



The Pittsburgh Tri-State Chapter NCRS

NEWSLETTER

NCRS Top Flight Chapter

www.pittncrs.com

Spring 2019



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Chairman's Message

By: Dave Kitch



Pittsburgh Tri-State Chapter members, I am proud to say that I am the new chairman for 2019/2020. I have been an NCRS and Pittsburgh Tri-State Chapter member since 1999 and have served on the board for most of this time. I served as a chapter judging chairman and in other chapter positions. I have been a team judge at both regional and national meets and performed as a Bowtie judge at a national. I served as regional chairman for the 2012 Pennsylvania Regional held in Altoona and I am actively pursuing my 300 point judging award. I restored a 66 convertible and 65 coupe to national and chapter top flight awards, respectively. I also own a 2015 Corvette coupe and belong to the Corvette Club of Western Pa.

Those of you who know me know that my interests lie in Vintage Corvette restoration and NCRS judging. I continually pursue better ways of restoring. I was trained as an auto mechanic in my father's garage and was provided the opportunity to work on the old cars. This gave me the knowledge and skills required to perform restorations. My restorations were documented in slide shows that I presented at several of our seminars.

Belonging to one other NCRS chapter, has provided me the opportunity to compare or benchmark our chapter against other chapters and, rest assured, we are in the top three in the east!

Our board includes people who have long been involved in our chapter. They are committed and dedicated to serve our membership.

We have a full slate of planned events that include restoration and judging schools/seminars, picnic, banquet, several judging meets and road tours and a wine cruise with CCWP. The board welcomes your ideas and input. So please do not hesitate to contact one of us with your ideas or comments.

The board looks forward to seeing you at our scheduled events,

Dave

PTSC MEMBERS AT THE FLORIDA REGIONAL IN LAKELAND...

Photos by: Brian McIntyre & Vinnie Peters

Brian & Barry



Brian & John



Barry, Mike & KC



Judging Chairman's Message: Bill Bryan



As I write this it is 61 degrees outside, and I am thinking of the NCRS mission statement, **"Restoration, Preservation and Enjoyment of the Corvette"**. I know I talk about the restoration and preservation, but never about the enjoyment. I think the best part sometimes is driving the old corvettes. I know when I get my 59 vette out for runs that I have owned since 1973, I always think this is fun and I should do this more often.

Please get the old corvettes out and enjoy them! Look at our calendar and flyers in this issue there a lot of events coming up this year please review them and attend as many as possible.

Getting back to judging, two of our members sent me a picture of their attendance at the NCRS judging retreat in Texas. We all should attend this event at least once. Please commend them when you see them. They are Bob Stokes and Brian McIntyre pictured below. I have discussed with Bob, and he promised me he would do a presentation about his learning experience at our April 28th meet at Tom Henry Chevrolet. I look forward to that. There will be a great deal of judging information for us as well. So please make sure you attend. We will also have two cars to judge with master judges training us on judging corvettes the correct way. It should be a great learning experience. Please make sure you sign up for this event. Concerning our upcoming events please contact me if you have anything of interest to present to the club, I will help you in your presentation or present it myself. Your suggestions are always welcome.

Bill

Brian and Bob at the NCRS Judging Retreat in Dallas.



“My Latest Buy....Finding My 1965 Coupe”

By: Bob Cirilli #37109

A few months back a friend told me that a friend of a friend had a 65 Corvette coupe for sale. The friend didn't know its color, condition or price. I said I was interested in seeing it and never heard anything so after three months I asked the friend about it and he said he didn't think I was interested. Finally a few days later the friend called and asked if I could go to look at it the next day. I said for sure.

Three of us headed out and ventured up a 3/4 of a mile long stone driveway to a very secluded large building. As we approached I honestly became skeptical. We went inside, the friend of the friend flipped on the lights and in front of me were over a dozen cars, half of them Corvettes, and in various stages of condition.

I was lead back to a plastic cover and as it was pulled off saw a 65 Corvette loaded with dirt inside and out (Fig.1). The car had not been started or driven for about two years. It initially looked a mess. Some parts were off or missing. I wasn't real impressed. But as a typical Corvette lover would do, I started looking closer. The body, while dirty looked pretty solid, the speedometer showed 72,000 miles, and the interior was very complete (Fig.2). I also noticed a 350 HP air cleaner in the back. Checking out the motor I found the correct casting number but could not verify the engine number but I was guessing it was not the original engine (Fig. 3). It was a St. Louis car so the side pipes may have been correct.

I took the information I had and a few pictures home as well as the asking price the seller had very logically explained to me. After consulting friends and doing some more research I called the seller and came to an agreed price. I have had three mid years all convertibles and a coupe was something I had wanted for a very long time, like since 1963.

After getting it cleaned up a bit and really inspecting it I noted a slight flare in the rear fenders and the 67 wheels which were obvious initially (Fig. 4 next page). Neither items bothered me. On January 27 we picked it up at the sellers and took it to the shop to start the check list (Fig. 5 next page). It did start right up but the brake pedal went to the floor. That would be the first thing to fix. After investigation found the brakes had to be replaced top to bottom, the emergency mechanicals were completely missing and the radiator was shot. On the positive side the engine ran great and there were no serious leaks

Figure 1



Figure 2



Figure 3



Continued on next page!

The normally suspect frame areas were good. Little issues; the dimmer switch was bad and the lights didn't work smooth. To be honest the bottom side looks like a 54 year old car.

Something I didn't expect is a very slow response from my insurance carrier. Not only do they want pictures of all four sides but also interior pictures. They won't issue coverage, IE paperwork to the state is held up until we get the coverage verification, until they are satisfied with all pictures.

I ordered shipping data report from the NCRS and found that the Corvette was actually produced February 4, 1965 from Malcolm Konner Chevrolet in Paramus, NJ. It hasn't traveled too far from home.

Figure 4



Figure 5



Recent photo after minor detailing. 3/02/19



NCRS Calendar of Events 2019

Southern California Chapter Meet April 5, Glendora, California

Mason Dixon Chapter Meet April 7, Havre De Grace, Maryland

Queen City Regional April 11-13 Sharonville, Ohio

Northern California Chapter Meet April 26-27, Suisun City, California

St. Louis Chapter Meet April 27, Manchester, Missouri

Central New Jersey Chapter Meet April 28, Rahway, New Jersey

Adirondack Chapter Meet May 3, Cohoes, New York

Metro Long Island Chapter Meet May 5, New Hyde Park, New York

Heartland Chapter Meet May 11, Pleasant Hill, Iowa

New England Regional May 16-18, Boston, Massachusetts

Miami Valley Chapter Meet May 18, Dayton, Ohio

Wisconsin Chapter Meet May 31, Kenosha, Wisconsin

Indiana Chapter Meet June 7, Lebanon, Indiana

Ontario Chapter Meet June 7, Brampton, Ontario

Pittsburgh Tri-State Chapter Meet June 7-8, Latrobe, Pennsylvania

Michigan Chapter Meet June 14, Dearborn, Michigan

National Convention July 14-19, Greenville, South Carolina

Illinois Chapter Meet August 2, Galena, Illinois

NCRS Display Corvettes @ Carlisle August 22, Carlisle, Pennsylvania

Heart of Ohio Chapter Meet September 14, Marysville, Ohio

Lake Tahoe Regional September 19-21, Stateline, Nevada

Texas Regional October 24-26, Frisco, Texas

2020 NCRS Events

Florida Regional TBD

Rocky Mountain Regional May 28-30, Loveland, Colorado

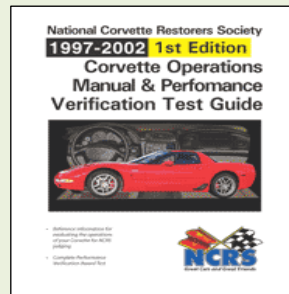
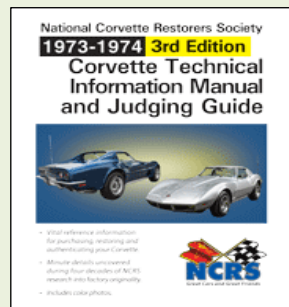
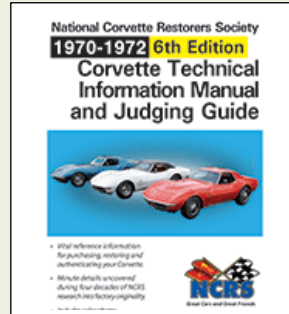
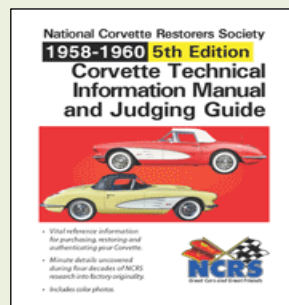
North Central Regional June 11-13, Rochester, Minnesota

National Convention July 19-23, French Lick, Indiana

Northwest Regional August 20-22, Redmond, Oregon

Texas Regional October 22-24, Frisco, Texas

Four New Judging Manuals available from the NCRS Store!



*The NCRS Concours Judging Sample Scoring Sheets are now available for downloading on the NCRS Website. Just scroll down to the bottom of the homepage where all the links are located. Click on the link "Judging Score Sheets", the Concours Scoring Sheets are all located at the bottom below the regular Scoring sheets. The sheets are available for the C1 thru C5 Generations. The same five areas are judged Chassis, Exterior, Interior, Mechanical and Operations. But, keep in mind cars are only judged solely for appearance. Please check them out when you get the chance. **Considering having your car Concours Judged?** Our PTSC encourages members to register their Corvette for Concours Judging at our June Meet at B&D Creekside, in Latrobe. See the Registration Form on page 21.*





Greater Greensburg Marine Corps League Detachment 834
USMCR Toys for Tots Sponsor

26 January 2019

NCRS
Dave Kitch
750 Story Rd.
Export, PA 15632

Mr. Kitch and members,

We would like to extend our gratitude for your generous donation to our 2018 Toys for Tots Campaign. With your donation to the United States Marine Corps Reserve Toys for Tots Program, we were able to make the children of Westmoreland County have "a little Christmas." The children and the parents are very appreciative.

Sincerely,

Doug Hurst
Toys for Tots Coordinator
1715 Franklin St.
Greensburg, PA 15601
724-834-4542
ghurst430@comcast.net
westmorelandt4t@gmail.com
Jeannette-pa.toysfortots.org
Westmoreland County Toys for Tots on Facebook

A follow-up article: "Thank you for helping Toys for Tots deliver a message of hope to over 7 million less fortunate children in 2018." See page 8. This article was submitted for inclusion from PTSC member George Whipkey. Marine Toys for Tots Foundation.

Please welcome our newest Chapter Members

* K.C. & Sue Strawmyre NCRS #37792

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*Dean & Monica Schaefer NCRS # 65210

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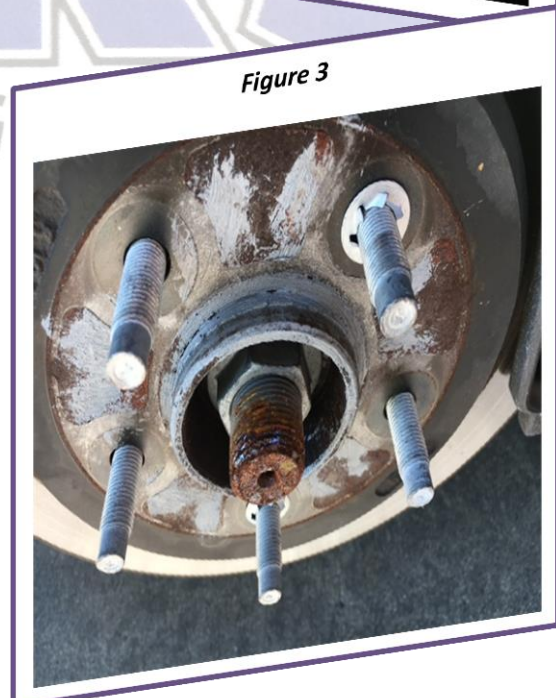
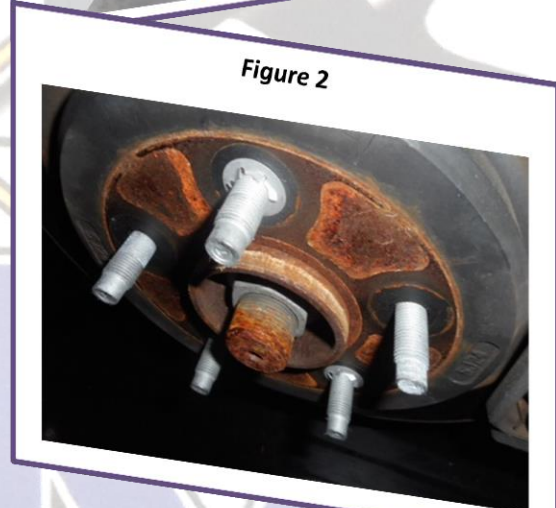
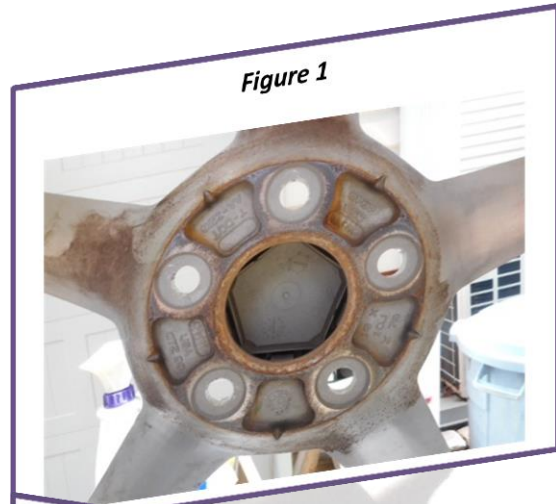
PTSC Chapter Jr. Member Christian Kitch

"Gramps! Isn't there something missing here?"



C6 Aluminum “Rusted” Wheel Removal by Brian McIntyre #25387

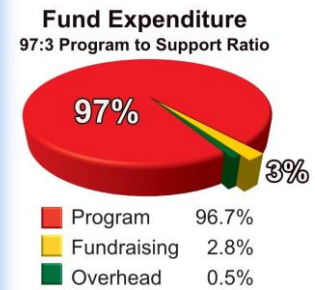
After I completed the replacement of the harmonic balancer on my 2006, I elected to clean up the wheels. There was road tar and adhesive from old wheel weights on the back side of the rims. The fronts were easy as I had them off as a part of the balancer replacement. When I tried to remove the rears, I discovered they were firmly stuck. After much tugging and using a rubber hammer on the back side of the rim, the wheels came off. It turns out the aluminum wheels are mounted on the steel hub. These wheels have been on the car for over nine years without being removed and the car has been driven in the rain. The fit is close and the oxidized iron of the hub expands, essentially locking the wheel in place. The inside of the wheel is shown in **Figure 1** and the hub is shown in **Figure 2**. The solution for me was to sand the cylindrical part of the hub and corresponding inside of the wheel with 220 grit sandpaper to remove the oxidized iron and lightly apply an anti-seize compound (not oil or grease) before reassembly. I used Permatex 80078 Anti-Seize high temperature lubricant, See **Figure 3**. Next time I need to remove these wheels, I am sure it will be easier.



“Thank you for helping Toys for Tots deliver a message of hope to over 7 million less fortunate children in 2018”!... Submitted by George Whipkey#14436



2018 marked the 71st anniversary of the U.S. Marine Corps Reserve Toys for Tots Program and proved to be yet another successful Christmas Holiday Season. Our Marines and volunteers distributed 18.5 million toys to over 7 million children in-need! Marines and volunteers conducted toy collection and distribution campaigns in 805 communities throughout the US collecting over 15 million toys. Sadly, as good as our Marines and volunteers are at raising toys locally, they ran out of toys before they ran out of children needing support, but the American public rallied behind Toys for Tots. With the help from countless individuals, local businesses as well as our Corporate Sponsors, we were able to augment our local toy drives with an additional 6 million toys valued at \$70 million allowing our Marines and volunteers to support ALL families seeking their assistance. Marines Toys for Tots had a lot of help from individuals and organizations raising awareness about the less fortunate and calling the public to action in delivering a message of hope: **First lady Melania Trump** arrived at our Toys for Tots warehouse in Washington DC to conduct a media event and volunteer her services sorting toys, engage with children and thank the Marine Corps and volunteers. **New York Stock Exchange** invited Toys for Tots to ring the opening bell on November 23rd Black Friday serving as a reminder to the American Public to purchase a toy for the less fortunate on one of the biggest shopping day of the year. **The 9th annual Hollywood Christmas Parade** featuring Marine Toys for Tots was held on Nov. 25th in the heart of Hollywood. With a million viewers in attendance combined with the on air viewership on the **CW Network** and **The Hallmark Channel**, The parade brought joy to millions and raised awareness. Many **NFL** teams benefited Toys for Tots during **NFL Game Day** hosting toy drives at selected home games. The Toys for Tots Public Service Announcement commercial “Christmas Morning” was aired on TV over 17,000 with the help of J. Walter Thompson Atlanta. Once again, the Marine Toys for Tots Foundation achieved a **97.3 ratio of program to support service expenses in 2018**. That means 97% of every dollar donated—that’s 97 cents of every dollar—went to our mission of providing gifts to less fortunate children and only 3 cents to fundraising and overhead costs.



Toys for Tots Fun Facts:

- 2018 marked the 71st anniversary of the U.S. Marine Corps Reserve Toys for Tots Program
- Marines and volunteers distributed 18.5 million toys to 7 million children in 2018
- Conducted 805 local campaigns in all 50 states, DC, Puerto Rico, US Virgin Islands and Guam
- 2018 Holiday Campaign received help from over 37,000 volunteers October – December
- The Toys for Tots Native American Program supported over 150,000 children on 60 reservations in 10 different states
- The Toys for Tots Literacy Program distributed over 1.2 million children's books helping to increase literacy and help break the cycle of poverty
- Maintained a charity-enviable 97:3 Program to Support Expense ratio
- Marine Toys for Tots is an accredited Charity and Seal Holder of the Better Business Bureau Wise Giving Alliance
- Marine Toys for Tots holds a 4-Star rating on Charity Navigator
- Walt Disney was the Toys for Tots logo creator
- The Toys for Tots website saw 16.5 million page views between October – December
- Since 1947, Toys for Tots has delivered hope to 258 million children

Our PTSC is a proud supporter of the Marine Toys for Tots Foundation Westmorland County!

Extra! Extra! Read All About It! Corvettes In the News:

This article first appeared in the January 16, 2019 Wall St. Journal in the "My Ride" Section

By A.J. Baime, Photographs by Jason Keen

Submitted for inclusion here by: PTSC member - Paul DiSanto

A12 | Wednesday, January 16, 2019

THE WALL STREET JOURNAL

LIFE & ARTS



Ed Welburn with his 1957 Chevrolet Corvette, designed by his hero Harley Earl. Mr. Welburn bought the car from former baseball star Reggie Jackson in 2016.

MY RIDE | By A.J. Baime

The Corvette Expert's Corvette

Ed Welburn, 68, a designer, author and retired head of global design for General Motors, living in Bethlehem, Pa., and Detroit, on his 1957 Chevrolet Corvette, as told to A.J. Baime.

I call my 1957 Corvette the most expensive cappuccino I have ever purchased. It was 2016 and I went to a Starbucks in Monterey, Calif. I was walking out and I ran into the former baseball player Reggie Jackson, whom I had known for years. We decided to go back to his garage [which was nearby]. Reggie's garage is full of muscle cars and baseball



memorabilia. I turned the corner and there was this 1957 Corvette, silver with red interior.

I have always loved this car. The original Corvette design from 1953 was cool but for me, 1957 was a golden year for the Corvette. I had never seen one from that year in silver, and for good reason. Only 65 silver Corvettes were made in 1957. Reggie told me the car was for sale. What started out with a cappuccino at Starbucks ended up with me owning a 1957 Corvette. [Mr. Welburn declined to reveal how much he paid for the car.]

The Corvette of the 1950s was designed by Harley Earl and his team. When I was growing up, the cars of the 1950s—and Harley Earl—were my heroes. Harley Earl was the first to run an organized automobile-design studio in America. He was the first to use clay in sculpting the shapes of cars, and he pushed to make cars longer, lower and sleeker. The entire American automobile business would not be what it is today, if not for Harley Earl.

He died in 1969 and I never got to meet him. But when I became head of design at GM in 2003, I sat at his desk, and I had his office. In many ways, I feel like I know him intimately. Nobody ever called him by his first name. He was al-



ways "Mr. Earl." When I went to get plates for my 1957 Corvette, I asked if "Mr. Earl" was taken. It was available, so now that is the car's plate.

The same year I bought it, I retired from GM, and I ordered a 2016 Corvette Z06, also in silver with red interior. The two cars make great stable mates. One of the last cars I worked on at GM was the next-generation Corvette, which is not out yet. I can't wait to get that car—silver, with red interior.

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

The PTSC of NCRS was founded in August of 1990. Meetings are held on the second Tuesday of each month at designated and published times and locations. All members are welcome to attend the board meetings. In 2019 the board meetings will be held at the Boulevard Restaurant in Delmont, Pa. at 6:30 PM. The newsletter is published quarterly. All articles for publication must be submitted no later than 15 days prior to the end of the calendar quarter. Ads from PTSC members are free of charge. Any car related news is appreciated. We need a total of six technical articles each year to qualify for a Top Flight Chapter. Applications for membership and annual dues should be sent to Judy Geary 117 Caldwell Dr. Jeanette, Pa. 15644, or gearyjt@comcast.net. Membership dues are \$20.00 per year and payable from June 1 thru June 30. You can also pay dues via PayPal, see our website for the link: www.ncrspitt.com. *As of our March 2019 board meeting we have 107 members.

RPM Technical Article... THE CORVETTE VALVE COVER ENGINE SUFFIX CODE LABEL

By: Jimmy Patitucci, NCRS #60161

I'm sure many of you know that there were many little things GM did in the factory over the years to improve on speed and ease of production along the assembly line. Not just for the Corvette but all makes and models. One such item was the Engine Suffix Code Label. These paper labels were first used on the Corvette as well as other GM passenger cars and trucks as early as late 1966. **(Fig.2 below on right)** is an example of what that label might look like. Keep in mind that this example is shown in two pieces. Much of the following information as well as a few of the photos for this article was in part obtained from the NCRS Technical Discussion Board archives as well as just talking with long time judges and original car owners. Two piece labels might be questioned by the judges in the field as to their originality.

The purpose of using the suffix label was intended for plant personnel to quickly identify the engine to be pulled from the engine bay at the St. Louis plant for installation in a particular Corvette. The labels were never intended to last longer than this plant requirement prescribed, but some actually did. The employee could locate what engine was needed by just looking at the large 2 or 3 letter code label. If not, he would have to look at the small engine suffix code stamped into the engine block, which would definitely take up more time. Later, this type of labeling or marking on components was used on many other areas like transmissions, alternators, and rear axles to name a few, and came to be known as broadcast codes.

Fig. 1 CWM- Original- 1973(275 hp) -74 454/- 270 hp manual trans.



All big block engines made at the Tonawanda Plant also had the labels applied to the valve cover too. These labels had just two letters on them from '67 thru '69 **(Fig. 3 at right)** on both small block and big block engines, because the available engine options during these years had only two letters in the suffix code. These labels were actually one yellow square with two letters per square. The photo above **(Fig. 1 above)** is an example of an original 73 & 74 LS4 454 Engine suffix code label now containing three letters.



(Fig.2) 1966 427/390 hp

Manual Transmission



Fig.3 1968 427/400hp/auto saved by original owner (note one piece format).

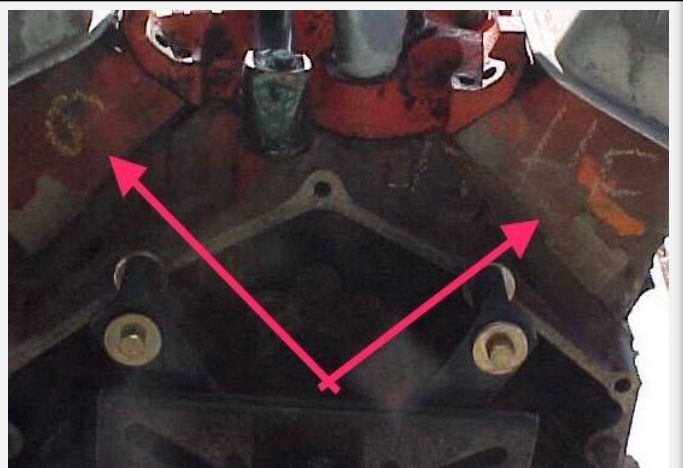


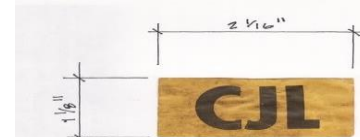
Fig. 4 – HE- 1965327/250hp manual trans.conv.

Interestingly enough, before the paper labels were used the engines were marked for identification with crayon markings on the front of the engine blocks. More often than not it was a yellow or white crayon. An example of these markings can be seen here in **Figure 4 previous page**. In 1970 the labels were still paper with the yellow background but could also be seen with Red Block Letters as well as black block letters. It was also during this time that the engine suffix codes contained three letters. These labels also identified the transmission type that was to be mated with the engine. For example, the CZU suffix label pictured in **Figure 6** would mate with a manual transmission car, and CGW (not pictured) for example would be a suffix label used on a 454/390 HP automatic transmission car. These three letter Big Block labels were more commonly found on the rear of the passenger side valve cover. Like anything else the size and appearance of these labels changed as the years went on. Note the example of an original 1971 small block manual transmission engine suffix label with measurements shown at right in **Figure 7**. In 1972 the small block labels started to have more information printed on them as shown below in this 1972 example.

Fig.6 Original CZU-1970 LS5 454/390hp manual trans.



Fig.7- Original CJL-1971 350/270 hp manual trans.



1972 CKW 350/200 hp, manual trans



Along with the engine suffix code, were the last four digits of the distributor and the number for initial advance. There was also a four digit right and left hand number stamped on the labels but I was not able to match those part numbers up with any right or left handed part on the Corvette engine. Initially, it was thought to be the part numbers for the exhaust manifolds for that particular engine, but I could find no evidence of that. If any reader would happen to know what these particular numbers mean on the 72 -74 suffix code labels, I would be happy to hear from you. While recently working on the 3rd Edition of the 1973 & 74 NCRS TIM&JG of which I was an active team member we had original car owners on the team who still had their original labels attached to their valve covers. Examples of those are pictured here as well as an original example used on a 1975. See (Figures 5, 8, 9, 10,). **Figure 11** below illustrates a modern day suffix code. Keep in mind that there were many variations of these labels from engine to engine. It was also common to see different style fonts used on the same label. The labels are a part of flight judging thru 1977 and have their own line on the scoring sheets. It is one of the more common "Total Deductions" which requires a Team Leader sign off when it is missing. However, the 1978-79 TIM&JG reads "The absence or presence of these labels is not a factor in judging, in reference to the Engine Suffix Code Label." By 1978 there were so many emission labels, safety messages and the like to check, these labels aren't a judged item. Finally, I hope you found this article to be both interesting and informative. My intent was to shed a little light on these very scarce original judged items.

Fig. 8 – Original CLR-1974 L82 350/250hp, manual transmission



Fig. 9 – CKZ-Originals saved from a 1973 L82 Manual Trans. Found on both valve covers!



Fig. 10 – 1975 Original L48 350/165hp,auto trans.



Fig. 5 – Original CLA-1973 L48 Automatic

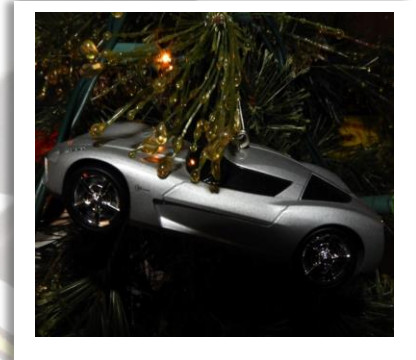
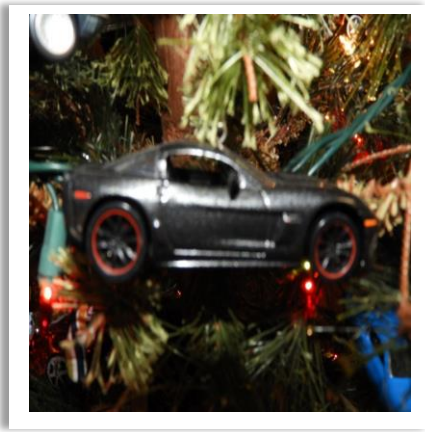


Fig. 11 -2006 Example 427/505hp,manual



“My wife started this “Pencil Tree” for me 25 years ago. It is full of classic Corvettes and other classic cars. She buys me two ornaments each year. Tree is now too small. I will buy a bigger one next year!”

-Dave Kitch



From the RPM Newsletter Editor

Since becoming the Newsletter editor I have been submitting copies of our RPM Newsletter for consideration to receive the *Old Cars Weekly Golden Quill Award*. Award winners are selected based on the publications ability to meet the needs and preferences of club members while maintaining a high degree of integrity in content, creativity, information, accuracy, design, variety, technical ideas and overall feel. Awards are given out in National and Regional Divisions for Compact, Intermediate and Full-Size print publications based on page count and page sizes of the magazines and newsletters. Museums and other car hobby organizations also have a category. Winners are usually released by late April early May. So let's keep our fingers crossed!

On another note, *I need your Technical Articles*. In order for us to remain an NCRS Top Flight Chapter we need to submit a minimum of **six (6)** Technical Articles per year due to the size of our Chapter membership. So, please if you have recently or even in the past completed a project on your Corvette, write it up and submit it for publication. It doesn't have to be fancy, just informative. You don't need photos, but they are a nice touch. I can usually come up with one each quarter, but I'm sure you guys get tired of hearing from me. I would really like to thank those members who have submitted both Technical articles and other interesting Corvette related articles. Keep them coming! After all this is your Newsletter too!

Thanks again for all your support!

Jimmy



In Memory of Dave Stahl

Dave pictured here on the left receiving an award from Bill at a previous event held at his place.



"It is with deep regret and sadness to report that one of our former PTSC members and sponsors passed away in his sleep on Monday, February 25, 2019. Dave had hosted multiple events at his facilities for our chapter at Valley Auto Corvettes in Bedford."

Don Geary

Members, Here is Dave Stahl's obituary:

C. David "Dave" Stahl Jr., 60, of Everett, died on Monday, February 25, 2019 at his residence. He was born on September 18, 1958, in Altoona, a son of the late Clyde D. and Joyce Ann (McManamy) Stahl. He is survived by a son, Dylan G. Stahl, of Bedford; a daughter, Morgan M. Stahl, of Bedford; one granddaughter, Khloe M. Stahl; three sisters, Mary Jane Fetter and husband Duane, of Bedford, Susan K. Helsel and husband Randy, of New Paris; Joy Kay Clark and companion Harvey Hadix, of Bedford; and former wife, Kathy Stahl of Bedford. He was preceded in death by a brother, David P. Stahl, and a nephew, Devin Clark.

Dave graduated from Bedford High School in 1976. After graduation he moved to Galveston, Texas where he worked for Galveston Piping on an oil rig. In 1980 he became a business entrepreneur buying, selling, and restoring classic Corvettes. He was a member and Regional Sponsor of the NCRS, **Pittsburgh Tri-State Chapter** and hosted many NCRS gatherings. Dave was very kind and generous. If he ever met a person in need he was always the first to help or lend a hand, never wanting to be recognized. He never met a stranger and once you met him you were forever a friend. You were always greeted with a smile and a joke or two to brighten your day. He highly valued and cherished his children, granddaughter, family and friends. **He will be greatly missed by all who were blessed to know him.**





On July 20, 1969, Commander Neil Armstrong made his way down the ladder of the Lunar Module. He looked down to see that the foot pad at the bottom of the ladder had sunk an inch or two into the fine powder of the Moon's surface, further confirming that the landing site was stable. He stepped down on to the pad, firmly gripping the handrail, and then made sure he could get back up to that first rung. The strut hadn't compressed on landing as fully as expected, which led to a 32-inch span that had to be cleared to get back up on the ladder. With only one-sixth of the gravity of Earth holding him down however, he found that the jump was easy enough to make, even in the 25-layer space suit. As he stood on the precipice of the event that would define human achievement, he looked out over the lunar landscape. The chatter from Mission Control ended while the world waited for him to take that famous first step. "Okay. I'm going to step off the LM now," he announced. He then stepped onto the Moon to become the first human to set foot on extraterrestrial soil. He has said that he hadn't decided on his first words until after the Eagle had landed. Over 238,000 miles away, 550 million people back home on the planet Earth watched the grainy images of history being made, listening intently for what he would say. "That's one small step for ... man; one giant leap for mankind. **To** celebrate the 50th anniversary of that epic achievement in human history, the National Corvette Museum, in conjunction with NASA and the Marshall Space Flight Center, have put together an exhibit that will inspire and remind us that no goal is too far out of reach. The exhibit is called *From Gas Station to Space Station: How NASA Conquered Low-Earth Orbit*. With Mars being the next giant leap for mankind, conquering low earth orbit is key to making that happen. Through the experiments and lessons learned on our journeys to the moon, along with all we've discovered from the Space Shuttle program, Skylab, and the International Space Station, we are already preparing for that next epic adventure. This exhibit explores the ongoing quest for interplanetary travel. NCM Curator, Derek E. Moore, is looking forward to sharing this story with visitors to the Museum. "This exhibit shows where we've gone since going to the moon and tells the story of where that transformative moment in history has led us," Derek says. "We'll be looking at some stories about how one becomes an astronaut and look into how we landed on the moon, and how that is leading us into the future."



Derek is happy to also highlight a local connection to space travel. "Western Kentucky University has been kind enough to loan us Terry Wilcutt's actual flight suit, helmet, boots and glove. Col. Wilcutt actually went to Naval Fighter Weapons School (Top Gun) and he has been on four Space Shuttle missions. Getting to see these artifacts up close will give our guests another fascinating look at this history." To do this celebration properly in National Corvette Museum style, we decided to take it a step further and spotlight the fascinating connection between the space program and America's sports car. It's no surprise to anyone that those people who push the envelope in performance aircraft and rockets would want to drive high-performance cars when Earth-bound. For many, the natural choice was Corvette. Alan Shepard started the trend when he drove a 1957 Corvette to the astronaut training base. Later, when he became the first American to travel in space on May 5, 1961, GM President Ed Cole gave him a new Corvette to honor his accomplishment. Many believe that GM continued to hand out Corvettes to astronauts, but this was not the case. It was former Indy 500 winner, turned Florida Cadillac/Corvette dealer, Jim Rathmann, who perpetuated and cultivated this association by offering a lease agreement for \$1 to **astronauts**. Many of them from the Mercury Program thru Apollo 12 took Jim up on his offer, forever forging a connection between Corvette and the space program. "Rathmann just got it," Derek says. "Being a bit of a thrill seeker himself as an accomplished race car driver, he saw Corvette as the perfect car for people who live on the edge. The sleek and fast look of the Corvette went with the personalities of the astronauts, while the power and reactive way that Corvettes handled, appealed to those who have been test pilots and fighter pilots. The fact that it is America's sports car just completes the picture. Rathmann's forward thinking on this wound up promoting Corvette at a time when the space age was in full throttle. To honor that aspect of the story, we're bringing in a few of those cars as well." "We also plan to tell the story of Betty Skelton, who had a fascinating role when it comes to Corvette and those early days of the space program. Most Corvette fans already know that she liked to push the limits and that she was a real pioneer in challenging so many male dominated roles. She did it by *doing*, setting land speed records, paving the way for women in auto racing, aviation and even astronautics. In fact, she became the first woman to go through NASA's rigorous physical and psychological tests. These were the same tests used to qualify the Mercury 7 Astronauts. She did it to prove that it could be done by a woman. On the cover of LOOK magazine, there she was in a pressure suit and a helmet, next to the headline "Should a Girl be First in Space?" Who knows how many women that Betty has inspired by her example? We hope this exhibit will encourage everyone in the school groups that come through the Museum, to go after their dreams too, and literally reach for the stars. "To learn more about this story, please make plans to go through *From Gas Station to Space Station: How NASA Conquered Low Earth Orbit*, now in the Exhibit Hall running February 14th – June 30th, 2019. (article from the NCM website)

OUR ANNUAL CHAPTER JUDGING SEMINAR AT JOHN KUHN'S GARAGE IN LATROBE ON SUNDAY MARCH 10, 2019

WRITE UP AND PHOTOS BY: JIMMY PATITUCCI

Annually this is our first Chapter event of the year. Like past events this first one was very well attended by our PTSC members. There were 26 members and 2 guests in attendance. Event coordinators were Bill Bryan and John Kuhns. Our hats go off to them for providing us with a full agenda of very interesting topics relating to Corvettes. Our Chairman, Dave Kitch welcomed everyone and thanked them for attending. He introduced our judging chairman, Bill Bryan who went over the day's agenda.

John and Bill started the seminar off by doing a presentation on ***Dealer Auctions, Selling Your Corvette at Auction, and the Do's and Don'ts*** of doing this if you decide to either buy your Corvette from a dealer auction or sell it. The most important suggestion to remember from all this: *"If you want to buy a high quality, big dollar car, pay a knowledgeable expert to go with you to inspect the car in advance if possible. It will be well worth it."*

Next up on the agenda were chapter members Brooke and Mark Madeira. They provided us with an excellent power point presentation on ***The C4 Generation Corvettes***. Topics discussed were production numbers, similarities and differences, model year recognition, collectability, and market values. Mark presented while Brooke videotaped the event.

To finish up the morning session member Ken Peindl discussed the quality differences of inexpensive weather stripping as compared to the more expensive CRC brand. He passed around examples of each for everyone to examine up close. Bottom line: "You get what you pay for!" He also passed around a C3 clock assembly and cautioned everyone on how fragile they are to work on/restore.

Keeping up with our tradition *"as the chapter that always has the best food at their events"*, John Kuhns had a fantastic lunch catered in for the event. It was the chapter's favorite! "Meatloaf, mashed potatoes, green beans, tossed salad roll & butter and cookies for dessert. He also provided refreshments. There was plenty of food, so no one should have left hungry.

Following lunch I shared my experiences of being an active member of the ***NCRS 73-74 Technical Information Manual and Judging Guide Revision Team***. I just briefly explained all the work that goes into a manual revision as well as the process involved from starting the project to final print. It was an immense amount of work and research over an 18 month period, but well worth it in the end. The 3rd edition manual turned out great! What a great learning experience!

Our Judging Chairman, Bill Bryan culminated the seminar with a one hour judging school that dealt with using CDCIF to judge C2 wiper arms and blades. Bill passed around examples of original and service replacement wiper parts for the members to judge. He explained what to look for and how to score each in the process. Each member earned one judging point for attending the entire day's event.

A great day was had by all in attendance. Our PTSC would like to thank all those who presented and especially member John Kuhns for his gracious hospitality and for making sure everything ran smooth as he always does. John opens his garage up to us every spring for this event. We really appreciate it....Hope to see you all again at one of our future events. ***Please enjoy the photos from the event on the next two pages.....***

Chairman Dave , welcoming everyone!



Mark Madeira talkin' C4's while Bob Stokes watches on!



Judging chair, Bill Bryan going over the day's agenda!



Ken discussing weatherstip quality.



A really nice turn out as you can see! Everyone enjoying lunch!



Smile for the camera!



Is that where they placed this at the factory? A little more to the left John!



Jim Wainwright & Norm trying to enjoy lunch.



Dave (L) and Don(R) presenting John Kuhns (center) with our PTSC Appreciation Award for his hospitality in hosting our first Judging Seminar of 2019 at his garage in Latrobe.

FOR SALE 1978 PACE CAR EDITION

L82 -220hp-Auto



Asking \$24,000.00 "ORO" It has not been judged but I was considering "Concours Judging" this coming year. However, it is not that far off from being a Flight Judged car (no cat converter). It is an older restoration with very few miles on it since then. Just put in a new AC compressor, calipers and pads and air cleaner bellows. Since I bought it, I had the carb and ERG valve rebuilt. The interior is in very good shape, I was probably going to replace the shifter console this spring. ?? on how good the 8 track works. I believe the engine was rebuilt at some point as the block is painted black...numbers match...it runs really strong. Engine compartment very clean, some cad plated parts have been painted silver. It needs a new wiper switch and a rebuild on the power antenna. It has the original, unrestored, yellow wheel, compact spare tire (I think Pace Car only). Transmission shifts solid and strong.

Paint is good and shiny, no chips or dings, base/clear and decals on hood are VG. I have the door decal package stored flat if someone wants to put them on. No cracks in rubber front/rear bumpers. It is a nice looking and strong running car. This is the only corvette I have ever bought that I did not personally restore... Some TLC needed and a great driver.

If you have additional questions feel free to ask...

Gene Castrovillo #8277 Owner- (814)442-4583

gcastrovillo@aol.com

PTSC Merchandise is available for sale at all our events in limited quantities and sizes. For more selection see the apparel link on our website. pittncrs.com



Happy 50th birthday to the 1969 Corvette.

Here are a few fun facts about the 1969.

- A "*Stingray*" script was added to the front fenders.
- Optional side mounted exhaust (N14) were now available.
- First year for 350ci displacement engines.
- Ignition switch moved to the steering column from the dash.
- Map pockets were added to the right side dash pad.
- Wheel width was now increased to 8 inches.
- Headlight washers were added.
- Steering wheel diameter was reduced from 16 inches to 15 inches.
- Last year for Black as a Corvette exterior color until 1977.**(see note below)*.

**Supposedly thirty 1973 Corvettes were painted black, but the paint code is unclear. An owner must document carefully, a 73 with black body color.*

This information was taken from the "Corvette Black Book" by Mike Antonick

Upcoming PTSC Events

***April 28, 2019 Sunday- Judging School** **Bring your own chair!**

Tom Henry Chevrolet

5886 William Flinn Hwy.

Bakerstown, Pa. 15007

***May 19th Event TBD** - Keep checking website for any updates

***June 7 & 8, 2019 Fri. & Sat. 2 day Chapter Meet**

B & D Creekside Activity Center

501 Avenue B

Latrobe, Pa. 15650

***June 29, 2019 Saturday, Vinoski Winery Cruise**

Vinoski Winery

333 Castle Dr.

Belle Vernon, Pa. 15012

With CCWP for Ribs & Blues Weekend

August 11, 2019 Annual Picnic

Indian Lake Park, North Huntingdon, Pa.

Sept. 15, 2019 Judges Training with 2 Corvettes

Barry Holmes' Garage, Slickville, Pa.

October 20, 2019 Road Tour to Fallingwater F.L. Wright

Mill Run, Pa.

Dec. 8 Christmas Banquet at Manor Valley Golf Club, Export, Pa.



MAC Chapter Solid Axle Club Upcoming Events 2019

*August 22-25, 2019 Corvettes @ Carlisle, Pa.

2019 Solid Axle Corvette Club National Convention

*August 13-16, 2019 held in Detroit

See website solidaxle.org for more information

National Corvette Museum Upcoming Events 2019



April 25-27 (all day) Michelin NCM Bash @ NCM

April 28 & May 1 MiM Dragon Run @ Biltmore Estate

May 16- May 18 C4 Gathering @ MCM

June 4 & June 8 MiM Branson Experience

June 6 & June 18 MiM Lemans & Le Circuit de la Sarthe

June 15 & June 16 Le Mans Race Weekend @ NC

Visit the NCM website for more info...

Did you know that the first Corvette logo was illegal? Originally the Corvette was supposed to have a checkered flag and an American flag...until they realized that you can't trademark the American flag without changing it into an interpretation.



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PITTSBURGH TRI-STATE CHAPTER JUDGING SCHOOL

WWW.NCRSPITT.COM

Sunday Apr 28, 2019 – Two car limit

Tom Henry Chevrolet, 5886 William Flinn Hwy, Bakerstown PA 15007

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 APR 28, 2019

8:30 Registration, coffee and Donuts

12:00 Lunch available

9:00 Judges and owner meeting

1:00 Judging continues

9:15 Judging school/Flight Judging

2:30 Awards

***** BRING YOUR OWN CHAIR *****

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

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

JUDGING PARTICIPATION

ALL PARTICIPANTS WILL BE INCLUDED IN JUDGES TRAINING AND JUDGING THE CARS IN THE EVENT.

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 April 22, 2019

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.

Meet Chairman: Don Geary Phone: 724-875-7749 or dlgeary@comcast.net

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

NOTE: This is a mini-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 MEET
WWW.NCRSPITT.COM
Fri June 7 & Sat, June 8, 2019 – ALL CORVETTES INDOORS
B & D Creekside Activity Center, 501 Avenue B, Latrobe, PA 15650

NCRS Membership Number: _____ **5 JUDGING POINTS GIVEN FOR BOTH DAYS PARTICIPATION**

Name: _____ Spouse/Guest: _____ Chapter Affiliation: _____
 Address: _____ City: _____ State: _____ ZIP: _____
 Home Phone: _____ - _____ - _____ Cell Phone: _____ - _____ - _____
 E-Mail: _____ @ _____ . _____

EVENT SCHEDULE – FRIDAY JUNE 7, 2019

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

SATURDAY, JUNE 8, 2019

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; e.g., Owner/Judge/Tabulator/Spectator (Includes Lunch)\$10.....\$ _____
- Flight Judging Car Entry.....Trailer Parking free.....\$75.....\$ _____
- Concours Judging Car Entry.....Trailer Parking free.....\$50.....\$ _____
- Late Fee For Judged Car Entries (if Postmarked after Saturday, 06/02/2019).....\$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.

Signature: _____ Date: ____ / ____ / ____

Make checks payable to: Pittsburgh Tri-State Chapter NCRS Registration and must be postmarked by June 2, 2019 to avoid a late fee.

Send to: Jim Wainwright, 104 Aldrich Ave, Altoona, PA 16602 e-mail: james.wainwright@hsb.com

Phone: 814-942-2758

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

Meet Chairman: Don Geary Phone: 724-875-7749 or dlgeary@comcast.net

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

**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			

Jimmy Patitucci
RPM Editor
Box 92
McClellandtown,
Pa. 15458



**SPRING IS HERE! TIME TO GET THOSE VETTES OUT OF
HIBERNATION!**

HAPPY EASTER!

***OUR PTSC WAS AWARDED NCRS TOP FLIGHT STATUS AGAIN IN 2018!**

Keep checking our website for future events-ncrspitt.com & Check us out on Facebook too!