Michigan, Steve Bosi from Elwood Park, Illinois, Warren Schmidt and his family from Urbana, Ohio, Bob Donohue from Brooklyn, Michigan, Ron Stevens from London, Ontario, Canada and Tom Essig from Goshen, Indiana who, believe it or not, stored his '54 'Vette in his grandfather's chicken coop in 1962 and forgot about it until 1968—and he's a board member of the club!

The more people we talked to the more we knew what John Hutchins meant when he said the members were unique. Had we needed further convincing of this fact, we got it at the awards banquet. One of the club members from Detroit, Felix Napier, Jr. was on his way to the meet when his Corvette broke down ten miles outside of Flint and he had to be towed in. The members got together and hastily contrived a giant placard which read: "To Felix Napier, Jr. for his commendable effort to get his 1954 Corvette to the Classic Corvette Club Meet we award this 'hard luck' memento." Attached to the card was a brand new tow rope from the membership at large.

JUDGING RESULTS

Best of Show: John Vass, Birmingham, Michigan—1953

Senior Class:

1st: John Mansell, New Wilmington, Pennsylvania—1953

2nd: John Hutchins, Alma, Michigan—1954

Junior Class:

1st: John Cook, Long Grove, Illinois—1954

2nd: Tom Essig, Goshen, Indiana—1954

3rd: Ken Frenchak, Butler, Pennsylvania—1954

Primary Class:

1st: John Vass, Birmingham, Michigan—1953

2nd: Dora Pence, Elkhart, Indiana—1953

3rd: Sid Diamond, Chicago, Illinois—1954

Class Description:

Senior Class—those having received a 1st place Junior Award previously.

Junior Class—those having received a previous 1st, 2nd or 3rd Primary Award.

Primary Class—those who have never placed before or have never shown their cars.

WANTED:

I am looking for a set of radial tires for my 1963 Corvette. I am looking for 205/70R15. I want the tires from one of the original manufacturers from 1963. I'm hoping that one of the members can point me in the right direction. Any suggestions on tire size would be helpful also.

Thank you:

Bob Shirk (724)848-0247

Redvette87@aol.com

FOR SALE:

1984-87 Corvette etc. rear tires.

Yokohama Raised Letters. Only have a few hundred miles on them. \$100.00 No Shipping.

Thank You:

John DeGregory (724) 832-3786



For the **latest PTSC Apparel** check our website for the link, new colors now available. NOTE: Still have 2017 Regional T-shirts (\$5.), Golf Shirts (\$10.) plus shipping. Contact: Jim Patitucci

jjppat@atlanticbb.net

RECALLED FIRE EXTINGUISHERS

In case you have not heard, 40 million fire extinguishers have been recalled by their maker for possible defects. Included in this number are probably some that **may be used in Corvettes**. The recall involves 134 models manufactured by Kiddie between January 1, 1973 and August 15, 2017, including models that were previously recalled March 2009 and February 2015. Some of the recalled extinguishers were sold under names other than Kidde (e.g., Fuller Brush, Honeywell, Montgomery Ward, Sears, etc.). The recall involves two styles of disposables: those with plastic handles and those with plastic pushbuttons, though not all of them. *Units with metal handles are NOT included in the recall.* **Chances are you may have a recall in your Corvette.** To know, call Kidde toll free at (855) 271-0773. Have the fire extinguisher with you, you will be asked for certain information on the extinguisher. Recalled extinguishers will be replaced with a similar model free of charge.



Submitted by: Jim Wainwright

NCRS CALENDAR OF EVENTS

National Convention – July 15-20 Las Vegas Nevada

Illinois Chapter Meet – August 3 Galena, Illinois

New England Chapter Meet- August 11- Carver, Mass.

NCRS Gallery @ Carlisle, Pa. – August 24 – Carlisle, Pa.

New Mexico Chapter Meet – Sept. 8 – Albuquerque, NM

Wisconsin Chapter Meet – Sept. 15 – Kenosha, Wisconsin

Mid-Atlantic Regional – Sept. 20-22 – Altoona, Pa.



Pittsburgh Tri-State Chapter NCRS Picnic Sunday August 12, 2018

@ Indian Lake Park, North Huntingdon, PA



From 11:00am until 5:00pm Dinner at 1:00

Directions: Indian Lake Park, North Huntingdon, Pa

From the junction of the PA Turnpike and RT 30 in Irwin: Proceed west on Rt 30 .2 mi. Turn left of Barnes Lake Road for 2.5 mi. Turn left on Clay Pike for .4 mi. Turn right at Brokers Lane for .1 mi. Turn left into park. Pavilion is at the end of the parking lot.

From Pittsburgh: Rt 30 east. Turn right on Clay Pike 2.5 miles to Brokers lane, right turn to park entrance.

Chapter will provide food for the event including hamburgers hot dogs, corn and non-alcoholic beverages. Side dishes, salads and desserts are welcome.

The chapter will be subsidizing some of the cost.

Cost: There will be a **\$10.00** cost per person

Coordinators: Frank Gavron Fg69vette@yahoo.com 724-863-7916
Paul DiSanto pdisanto1950@gmail.com 412-751-5579

Send payment and form by **August 5, 2018** to:
Paul DiSanto 205 Paulette Dr. Elizabeth, PA 15037

Names of Attendees: _____ NCRS # _____

Number Attending: _____ Amount enclosed: _____ (\$10.00 per person)

Bringing: Side dish _____ Salad _____ Dessert _____



PITTSBURGH TRI-STATE CHAPTER MEET & JUDGING SCHOOL

www.ncrspitt.com

Sunday Oct 14, 2018 – Limited CAR Registrations available

Greenwood Chevrolet (Hubbard), 2635 N. Main Hubbard OH 44425 800-635-0339

NCRS Membership Number: _____ (Registration Will Not Be Accepted Without Your NCRS Number)

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

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

Home Phone: _____ Cell Phone: _____

E-Mail: _____

EVENT SCHEDULE – SUNDAY OCT 14, 2018

- 8:30 Registration, coffee and Donuts**
- 9:00 Judging School – TBD**
- 10:00 Judges/owners meeting**
- 10:15 Flight Judging**
- 12:00 Lunch available**
- 3:15 – Awards**

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

- Registration fee per person= Judge/Owner/Spectator (Includes Lunch).....\$10..... \$ 10
- Flight Judging Car Entry\$60..... \$ _____
- TOTAL**\$ _____

JUDGING PARTICIPATION

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

1st Preference...

2nd Preference...

Year	As Needed	OPS	INT	EXT	ENG	Chassis

Judging Level __ – or – Don't Know

I would like to tabulate

I would like to be an Observer Judge

CAR ENTRY PARTICIPATION WILL BE LIMITED

Year _____ Coupe /Conv. Engine HP _____ VIN _____
 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.

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.

Signature: _____ Date: ____ / ____ / ____

Make checks payable to: Pittsburgh Tri-State Chapter NCRS Registration must be postmarked by Oct 5, 2018

Registrations: **Send to:** Jim Wainwright 104 Aldrich Ave, Altoona, PA 16602 james_wainwright@hsb.com

Phone: 814-942-2758 Note: "NCRS" in subject line when e-mailing.

Local Meet Coordinator: Ken Jelley Phone: 330-448-6038 or email: jelleyspp@aol.com

Chapter Meet Coordinator: Paul DiSanto Phone: 412-751-5579 or email: pdisanto1950@gmail.com

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

NOTE: This is a judging meet and Judges training session for increasing the judging knowledge of our members. Full judging points and flight awards will be earned by participants at the meet.

**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.				
<p>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.</p> <p>Make checks payable to: Pittsburgh Tri-State Chapter, NCRS Mail to: Judy Geary 117 Caldwell Dr Jeannette, PA 15644</p>				
Signature:		Date:		
Direct any questions to Judy Geary at 724-834-5586 or email at gearyjt@comcast.net				

Jim Patitucci
RPM Editor
Box 92
McClellandtown, Pa.
15458



THE PTSC BOARD MEMBERS WOULD LIKE TO WISH OUR MEMBERS AND THEIR FAMILIES A SAFE AND HAPPY 4TH OF JULY.

CHECK THE EVENTS CALENDAR ON OUR "NEW" WEBSITE

NCRSPITT.COM

ALSO CHECK US OUT ON FACEBOOK!

