



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

Restoration...Preservation & Motoring Fun!

Editor: Jimmy Patitucci 60161

NCRS Top Flight Chapter

<https://ncrspitt.com>

Summer 2026



**PTSC Hosts the NCRS Altoona Regional
June 4-6, 2026**



More photos and write up later on in the *RPM*.



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Chairwoman’s Message:



Coming off the Altoona Regional, I think many of us are still feeling that mix of excitement and exhaustion.

It was a big event in every sense: big turnout, big effort, and big moments. While a true recap is included in this newsletter, I want to take a moment to acknowledge the heart behind it. Every volunteer who stepped up, for an hour or for the entire weekend, helped make the Regional run smoothly. Events of that scale don’t happen because of one or two people; they happen because a whole chapter decides to pull in the same direction. And you did exactly that.

What stood out most wasn’t just the number of cars or the size of the crowd, but the way our members supported one another and our visitors. Like any large event, there were a few bumps along the way, but you would never have known it from the outside. Every time something unexpected popped up, someone stepped in without hesitation: guiding an attendee, offering tools or advice, or just breaking the tension with a well-timed laugh. As “Firefighter #1,” I heard more than once how smoothly the event ran, and that credit belongs entirely to all of you. Our chapter’s strength isn’t measured in registrations; it’s measured in people.

As we settle into the rest of the summer, I hope you’ll enjoy the events and road tours ahead. Our August Picnic and September Road Tour are always great chances to catch up and stretch the legs on those Corvettes. And of course, summer is full of car shows and cruise-ins. Don’t hesitate to enjoy those too because every time you show up, chat with someone, and answer a question about NCRS, you’re helping others see what our community is really like. I’ve always liked the phrase, “Join for the Corvettes, stay for the people,” and summer gives us plenty of chances to show why that saying sticks.

Thank you again for everything you bring to this chapter: your time, your enthusiasm, and your willingness to show up. As we inch toward the end of the year, we’ll also be looking for a few new faces to step into board roles. My own two-year term will be wrapping up, and I can say firsthand that serving is rewarding and manageable, not to mention a great way to stay connected.

Enjoy the summer, and I’ll see you out there. ***Brooke***





2026 Officers & Chairpersons

Chairwoman – Brooke Madeira
724-875-4903 befoor@gmail.com
Vice-Chairman – Michael Bucheit
724-423-3080 mbucheit@wpa.net
Treasurer – Mark Madeira
724-875-6130 mark@mirrockcorvette.com
Secretary – Dana Smith
203-751-2876 x52131e2@hotmail.com
Judging Chairman - Bill Bryan
814-931-9101 crosskeystv@yahoo.com
Membership - Judy Geary
724-757-6221 gearyjt@comcast.net
Inside Coordinator - John Jeffries
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Jimmy Patitucci 724-737-6396
jippat@breezeline.net
Don Geary 724-875-7749
dlgeary@comcast.net
Webmaster-Don Geary 724-875-7749

Made it in 2025 too!



Judging Chairman's Message:



Wow! What a great regional meet!
It was our eighth PTSC regional.
Everyone worked together as a
team and everything turned out
great!

I can only recall one minor complaint that isn't even
worth mentioning. A big **thank you** to everyone that
helped doing anything and everything!

We had 46 Flight cars registered and 12 PV'S and many
more cars for special awards, displays and the new Open
Class.

From the judging chairman's desk there should be some
new manuals coming out right after the National and the
possibility of some changes to the way a **five-star judge**
earns their points. Not sure if it will happen, but it is
being discussed among the team leaders and the national
judging chairman.

Myself, I am getting ready for our next chapter judged
event, which will be at Greenwood's Hubbard Chevrolet
in Hubbard, Ohio. Please register your car soon if you are
planning to attend. I'd really appreciate it if you could do
it early, it would help me a lot. Keep in mind if we want
to make this a five-point event, we need **10** cars registered
for it! Registration forms are in this newsletter, in the
next two Drivelines and online. If anyone needs help
registering online, please contact me. I can walk you
through it. It's not that bad. Plus, if we reach 10 cars, we
will need more judges. The event is scheduled for
October 17th and 18th. It will be here before you know it,
so register as soon as possible.

The chapter has a few more events planned before the
October Hubbard meet. So please check them out in our
events calendar also in this newsletter. Our board goes to
a lot of trouble planning events. I believe they are well
planned and I believe they should be well attended. Please
try to attend and show support for our chapter. We as
board members will appreciate it. That's all for now. See
everyone soon! **Bill**

PTSC Spring Road Tour to Blair County, Altoona, Pa.

Write up: Don Geary, Photos: Jimmy Patitucci



We had an unusual spring road trip today to Altoona, Pa. Usually, we travel to someplace picturesque or different but this year with our 8th regional event scheduled within 4 weeks we decided to make this a working road trip. We had very good attendance with 21 members attending the event. The travel through the mountains of PA is always picturesque and entertaining. Two MAC Chapter members also attended.

We passed by a very long train winding its way through the famous PA railroad Horseshoe Curve and into the Gallitzin tunnel built in 1854. We counted 23 windmills on the mountain tops surrounding Altoona. The trees at this elevation (2937 ft) were just starting to sprout, which is at least a full 2 weeks behind the lowland trees in the Pittsburgh area.

The weather was great and we all wanted to bring our Corvettes but with rain and thunderstorms predicted, only 5 brave souls drove their cars. Rest assured we took several pics with the group and the cars in front of the Blair County Convention Center.

We met with Chef Tom who is also the CEO of the organization, to discuss last minute details of the regional, down to how many tables in the Tab room. Exciting stuff, I know, but it had to be done. Then we took a tour of the building, garages and exterior site for car pictures.

Next, we went to a great Italian restaurant, Jethro's, and had a great meal. Finally, was a trip homeward bound through the rain back to Pittsburgh. A fun day was had by all.

Don Geary
Regional Chairman

Corvettes Driven on Tour



Blair County Convention Center, Altoona, Pa.



Group photo



Where we had lunch!



2026 Altoona Regional

Write up: Don Geary Photos: Jimmy Patitucci & Mark Madeira



We as a team accomplished a lot with the conclusion of our **Altoona Regional Judging** event at the **Blair County Convention Center** this past weekend. It all started in May of 2024 when Dave Kitch proposed that we host another Regional in 2026. At that time, we investigated and secured the Convention Center contract, and the contract with the Country Inn and Suites for hosting the event. We also had to negotiate with the NCRS and other chapters to keep our Regional alone in the northeast US for 2026. We wanted to be in a position to make our Regional a stepping stone for the NCRS National in Charleston, SC in 2026.

Fast forward to November 2025 when we published the registration form in the Driveline and opened registrations online for the event. We had a team of our members taking shape and over the next few months, built a group of 29 people to manage the event. Fundraising was an important ingredient of the early work, securing multiple sponsors for our event. I would like to recognize Mike Bucheit for securing the following sponsors:

- **Mirrock Corvette** in Saltsburg, PA sponsored the Reception on Thursday.
- **All Collector Autos** in Bedford, PA sponsored the Judges shirts.
- **Zippo/Case knives** in Bradford, PA gave gifts for the Banquet.
- **Howard's Auto Body** in Greensburg, PA sponsored a Judges' meal.
- **Bair's Corvettes** in Linesville, PA sponsored our Registration.
- Two members of our chapter sponsored a Judges' meal:
 - **Mike Bucheit**
 - **Bill Bryan**

So now after 2 years of planning, the event took place and here are the numbers for the event:

192 Registrations with 267 attendees	1 Founders
46 Flight car registrations	2 Duntov
12 PV car registrations	
6 Open Class car registration	
5 Sportsman cars	
2 Bowtie Signoffs	
3 American Heritage	
54 Car Trailers for parking	
218 Reception attendees signed up	
116 Banquet attendees	

It was a lot of hard work for all our chapter members involved and I want to thank each and every one of them for the extra effort they gave to make this event a success. It really takes a team of good individuals to make an event like this work. I will say that even after 8 Regionals, we are still learning how to fine tune our efforts, but I consider this a great accomplishment for a group of volunteers. I have heard so many good comments from the NCRS leaders, judges and car owners and I am proud to be part of this group. Thank you.

Respectfully,

Don Geary

Enjoy the event photos on the following pages!

Registration: Stephanie & Dana Smith, Brooke & Mark Madeira



Judges Table: Bill Bryan, Bob Stokes



Apparel sales: Darlene Thompson, Peggy Patitucci & Sandy Stokes



Dana working registration!



(L to R) Don Geary , Event Chairman, Paul DiSanto, Trailer Parking & Frank Gavron, Trailer Parking Coordinator



Don Geary earned his 200 PT. Master Judge Hat. Mike Bucheit & Jimmy Patitucci received their 100 PT. Master Judges hats at the Judges breakfast on Friday Morning!



PTSC Members Corvettes at the Regional

Mark & Brooke's C4 Cutaway Display



Bill Bryan's 65 Duntov



Bill Bryan's '67 Top Flight



Alan Hawkes' '66 Top Flight



**C4 TECHNICAL
SEMINAR
MARK MADEIRA
MIRROCK CORVETTE
4:00PM - 5:00PM**

**More on
the
following
pages!**



Brian McIntyre Judging Interior





Jim &
Milda
Oliverio's
1955
Duntov



Jim & Milda's 1988 Top Flight



Even Henderson's 1990 Top Flight



Dylan Stahl's 1969 Second Flight



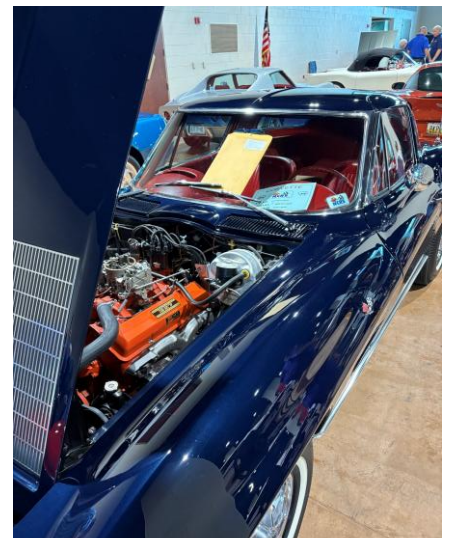
2026

A R
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Richard Roupe's 1969 (Passed his PVI!)



Dylan Stahl's 1963 Top Flight





Tom Bell's 1995 Pace Car Top Flight

Mark Madeira's 1995 Second Flight



Jeffrey Carberry's 1963 Open Class



Brian McIntyre's 2019 Sportsman Display

Special Thanks to the Parking Crew:

Frank Gavron (Coordinator Trailer Parking)	
Paul DiSanto	Stu Benson
Jimmy Patitucci	Bob Thompson
Brian McIntyre (Inside)	Gil Dickens
John Kuhns (Inside)	John Naylor
Dan Laur	



Tom Fornwalt's 2018 LT1 Open Class



Yo! Where do want us to drop off these golf carts?



Team dinner Friday night at Marzoni's Restaurant



Tabs: Left front to back: Sandra Traverse, Phyllis Rohloff, Right front to back: Cathy Bergmann, Karen Hill, Sharyl Ingham, Peggy Patitucci & Judy Geary.



Brooke offering the Banquet Blessing, Saturday evening.



Don Geary addressing the banquet crowd.

Bill Bryan announcing the judging awards.



SPRING MINI MEET & JUDGING SCHOOL

Write up & photos: Jimmy Patitucci

On Sunday April 26th our chapter held its annual Mini Meet and Judging School hosted by

Dylan Stahl at his business, *All Collector Autos LLC* in Bedford.

We had 10 members show up on a chilly late April Sunday morning, all eager to gain as much information as they could about NCRS Flight Judging.

Our judging chairman, Bill Bryan uses this event each year to help new and inexperienced judges (members) become more familiar with the NCRS Flight Judging process. In order to achieve this, we only have two Corvettes register for flight judging. This year we had two beautiful C2 Corvettes register. A 1967 Lynndale Blue convertible owned by Dylan and a 1963 Daytona Blue Coupe owned by Mike Thomas.

Bill started things off in the morning with the judging school. The topic this year was “How to judge paint”. He used the NCRS Paint Flow Chart as a guide, as well as a couple of cars in Dylan’s garage as examples to point out differences in levels of paint quality.

Following the judging school the group divided up into two small groups and began judging the two cars. Each group was led by a more experienced judge. This gave everyone a chance to go through the process using the scoring sheets as well as the opportunity to ask questions along the way.

This is always a nice event each year, plus we get the opportunity to judge a couple awesome Corvettes. Both Corvettes earned a Top Flight Award, and both well deserved!

Thanks to:

Bill Bryan – for organizing the event & presenting the judging school.

Dylan Stahl- for hosting, providing lunch and registering his Corvette for judging.

John Kuhns- for bringing the coffee and donuts.

Mike Thomas- for registering his Corvette for judging.

Finally, to everyone who attended and helped to make the mini meet another success.

Enjoy the event photos on the following pages. *JP*



Dylan's 67 Coupe



Mike Thomas's 63 Coupe





Ops Judging



Norm & Bill/Registration



Top Flight Ribbon for Mike



**5624 Business 220, Bedford, Pa.
(814) 285-1779**



Bill leading the school on judging paint.



Top Flight Ribbon for Dylan



PTSC Membership News: Judy Geary

As of our June board meeting we have 133 members and four new members. We will be sending out around 52 Dues Renewal letters.

Welcome our newest members:



Tom Fornwalt #69771

515 E 26th Ave

Altoona, Pa. 16601

814-414-7260

tom66cb@breezeline.net

Toys: 2018 LT1

Matthew & Laura Hanke #72529

238 Windsor Ln.

Winchester, Va. 22601

540-550-2660

matthew.p.hanke@gmail.com

Thomas & Carrie Belcher #69028

2388 Bella Ridge

Covington, Kentucky 41017

740-547-7224

Sethc5vette@yahoo.com

Vito & Natalie Cimilluca #24165

51 Guernsey Ln.

Colonia, New Jersey 07067-3103

732-491-5907

vitoc@comcast.net

Remember you must be an active member in the National NCRS to be a member in our Chapter!

An Invitation to step up and start thinking about volunteering for upcoming open board positions in 2027.

Hi Pittsburgh Tri-State members, I am writing to you today because it's that time of the year when we have to prepare for elections. The chapter has had a handful of members that have been holding chair positions for a number of years. ***Actual elections will be held after the 2026 Regional but we need you to start thinking about running for office or doing one of the volunteer jobs.***

I am asking you to consider running for a board position, we really need some more new blood to help keep our hobby alive and active. None of the jobs are hard to do and mostly mean you get together with friends once a month, have dinner and talk about our hobby. The most critical and the blood stream of the club is the Newsletter Editor. You will get plenty of help to carry on.

I am on the nominating committee and I don't want to call every member to look for volunteers. We are all adults so I am asking you to consider running for the board. If you are willing to help preserve our hobby please email me or any current board member and we will place your name on the recommendations list.

My email is cirilli@zoominternet.net and my phone number is 724-449-3323. See you don't even have to look them up. I hope we hear from you.

Robert D. Cirilli, Nominating committee

RPM Technically Speaking I

Corvette Base Coat/Clear Coat Enamel Pilot Program 1980 : Dana Smith #52802

Corvettes produced in Bowling Green used base coat / clear coat (BC/CC) paint and St Louis cars were painted with lacquer. However, have you ever given any thought about the technical challenges behind implementing an unproven paint system on flexible substrates, mid-model year, at a new factory? In 1980, the US auto industry had barely started to experiment with BC/CC systems despite them being “available” since the early 1970s when a company called Calanese first developed a wet-on-wet BC/CC paint system called Crylitex 5000 in response to Ford’s failed attempt to develop a bake-on-bake clear coat system.

BC/CC systems soon emerged in Europe and Japan with varying chemistries. Their superior appearance levels were clear, but these early systems caused concern with physical performance and durability. When these systems failed, they failed spectacularly often due to problems with interfacial contamination, overbake-underbake inter-coat adhesion failures, or specific color/pigmentation related anomalies affecting durability and adhesion. In short, the paint chemistry had to be perfect for the application and applied with a strict adherence to the prescribed process and methods.

Corvette was not the first GM vehicle to use BC/CC. That distinction belongs to GMC’s “general” truck line, but Corvette was the first GM car to use BC/CC. In the early days of the program, GM engineers visited Volkswagen at their Westmoreland County, PA factory to examine how they applied BC/CC systems and as a result they initiated the Base Coat – Clear Coat Enamel Paint Pilot Program; a one-year development effort from January 16th, 1980 through December 23, 1980 to prove out the new paint in production conditions at St Louis. This program put Corvette on the fast track to release a new paint process and supported the larger objective of turning around Corvette’s quality image.

The pilot program included teams from Fisher Body, Chevrolet Engineering, GMAD Central Office, GMAD St. Louis, GMAD Bowling Green and three paint suppliers. Their objectives were to prove out a total paint process for use on sheet moulding compound (SMC) and flexible reaction injection molding (RIM) substrates at Bowling Green; evaluate proposed paint operations at Bowling Green; ensure optimum paint quality; acquire first-hand experience in an actual production facility; develop primary and secondary paint suppliers; develop paint materials in compliance with EPA emission requirements; establish and evaluate workability of 1981^{1/2} colors; and provide information and data on BC/CC systems to the corporation for future programs.

The team divided the program into three phases: Phase 1 experimented with various paint chemistries and materials to familiarize Bowling Green personnel with application and processing properties; Phase 2 included vendor approval of “Bowling Green” paint and source selection; Phase 3 determined 1981^{1/2} color workability and process verification.

The depth of knowledge gained from this pilot program is staggering. In the end, they would specify every detail from flash times, bake times and temperatures, layer thicknesses, number of coats, down to the exact supplier for post-paint polishing pads for use on the line. At a top-level, they concluded the BC/CC system greatly improved the appearance in comparison to the lacquer paint. However, the improved gloss greatly magnified the underlying defects in the SMC and RIM substrates. A major problem for the team to overcome.

Continued on next page;

Additionally, 1) they concluded their assumptions about the layer build requirements were grossly underestimated. This was important due to the EPA VOC emissions permitting. 2) The proposed Bowling Green paint facility needed to be rearranged to accommodate a longer third color booth and incorporation of chillers at the oven exits. 3) They needed more extensive masking techniques to control enamel overspray. 4) They needed to incorporate polishing and localized spot sanding into production to eliminate defects due to dirt. However, too much polish would cause haziness or grayness and should be avoided on good units. 5) The approved colors for 1981^{1/2} required modification to obtain optimum color match between the body and bumper. This problem was most evident with Silver Metallic and Autumn Red Metallic.

In the end, the team chose Calanese’s system for the body and PPG’s system for the flexible RIM components. Although the hope was to use the same system for the entire car, that was not possible and made it difficult to match colors with different primers on different substrates, not to mention matching colors between two factories.

In total, 80 cars were painted at St Louis using BC/CC paint. Of these, 33 were model year 1980 and 57 were 1981s. Needless to say, these 80 cars needed a lot of re-work before they were sold. In some cases, the entire car had to be repainted. The irony was at the time, Chevrolet acknowledged dealers would not have BC/CC materials to repair these cars until late 1981. So, they issued a service bulletin that basically said if repairs were necessary, repaint the affected panel with lacquer paint.

Although the 1980-1982 NCRS manual notes the paint codes associated with the pilot program and the presence of the stamped “E” on the trim tag, it does not mention the 80 St Louis cars originally painted with BC/CC. So, here they are:

1Z878AS416120	1Z878AS437849
1Z878AS415143	1Z878AS438184
1Z878AS415142	1Z878AS438183
1Z878AS416131	1Z878AS438451
1Z878AS415362	1Z87HAS438316
1Z878AS417226	1Z87HAS438446
1Z878AS419988	1Z878AS439795
1Z878AS425079	1Z878AS439963
1Z878AS424910	1Z87HAS440119
1Z878AS425664	1Z876AS439964
1Z878AS428224	1Z878AS439800
1Z878AS429004	1Z87HAS440116
1Z878AS430513	1G1AY8768BS403598
1Z878AS429173	1G1AY8760BS403780
1Z878AS435892	1G1AY8762BS405010
1Z878AS419351	1G1AY8764BS405011
1Z878AS438033	1G1AY8766BS405009
1Z878AS437850	1G1AY8763BS414573
1Z878AS438149	1G1AY8768BS414553
1Z878AS438156	1G1AY8766BS414549
1G1AY8762BS405637	1G1AY8766BS411117
1G1AY8760BS405636	1G1AY8768BS411295
1G1AY8760BS406236	1G1AY8761BS411333
1G1AY8765BS406233	1G1AY8764BS411293
1G1AY8767BS411546	1G1AY8763BS411155
1G1AY876XBS414554	1G1AY8764BS411889
1G1AY8764BS409141	1G1AY8761BS414686
1G1AY8762BS407985	1G1AY8763BS414687
1G1AY8765BS407995	1G1AY8760BS411887
1G1AY8764BS409477	1G1AY8767BS411885
1G1AY8769BS411337	1G1AY8767BS412289
1G1AY8764BS409107	1G1AY8765BS412288
1G1AY8760BS409105	1G1AY8760BS418001
1G1AY8761BS409081	1G1AY8761BS418007
1G1AY8762BS409106	1G1AY8766BS414387
1G1AY8769BS410723	1G1AY8764BS414386
1G1AY8764BS410547	1G1AY8769BS417882
1G1AY8769BS411340	1G1AY8762BS414550
1G1AY8767BS410722	1G1AY8766BS414888
1G1AY8762BS410546	1G1AY8766BS411117

Primary source – Bowling Green Base Coat – Clear Coat Enamel Paint Pilot Program released March 1, 1981.

Dana Smith #52802
X52131e2@hotmail.com

My Corvette Story :

As submitted by: Joe Romano #53433

In April 2011 I acquired a 1966 427 - 390 hp yellow Corvette. Little did I then realize the story that was about to unfold. The Corvette being only a part of the history I was about to uncover. About a year later, I received a call from the NCRS that an estate executor had the original bill of sale on my Corvette. Charles F. Kottcamp was the original owner and for a fee he would send me a treasure trove of his life. After a great deal of research, including newspaper clippings, books, U.S. Navy press releases, archives of Gulf Oil research and development, collaboration with Gary Rogers - the Oakmont Pa. Historian and the direction of the Head Archivist of the Revs Institute of Naples, Florida, I submitted an abstract to the annual meeting of the Society of American Archivists. Here is that submission (below) . My journey to learn about this man and his machine continues and hopefully will end with an academic type publication. **(Photos: Fig. 1 Original sales invoice from Don Allen Chevrolet. Fig. 2 At the 12 hours of Sebring 1971. John Wyer (Ford GT Development), I.G.Davis of Gulf Racing, and Charles Kottcamp in Gulf Pitts. Fig. 3 My Corvette in bay at Gulf research being tested-from Gulf archives at Fort Pitt Historical Society. Fig.4 The Corvette at PTSC Judging Meet in Latrobe.)**

Fig. 1

CAR INVOICE

DON ALLEN
CHEVROLET COMPANY
3015 SAUNDERS BOULEVARD
PITTSBURGH PA. 15204

SALESMAN: Ryatt

SOLD TO: C. F. Kottcamp
ADDRESS: RD 6
Somerset, Pa.

DATE: 6/13/66

NAME: 1966 Chev. MODEL: 1967 Corvette Sp. SERIAL NO: 150J760117575 ENGINE NO: T0015811

PRICE OF CAR: \$17,175
OPTIONAL EQUIP. & ACCESSORIES: 13,541.50
TOTAL CASH PRICE: \$30,716.50

INSURANCE COVERAGE INCLUDES:
☐ FIRE AND THEFT ☐ PUBLIC LIABILITY - 100,000
☐ COLLISION - 100,000 ☐ PROPERTY DAMAGE - 100,000

OPTIONAL EQUIPMENT AND ACCESSORIES:

GROUP	DESCRIPTION	PRICE
Options	1. Spd. Trans.	
	Radio	
	Power Steering	
	Tinted Glass	
	White Steelies	
	Power Brakes	
	Powertronic	
	Air Conditioning	
	Pump Window	
	390 HP Engine	
	Hazard Flasher	
	Telescop. Steering Wheel	

SALES TAX: 160.00
LICENSE AND TITLE: 8.50
TOTAL CASH PRICE: \$30,716.50

FINANCING:
INSURANCE: 650.00
TOTAL TIME PRICE: 650.00

DEPOSIT: \$750.00
CASH ON DELIVERY: \$200.00
USED CAR: 60 Corvette
TAX: 33.00
SER. NO. 107375011300
ENG. NO.
PAYMENTS:

TOTAL: \$31,359.50

ALWAYS SHOW SERIAL ENGINE AND KEY NUMBERS.

Fig. 2

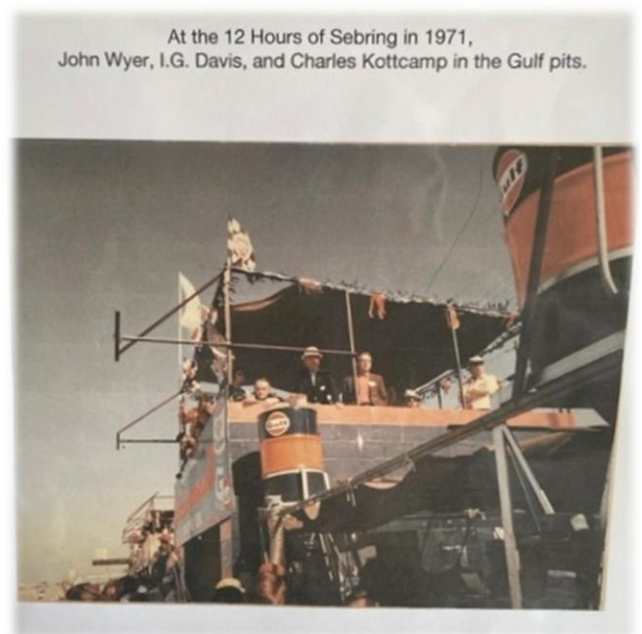


Fig. 3

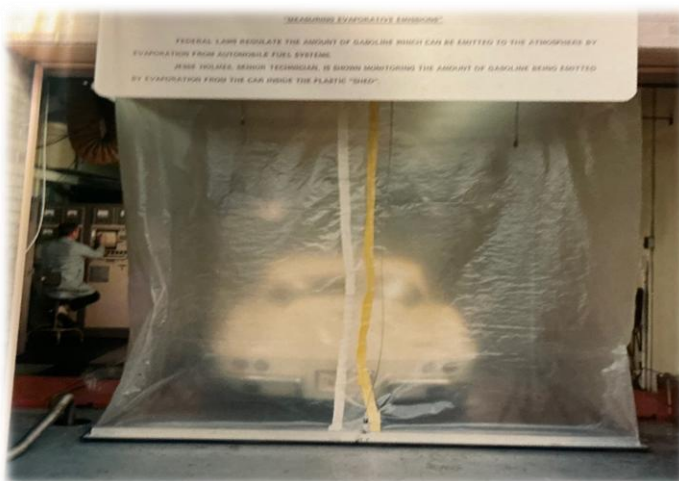


Fig. 4



Abstract as submitted by Joe Romano:

Title:

Cold War Engines: Reconstructing an Industrial Engineer's Life Through Dispersed Personal and Institutional Archives

Abstract:

This paper examines the reconstruction of the professional life and technical legacy of Charles F. Kottcamp (1914–?), a mid-twentieth-century engineer whose career spanned U.S. Navy gas turbine development, Gulf Oil Research & Development, and advanced lubrication studies under extreme operating conditions. Drawing upon a privately held collection of personal papers—including correspondence, technical publications, photographs, and automotive documentation—this project demonstrates how fragmentary, non-institutional archives can be integrated with corporate and federal records to recover the contributions of otherwise under-documented industrial figures.

Kottcamp's career intersects with several major postwar developments: early gas turbine experimentation at the U.S. Naval Engineering Experiment Station (1940s), international industrial collaboration during the early Cold War (including documented travel to Europe and Asia in the 1950s), and the evolution of petroleum-based lubricants for high-temperature and high-stress applications. His published work on the effects of ionizing radiation on turbine oils situates him within a broader research environment in which Gulf Research conducted advanced—and at times hazardous—materials testing, including radiation-related experiments.

The project also explores the interpretive potential of non-traditional archival evidence through a case study of Kottcamp's documented ownership of a 1966 Corvette. Rather than treating the automobile as an isolated artifact, the paper frames it as a material extension of the same engineering concerns—heat, friction, lubrication, and reliability—that defined his professional work. This approach highlights how personal objects can serve as entry points into broader industrial and technological histories.

Methodologically, this work addresses challenges common to archival reconstruction: incomplete documentation, limited visual identification, and the absence of centralized records. It emphasizes strategies for triangulating evidence across private collections, corporate archives, and federal repositories, while maintaining interpretive restraint.

By situating a single engineer within the interconnected systems of Cold War industry, this paper contributes to ongoing discussions about archival silences, the preservation of technical knowledge, and the role of hybrid personal-institutional collections in documenting twentieth-century engineering competence

Dr. Joe Romano # 53433

romanojoseph534@gmail.com

ALWAYS CHECK THE DIPSTICK

Submitted by: Michael Bucheit #41580

I purchased a beautiful 1967 Marina Blue Coupe 427/435 from a seller in Connecticut June 29, 2025. I checked every part of the car to verify that it had never incurred any damage and that everything worked as it should.

The car came with a complete set (five) of original bolt-on wheels worth at least \$20,000.

The interior was in excellent condition.

The seller claimed that the car had the Original BORN-WITH ENGINE and Original TRIM TAG. I paid the required \$2200 and had the seller obtain the AL GRENNING CYLINDER CASE AFFIRMATION CERTIFICATE and the TRIM TAG AFFIRMATION CERTIFICATE.

I had the NCRS validate the TANK STICKER. I also have the original CAR INVOICE from JIM REED CHEVROLET in Nashville, Tennessee. THE ORIGINAL OWNER was **PORTER WAGNER**.

The following day, after the car was unloaded in my garage, I decided to pull the dipstick.

To my surprise, the oil pan was full of antifreeze.

I took the engine to a rebuild shop in Greensburg and had the engine pressure tested. The test revealed a cracked block.

The block had to be taken to INDY CYLINDER HEADS in Xenia, Ohio. The block was then sent to another location where it was welded and then returned to Greensburg where it was Pressured tested. Welding a block requires for it to be heated between 300 degrees and 500 degrees F. The block had previously been stitched. *The high temperature caused the stitched areas to leak. The block had to be returned to INDY CYLINDER HEADS and had to be RESTICHED!*

For those of you who have never heard of “restitching an engine block”!

Stitching an engine block(or metal stitching) is a cold repair method. Some people will actually use JB Weld. Yes, it will work. The internal pressure on the cracked area is no more than 15psi (the pressure of your radiator cap). Stitching involves drilling overlapping holes along the crack, inserting specialized threaded pins, and pressing them flush. This creates a pressure-tight, metal to metal seal without using heat.

THE METAL STITCHING PROCESS

1. To prevent the crack from spreading, drill a small hole (about ¼ inch) just slightly past (both ends) of the visible end of the crack.
2. Drill and tap holes. Using a guide jig, drill a series of overlapping holes along the path of the crack. Tap these holes to match the threads of your stitching pins.
3. Insert pins. Apply a high-quality thread sealant or locking fluid to the pins and thread them into the block. The pins are uniquely designed with a shoulder or interlocking taper that pulls the two sides of the casting together.
4. Install locks. Many professional kits, like LOCK-IN-STITCH, also utilize “locks” which are flattened bowtie-shaped surrounding machined surfaces.
5. PEEN and FINISH. Hammer the ends of the pins flat (peening). Finally, grind the repaired area flush with the surrounding machined surfaces.

The block was returned to Greensburg where it should have been completely rebuilt and tested on a DYNOSTAND.

The rebuilder in Greensburg did absolutely nothing with the Engine for six months. He promised that the Engine would be ready for pickup in six months, NLT than May 14, 2026. I stopped to check on it on May 11, 2026, to my dismay, he had done absolutely nothing. I instructed him to load all of my parts in my truck and I quickly drove to LaSalle Engines in Breezewood, PA.

I am waiting for LaSalle Engines to rebuild the engine back to the original Factory Specifications.

I have total confidence in Chuck LaSalle and his staff.

There is no doubt that the Engine will be 100% when I am notified to go down to Breezewood and pick it up. I should have immediately taken the Engine to LaSalle's and bypassed the shop in Greensburg.

I purchased the car June 29, 2025. Now, almost a complete year later, I have yet to drive the car.

Yes, as President Franklin D. Roosevelt said, **June 29, 2025 is a date which will live in INFAMY!**

Mike Bucheit #41580 mbucheit@wpa.net

Remaining PTSC Chapter Events in 2026

August 2, 2026 Sunday, Annual Picnic, General Membership Mtg. , Indian Lake Park....North Huntingdon, Pa.

Coordinators: Frank Gavron & Paul DiSanto

September 12, 2026, Saturday, Fall Road Tour, Ligonier, Pa.

TBD...Still in the planning stages/flyers will be sent out to the chapter!

Coordinators: John Kuhns & Michael Bucheit

October 17-18 Annual Meet at Greenwood's Hubbard Chevrolet, Hubbard, OH.

Coordinators: Bill Bryan & Ken Jelley

December 6, 2026, Annual Holiday Banquet & Membership Mtg. Rizzo's Malabar Restaurant, Crabtree, Pa.

Coordinator: Don Geary

All dates and events subject to change at the board's discretion.

NCRS Calendar

2026 Remaining Events (National & Regionals)

NCRS National Convention	July 26-30	Charleston, SC
Corvettes @ Carlisle	Aug. 26-29	Carlisle, Pa.
Intermountain Regional	Sept. 17-19	Spokane, WA
Texas Regional	Oct. 22-24	Frisco, Texas





Latest Info for the 2026 PVGP

Jaguar is the Marque of the Year. The Jaguar Club of Pittsburgh will host the 2026 International Jaguar Festival alongside the Pittsburgh Vintage Grand Prix and promises to be a spectacular show with cars from around the country and beyond.

Pontiac is the Spotlight Car and members from the surrounding Pontiac / Oakland clubs have been rounding up cars to showcase Pontiac for the first time at the various PVGP events. If you know any Pontiac owners, send them to us!

The Good News – **The Panther Hollow Bridge will be open** so the Pittsburgh Vintage Grand Prix Race Weekend on July 18–19 returns to the full, legendary street circuit in Schenley Park. Racers are already registering for these Racing Groups:

- Vintage Sports Racers, Formula Racers & Formula Ford
- Production Under 1.5 Liters
- Pre-War, Preservation and Production Under 1 Liter
- Sports Cars Under 2.0 Liters
- Sports Cars Over 2.0 Liters (NEW: to include displacement up to 3.3 Liters)
- Axis vs Allies Race – Saturday Afternoon

Start/Finish Line Returns to Phipps and More Good News. **The Start/Finish Line returns to its original 1983 home alongside Phipps Conservatory & Botanical Gardens**, restoring this iconic landmark as the centerpiece of on-track action. The move not only honors our heritage but also creates significantly more viewing space, giving more fans the chance to experience the thrill of race starts and checkered flags up close. **Adding to the excitement, our Special Exhibition Groups will be paddocked in front of Phipps, featuring Drifters, the BMW Ring Taxi, and Collegiate Formula Racers. They'll take to the track during the lunch break on both Saturday and Sunday**, delivering high-energy demonstrations that fans won't want to miss.

Chevrolet / Corvette Change for 2026. We will be moving back across Schenley Drive to the American Show, where we were years ago. The area we have been using since 2021 will be utilized by Pontiac, Studebaker / Avanti, and Electric Avenue.

Early registration is open. Registration for the Schenley weekend Car Show and Vintage Racing (July 18 – 19) is open and can be reached here:

<https://pvgp.org/car-show-overview/american-car-show/>

Cost: \$60 donation per car (Increases to \$70 on July 1)

- Includes 2-day weekend parking on the golf course.
- Complimentary PVGP Race Program and decal.
- Wristband for the driver and one passenger, good for the weekend.
- Online registration closes at midnight on July 16, and you must pay at the gate after that.

Please look at the **entire 2026 PVGP schedule** and feel free to register for the other events that are planned (Note the Wednesday Downtown Show on July 15 is sold out).

<https://pvgp.org/calendar/>



Carlisle Pa. Fairgrounds- Corvettes at Carlisle is the largest and most fun-filled Corvette event in the world. The annual Corvettes at Carlisle event features nearly 3,000 Corvettes on the Fun Field representing all generations of America's classic sports Car.

August 27-28-29, 2026



Congratulations to all the Chapter Editors who earned it for 2025.

Vinnie Peters – NCRS Restorer & Driveline

Jimmy Patitucci – **RPM**, Pittsburgh Tri State Chapter

Brian Parker- *Crossed Flags*, North Central Chapter

Bob Kinstrey – *The Fuel Line*, Florida Chapter

John Foster – *The Legend*, St. Louis Chapter

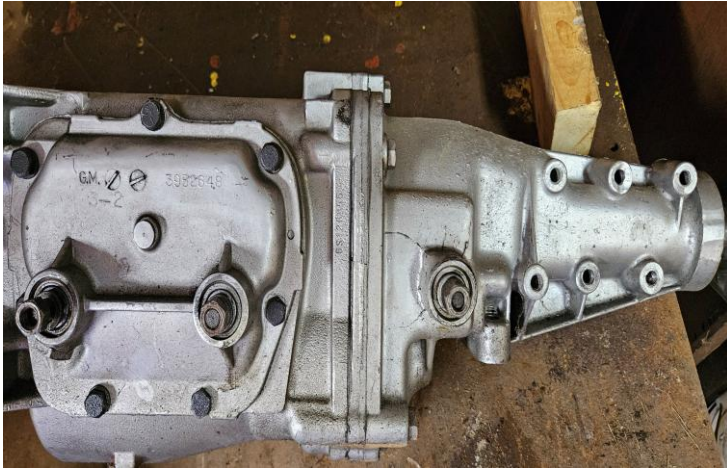
Tom Komendera- *The Vette Signal*, Mich. Chapter

Dennis Dalton- *High Plains Shifter*, Rocky Mt. Chapter

****As published in the April 15, 2026 VOL.55 No. 8 "Old Cars" Magazine.***

RPM Classifieds:

For Sale: 1966 Muncie trans. Still has the original VIN stamp. (6S126955) \$1500



For Sale:

1969 big block differential (4:11) with yokes \$1500

C2 windshield. VERY nice condition. Nice tint. No scratches, no chips, no date. \$250



Contact:

Ken Jelley

330 219 2711

Jelleysspp@aol.com

Rebuilt 1978 Corvette Shifter -\$150.00, GM Bell Housing 3899621 from a 1968 427 Corvette - \$175.00

Contact: Bob Thompson 412-551-9541, rnthompson@windstream.net



For Sale: 1973 L48 Corvette Stingray Convertible: \$25,500



Contact: Jimmy Patitucci (724-737-6396)
jppat@icloud.com

Car Info:

Purchased in 2014 in West Chester, Pa.
Always a Pa. car originally sold in Hazelton, Pa.
I'm the 4th owner. (Tons of documentation dating back thru the 90's.)
Original Build Sheet/ Title in hand.
New Tank/ Rear Spring/Shocks/
55,000 Miles showing on odometer. Mileage Exempt
Original numbers matching engine, Muncie 4 speed,
All correct engine shielding etc./Breaker less Ignition
No AC, No Power Brakes, (Birdcage is in great no major rust condition)
AM/FM Mono Radio (works as it should).
Even the original Clock Works !!!
NCRS Chapter Top Flight 2016 in Latrobe, Pa.

Everything on the car works as intended.

Most original Lacquer Paint Mille Miglia Red (Car is a beautiful "5-Footer") Hood was repainted!
Newer vinyl Al Knock Soft Top
Leather Oxblood (Dark Red) Deluxe Interior
Recent new clutch, pressure plate, throw-out bearing etc.
New set of white wall tires.
This car played an important part in the latest 73-74 NCRS TIM&JG 3rd Edition Revision. Many original/correct photos in the manual are from this very car!
Runs Strong and sounds great!!!
Call for more photos & information.

Pittsburgh Tri-State Chapter NCRS Picnic

Sunday August 2, 2026

@ Indian Lake Park, North Huntingdon, PA



From 11:00am until 5:00pm Dinner at 1:30

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 subsidize a full catered event including non-alcoholic beverages. We have an excellent caterer this year. **Members: desserts are welcome. Bring your Corvette and we will take lots of pictures.**

Cost: \$10.00 cost per person

Coordinators: Gavron Fq69vette@yahoo.com 724-863-7916
Paul DiSanto pdisanto1950@gmail.com 412-751-5579

Send payment and form by **July 26, 2026** to:
Paul DiSanto 205 Paulette Dr. Elizabeth, PA 15037

Names of Attendees: _____ NCRS # _____

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



PITTSBURGH TRI-STATE CHAPTER MEET

WWW.NCRSPITT.COM

Sat Oct 17 & Sun Oct 18, 2026 – All Flight Judging Indoors

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

NCRS Membership Number: _____ **3 judging points given for both day's participation**

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

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

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

E-Mail: _____ @ _____ . _____

EVENT SCHEDULE – SATURDAY OCT 17, 2026

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

SUNDAY OCT 18, 2026

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

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

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

- ☐ Registration fee: **per person**: Everybody ie:, Owner/Spectator/Judge/Tab (Includes Lunch)\$10.....\$ _____
- ☐ Flight Judging Car Entry.....Trailer Parking free.....\$65 if ONLINE at www.NCRS.org...\$75.....\$ _____
- ☐ Open Class Judging Car Entry.....Trailer Parking free.....\$65.....\$ _____
- ☐ Late Fee for Judged Car Entries (if Postmarked after Saturday, 10/13/2026).....\$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 13, 2026 to avoid a late fee.

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

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

PTSC Chairman: Brooke Madeira Phone: 724-875-4903 or brooke@mirrockcorvette.com

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

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

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			