



*The*  
**Queen City Corvette**  
**Gazette**

*Official Newsletter of NC's Largest Corvette Club*

**June 2012**



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*Please visit the [QCCC web site](http://www.qccc.org) for previous issues of the Gazette*

The Queen City Corvette Gazette is the official newsletter of the [Queen City Corvette Club](http://www.qccc.org) (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:*

Charlie & Iris Binders 2007 Convertible. Winner of the April photo contest. Charlie is a past QCCC's newsletter Editor. Thanks for reading the fine print.

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](http://www.qccc.org), 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



I would like to thank all the volunteers that worked on our City Chevrolet Classic car show. Our registration people, tabulators, logistics and judges had a big job to do; they handled about 140 cars. The response for the show was very positive, and we made around \$1800 for our charities.

We're already at the half way point of the year; hope there has been an activity that has piqued your interest. We're trying to have a variety from which you can choose. Keep your eye on the calendar for future events.

Here's installment #2 of members first car and/or Corvette memories.

John and Linda Meadows were living in San Diego in 1968, John was in the Navy and Linda worked for the Navy as a civilian. He was making \$100 a month and Linda was making \$110. They needed a second car for John to be able to get to work, so he found an ad in the Sunday paper for a '56 Corvette. He had ridden in a '60 Corvette back in 1964 when he was in high school, and the guy took him for a ride at over 100 mph. John called the guy from the ad, and went to look at the car. The car looked good. It was Venetian Red with red and white interior, 265 V8 with 3 speed manual transmission. He paid \$800 and used the car as his daily driver.

The car ran, but didn't have much power. The guys he worked with told him about a Corvette shop in San Diego, so he had the engine rebuilt. Next, he bought a set of used chrome reverse wheels for \$25, but he discovered they wouldn't fit on the rear of the car. So he reversed the rear spring shackles, giving enough clearance for the tires and wheels to fit, which jacked the car up a few inches, giving it a nice ride height. A few months later, he decided to change the faded red paint, and for less than a hundred dollars had it painted a royal blue metallic, similar to today's C5 Le Mans Blue, with the coves cream colored. The car looked good, and ran good, but now it needed a new interior.

He took it to Tijuana Mexico and had a dark blue carpet put in, it was finally done and looked great. Unfortunately, on the ride back to San Diego from Tijuana, he drove it through a ditch and wrecked the driver's side front fender. He was able to pick up all the pieces out of the ditch, he knew he couldn't buy a replacement part, so was hoping to get it repaired. He found someone that could piece it together, but it was time for him to go on his first overseas cruise. He left the pieces and directions with Linda, and when he got home in 6 months, the car was ready.

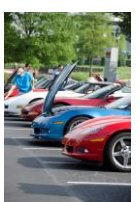
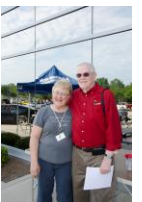
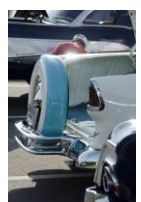


He drove the '56 until about 1970, when a friend took him for a ride in a '65 or '66 Corvette, and he couldn't believe the difference in speed. So he started looking for a C2, and found a '63 split window coupe, with a 327 V8 with Power Glide transmission. It was radio delete, so he went back to the San Diego Corvette shop and bought a used radio, which he installed himself, including drilling a hole in the body to install the antennae. By now he and Linda had bought a condo, had 2 Corvettes and Linda's car. In October of 1971, their first son was born, so it was time to get rid of one of the Corvettes. They sold the '56 for \$1200. He continued driving the '63 until he sold it in 1973 in order to buy a '68 Corvette. He only kept the '68 for a short time, he was having way too many problems with it. Since then, John has usually had a Corvette in the garage, except for a few months between selling one and buying another. He was always sorry he sold that '63, which is why there's been a '63 in his garage for the last 13 years.

Keep telling me your car stories, even if it wasn't a Corvette. They're always fun to hear and bring back memories for everyone.

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

*Steve Pelchat*





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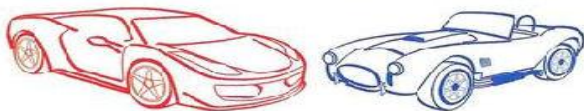
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*Members interested in joining the fun should contact the following to be added to the email list:*

*Nelson Sprague ([barnel@carolina.rr.com](mailto:barnel@carolina.rr.com)) – Monthly Men’s Luncheon*

*Peggy Wood ([chrisowood@carolina.rr.com](mailto:chrisowood@carolina.rr.com)) – Monthly Ladies’ Luncheon*

*Eddie & Jane Burt ([eddieburt@carolina.rr.com](mailto: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!!!!!!!!!!*

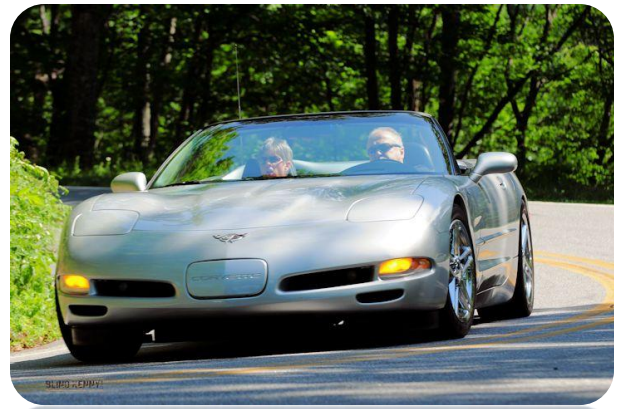
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# Crossroads

With the Vice President Keith Cross

If you missed our May Business Meeting you missed a sweet deal. You could say we had a scrupulously delicious time. Thanks to all who served our club with their time and efforts in preparing for the Ice Cream Social. Now for our June meeting; we will be traveling east to Concord where we will be meeting at [Auto Barn Classic Cars](#). The location is 325 McGill Ave, Ste. 500, Concord, NC 28027, Tel: 704-788-2765. If you have not been there with us before, the entrance is at the very rear of the complex. **And**, to try to increase the number of pictures we have in our [Members Cars](#) section of the QCCC Website, we will be offering a photo session before the meeting starts. If we don't have you and your car on our website, and you want to be on it, please see the flyer on the QCCC Website Calendar for details.



Now that the summer has officially started, keep reading your emails and keep an eye on the website calendar as more activities are being planned. Plus look for the sign up sheets at our meetings.

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

But first I must make a **correction**. In my last article titled "100 Greatest Chevrolets of All Time" the 1990 Corvette ZR-1 was listed as the number 4 greatest Chevy. Well there was a misprint. In my article it was listed as a ZR1. Yes, the dash was left out. But to this car, which was a bold experiment, with a Lotus-designed, 375-horsepower, 5.7-liter DOHC 32-valve V8, widened rear fenders, a massive price tag and set the performance bar for all Corvettes to come, I must apologize. For, over time, it has earned the right to keep the dash as a badge of honor for being one the first in its class.



Above: The 1990 ZR-1 benefited from distinctive styling from the rear in the form of a convex as opposed to concave bumper shape. The stylists probably figured the back end would be the most common view other drivers would have of the ZR-1.

The ZR-1 was intended to be released in 1989 but was delayed until 1990. A

few 1989s were built and have found their way into collectors hands. But it was 1990 when the first

ZR-1s were offered for sale and they were produced until 1995. After that we did not see anything of it until the long-rumored "supercar" debuted again in 2009 but as a ZR1. Yes, the dash had been dropped.



Now the optional ZR-1 package was only available on coupes. The option cost \$27,016 in 1990 and increased to \$31,258 its last year in 1995. Now remember this option would have been added to the already base coupe price of \$31,979 for 1990 to \$36,785 for 1995. The build numbers were as followed; 1989 – 84 (for evaution, testing, media preview and photography but none released to the public.) 1990 – 3,032, 1991 – 2,044, 1992 – 502, 1993 – 448, 1994 – 448 and 1995 again had only 448 produced.



A novel feature of the ZR-1 was the power key which quickly earned the nickname "valet key". There were two modes: "normal" and "power". Power mode featured all 375 hp while the normal status, which worked by disabling the secondary intake ports, limited the output to about 200 hp. The system was set up to reset to normal each time the main ignition was turned off.

But **"Did You Really Know"** that there was a ZR1 option available from 1970 – 1972. The option was a LT1 engine, M22 transmission, heavy duty power brakes, transistor ignition, special aluminum radiator, and special springs, shocks and front and rear stabilizer bars, plus a metal fan shroud. This



option cost \$968.95 in 1970 and increased to \$1010.05 in 1972. Production was as follows; 1970 – 25, 1972 – 12 and 1972 – 20.

And **“Did You Really, Really Know”** that the ZR was shorthand for the name of the serious racing package available called “Zora’s Racers”.

Well there is so much to the present ZR1’s history but I must stop before the editor starts call this article Keith’s Book. But if you want to read a great article on the ZR-1 (with many pictures) go to: <http://web-cars.com/corvette/zr-1.php>.

Sources: The Corvette Story - <http://web-cars.com/corvette/index.php> and The Corvette Black Book – Mike Antonick

See you at the Crossroads,

*Keith Cross*



## Queen City Corvette Club Minutes

May 12, 2012

*Harley Davidson*

<b>BOARD MEMBERS AND STAFF:</b>	Steve Pelchat, President, Keith Cross Vice President, Florence Prather, Treasurer; Linda Lewis, Secretary; John Walton, Automotive Director; Laura Pelchat, Social Director; Chris & Peggy Wood, Membership Directors; Boyd & Susan Kurt, Newsletter Editors, Bod & Marilyn Becker, Webmasters; Paul Mariano, Corvette Museum Ambassador, Paul Pelkey, Directories.
Meeting called to order at: 6pm	
Ice Cream Social - 5pm-6pm	
<b>President's Report:</b>	
Thanked Harley Davidson for allowing us to meet in their facility. Minutes approved and seconded. The Club is trying to collect \$15,000 for an acre at the Museum Motorsports Park. Send your donations to any Board member.	
<b>Vice President's Report:</b>	
Next month's meeting will be at the Auto Barn in Concord. Bob Denny will take pictures with the cars before the meeting. Be sure to sign up in advance. July Meeting will be at the Hendricks Team Center. August To Be Determined. Gift cards were won by Rick Mills, Ben Hinson and Marge Jungman. Winner of the 50/50 drawing winner was Nelson Sprague.	
<b>Treasurer's Report:</b>	
Steve Pelchat reported bank balance for Florence Prather.	
<b>Secretary's Report:</b> May birthdays: Hazel Aycock, Marge Jungman, Peggy Wood, Lea Hogan, John Jensen, Pat Belvin, Morris Graham, Pay Paynter, Jim Weisberg, Lois Watts, Ann Oakley, Linda Roberts, Ken Aycock, Pat Bonino, Bob Denny, Mike Callea and Jim Ramandanes. If you would like to be included on the birthday list email me at lhlewis@comporium.net.	
<b>Membership Director's Report:</b>	
Prospective Members: Jim Sullivan, Tommy Hocutt and Marcia Jackson, Bob and Ginny Nibarger, Bryan and Michelle Moore, Larry and Kathy Miller, Fred Rice and Steve Laurent. Members Voted In: Larry and Teresa Adams. We have T-shirts with the Queen City Corvette Club Logo and a variety of items available if you are interested see Chris. We have 279 members and 151 families. Mark your calendar for September 29th for the 2014 Caravan kickoff event.	
<b>Automotive Report:</b>	
We had 140 cars at the car show and 44 members participated. John recognized all members who helped make the show a success and announced all of the winners. John challenged all members to attend the ZMAX Dragway. Best C-5 at Auto Fair was won by Keith Cross. Jeff Crosby won the 91 to 96 category.	
<b>Social Director:</b>	
Thanks to the members who brought cupcakes and helped with the Poker Run.	



Signup sheets for the Shelton Corvette Car Show, Myrtle Beach Car Show and Grandfather Mountain events are available. Let Laura know if you plan to eat lunch on the Grandfather Mountain trip. The cost is \$32 per couple. We are collecting money in advance.

Please start thinking about items for the silent auction at our awards banquet

**Museum Ambassador's Report:**

Please pick up flyers for the 2014 Caravan if you are interested.

Anniversary celebration for the Museum is coming up on August 29. We will return on September 2nd.

June 25th we have a VIR driving event.

Congratulations to Tommy Loftin and Paul Mitchell who are our newest life members of the Museum.

**Other Business:**

Steve Kravitz briefed the membership on the "24 hours of Booty" Charity parade. He would like to have volunteers to lead the first lap of the parade. Any corvettes are welcome. You can drive in honor of a friend or loved one.

Meeting adjourned at 6:55pm.

Respectfully Submitted,

Linda H Lewis, Secretary

**June**

2	Corvettes at Myrtle Beach June	<a href="#">Details &amp; Information</a>
9	QCCC Business Meeting	<a href="#">Details &amp; Information</a>
16	Grandfather Mountain Drive	<a href="#">Details &amp; Information</a>
30	Troutman Parade	<a href="#">Details &amp; Information</a>

**July**

4	Indian Trail Parade	
14	QCCC Business Meeting	<a href="#">Details &amp; Information</a>
20	QCCC ¼ Mile Shootout	<a href="#">Details &amp; Information</a>
27	24 Hours of Booty Parade Lap	<a href="#">Details &amp; Information</a>

# Route & Track



Well, the QCCC/City Chevrolet Classic Car Show is over for 2012. Now what? First, thanks to all who worked to pull the show off. Good job. I don't have the space to name everyone but without Paul Mariano and the judges, Beth Walton and the registrars, and Jeff Crosby and the heavy movers, the show would not have been possible. I hope everyone enjoyed the experience. We had 138 cars including 44 QCCC member's cars. Among our members Tommy Loftin won Best C1, Travis Meredith Best C2, Robert Morgan Best 68-73, Tom Rockhold Best 74-82, John Malcolm Best 84-90, Jeff Crosby Best 91-96,

Rick Mills Best C5, Jim Cerniglia Best C6, and Reggie Black Best Member's Car. Several other members won Top 50 awards. Jerry Lyndon of Statesville won Best of Show with a clean '56 Corvette and Jack White, of Concord, won Best Chevy with a sharp, black '58 Impala. Congratulations to everyone who displayed a car, they were all show worthy.

We, QCCC, had four cars at the Capitol City Corvette Club Car Show in Columbia on the 19<sup>th</sup>. This was a completely open show, Chevy, Ford, Mopar, Custom. They had about 130 cars including about 36 member's cars. Judging was done entirely by People's Choice. Bummer, in that case, the car with the most bling usually wins.

So now what? There is plenty going on. June 2<sup>nd</sup> is the Myrtle Beach Corvette Club all Corvette Car Show. Good luck to us all. The next Automotive event is the Indian Trail July 4<sup>th</sup> parade. We should know by the June business meeting how many cars will be needed. The date for the QCCC Z-Max Dragway ¼ mile Shootout is July 20<sup>th</sup>. Both the sign-up sheets will be at the June meeting. See the club calendar for details. The plan is for the third leg of the QCCC Sportsman of the Year Award to be an autocross, date TBD. The 24 Hours of Booty parade on July 27<sup>th</sup> appears to be full. More info is to follow.

They don't write songs about Kias (soon I have will insulted everyone's daily driver).

John







*Location: Smith & Stevenson*

*Queen City Corvette Club  
Board Meeting Minutes*

*Date: May 8, 2012 Time: 6:50 PM – 8:00 PM*

Board Members: Steve Pelchat, President; Keith Cross, Vice President; John Walton, Automotive Director; Laura Pelchat, Social Director; Chris Wood, Membership Director; Linda Lewis, Secretary.

Meeting called to order at 6:50pm.

Steve Pelchat, President:

Car show-- We had a good turn out with 140 cars. We made \$1,535 before expense, \$270 on the 50/50 and about \$100 on the snack sales.

Race ticket sales totaled \$406 which is sent to the Museum for the MotorSports Acre.

Keith Cross, Vice President:

May-- Harley Davidson

June--Auto Barn with pictures

July--Hendrick Team Center \$150

Aug--NASCAR Tech birthday

Sept-- Burt's BBQ

Oct--open

Nov--NASCAR Tech

Dec--Christmas Party Dillworth Neighborhood Grill

John Walton, Automotive Director

Will check into Stowe Botanical Gardens for a possible meeting.

Will write a report with on car show statistics.

24 Hours of Booty Charity needs six to eight cars for their parade. Survivors ride and lead parade.

Checking Zmax dragway for an event on a Friday. We will have sign up sheets at the next meeting with possible dates.

Chris Wood, Membership Director:

We have 8 prospective members and several to be voted in.

We are discussing the possibility of having a Membership committee and a mentoring program.

Laura Pelchat, Social Director

We will have a sign up sheet at the meeting on Saturday for the Myrtle Beach trip.

We are collecting money for the Grandfather Mountain trip.

Planning for the Banquet has begun and we will ask for volunteers to serve on the committee.

Planning a possible Asheville trip in the fall.

The next Board Meeting will be announced at a later date.

Meeting adjourned at 8pm.

Respectfully submitted,

Linda H Lewis, Secretary



We had a great turnout for the Shelton Vineyard's Corvette Show. It was a beautiful but hot day. The hillside looked impressive with all of our cars circled around our flagpole with the American flag and our Queen City Corvette Club flag. With their 1954, Tommy & Brenda Loftin received an award for the oldest Corvette. We had two members receive Top 12 awards: John Meadows for his '63 split window coupe, and Jack & Betty Brunton for their "Jake" Corvette.

Saturday, June 16<sup>th</sup> will be our drive to visit Grandfather Mountain. We will then have lunch in Banner Elk. Admission for the mountain is \$16 each, for seniors over 60 it's \$15. If you want to send me a check, make it out to Laura Pelchat, 1800 Starbrook Drive, Charlotte, NC 28210. I need your payment no later than the June 9<sup>th</sup> meeting, as I have to make one payment for the group a few days before we attend. I will be sending a menu to everyone who has signed up for lunch so we can pre-select our meal; the restaurant said it would really help with speeding up the prep time. Paul, I will try to not lose your selection.

We will meet at 8:00 the morning of the 16<sup>th</sup> at I-85 and Little Rock Road, take a nice drive to the mountain, then have lunch in Banner Elk. I'll be sending all the details to everyone who has signed up.

Hope to see you at the next event.

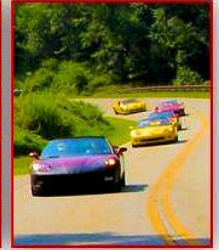
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AUGUST 28 - 30, 2014 ALL ROADS LEAD TO BOWLING GREEN THE NATIONAL CORVETTE MUSEUM ALL ROADS LEAD TO BOWLING GREEN THE NATIONAL CORVETTE MUSEUM

## National Corvette Museum Corner

I have a block of rooms at the Hilton Garden Inn set aside for the Anniversary Celebration in August. If you are planning on making the trip to the NCM for the celebration and the Hall of Fame Banquet, let me know and I can fill you in on all the details. We will be leaving on Wednesday, August 28<sup>th</sup> and returning on Sunday, September 2<sup>nd</sup>. The agenda for the event is now posted on the caravan website so you can take a look and see what activities you would like to take in. I will be buying reserved tables for the Hall of Fame dinner, so if you want to participate in that function, don't sign up on line for the banquet, but let me know and I will buy the reserved seats and you will then pay me. Andy Pilgrim, past member of the Corvette Race Team, will be inducted into the HOF. Lots of fun for everyone, so don't miss out.

The 2014 Corvette Caravan now has a Facebook page. If you are knowledgeable in all that on-line, social media, hello-to-everyone stuff, take a look and post up on it. There's not much there now since it's so new, so you can help make it more enticing.

A big thank you to Jim Ramandanes for upgrading his NCM membership, your support is appreciated.

Are you planning on taking part in the 2014 National Corvette Caravan? If so, now is time to start your planning by getting on a hotel list. Your local captain, Frank Sancineto, and his lieutenants, Wade Stickels and Chris Wood, can help you get on the list for the rooms set aside for the Carolinas & Virginia Caravan.

At the Winners Circle Banquet, held each year during the NCM Bash in April, people and organizations are recognized for their contributions to the museum. I think it would be terrific if we reached our goal of purchasing an acre for the Motorsports Park so we could present our check at that time. We have almost a year to reach that magic \$15,000.00 figure which is certainly doable. Can we all make our pledges and start putting the nickels and dimes away now to meet that date? Thanks to all of you who have already committed to the cause and let's make it 100%.

There are many ways you can support the NCM and at the same time provide income and Estate tax benefits to you and/or your heirs. The Zora Arkus-Duntov Society was formed to recognize those that have included the museum in their Estate plans. Those vehicles include bequests, life insurance, retirement plans, charitable gift annuities, and charitable remainder trusts. These transactions are most personal and if you are interested in discussing them, a confidential meeting can be arranged with NCM personnel well versed in these matters.

Save the Wave!

*Paul Mariano,*  
NCM Ambassador



For more winners see our website!!!!



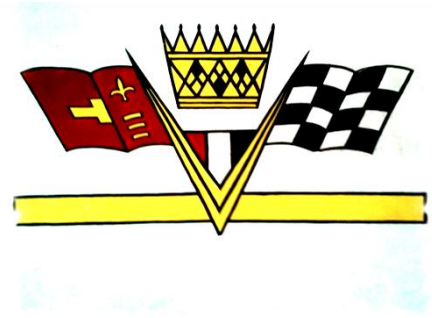


# Vintage QCCC

With the Vintage Gang:

*Bill Cruthis, Richard Craig, Darrell Kirkley & Travis Meredith*

*More "Adventures" from QCCC of Decades Past*



## SILVER CLOUD OR UP IN SMOKE

In the mid 70's QCCC was joined by Jeff and Dale Tater. If you saw "Wedding Crashers", took the little skinny dude (we think his name is David Spade), put about 40 pounds on him, a cigarette in one hand and a beer in the other, you would have Jeff Tater. Jeff's wife Dale was from the VanEvery clan, for those new to Charlotte that is spelled Lance Cracker Corporation. Now here are a few minor points. Dale's CB handle was Rip Van Winkle. She said it was due to her lying in bed, sleeping late, eating in bed and watching TV all morning until noon. Since she had a hired staff to watch the kids and take care of the house, she could do this. Jeff's CB handle was Silver Cloud probably due to his driving a new 75 or 76 silver coupe. Jeff and Dale were very active members and he was our social chairman for 2 years. To say Jeff would not respond well to a trust fund would be an understatement. Due to his good fortune, he was overly carefree and less than responsible. He was somewhat of a 30 year old frat brother. So how does this relate? In a group of 27 couples, only 2 or 3 had the funds to do as they pleased. Jeff's car ashtray was always overflowing and the rest of the car showed daily use, with little effort to make it concourse quality. We can't remember the event but we remember the results. It seems Jeff forgot to put a cigarette out one day and by the time we noticed it there was a sizable hole burned thru the top center of the dash. While the rest of us would have been sick and would have tried to get it fixed, Jeff, in his usual manner, just left it and seemed unaffected by the whole thing. He, out of all of us, could have just gone and bought a new Corvette. In our minds, this memory of Jeff was only topped by the annual lake party. Where, somewhat under the influence, he proceeded to drive his jet boat out of the lake and several yards up the bank with Dollar Bill Ingram on board. So Jeff is in our memories for all the great laughs and good times, a real crazy corvette dude. We are told the smoking and drinking took Jeff at an early age. We hope the Silver Cloud is in the clouds now as we reflect back on some really good times. He was part of the rich heritage of QCCC, a group that is growing and getting richer all the time. What a great group we were, are and will be.

R.I.P. SILVER CLOUD



# QCCC Newest Members April 2012

Larry & Tresa Adams  
2011 Red Grand Sport Convertible



QCCC Members Caught on Film. See QCCC Website for more photos.







Ice Cream

And all the



trimings!!!!

More pictures on the web site.



## From Track to Street

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Corvette Racing's next event is the Test Day in Le Mans, France, on June 3, followed by the 24 Hours of Le Mans on June 16-17. Check your local listings for times.

Corvette Racing Reigns in American Le Mans Series Monterey with One-Two Finish

Corvette Racing broke its victory drought at Mazda Raceway Laguna Seca in convincing fashion today, sweeping the fiercely competitive GT class with a one-two finish in the six-hour American Le Mans Series Monterey. It was the team's first victory at the central California circuit since a win in the GT1 class in 2008, and its first one-two finish since moving to the GT class in 2009.

Oliver Gavin and Tommy Milner scored their second straight victory in the No. 4 Compuware Corvette C6.R by a 3.45-second margin over their

teammates Jan Magnussen and Antonio Garcia in the sister No. 3 Compuware Corvette C6.R. The winning Corvette drivers completed 232 laps after rebounding from a troubled pit stop that dropped them to seventh place at the midpoint of the race.

Today's win was the 36th career ALMS victory for Gavin, and the second for Milner after the pair won one month ago in the streets of Long Beach. The victory vaulted Gavin and Milner into first place in the GT driver standings and gave Chevrolet the lead in the manufacturers championship after three of 10 rounds.



**Other Corvette Related Items of interest.**

You may want to check out City Chevrolet's blog on our car show. They seem to think it went OK.

<http://blog.citychevrolet.com/2012/05/city-chevrolet-classic-which-is-charity.html>



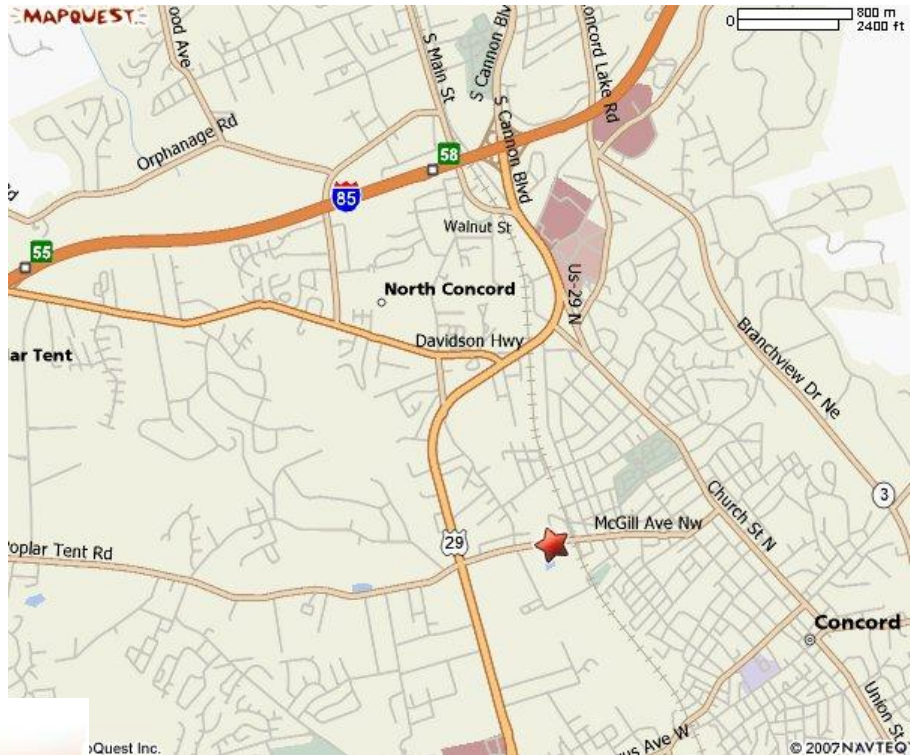
# “Heads-Up”

**Come Join us at our June Business Meeting  
June 9, 2012 at  
Auto Barn Classic Cars  
325 McGill Ave  
Concord, NC**

**Bring Your Chairs!!!!!!**

**Directions:**

From I-85, Exit 52, Take Poplar Tent Rd East,  
cross Hwy 29,  
the road name changes to McGill  
Ave.,  
continue approx. ¼ mile.



**Photo Shoot – 4:00 – 5:15**  
**PM**  
**Social at 5:30PM**  
**Business Meeting at**  
**6:00PM PM**



# NCM C5 – C6 BASH- 2012

**A**h, the beckon to return home. We have all had it, whether it is to return to family, high school, landmarks, friends – whatever, we have all had or still have that pull at some time. We, as humans, are fortunate enough to answer that call whenever it becomes strong enough, by utilizing planes/boats/trains, or our automobile. But some things can't do it on their own. Take for example, our Corvettes. To return to Corvette home, we have to take them. And once there, we become one with the car, the people, and the experience. Several QCCC members did just that at the end of April.

**A**s we did last year, Paige and I met up with 9 cars on I-40 just west of Hickory to start the journey back home for all the beautiful cars in the caravan. It was April 25, and the Mecca of all that is Corvette awaited us in Bowling Green. Ten cars were in this caravan, with 7 others making their way at a different time. Some had an appointment with Jack Daniels earlier in the week. And some had a date with Makers Mark later in the week. But I digress.

**A** little rain was with us for a while, but we were never in a downpour. We arrived in Bowling Green by mid-afternoon, and even though we had yet to check in the hotel, we first stopped by the National Corvette Museum to get our registration packets and of course to hit the Corvette store. You could hear the audible sigh of overworked credit cards as everyone had to get the latest version of what most of us had already. No matter – another year, new designs, new bling, new colors!

**T**hanks to Paul and Barbara Mariano's excellent planning, we had a group of nearly 50 people meet for dinner at the Montana Grille. It was a great social time, and lots of people were catching up on what had been done, and what was yet to do!

**T**hursday alone had over a dozen activities to participate in. From pre-arranged tours, to Corvette seminars, to riding in a '63 vintage Z06 race car, it was all there. This was the day to take a guided tour of the plant, and watch brand new Corvettes being built. Friday had the same, with more activities, including the most important to many of the attendees. The 2013 Corvette walk around has the newest models on display just outside the museum, with doors open and tops down. Corvette engineers from Detroit and Bowling Green were present to answer any questions and to point out new features. Yes, pictures of the new 427 Convertible are out there, but you have to see it in person to appreciate it. The 60<sup>th</sup> Anniversary Edition, white with blue interior, silver-blue stripes and new wheels, is beautiful. The way they have woven the body stripe into the convertible top is amazing. Non 60<sup>th</sup> Editions were there also, some with brand new colors. This is one of the top attended parts of the entire weekend. But if you had a conflict with the Friday version, the cars stayed on display all day on Saturday, and the engineers were present then as well.

**S**aturday brought more beautiful weather, and more time with friends and Corvettes. It was a good day to put the top down and go get a burger at a country ice cream shop. It seems you can never get tired of hanging around the museum and store, as there were several vendors,

and always something to look at. But the most important thing was the people. Because QCCC has such a good turnout at this annual event, you always see someone from the club and can visit with them. But you also meet so many new friends as you walk around and take in the sights and actions of this event. You always have something in common with every person there.

Saturday night was the Banquet, with food, drink, laughter, and good times. We even had the opportunity to be entertained by a half bald, mullet wearing Elvis impersonator (video at eleven, don't stay up to watch). It was a labor of love on his part, and a labor of.....well, just a labor on our part. But it was fun to enjoy with everyone.

Sunday was another great day, even though it was time to head for home. About 15 cars participated in the caravan home, and all arrived back safely.

The people that attended the Bash for the first time were as pleased as I was last year when I attended my first one. It seems the one constant is that it is a fun, entertaining, informative, exciting and (dare I say) a spiritual event for a Corvette owner. So be sure to set a date to answer your car's beckon to return home. Your car's spirit will soar, and its heart will beat faster. Join your QCCC friends the next time a trip to Bowling Green is planned. You and your car will never forget it.

*Paul Mitchell*

QCCC Ex-officio Reporter of Good Times and Rowdy Behavior





# Don't Ruin Your Old Corvette's Engine With New Oil

By Merrill Quintrell

If you have a 1986 or earlier Corvette you need to read this.

Corvette engines built through 1986 utilized flat tappets (lifters) in their valve train, after 1986 GM switched to roller lifters in their engines. Why this change? The EPA announced that beginning in 1988 the maximum permissible amount of Zinc Dialkyl DithioPhosphate (ZDDP or ZDP) in motor oils would be reduced, and eventually eliminated (See Table 1). The supposed reason why the EPA wanted to regulate ZDDP has to do with catalytic converters. The EPA perceived a problem because even the best of engines consume a small amount of engine oil during normal operation. When the engine oil is burned, the ZDDP forms a sulfated ash that winds up in trace amounts in the exhaust gases. Unfortunately, these sulfated ash compounds happen to be a poison for a vehicle's catalytic converter, and will eventually shorten its life.

**Table 1: ZDDP Levels for Different API Oil Classifications**

Year Obsolete	API Classification	ZDDP Concentration
1988	SF	<1500 ppm (.15%)
1993	SG	<1400 ppm (.14%)
1996	SH	<1300 ppm (.13%)
2001	SJ	<1100 ppm (.11%)
2004	SL	<1100 ppm (.11%)
2010	SM	<900 ppm (.090%)
Current	SN	<861 ppm (.086%)

So what does all this have to do with camshaft tappets? For over 70 years zinc and phosphorous have been added to motor oil because when combined these two elements form polar molecules that are attracted to carbon steel where they "bond" with the surfaces of the camshaft lobe and lifter and help prevent scuffing, especially during cold starts and high rpm operation. ZDDP is also an excellent corrosion inhibitor and antioxidant. The oil manufacturers have been able to substitute different additives to make up for the loss of corrosion prevention, but they haven't provided a suitable additive that gives the same extreme pressure and anti-scuff properties of ZDDP. The flat tappets that we have in our pre-1987 Corvette engines with their flat, "shoe-like" surface riding on the face of the camshaft lobes are especially susceptible to scuffing and premature wear without the protection of ZDDP. The roller tappets used in 1987 and later Corvettes have an actual roller built in to the bottom where they ride on the face of the cam lobes, so scuffing is eliminated. (See Figure 1)

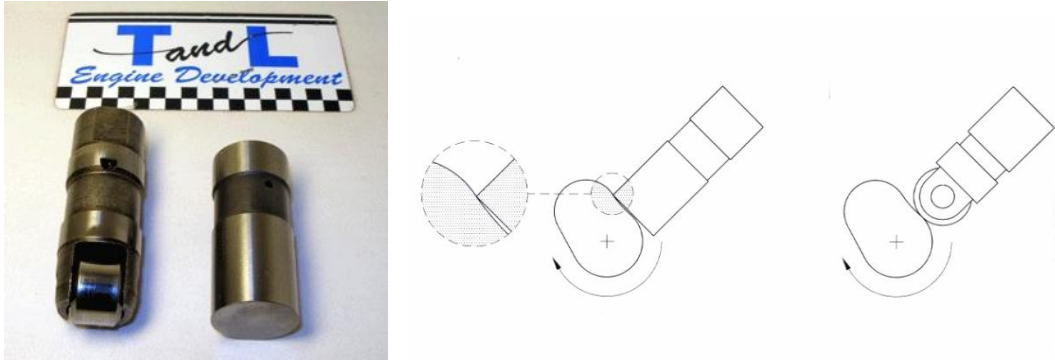


Figure 1: Roller vs. Flat Tappet

So how much ZDDP is enough?

It is a fact that the vast majority of motor oils currently available at your local auto parts store do not have enough ZDDP to protect your pre-1987 engine, especially the higher performance models. The rate of wear to your engine's camshaft and tappets is exponentially higher than acceptable with these oils!

How much ZDDP needs to be in your oil to protect your flat tappet Corvette engine is dependent on how aggressive a camshaft your engines has and the pressure of the valve springs. Generally, the hotter the cam, the stronger the valve springs need to be. If you've got high-revving LT1 or a ground pounding LS-6 you need a concentration of 2000 ppm or better of ZDDP to protect your engine. On the lower performance engines of the mid-1970's and early 1980's with milder cam shafts and lighter valve springs 1500-1600 ppm range should be adequate. Be aware that the high levels (5000+ ppm) of ZDDP recommended for engine break-in are not suitable for long term use. Over time the high levels of phosphorous can attack the grain boundaries of the iron in the camshaft and can cause spalling.

#### The Solution

The solution to the problem is easy, if you want your vintage high-performance Chevy V8 to last, you need to increase the amount of ZDDP in your engine's oil. There are several ways to accomplish this, first is to use engine oil that still contains a sufficient amount of ZDDP. These include several popular brands of specialty oils such as AMSOIL and Lucas Oil, racing oils by Valvoline and Castrol, and engine oils made for diesel engines. Unfortunately there are a couple of problems with this approach. Specialty oils are an excellent choice, but are typically only available from specific distributors and retailers and can be pricey or a little difficult to obtain. Racing oils are not meant to be left in a crankcase for months on end and endure short trips and stop and go driving, hence may lack the detergents and corrosion inhibitors found in regular passenger car oils. Diesel engines pose a completely different set of contamination problems for their oil, so their additive packages are structured differently, and may not be the best for your engine. Another alternative is to use an oil supplement. There are a bunch out there, but beware many may not have the proper amount of ZDDP your engine requires. STP for example states that they have a "sufficient" amount ZDDP to protect your engine, but what's sufficient? Some of the ZDDP oil supplements available are just right for the job, but they cost \$10.00 or more a bottle to do one oil change.

## The Answer I Have Found

For flat tappet engines that are completely broken in, the best solution I have found is to use an engine break in additive at reduced dosage. There are a number of these available; however my experience has been only with the Lucas Oil product. They have been very open in discussing their product's specifications which is important. According to Lucas Oil, 8 oz. (1/2 bottle) of their "Engine Break-In Additive TB Zinc Plus" (Part # 10063) will provide an additional 2500 ppm of ZPPD in 4.75 quarts of oil. This additive is compatible with all mineral-based and synthetic oils. I add 6 ounces to arrive at an estimated 1800+ ppm, which for my engine is fine. At \$10 per bottle, supplementing my oil with ZDDP only costs me \$3.33 more per oil change. As new oils come out with even further reduced amounts of ZDDP, I'll just add more oil supplement. This is cheap insurance for priceless engine. (This product is available at City Chevrolet in their Parts Department.)

## One Final Word of Caution

If you take your vintage Corvette to a garage to have it serviced, don't expect the mechanic to know about your engine's requirement for ZDDP. Most of the vehicles shops work on nowadays are less than 25 years old. Even some garages that specialize in Corvette service may not be aware of this issue. Unless you know for a fact that they are using specialty oil that contains sufficient ZDDP, you might want to consider bringing your own supply that they can add to the crankcase.

## Reference Articles for Additional Reading:

1. "The Lost Lobe Chronicles" by Dave Emanuel <[www.aera.org/ep/downloads/ep1/EP012008\\_18-23.pdf](http://www.aera.org/ep/downloads/ep1/EP012008_18-23.pdf)>
2. "The History and Mechanisms of ZDDP" by H. Spikes (available for purchase through SpringerLink at <[www.springerlink.com](http://www.springerlink.com)>