



The
*Queen City Corvette
Gazette*

Official Newsletter of NC's Largest Corvette Club

April 2012



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Please visit the [QCCC web site](#) for previous issues of the Gazette

The Queen City Corvette Gazette is the official newsletter of the [Queen City Corvette Club](#) (QCCC), established in 1968, and is published monthly by volunteers and members of QCCC. Subscription rates are free for members. Guests can receive up to three months of newsletter issues, and then are removed from mailing list if they haven't participated in any QCCC events. Cost for postage and production is paid for through membership dues. Membership list and financial data are not published for guest copies. For change of address and all other QCCC inquiries, write to: **Queen City Corvette Club, PO Box 77153 Charlotte, NC 28271-7002.**

On The Cover:

Can you identify this picture? What car and who's did it come from? The first correct answer gets their car featured in the June Newsletter. Note: Owner and Photographer not eligible.

QCCC is a non-profit club (501-C7) whose members all share a common appreciation and love of America's Sports Car – the Corvette. Dues and donations are not tax deductible. In addition to various social activities for members, QCCC raises money for and participates with various local charities. We strive to promote exciting, safe and fun ways to enjoy our Corvettes. We hold business meetings on the second Saturday of each month. Our monthly business meeting usually incorporates social time. Our socials are always fun and are focused around fellowship, food & drink. We've had swimming parties, bar-b-ques, cookouts, day cruises and weekend trips. We participate in / conduct mountain tours, holiday parades and several homecoming parades at local area high schools. We also support and participate in local auto shows and hold charity Corvette shows each year. After an initiation fee of \$7.00, club dues are only \$8.00 a month, per family, and are to be paid quarterly or annually. These dues go to cover the costs of running the club, mailing newsletters, and subsidizing the costs of our meetings. Club officers and supporting staff serve as volunteers.

To become a member of the [QUEEN CITY CORVETTE CLUB](#), you must own a Corvette and attend at least three (3) monthly business meetings and two (2) events within a six-month time period. *Come check us out – we love to meet fellow Corvette Enthusiasts!* Express your wishes for membership during a monthly business meeting and be voted in, begin paying dues and having fun! If you can't join us, **please WAVE!**



The President's Vault



In the June issue of Corvette Magazine there is a great article about the 2013 Corvette 427 Convertible Collector Edition, which is also available with the 60th Anniversary Package. With these two combinations it sounds like an instant collector car. This will be the first time the current 427 engine is available in the convertible. The new model will use the Z06 427 LS7 engine, but not the Z06 aluminum chassis. For cost savings they will utilize the steel chassis from the Grand Sport convertible. GM would have had to re-engineer the Z06 chassis for convertible form, which would have been very expensive for a one year only model. The Chevrolet engineers didn't just put the 427 LS7 engine in a Grand Sport, they did some weight reducing measures because of the steel Grand Sport chassis. Carbon fiber front fenders, hood, and floor panels kept the new convertible weight only 44 pounds more than the Grand Sport convertible.

Performance for the 427 convertible is close to the Z06 with 0-10 in 3.8 seconds, quarter mile in 11.8 seconds and a top speed at 190 mph. Other 60th anniversary package items include suede upholstery on steering wheel and shift lever, embossed logo on headrests, special 60th badges, and a full width, body color rear spoiler. Also optional with the package are Pearl Silver Blue racing stripes that complement the blue diamond leather interior. But I think the coolest thing is, if you pick the racing stripes, the convertible top has the stripe woven into it so it runs the whole length of the car. GM is trying to keep the cost under \$100,000, but no promises at this time. The only other 427 convertibles were built from 1966 through 1969. If you have always wanted to own that iconic series of numbers, you might need to buy this car, the 427 may not make it to the C7s.

I have received some stories of first cars, or first Corvettes. Keep them coming to me; they will be in future newsletters.

Remember the wave, and let's drive 'em and enjoy them!

Steve Pelchat



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Members interested in joining the fun should contact the following to be added to the email list:

Nelson Sprague (barnel@carolina.rr.com) – Monthly Men’s Luncheon

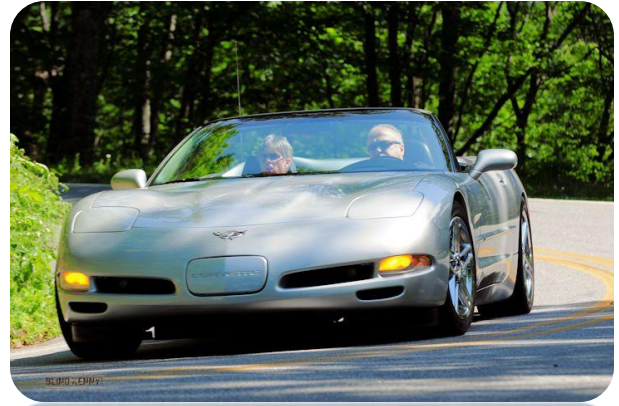
Peggy Wood (chrisowood@carolina.rr.com) – Monthly Ladies’ Luncheon

Eddie & Jane Burt (eddieburt@carolina.rr.com) – Monthly “Up Yonder” Dinner & Weekly Wednesday Dinners

Come see what QCCC is all about and join friends, make new friends, at the dinners and lunches!!!!!!!!!!

Crossroads

With the Vice President Keith Cross



Summer has arrived! As it looks now, we might have just skipped over spring altogether. So, with that said, we should have nice warm weather for our April Business Meeting and Club Picnic. This will be held at the Lake Norman State Park in Troutman, NC.

Our meeting will be held in the park at the Community House. The location information is: **Address:** 159 Inland Sea Lane, Troutman, NC 28166, **GPS** coordinates: [35.6652, -80.9421](#), and **Office Phone:** (704) 528-6350. For more details and how to **RSVP** for dinner see the flyer on the QCCC Website Calendar. The Poker Run will be held that afternoon and will end at the LKN State Park in time for the picnic and business meeting. Again, you will find all the details for the Poker Run on our website calendar. **Please check out these flyers for the time changes of these two events.**

As the summer starts, the board is working hard to have a variety of QCCC events. Hopefully, there will be something for everyone, with plenty of event from which to choose. Make sure you read your newsletters and emails to find out what and where QCCC will be next.

Now another **"Did You Know"**.

Government mandated safety regulations that made their first appearance in 1968 became more intrusive with the introduction of the 1973 Corvette. New laws required all cars to be able to sustain a five mph impact on the front without damaging lights or other safety gear. The bumper system consisted of an injection molded urethane cover, which, due to the flex agent in the paint, was often a slightly different shade than the rest of the car. Also gone were the "ice cube" style grille and the fender louver, which was replaced by a rather bland and untrimmed recess.

A new hood made an appearance in 1973 and the new design eliminated the need for the moveable panel that was raised to allow the windshield wipers to do their thing. The mechanism was troublesome so it probably wasn't missed.

The rear window would no longer be removable. The idea was to give a more open feeling, but excessive wind buffeting meant that it was little used.





1973 Corvette: Official GM Photo

Some steps were taken to make the Corvette a quieter place to drive and ride in, including the addition of sound deadening material on some inner panels, a hood pad and improved chassis mounts.

Total Production: 30,464
Coupe: 25,521 (83.77%)
Convertible: 4,943 (16.23%)

Notes: Base Corvette Coupe with 350 cu. in. 190 hp engine and wide ratio four speed manual transmission: \$5,561.50.

Base Corvette Convertible with 350 cu. in. 190 hp engine and wide ratio four speed manual transmission: \$5,398.00.

Source: The Corvette Story
<http://web-cars.com/corvette/index.php>

See you at the Crossroads,

Keith Cross



Queen City Corvette Club Minutes

March 10, 2012

Victory Lane Karting

ATTENDEES	Board Members: Steve Pelchat, President; Keith Cross, Vice President; John Walton, Automotive Director; Florence Prather, Treasurer; Linda Lewis, Secretary; Laura Pelchat, Social Director; Chris Wood, Membership Director; Boyd and Susan Kurt, Newsletter Editor; Bob and Marilyn Becker, Webmaster; Bob Denny, Club Photographer; Paul Pelkey, Database Manager; Paul Mariano, NCM Ambassador.
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DISCUSSION

- **President – Steve Pelchat** – called the meeting to order at 6:00pm.
 - Introduced the Board Members.
 - Minutes approved and seconded.
- **Membership Report – Chris Wood**
 - Visitors and prospective members – Second Meeting – Curt & Nicole Quakenbush. First meeting – Fred Rice, Larry Adams, Tracey Nisley (wife of member Jim Nisley), Mike Ormand & Eileen Mackey. Special Guest – Chance Nisley
 - New members voted in: Ed & Jan Federle, 1972 White coupe & 2003 50th Anniversary Convertible. Jim Nisley, 1998 Black coupe. Rosalie Chriss (fiancé of member Darrell Kirkley), Joanie Cramer (wife of member Tom Cramer).
 - The club presently has 281 members.
 - Contact Chris if you need another name tag (\$2.50) or lanyard (\$3.50)
- **Vice President Report – Keith Cross**
 - MAP 2012 points program going good. All members automatically eligible, remember to sign the attendance sheet.
 - April 14th meeting will be at Lake Norman State Park in the Community House, Poker Run before the meeting.
 - May 12th – Harley Davidson of Charlotte
 - June 9th – AutoBarn, Concord
 - July 14th – Hendrick Motorsports
 - Gift Certificate drawing winners: Ben Hinson, Steve Ebert, Suzi Kravitz, Patti Hamrick.
- **Automotive report – John Walton**
 - NASCAR Open House – about 20 cars
 - Auto Fair April 21 & 22, sign up sheets on table, 30 cars each day. Need to be there on Sunday for Best of Show award.
 - St Patrick's Day Parade – need 4 more cars
 - Car Care Day at Wally and Anita Crawford's garage March 24
 - Kart riders, time sheets will be kept, to be used toward Sportsman of the Year Award
 - Other activities for Sportsman of the Year will be ZMax, scheduled sometime in July, and Autocross possibly with SCCA in August.
 - QCCC Car Show May 5th. Please sign up, major source of income for the charity funds.
 - Gift Card drawing winner – Donna Smith

- **Treasurer's Report – Steve Pelchat for Florence Prather**
 - Reviewed the bank balance. If you haven't paid your dues, you are late.
- **Secretary's Report – Laura Pelchat for Linda Lewis**
 - Announced the March birthdays: Jack Goodman, John Callahan, Debbie Rinehart, Florence Prather, Anita Crawford, Clark Belvin, John Meadows, Jack Brunton, Helen Jensen, Q Gross, Jackie Slavetsky, Ken Watts, Reggie Black, Bill Hogan, Steve Pelchat, Julie Davidson.
- **Social Director's Report - Laura Pelchat**
 - Jersey Boys – 10 couples tomorrow
 - Pink Floyd Tour – 38 people, still room for anyone interested
 - June – Grandfather Mountain trip
 - Sign up sheet for Myrtle Beach car show, June 1-2
 - Dinner at Depot Restaurant after the Shelton Car Show May 26.
- **Corvette Museum Report – Paul Mariano**
 - NCM Bash – last chance to get a room
 - Helen Jensen has raffle tickets
 - Members should start thinking about the 2014 Caravan.
 - Discussed the Motorsports Park at NCM and why it would be important for the club to “purchase” an acre. Zoning has been approved for 2.94 track, 10 acres autocross, paddock.
 - Raffle for ZR1 – tickets only on line or at museum
- **Drawings**
 - 50/50 – Craig Smith
 - Go Kart passes – Morris Graham, Boyd Kurt. Deb Lisi, Ed Federle.
- **Other Business – John Meadows**
 - One time use windshield decals for \$10. Orange, red, yellow, silver, grey, black, blue.

Meeting adjourned at 7:20pm

Next meeting is Saturday, April 14th at the Community House in Lake Norman State Park. Poker Run at 3:00, Picnic at

Respectfully submitted,

Laura Pelchat for Linda H. Lewis, Secretary



Route & Track



March was a busy month. On the 10th we displayed 24 cars at the NASCAR Technical Institute Open House. This was one of their best attended events, with an estimated 1,000 visitors. On the 17th, in front of an estimated 80,000 people, eleven drivers carried Miss Metrolina and Miss Mecklenburg County winners in the St. Patrick's Day Parade. Later that same day, the show cars were replaced by go carts, as the first leg of the

QCCC Sportsman of the Year competition began with the 2012 Karting Champion. Look for the trophy presentation at the April business meeting.

The weather did not cooperate with car care day. Turnout was light but those whose cars were serviced got a great bargain and could check over their cars with some knowledgeable friends. Paul Mariano and the judging committee used the day to review the judging process for the QCCC car show. Using my car as a bad example, they discovered that in some cases a scale that does not go below zero precludes an accurate score.

AutoFair is fast approaching, much like the tax deadline. Dates are Saturday and Sunday, April 21 and 22. It is one of our bigger automotive events. If you are not familiar with AutoFair, details are available on the QCCC website calendar. We still have openings for both days (we are assigned space for 30 cars by the AutoFair clubs coordinator.) Participation gets you free admission to the show and a chance to win an award. Sign up at the business meeting. We ALWAYS have trouble getting 30 cars for Sunday, so consider this the official start of begging. Sunday is open to prospective members and families who can bring a second car. It may soon be open to HZH Corvette rentals. At least they would have been detailed by the Hertz folks.

We are making progress toward the inaugural QCCC/City Chevrolet Car show on May 5. There is still room for any club member who wants to work at the show. **Especialy needed are items for the goody bag, promo items from businesses such as ballpoint pens, key chains, coupons etc.** If your business or a business you know can supply anything, please let me know. If you are going to a show or cruise-in where flyers could be passed out, we will get some to you. If you have signed up to work at the show you will be contacted soon.

They don't write songs about Fiats (at least not in English)

John





Queen City Corvette Club Board Meeting Minutes

Date: *March 6, 2012* Time: *6:00 PM – 7:30 PM*

Location: *Smith & Stevenson*

Board Members: Steve Pelchat, President; Florence Prather, Treasurer; Linda Lewis, Secretary; John Walton, Automotive Director; Laura Pelchat, Social Director; Chris Wood, Membership.

Meeting called to order at 6pm.

President Steve Pelchat report:

Vintage Motor Cars located in Concord is a possible meeting location.

Will email and send out flyers to business concerning our car shows.

We need to have a sign up sheet for the car show in May. There will be a \$20 fee to enter your car. If you work at the show, judging, registration, constructing tents, food and drink tents, etc you do not have to pay the entrance fee.

The Board voted to change the format for presenting advertisers in the newsletter. The advertising will be located in one section of the newsletter.

Be sure to get your name and car information updated in the membership directory. If you are not on the list, you will not be able to get the discount at City Chevrolet.

Vice President Keith Cross report by Steve Pelchat:

March 10th-- signed up 84 to eat at Victory Karting

April 14th-- Lake Norman at the Community House at the State Park.

May 12th -- TBD

June 9th-- Auto Barn

July 14th -- John Meadows is checking out the Hendricks Motor Sports Team Building. There will be a \$150 charge to rent the building.

November 10th -- NASCAR Technical Institute

Treasurer Florence Prather report:

Gave the bank balance and an update on delinquent dues.

Automotive Director John Walton report:

Upcoming events:

March 10th--Victory Karting. We will give an award for the best time.

March 17th --St Patricks Day Parade We need 9 cars.

March 24th--Car Care Day

April 21st-22nd-- Auto Fair need the same number of cars on Saturday and Sunday

May 5th-- Car Show at City Chevrolet . Invited all of our advertisers to the car show. The Museum has provided placards for the cars and given us a one year free membership for the club.

June--Cruise in date to be determined, possibly Punchys.

July 20th -- Z-MAX dragway

August 18th--Hot Nights in Forest City

Possible auto cross this fall

Membership Director Chris Wood report:

Gave out a welcome letter for the Board to review.

Secretary Linda Lewis report:

Linda will check on a popcorn machine for the car show.

Social Director, Laura Pelchat report:

47 people at the April picnic with poker run \$5 per hand. The top 3 hands will win a prize. We can arrive by noon but we must vacate the park by 8pm. The club will provide water and soft drinks. Club members can sign up for desserts.

36 people signed up for the Pink Floyd trip.

20 people signed up for Jersey Boys

May 26th we are planning a Shelton Winery trip and dinner after at the Cody Creek Depot.

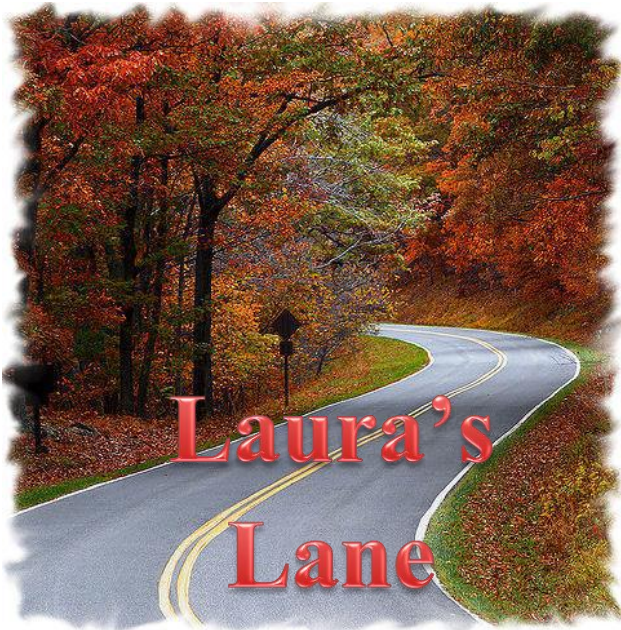
June 1st-2nd-- Myrtle Beach trip

June 16th trip to Grandfather Mountain.

Meeting adjourned at 7:30pm.

Respectfully submitted,

Linda H Lewis,
Secretary



You still have enough time to make a reservation for dinner at the picnic meeting April 14th, at the Community House in Lake Norman State Park. This location is different than where we had the picnic two years ago. We have counted the parking spaces and there are plenty for our group. Remember to bring your chair, there's a nice wide covered porch and also shaded grassy areas to sit. If the weather is bad, we have a large meeting room with kitchen & bathrooms right there. Feel free to arrive any time after 1:00, there will be tables set up for anyone who would like to bring some board games or play cards. For those people who want to go for a drive and have the possibility of winning some money, there will be a poker run beginning at 3:00. We will start at the parking lot by Big Daddy's restaurant on Hwy 150, and ending up at the picnic location in time for dinner. All details are on the website. Call or email if you haven't already reserved your space, or if you have questions.

May events have been focused on car shows. The QCCC show will be May 5th, and we'll need everyone's support. Sign up to show your car or stop by to appreciate all the good looking cars. This is the source of the majority of the money that we donate to local charities, so spread the word, it is open to any Chevrolet vehicle. At the end of the month, May 26th, we'll be taking part in the Shelton Corvette Show in Dobson. There will be a sign up sheet at the meeting to join us for dinner afterwards at The Depot Restaurant of Cody Creek, just a few minutes away. All the details will be on the website.

You asked for it, so we are delivering on it. The response on our survey indicated huge interest in a day trip to Grandfather Mountain, so June 16th we will take a morning drive to Grandfather Mountain and have lunch in Banner Elk.

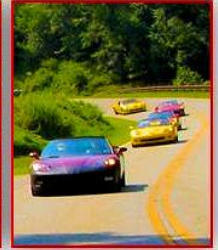
Hope to see you at the next event.

Laura

704-806-1113

LSPelchat@yahoo.com





National Corvette Museum Corner

The next big thing at the Museum is the NCM Bash at the end of April. One of the bigger events of the Bash is now looking to be our club dinner at the Montana Grill on Wednesday night. We have nearly fifty people indicating they will be attending which will include members of other clubs and NCM personnel. It is shaping up to be a significant Bash, with the introduction of the 2013 Corvettes and everyone attempting to coerce the Chevy people into dropping a C7 hint. Maybe a few well placed drinks will help.

Thanks to our Prez, Steve Pelchat, for generating the sign-up sheet for the NCM Motorsports Park "One Acre" Purchase, and thanks to all our members who have committed to support this effort. I know \$15,000.00 is not an insignificant sum, but with a club as large as ours and everyone pledging a sum, I believe we can and will get there.

A look through the latest issue of America's Sports Car magazine was a revealing experience. In the list of NCM donors from last year, there were more than a few QCCC members, as well as, our club's donations. Thanks to all who support the NCM and its dedication to "All Things Corvette".

We welcome Mo and Jo Graham as our latest NCM members. Glad to have you on board.

Save the Wave!

Paul Mariano,
NCM Ambassador



Vintage QCCC

With the Vintage Gang:

Bill Cruthis, Richard Craig, Darrell Kirkley & Travis Meredith



More "Adventures" from QCCC of Decades Past

"The beauty of homemade objects is their imperfections"

We have often referred to the ongoing financial shortfalls of QCCC in the early days. In 1975, with 27 members and dues of \$5 a month, the budget was non-existent. Unlike today's political leadership we did not borrow money to go into huge debt. In the newsletter from the mid 70's, the treasurer's reports show balances of \$20 up to over \$1000. The higher figure reflected the entry fees from the Corvette Porsche challenge race. We were also sponsoring competitive events which sometimes would cover the cost of a dash plaque and jacket patch for participating. Trophies for the winners were a real challenge. We did get some relief when Al Starnes joined QCCC in 1975. He owned a trophy shop and we got the best prices. Al was the first member of QCCC to pass away. Trav remembers his first meeting with Al at Harold's BBQ on Kings Drive. They agreed to a drag race starting on Fairview Road at Sharon. Al was in a 64 Chevelle SS and Trav was in his 65 Comet. Trav says Al won and took his \$5. Al's passing was the first sad time for QCCC. He was a great guy. Sorry, we digress, back to our financial woes. Often when we sponsored events we really struggled to buy trophies. Anyone who knows Trav can attest to the fact that, not only does he do great work at Trav's body shop, but he is also a talented and creative artist. Trav was a major mover in QCCC and took it upon himself to solve the trophy issue. He would cleverly make them for us out of scraps. Those of you who attended Eddie's BBQ last September saw some of them on display. Two that come to mind: a pine base with two 45 degree angle antennae right off a 59 Chevy mounted on the wood and one with a Riviera hood ornament mounted on the plaque. However, the real culmination of his efforts was presented to several members at the 1988 20 year reunion party of QCCC. Many of the members were presented with a trophy which was an arch shape back (about 15 inches tall) with a shelf mounted near the bottom. On the shelf of each trophy was an empty Schlitz bottle which was wired to the arch. Inscribed below would be the reason for the award. (Another side note, Trav's favorite beer back then was a long neck Schlitz and his favorite greeting was "have one or be one".) We know there are 2 of these trophies still in



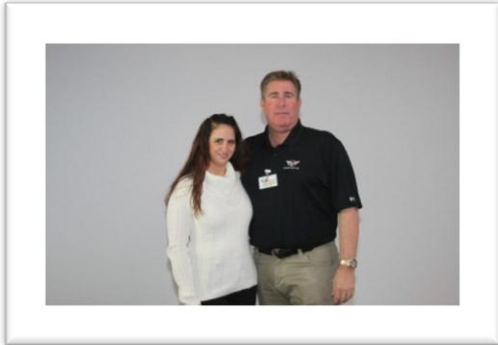
existence and they are pictured below. One was Darrell Kirkley's favorite trophy of all time. It was for QCCC 20 year most outstanding race driver. This one also had a gear shifter mounted next to the Schlitz bottle. Darrell says today that it is the one trophy out of the hundreds he has won that means the most to him. The other photo shows the award presented to Brillo Pad. We will try to explain the inscription which reads "To Bill Cruthis First At Last". Trav never did admit to the real meaning however there are two options. 1. Brillo had

concourse show cars and when racing he tended to baby them so as not to do damage to his trailer queens, thus an award for first at coming in last. 2. Brillo did win his class at Charlotte Motor Speedway 1977 Corvette Porsche challenge, a first in class therefore first at last (finally). Knowing Trav we tend to think it was the former of these two options. So the Vintage gang wants to say a belated thank you to Trav for saving QCCC's cash and making our events successful. Without his help there would have been no trophies and maybe an end to QCCC.

Some say the good old days are just that-- old, we say they were fantastic. Wish you could have all been there. Next month another artist with walls as canvasses.

QCCC Newest Members March 2012

Joanie Cramer



Ed & Jan Federle
1972 White Coupe & 2003 Aniv. Convertible



Rosalie Chriss



Jim Nisley
1998 Black Coupe



QCCC Members caught on Film:



More Members caught on film: See the Website for more pictures.





From Track to Street

Next race Long Beach April 14th.

Corvette Racing Finishes Second and Third in ALMS GT in Sebring

Corvette Racing celebrated the 60th anniversary of the Mobil 1 Twelve Hours of Sebring in style, finishing second and third in the closely contested American Le Mans Series GT class. The final minutes of the 12-hour race saw dramatic shifts of fortune that shuffled the finishing order and propelled both Compuware Corvette C6.Rs onto the podium.



Running third at the start of the last lap, Jan Magnussen passed the No. 71 Ferrari to take second after the Ferrari and the class-leading No. 56 BMW fought for position. Moments earlier, Oliver Gavin passed the No. 155 BMW to secure third on the ALMS podium.

"I really don't know what happened, but apparently the BMW and Ferrari got together," Magnussen said. "I didn't even know that I had passed the Ferrari in the darkness. We were struggling at the end of the race with the track conditions, so second is a huge bonus and a fantastic foundation to build on. Sebring is such a difficult race, and I'm very happy with a podium finish."

Other Corvette Related Items of interest.

Paul Newman's Corvette Race Car Fetches \$275,000 in Auction
<http://www.carbuzz.com/news/2012/3/13/Paul-Newman-s-Corvette-Race-Car-Fetches-275-000-in-Auction-7707803>

An American Nurburgring in Nevada?

<http://www.carbuzz.com/news/2012/3/14/An-American-Nurburgring-in-Nevada-7707822>



2012 City Chevrolet Classic Car Show



Saturday, May 5, 2012 RAIN OR SHINE!

Hendrick Motorsports Complex
4400 Papa Joe Hendrick Blvd., Concord, NC
www.hendrickmotorsports.com

32 Classes, 92 Awards

Corvette	Camaro/Firebird	Other Chevy	Trucks
1953-1962	1967-1969	1912-1948	1946 & earlier
1963-1967	1970-1981	1949-1954	1947-1966
1968-1973	1982-1992	1955-1959	1967-1990
1974-1982	1993-2002	1960-1969	1991-present
1984-1990	2010-present	1970-1984	
1991-1996		1985-2000	
1997-2004		2001-present	
2005-present			




Best of Show People's Choice Dealer's Choice
Best Corvette Best Camaro Best Chevy Best Truck
Best Paint Best Engine Best Interior Best in Class

PLUS Top 50

This is a "Shine & Show" event. Cars will be judged on apparent upkeep, cleanliness, & preparation for display



Centennial Corvette & ZL1 Camaro  Cars of the Carolina Vintage Chevy Club

Admission for judged cars \$20 day of show, \$15 in advance.

Display Only (Not Judged) \$10, Show-only Admission is Free.

Proceeds in excess of show costs will go to QCCC sponsored charities.

SHOW HOURS 8:00 am-3:00 pm, Registration 8:00-11:00, Judging 9:00-noon, Awards 2:00 pm

Detach and mail with check to: Queen City Corvette Club, P.O. Box 77153, Charlotte, NC 28271

Name _____

Address _____

City _____ State _____ Zip _____

Car Year _____ Make _____ Model _____

Signed: _____ Date _____

Mailed registration form and check for \$15 must be received on or before Monday, April 30.

"Heads-Up"

"All roads lead to Bowling Green!"

August 28-30, 2014

What started out in 1994 as an impromptu gathering of Museum enthusiasts has grown into a five-year anniversary tradition drawing thousands of participants from all over the world to celebrate the Corvette lifestyle where Corvettes are born. 2014 will bring the 5th National Corvette Caravan and will mark the 20th Anniversary of the National Corvette Museum. Leading the spectacle is Paul Mariano of Huntersville, NC., National Chair of the 2014 NCM Caravan. (vetltd@hotmail.com)

Volunteer Captains around the country are arranging routes, organizing caravans, and planning stops and activities along their chosen routes. For more information on how you can join the Corvette Caravan to Bowling Green, Kentucky, visit our website:

www.nationalcorvettecaravan.com

Registration will be open to all and the fee will include the Caravan as well as the 20th Anniversary Celebration. (Keep checking the website for further details.) While 2014 seems like it's a ways off, an event of this magnitude takes lots of early planning, so don't wait, connect with your Caravan and join in the fun today!

CORVETTE

ASK ABOUT OUR PROGRESSIVE DISCOUNT PROGRAM

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233 Three Springs Road, Bowling Green, KY 42102



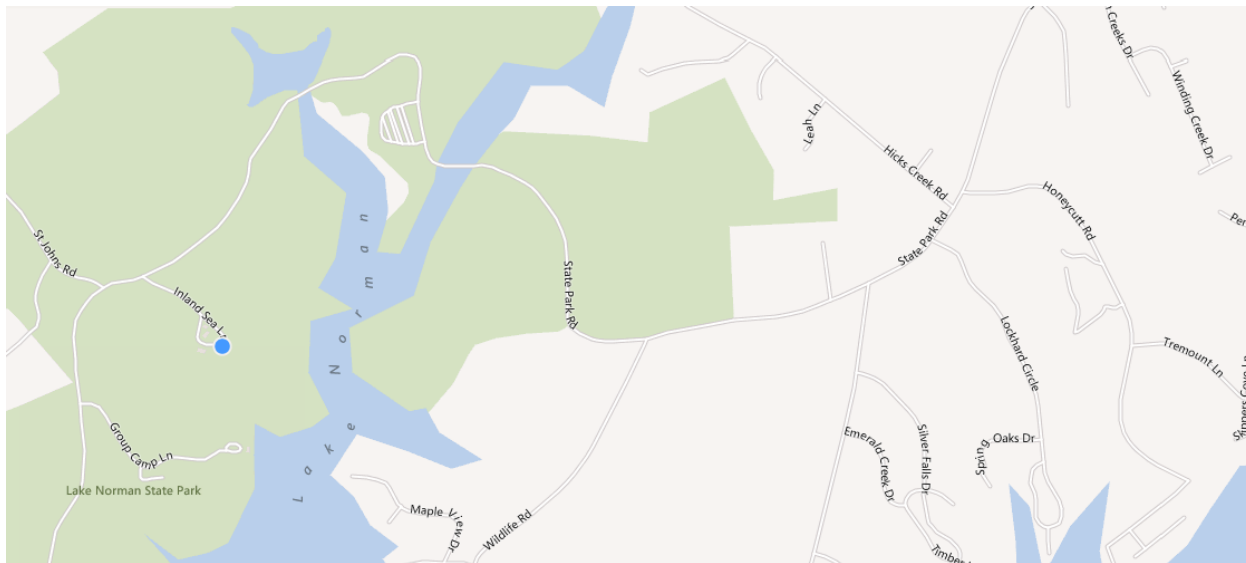
we love having you here.™

Special Anniversary Offer by Hampton Inn

Announcement:



If you plan on attending the 2014 NCM Corvette Caravan and also plan to visit the National Corvette Museum anytime during 2011, 2012, and/or 2013, check out the special offer from the Hampton Inn to Caravan participants. Any stay prior to the Caravan will result in a savings off the room rate during the Caravan. Example: Stay during 2011, receive \$10 off per night during the Caravan, stay another night during 2012, receive another \$10 off the room rate during the caravan. A stay during 2011, 2012, and 2013 gets you \$30 off the normal room rate per night at the 2014 caravan. Visit www.bowlinggreen.ky.hamptoninn.com or see Chris Wood or Wade Stickle for details.



April 14th meeting 6:00PM – Lake Norman State Park.- I77 exit #42 Hwy 21(115) , Left on Wagner which becomes Perth Rd. Right on State Park Road. Poker Run and Picnic prior to meeting. See the QCCC Website for more Info.

INTER-ORGANIZATION LETTERS ONLY

G. E. D. 222

*W.C.
Mr. Z. Arkus-Duntov
8-30-74
some
not
but Jim*



*Jeff -
Best wishes,
Jeff Faulstich
1-17-12*

	Mr. Maurice Olley	ADDRESS	Research & Development Section
M	Mr. Z. Arkus-Duntov	ADDRESS	Research & Development Section
JECT	<u>Thoughts Pertaining to Youth, Hot Rodders and Chevrolet</u>	DATE	<u>December 16, 1953</u>

The hot rod movement and interest in things connected with hop-up and speed is still growing. As an indication: the publications devoted to hot-rodding and hop-upping of which some half-dozen have a very large circulation and are distributed nationally, did not exist some 6 years ago.

From cover to cover, they are all full of Fords. This is not surprising then that the majority of hot-rodders are eating, sleeping and dreaming modified Fords. They know Ford parts from stem to stern better than the Ford people themselves.

A young man buying a magazine for the first time immediately becomes introduced to Ford. It is reasonable to assume that when hot-rodders or hot-rod influenced persons buy transportation, they buy Fords. As they progress in age and income, they graduate from jalopies, to second hand Fords, then to new Fords.

Should we consider that it would be desirable to make these youths Chevrolet-minded? I think that we are in a position to carry out successful attempt. However, there are many factors against us -

1. Loyalty and experience with Ford.
2. Hop-up industry is geared to Ford.
3. The law of numbers - thousands are and will be working on Fords for active competition.
4. Appearance of Ford overhead V-8, now one year ahead of us.

When a superior line of G.M. V-8's appeared, there were remarkably few attempts to develop these and none too successful. Also, the appearance of the V-8 Chrysler was met with reluctance even though the successes of Ardun-Fords conditioned them to acceptance of Firepower.

This year is the first one in which isolated Chrysler developments met with success. The Bonneville records are divided between Ardun-Fords and Chryslers.

In the non acceptance of G.M. V-8's, and very slow beginning of acceptance of Chryslers, cost must have played a part.

Like all people, hot-rodders are attracted by novelty. However, bitter experience taught them that new development is costly and long and therefore are extremely conservative. From my observation, it takes an advanced hot-rodder some three years to stumble toward the successful development of a new design. Overhead Fords will be in this state in 1956-1957.

The slide rule potential of our RPO V-8 engine is extremely high but to let things run their natural course will put us one year behind and then not too many will pick up Chevrolet for development.

It seems that unless by some action the odds and the time factor are not overcome, Ford will continue to dominate the thinking of this group. One factor which can largely overcome the handicap would be the availability of ready engineered parts for high output.

If the use of the Chevrolet engine will be made easy and the very first attempts will be crowned with success, the appeal of the new will take hold and not having the stigma of expensiveness like the Cadillac or Chrysler, a swing to Chevrolet may be anticipated. This means the development of a range of special parts - camshafts, valves, springs, manifolds, pistons and such which will be made available to the public.

The association of Chevrolet with hot rods, speeds and such is probably inadmissible, but possibly the existence of the Corvette provides the loop hole. If the special parts are carried as RPO items for the Corvette, they undoubtedly will be recognized by the hot rodders as the very parts they were looking for to hop up the Chevy.

If it is desirable or not to associate the Corvette with speed, I am not qualified to say, but I do know that in 1954, sports car enthusiasts will get hold of Corvettes and whether we like it or not, will race it. Most frequent statement from this group is "we will put a Cadillac in it". They are going to, and I think this is not good! Most likely they will meet with Allard trouble - that is, breaking sooner or later, mostly sooner, everything between the flywheel and road wheels.

In 1955, with V-8 engine, if unaided, they will be still outclassed. The market-wise negligible number of cars purchased for competition attracts public attention and publicity out of proportion to their number. Since we cannot prevent the people from racing Corvettes, maybe it is better to help them to do a good job at it.

To make good in this field, the RPO parts must pertain not only to the engine but to the chassis components as well. Engineering-wise, development

of these RPO items, as far as the chassis concerned, does not fall out of line with some of the planned activity of our group. Use of light alloys, brake development - composite drums, disc and such - are on the agenda of the Research and Development group already.

As I stated above, V-8 RPO engine has a high power potential - it is hard to beat inches, but having only 80% of cubic inches, it has 96% of square inches of piston area of the Cadillac. In my estimation, the power output comparable to the Cadillac can be obtained not exceeding 270 ft.lb. of torque at any point. (323 ft.lb. of Cadillac)*. The task of making power train reliable is therefore easier.

The thoughts are offered for what they are worth - one man's thinking aloud on the subject.

Z. Arkus-Duntov
Z. Arkus-Duntov

ZAD:hs

* The comparison pertains to a special type of Cadillac