



The Pittsburgh Tri-State Chapter NCRS

NEWSLETTER

30TH YEAR

AUGUST 1990

AUGUST 2020

NCRS Top Flight Chapter

<https://ncrspitt.com/>

Summer 2020



2020 Officers & Chairpersons

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The Coronavirus (Covid-19) pandemic forces the NCRS to cancel 2020 National, Regional and Chapter Events!

"In light of the ongoing coronavirus pandemic and the evolving guidance from the CDC, federal, state and local authorities, the NCRS Board of Directors has decided to cancel the 2020 Convention planned for July 19-23 in French Lick, Indiana. The health and well-being of the NCRS membership were foremost in our minds when we made this decision. We are strongly recommending that all NCRS Chapters continue to follow CDC, federal, state and local guidance until the coronavirus pandemic is behind us. At a minimum we suggest that you cancel any events planned between now and the end of the Convention blackout period, which would have run through August 6, 2020." Mike Ingham on behalf of the NCRS Board.

Due to the Covid-19 pandemic our **PTSC Board** has been meeting via Zoom starting with the April 21st monthly meeting. Following the CDC and federal and state guidelines all the Chapter events scheduled through the end of July have been cancelled. We will continue to closely monitor the situation and make decisions accordingly. The safety, health and well-being of our members and their families is our highest priority. **At our April "ZOOM" meeting the board voted to donate \$1000.00 to the Westmorland County Foodbank to help them in this time of need.** The membership will be notified if and when any of the cancelled events are rescheduled later this year.

Members,

Your board also voted this April to hold another regional in the spring of 2023 anticipating a good turnout prior to the National in French Lick, IN. The board asked Don Geary to head up the regional again, and we reviewed all the major local venues and came to the conclusion that the Blair County Convention Center in Altoona, PA was still the best location for all our needs. We made application to the National for the regional on June 1-3, 2023 and it was approved. So, this is an early **"Save the Date"** message to look forward to the regional and again we need all the chapter members help with this event. I will be sending more information in the months to come and hope to see you all there.
Don Geary - PA Regional Chairman

Chairman's Message: Dave Kitch



Midyear Message

Fellow Pittsburgh Tri-State members, unfortunately, 2020 has not been kind to us from an activities standpoint. However, things are looking up and summer will be here. Get out your Corvettes and drive them. As you are aware, all of our chapter activities have been postponed or cancelled through mid-August. Our annual picnic in August will be our first event following the NCRS reopening. This is followed by our cruise to Flight 93.

I have remained busy with the body off restoration of my 65 Coupe. I finished restoring the rolling chassis and will drop the body on to the chassis soon. I was very impressed by the paint work completed by Tuttle's auto body in Delmont. Weinmann's Interior also helped with some of the vent window weatherstripping and Corvette World furnished most of my aftermarket parts.

Our only Junior member, Christian Kitch, who is also my grandson, has been a great help and his training on my car has made him a junior Corvette expert. He is and will continue to an asset to our chapter.

Don Geary has obtained a Regional Meet approval from National to conduct a Regional Judging Meet in June 2023 at the Blair County Convention Center.

Stay well and Bridget and I look forward to seeing you at the chapter picnic in August.

Dave

PTSC Achieves Top Flight Award for 2019.



PTSC has been notified that we achieved the Top Flight Award for 2019. Our Chapter has won this award every year since the NCRS Chapter Top Flight Program began.

Thank you to Inside Coordinator *John Jeffries* for making sure that all the requirements are met and submitted to the NCRS in a timely manner.

Please note:

"Based on the current situation with the Coronavirus Pandemic, many chapter events have been cancelled already with more possible to come in the future. This will make compliance with the activity requirements of the program impossible to achieve this year. For this reason, the National Board made the decision to cancel the Chapter Top Flight Award Program for 2020. Many chapters have already satisfied some of the requirements for 2020 and have either already submitted or are ready to submit their first quarter reports. If you submit your first quarter reports, these will be "banked" to be used to satisfy 2021 Program requirements."

Stay well,

Bob Johansen, Region VIII Director

From the Editor,



I am very pleased to announce that our PTSC newsletter **RPM** received the Old Cars Weekly Magazine Golden Quill Award for 2019. This is our second consecutive year to win this prestigious award. Please join me in congratulating the other 2019 winners.

Vinnie Peters...NCRS "Restorer & Driveline Magazines"

Reba Whittington... Carolinas Chapter "Redline Times"

Tom Komendera...Michigan Chapter "The Vette Signal"

Ken Amrick...Solid Axle Club "On Solid Ground"

"Thanks to all who have contributed to this award by sending me your Corvette articles, Photos, Tech articles and suggestions throughout the year. Keep them coming!"

Jimmy



Judging Chairman's Message: Bill Bryan



WOW, what a challenging time we are living through! We will get through it and be better for it. I have been working on my current project (picture below), a 65 "396" I have owned for about 15 years. When removing or reinstalling parts I always want to return it to the way the factory did or better, my best reference guide I use is the NCRS "Corvette Technical Manual & Judging Guide for 1965". If you do not own one for the year of your car, you are missing out on a lot of info. It's the best thing you can have, the price is cheap compared to the information you receive. I get a lot of calls from members about judging info on their cars and it is my 1st reference book I turn to.

Everything on the judging end of things is quiet with nothing to report, other than a lot of our members are calling me with restoration project questions, which I am always happy to answer, better to call and ask than to figure out later it's wrong. I welcome calls, if I do not know the answer I can usually figure out where to get it.

NCRS judging meets are all suspended until after August 6th, after that conditions permitting our chapter has a two-car judging meet planned at "Auto Sport" in Indiana Pa and our Annual Chapter judging meet at Hubbard Ohio. Hope to see everyone there, I am missing all of our normal events.



“The Story of My ’54 Corvette and The Day I let Zora Duntov Drive It!”

Article and photos submitted for inclusion by Ken Amrick #7170

**This article first appeared in the April 23, 2020 edition of “Old Cars Weekly” titled...PRIDE OF PITTSBURGH!*

By Brian Earnest



Ken Amrick can look back and chuckle about it now. He admits he made a pretty big mistake at least by his own exacting standards, when he really got neck deep into restoring his 1954 Chevrolet Corvette roadster. It was Amrick's first body off restoration project, and "my first fiberglass body," recalls the Pittsburgh-area resident now, some 23 years later. "With the help of my daughter and some inner tubes, we got the body off the car, and had scraped everything underneath, and then I went and painted everything under the floor. Well, I didn't know that wasn't correct! Back then they didn't paint underneath like that, other than around the fender wells. So, I spent all of one weekend painting underneath, and all the next week removing it!" Judging by the final product, it was one of the few missteps Amrick made in his do-it-yourself remake of his fabulous '54. The car has gone on to rack up a shelf full of big hardware, including its NCRS Top Flight Award, Bloomington Gold certification and AACA Senior Award.

"I was really into having everything correct," Amrick recalls about his brief painting miscue. "Like all the heads on the bolts on the car had to have correct markings. I wanted everything to be as exact as it could be. "His efforts all paid off handsomely when points judges confirmed that had done almost everything correct down to the smallest detail. "When I won those awards, I felt good about it because I'm an amateur restorer and you are in there competing with professional restoration shops when you are at that level. It's a nice feeling that the car can compete with them." The lengthy restoration on his '54 vaulted Amrick head-first into the world of early Corvettes and led him be an active member of the Solid Axle Corvette Club and the editor of the club's magazine. It's a pretty unlikely outcome for a guy that insists he wasn't even looking for a Corvette in the first place. He was actually on the hunt for a car that turned out to be the early 'Vette's main competitor, a first-generation Ford Thunderbird.

The early Corvettes' cockpit were monuments to simplicity, with a two-tone dash housing a large 140 mph speedometer.



The 235.5-cid inline six-cylinder Blue Flame Six was back for another year, but lasted only into the 1955 model year.



"I got the car in like '87 or '86, somewhere in there, and I didn't actually start the restoration until 1989 or '90. My wife Marilyn actually found it. She's into cars just about as much as I am. I was actually looking for a two-seat Thunderbird at the time and my wife saw this car in one of those local advertising papers that they give out.

She showed it to me and we decided to go look at it. So, it was a local car. It turned out to be a semi-started restoration project. They had started taking the motor apart and started sanding the paint on the body, and then lost interest and just abandoned it. Fortunately, they kept it in the garage and not outside. It had been in the North Hills area around Pittsburgh and I think it had two owners in that area, then this person bought it. They had it for quite a while because there was a photo of the car that was taken in 1971, so they owned the car the whole decade of the '70s and much of the '80s. They just used it as transportation for a while, and then they decided to 'recondition' it, I guess you could say. I don't know what was wrong with the motor, but it was partially apart and I never really found anything wrong, but I decided to go ahead and restore the motor. It had 67,000 or 68,000 miles on it and in those days, that was about the time to re-ring it or something."

YEAR 2: STILL ON SHAKY GROUND

Hard as it is to believe today, the Corvette was an acquired taste for the buying public during its first few years, and after an almost experimental first year carried on into its sophomore campaign with few changes. Indeed, the 1953 and '54 Corvettes are tough to distinguish from each other, even for 'Vette affascinated. Both had the initial Corvette fiberglass bodies, chrome-framed grille with 13 heavy vertical bars, rounded front fenders with recessed headlamps covered by wire screens.



There are no side windows or outside door handles, a wraparound windshield and protruding, fender-integrated tail lamps. The interior featured a floor-mounted shifter for the Power-glide two-speed automatic transmission and gauges to monitor the oil pressure, battery, water temperature and fuel, plus a tachometer and clock. For '54, minor changes were made to the window storage bag, air cleaners, starter and locations of the fuel and brake lines. Unlike the previous year's model. 1954 Corvettes were available in Pennant Blue, Sportsman Red, and Black, in addition to Polo White. The soft top was now offered in beige. A new style of valve cover was used. It was held on by four bolts through the outside lip instead of two center studs. The valve cover decals were different with larger lettering. The optional radio had *Conelrad National Defense System* icons on the face. In early 1954, the original two-handled hood latch was changed to a single-handle design. Amrick states that "during the model year an update was made from the 3 single air cleaners to a dual-pot setup." A clip to hold the ventiplanes closed was added in late '54 and also used on all 1955 models.

Under the hood was the same 235-cid Blue Flame six - cylinder with 150 hp (later in the year, a new camshaft increased hp to 155). It used three Carter on-barrel Type YH carburetors. The cars rode on a 102-inch-wheelbase chassis and measured 167 inches from nose to tail. The suspension consisted of coil springs, tube shocks and a stabilizer bar in front, and leaf springs, tube shocks and a solid axle in the rear. Options included a signal seeking AM radio (\$145.15), turn signals (\$16.75), heater (\$491.40), windshield washer (\$11.85), parking brake alarm (\$5.65) and courtesy lamp (\$4.05). Production of the '54 Corvettes began on Dec. 23, 1953. About 80 percent of the cars were painted white. It was reported at the time that Chevrolet brass hoped to sell as many as 10,000 Corvettes in year two. The 3,640 that were actually built was more than 10 times as many as the debut year, but still meant that most American car buyers either hadn't yet warmed up to Corvette, didn't know much about them, didn't want to throw down 2,774 green backs for a two-seat toy or a combination of all the above.

Regardless, it was clear after the Corvette's sophomore season that Chevrolet would have to raise its game and probably its piston count, if it wanted the 'Vette to survive. That transformation began a year later when Corvette jumped into the V-8 world to keep pace with the debuting Thunderbird.

Duntov's Special Touch

Aside from the machining on the block, the transmission overhaul, the convertible top and the chrome plating, Amrick said he did all the restoration work himself, including all the upholstery and paint, inside and out. "I had painted cars before, but never one this expensive," he joked.

His meticulous approach really became a challenge, he says when he was trying to decide what to do with a broken heater control switch. "The switch is a Corvette-only part and trying to find a '53 or '54 Corvette part all these years later...I never did find what I wanted. I found a dealer that had one and he wanted a fortune for it. I worked on mine and eventually made it work." He said that ultimately resulted in a trip to Radio Shack and "trying every resistor they had" until he found one that behaved close enough to the real thing. "It's not the correct resistor, but it's sort of located above the switch and you can't see it. Nobody would ever be able to tell.

Amrick has never put many miles on the Corvette and it's very doubtful he ever will, considering the condition of the car, the lofty market value of such machines today and the fact that he has a lot of other cars in which he can enjoy seat time. The '54 only gets about 100 miles a year these days, he says, but the trips are fun while they last."

"It's got bias-plys on it, so it doesn't drive like a new car," he chuckles. "But of course, I wanted it to be as original as they were in those days. It starts really easily. There's no power steering because they didn't have it in those days. Although, it steers like it does have power steering.

You get up to speed and it really handles great. It's got the old six-volt system, but as long as you keep it tuned up and stay on top of everything, it runs great. It rides good and doesn't rattle or anything. I'll tell you, when we do take it somewhere, it steals the show. Like when we go to a local show, yeah, it gets a lot of attention. Of course, part of that is that people think it's a '53. They see a white one, and they just assume it's a '53.

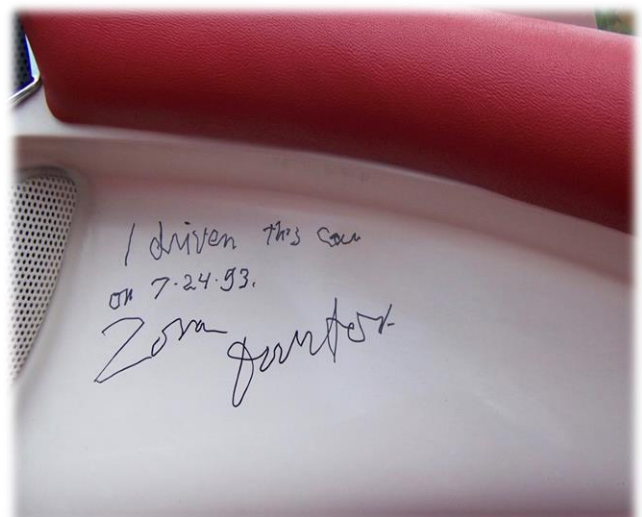
One Corvette guy who could really tell the difference between the two years was Zora Arkus-Duntov, the famed Chevrolet engineer and race driver who helped turn the Motorama Corvette dream car into a true American V-8 sports car. Duntov actually drove Amrick's car when the paint was barely dry following its restoration in 1993.

Amrick had been recruited to participate in the festivities surrounding the Pittsburgh Vintage Grand Prix. He had originally been scheduled to take a parade lap with Duntov's wife, Elfi, but instead got Zora himself. "He was supposed to be in a '53, but they had a problem with the '53 and everybody moved back one car and he jumped into my '54," he remembered. "I asked him if he wanted to ride or drive, and he said he'd rather drive. So, he drove!"

Duntov signed the dash to commemorate the occasion. "He wrote ***"I driven this car on 7-24-93,"*** Amrick notes. "We'd say, 'I drove this car,' but he was an immigrant and he was Russian, so he wrote it ***"I***

Editors' Note:

Ken Amrick and his wife Marilyn are Charter Members of our *Pittsburgh Tri State Chapter*. Ken is also a member of the Mid-Atlantic Solid Axle Corvette Club and the Editor of the Golden Quill Award winning magazine from that club, "*On Solid Ground*". After reading the article in OCW I thought it would be nice to include it in our **RPM** newsletter, especially since we are celebrating our 30th year as an NCRS Top Flight Chapter and Ken is a charter member! JP



What a pair of beauties!

A photo of Ken's '54 and '63 shortly after he restored the '63 which sadly he no longer owns.



GETTING YOUTH INVOLVED WITH NCRS!!!

An interview with our PTSC Jr. Member Christian Kitch #33108

By: Jimmy Patitucci & Christian Kitch

“Since Covid-19 has caused many of our 2020 scheduled events to be cancelled I have some extra room in this quarter’s **RPM** newsletter. I thought it would nice to include a little article about getting youth involved in our Corvette Hobby and the NCRS. So, I decided to reach out to our only active chapter Jr. Member Christian Kitch, who is Chairman Dave Kitch’s grandson. Below you can find his response to a number of interview questions.”



Age

20

Why did you join the NCRS? / PTSC?

I joined because I saw it as a great opportunity to learn more about Corvettes while spending time with my grandfather.

Do you have a favorite Corvette? Year? Generation?

My favorite Corvette generation is the C3, specifically the Tuxedo-black 1969 with side pipes.

With so many young men interested in foreign sports cars what attracted you to corvettes? Was it your grandfather?

My grandfather always had Corvettes and it was always a thrill to ride in them and to get to go over to his garage and look at them as a kid. Now that I am old enough to appreciate them, it is interesting to learn the history of the most popular sports car made in America.

Are you interested in judging? What did you like most about the judging meets you've attended thus far?

So far, I have had a lot of fun judging cars, I have really enjoyed meeting a wide variety of new people and hearing all of their stories about their cars. Every meet has new people to talk to and new cars to look at. It is also great to learn so many little details that other people have learned over the years.

What have you learned working with your grandfather on his cars?

When taking things apart it is very important to ensure that everything is well documented. It makes the process of putting all the pieces back together much easier and eliminates a lot of unnecessary stress and confusion.

What do you see the future of the NCRS looking like once all these old guys "institutions" are gone?

I see the younger generation with a greater interest in the restomods. I believe that meets will see more older Corvettes with various engine swaps and parts upgrades. I think that the organization will be made up of roughly half traditional restorations as well as half restomods.

What are your plans for the future in the NCRS?

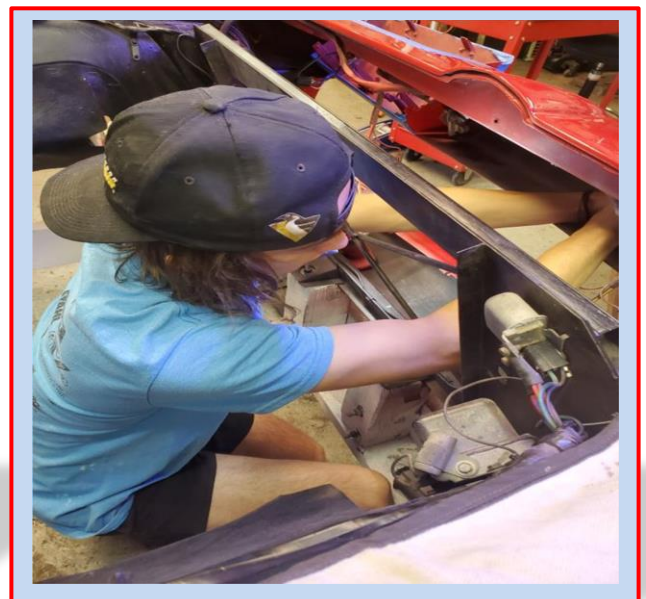
I would like to buy my own Corvette, hopefully a C3, and perform either a full restoration or a restomod. Both routes have their pros and cons in my eyes, and I would have to really think to decide which route to go.

If you could change anything, what would it be?

Personally, I have been very interested in the restomods and would like to see more seminars on all of the different ways that they can be performed and still qualify for the NCRS. The thought of taking the existing parts in the Corvettes and making them function with upgraded parts is really fascinating to me.

What are your personal/professional plans for the future? Education? Employment?

I am currently going into my senior year at the University of Pittsburgh at Greensburg pursuing a degree in Management Information Systems with a minor in Accounting. I recently accepted an offer for a Project Management internship position at a company called Regulatory and Quality Solutions. The position was intended to begin at the end of April, however due to the Coronavirus it has been pushed back to a later date. After graduation I anticipate being offered a full-time position with the company.



“Replacing C5 Emblems: GM does not make Em like they Use to!”

Article & photos by: Tom Russo, Myrtle Beach S.C. #22903

The emblems of contemporary Corvettes use three components, an adhesive, a plastic frame and what is known from the C3 generation as Cloisonné inserts. What happens after twenty years and 47,000 miles is the plastic frame deteriorates, necessitating emblem replacement. And the costs are exclusive to Corvette ownership!

My C5 (a 2000 Millennium Yellow with torch red interior) had traveled to numerous chapter, regional events and several nationals, including Windsor. The paint is original and remarkably in great shape considering road hazards, conditions and passing big, debris-spewing trucks. But age and miles had taken its toll. The COVID-19 shelter-in-place seemed like the absolute time to order those emblems and replace the originals. On a sunny day and temperatures pushing 80, April was the perfect time to take two hours and get this done.

Emblem Removal

Emblem removal was straight forward. Use either a good dental floss or heavy-duty thread that can cut between the plastic frame and the adhesive. For the most part, this C5's emblem frame came apart in pieces. I could pick them off like picking teeth without the need for floss. Floss was handy when the frame base would not lift from the adhesive and a tool with a flexible edge needed.



Fig. 4 Emblem frame in pieces but Cloisonné inserts intact.



Fig. 1 C5 emblem. Note Cloisonné' intact but frame aged, cracked & deteriorated.



Fig. 2 Rear emblem removal. Note dry eraser positioning marks and original emblems pieces. To the left is adhesive that remains while right side removed.



Fig. 3 Front emblem removal with holes for emblem positioning pins.

The front emblem is straight forward given the emblem uses pins to locate the position on the hood front cover. Not so with the rear deck on a convertible, or coupe for that matter. I used a red dry eraser to mark the rear emblem coordinates to ensure I replaced the emblem in the same position as the original.

Surface Preparation

Once the frame is removed, including the inserts, the task is to remove the adhesive and clean the surface. I might add the task is made easier, especially adhesive removal with direct sun on the work area. It softens the adhesive for easy removal by simply rubbing your finger and rolling the adhesive away from the paint surface.

Finish surface preparation with denatured alcohol. The 3M adhesive removal product could be used but I found that the denatured alcohol worked best. It takes some persistent rubbing to remove the twenty-year-old adhesive remnants. What remains is a ghost of the former emblem resident but the ghost image is not helpful in locating the rear emblem replacement.

Installation

Installation is straight forward with the front emblem using the pin locations. If you have been patient and kept up with your dry eraser location marks, the rear installation will be equally straight forward.



Fig. 8 Rear emblem installed.



Fig. 5 Rear emblem removed but red dry eraser notes replacement marks.



Fig.6 C5 Hood Emblem



Fig. 7 C5 Front hood emblem with positioning pins, sun baking as it prepares for installation.

A suggestion...start with the rear emblem. The front pins could be troublesome to work around in removal but with success in replacing the rear emblems, you'll find yourself motivated to move forward and replace the fronts as well. Use detailer to finalize the paint surface work area surrounding the emblem. Step back, admire and appreciate your emblem replacement project.

PTSC SCHEDULE OF EVENTS FOR THE REMAINDER OF 2020

August 9th (Sunday)

9th Annual Picnic and 30th Year Celebration...at
Indian Lake Park, North Huntingdon, Pa.

*Coordinators: Frank Gavrin & Paul DiSanto

September 20th (Sunday)

“Flight 93 Road Tour”

followed by a Picnic at Gene & Linda Castrovillo’s
Lake House

October 17/18th (Saturday & Sunday)

PTSC Two Day Judging Event at
Greenwood’s Hubbard Chevrolet, Hubbard, Ohio

*Coordinators Ken Jelley & Bill Bryan

December 6th (Sunday)

Annual Banquet at Rizzo’s Malabar Inn
Crabtree, Pa.

*Coordinators: Don Geary & John DeGregory

**See Registration Forms for these events attached to
this newsletter and on our chapter website. If there
are any changes to these events due to the Covid-19
Pandemic all members will be notified by email.*



NEWSWORTHY ANNOUNCEMENTS

**NOTICE: THE 2020 PITTSBURGH VINTAGE
GRAND PRIX HAS BEEN **CANCELLED** THIS
YEAR DUE TO THE CORONAVIRUS!!!!**



**Congratulations to our *PTSC* Historian,
Barry Holmes who was recognized as a
10-year member of the National Corvette
Museum in the April/May/June issue of
America’s Sports Car!**



**PTSC Members you are able to view the
minutes from our PTSC monthly board
meetings by visiting our chapter website. The
meetings are found under the MEMBERSHIP
heading.**

<https://ncrspitt.com/>

PTSC Celebrating our 30th year as a NCRS Top Flight Chapter!

August 1990 - August 2020



August 1990, Vol. 1, Number 1

The official quarterly newsletter of the Pittsburgh Tri-State Chapter.

(This is the first Chapter Newsletter Official Letterhead. Note: at this point it was not named... RPM!) Charter member Rich Kossum's wife Mary Lou is credited for naming our chapter newsletter.

Restoration - Preservation - Motoring Fun!

Let's recognize our active PTSC Charter Members!

Ken & Marilyn Amrick #7170

Howard & Paula Hughes #13614

Ron & Josie Booher #1009

John & Nancy Jeffries # 9851

Roger & Linda Clark #12557

Rich & Mary Lou Kossum #12684

John D. DeGregory #2855

Bob & Cathy Lunz #5491

Dave & Janie Elliot #18754

David & Marcia Martinez #8378

Larry & Anne Fellers #1049

Denis & Giovanna Mitchell #18035

Geoffrey & Josie Gibson #16394

Norm & Linda Neffield #2799

John & Nancy Hartzell #15919

Martin & Lynn Orban #16651

Jim & Madie Henderson #15315

Don & Nonie Spangler #4301

Tom & Gail Henry #17918

George & Pat Whipkey #14436

John B. & Pat Holmes #940

Bold type = Current Board Members



Please welcome our newest member as of June 3, 2020

William Kitchen... NCRS # 64760

6286 Poketa Rd.

Verona, Pa. 15147

412-744-4019

billk802@comcast.net

RPM CLASSIFIED



TIRES FOR SALE

4 Firestone Steel Radial 500 tires for sale. I bought these NOS tires for use on my 76 Corvette but have decided not to show it, but drive it when possible. Since my wife drives the car the most, I bought new modern tires for it. I paid \$400.00 for the NOS tires. They have never been mounted. GR70-15 HO85/FMJ285 31537-1 SR500. These are correct for 73-77 Corvettes.

If interested call me or email: Robert Cirilli

724-449-3323 cirilli@zoominternet.net



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Thomas G. Henry

Dealer Principal

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tomhenry@tomhenrychevy.com



Pittsburgh Tri-State Chapter NCRS 30th Picnic **Sunday August 9, 2020**

@ 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. Members: Side dishes, salads and desserts are welcome.

The chapter will be celebrating our 30th anniversary at this event.

Cost: \$10.00 cost per person

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

Send payment and form by **August 4, 2019** 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 NCRS

Fall Road Tour to
Flight 93 Memorial
Gene & Linda Castrovillo's lake house for a picnic

Sept 27, 2020

Agenda:

- 8:30 Breakfast at Bob Evans in Greensburg
- 9:30 Depart for Flight 93 on Route 30
- 10:30 Arrival at Flight 93 Memorial and tour
- 1:00 Depart Flight 93 park for the Castrovillo house
- 3:30 Leave the Castrovillo's for home

You must make a reservation for event by 9/22/20 either mail or RSVP via phone 724-875-7749 or email dlgeary@comcast.net We need reservations for meal planning, thanks.

Mail to: Don Geary 117 Caldwell Dr Jeannette, PA 15644

Name _____ NCRS # _____

Street _____ City _____ ST ____ ZIP ____

Number attending: ____ Phone _____ Email _____



PITTSBURGH TRI-STATE CHAPTER MEET

WWW.NCRSPITT.COM

Sat Oct 17 & Sun Oct 18, 2020 – Limited Flights – Register Early

Greenwood's Hubbard Chevrolet 2635 N. Main Hubbard OH 44425 800-635-0339

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 – SATURDAY OCT 17, 2020

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

SUNDAY OCT 18, 2020

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/Spectator/Judge/Tab (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, 10/12/2020).....\$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...

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

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

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

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

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

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

I have read and agree to comply with the COVID-19 update published by NCRS in the Driveline.

Signature: _____ Date: ____ / ____ / ____

Make checks payable to: Pittsburgh Tri-State Chapter NCRS Registration and must be postmarked by Oct 12, 2020 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.

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

Meet Chairman: Don Geary Phone: 724-875-7749 or dgeary@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: | | | |
| Judging | Newsletter | Events | Membership Other |
| Please describe any talents or abilities that you may contribute to the success of our chapter. | | | |
| You must be an active member of the NCRS, Inc. to qualify for chapter membership and please include NCRS number on this application. Chapter dues are \$20 payable upon application and renewed each June 1. | | | |
| Make checks payable to: Pittsburgh Tri-State Chapter, NCRS Mail to: Judy Geary 117 Caldwell Dr Jeannette, PA 15644 | | | |
| Signature: | | Date: | |
| Direct any questions to Judy Geary at 724-834-5586 or email at gearyjt@comcast.net | | | |

RPM Editor

Jimmy Patitucci

Box 92

McClellandtown, Pa.

15458



"THE PTSC BOARD MEMBERS WISH ALL OF OUR MEMBERS A HEALTHY, SAFE AND HAPPY SUMMER."

