



The
Queen City Corvette
Gazette

Official Newsletter of NC's Largest Corvette Club

July 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:

Queen City Corvette Club heading to Grandfather Mountain to enjoy our country. See the USA in your Corvette!!!!!!!!!!!!

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



I hope everyone had a nice 4th of July. We had a lot of Club members represent QCCC in several parades. I don't have much of an article this month, I didn't get a chance to interview a club member about their first car or Corvette, as I've been dealing with a sick parent.

One thing I want to announce is for everyone to try to attend the August meeting. We've done some research and discovered the club was formed in August of 1968. Our social hour will be a 44th birthday party for the club. I have a small give away in honor of the birthday. You must be present at the meeting to receive it, one per family. If you know anyone that was a member during the early years of the club, invite them to the party. Let our Membership Director, Chris Wood, know so we can introduce them as a guest.

I still need a few more car stories, call me so your story can be in the next newsletter.

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

Steve Pelchat



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the View is Always Nice.*



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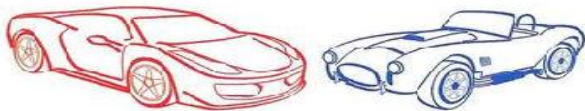
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Members interested in joining the fun should contact the following to be added to the email list:

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

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

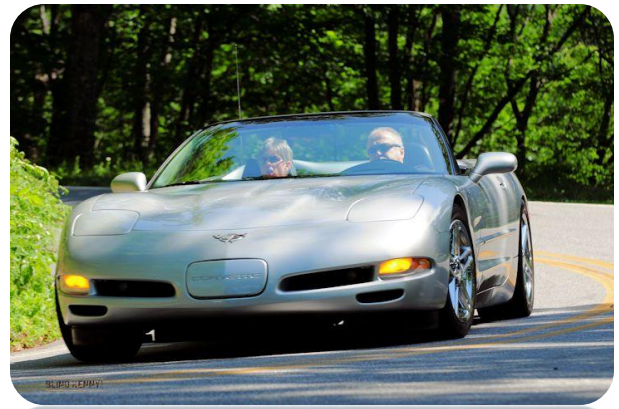
Eddie & Jane Burt (eddieburt@carolina.rr.com) – Monthly “Up Yonder” Dinner & Weekly Wednesday Dinners

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

Before our June Business Meeting, we were successful in photographing several more members' cars. Thanks to all that came out early to help us increase the number of **Members' Cars** to showcase on the **QCCC Website**. If you do not have a picture of you and your Corvette on the website, please help us out. You can see one of our club photographers at an event to get it taken or send us one that you have taken of you and your Corvette. Make sure you include your name(s) and the year. Pictures can be emailed directly to our Web Master – Bob Becker. Please use the email address: VettaRosa@carolina.rr.com.



For our July Business Meeting we will be on the southwest side of Charlotte at **Jocks & Jills Sports Grill**. The location is 4109 South Stream Blvd, Charlotte, NC 28217, Tel: 704-423-0001. We have reserved a time to come and eat before or after the meeting or just come early AND stay late. Please see both flyers on the QCCC Website Calendar for details.

Remember, that at our August Business Meeting, we will be **Celebrating QCCC's 44th Birthday**. Look for emails and watch our calendar for details.

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

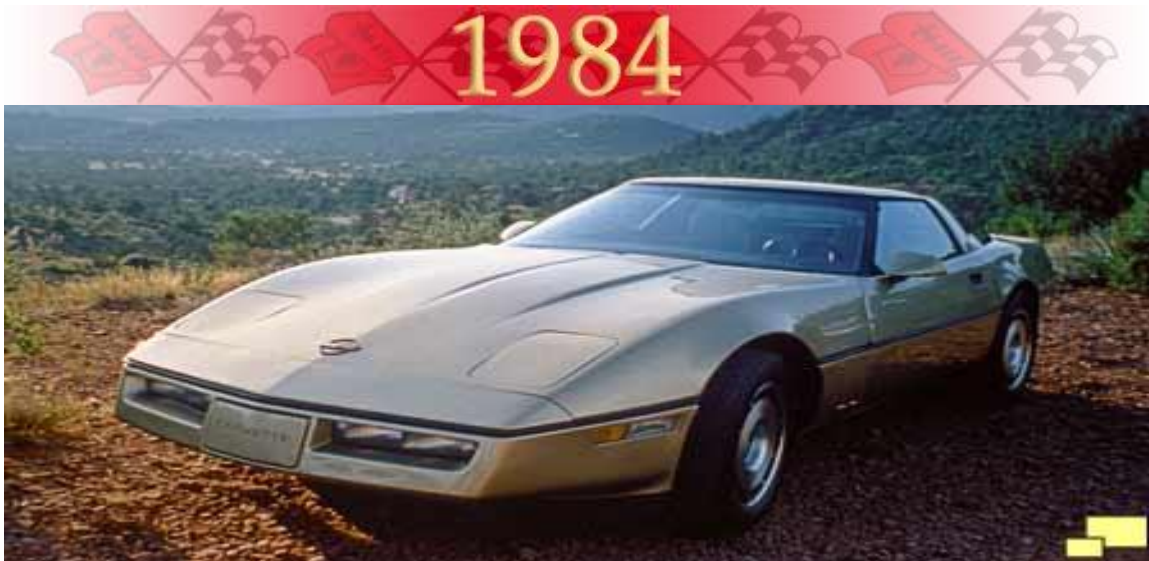


1983 Corvette photo courtesy of the [National Corvette Museum](#)

No 1983 Corvettes were sold. Quality and production problems had delayed introduction of the new C4 generation so 1983 was passed over. 44 1983 cars were assembled. Some were used to sort out production details while others were assigned to engineering evaluation and crash testing. A few were part of a December 1982 press introduction at Riverside Raceway in California.

43 of the 44 1983 C4 Corvettes were destroyed. The one remaining car, number 23 (white), was retired to the [National Corvette Museum](#) in Bowling Green KY where it is now on display. It is still owned by GM.

The C4 replacement was scheduled to be introduced in September 1983. The new design was a complete and complicated update that incorporated much new technology. Unfortunately the design team was unable to get everything ready and even though there was a desire to celebrate the 30th anniversary of the Corvette with a 1983 model, they could not make it happen. The first 1984 production models came out in March 1983.



The C3 Corvette was an unqualified success. The public had accepted the C3 by pushing sales volume to the 40,000 / year level in six of the last seven years of production. The Corvette was the technological flagship of the GM lineup. But the last significantly new Corvette chassis was introduced in 1963, more than 20 years earlier. To stay on top, a new generation Corvette was needed. But the goal was to keep the Corvette identity. The rear view was similar to the 1968 - 1973 models as opposed to the 1974 and later years when the federally mandated bumper protruded outward. The four round tail lights were still prominent.

One styling cue that disappeared was the "Coke Bottle" effect of the C3 Corvettes. It looked awesome but many complained of a too limited interior space. Smoothing the sides gave a whopping 6½ inches more shoulder room. Much of the extra interior room went towards a larger center console. The area below the center tunnel was used to route exhaust plumbing, driveshaft, catalytic convertor, etc. This meant that the floor could be lowered by two inches. Ground clearance was 5¼ inches (¼ inch more than the C3) so the designers were able to incorporate more headroom along with lowering the roofline by about an inch, which improved aerodynamics. The overall length was 8½ inches less than the C3.



A front grill was gone completely in the C4. Replacing the grill was a set of halogen running lamps, an inspiration gained from comparisons to the Porsche 928 and other European cars of the time. Cornering lamps located behind the front side marker lights were standard. The new Corvette had almost a "bumperless" design. Although functional in that the bumpers protected the car from up to 5 mph of harm, they were also integrated fully into the body shape so that it was not possible to point out where the bumpers/body were defined.

The C3 had featured hide-away headlights, but they were a flip up design, so the top of the headlight was the same whether it was up or down. The C4 differed in that its hidden headlight rotated when activated, so in effect the top became the bottom. The result was that a very unaerodynamic lip present in the functioning C3 light package was a nicely smoothed and aerodynamically friendly edge in the C4.

The interior of the C4 was all new. It had more room when compared to the C3, but the driver and passenger felt isolated by the center tunnel. Rather obvious for the passenger is the large lump thing called the "breadloaf" because of its shape. It was anticipated that federal regulations would include a safety impact for the passenger, not unlike the collapsible steering column in front of the driver. The "breadloaf" was designed to meet this requirement which ultimately did not materialize.

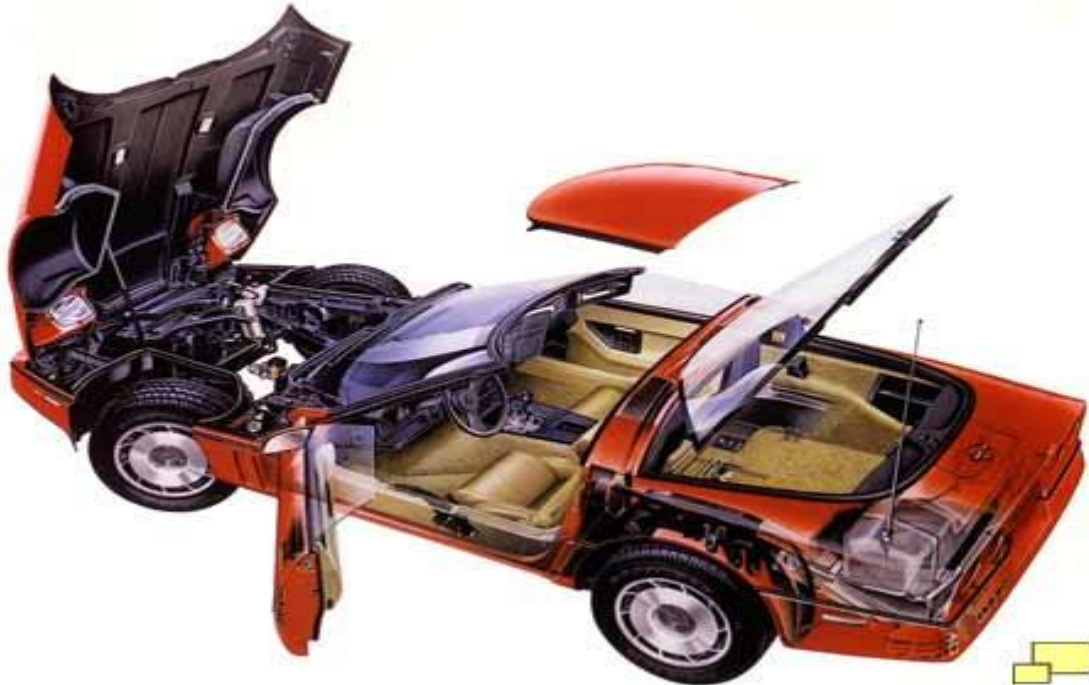


The instrument panel (below) was all electronic and advanced for 1984. Both the speedometer and tachometer consisted of bar graphs in addition to numerical readouts. This was especially useful with the tachometer as the graph took on the shape of the power engine's power curve. The idea was that the driver could quickly determine if they were using engine revs in the desired area of the power band.



The speedometer graph (the left portion of the panel) only went up to 85 mph, in accordance with government regulations of the time. Oddly enough, the numerical readout was not similarly limited.

And Chevrolet partnered with Bose. The Delco-Bose unit was custom designed for the C4 Corvette and featured innovations such as amplifiers at each of the four speaker locations, a noise reduction system for both the radio and cassette tapes, true electronic tuning and speaker enclosures designed for the Corvette interior.



Source: The Corvette Story

<http://web-cars.com/corvette/index.php>

So don't take any wooden nickels or buy a 1983 Corvette. See you at the Crossroads,

Keith Cross



Queen City Corvette Club Minutes

June 9, 2012

6:00 – 7:00PM

Meeting Held at: Auto Barn

BOARD MEMBERS & STAFF

Board Members: Steve Pelchat, President; Keith Cross, Vice President; John Walton, Automotive Director; Laura Pelchat, Social Director; Boyd and Susan Kurt, Newsletter Editor; Bob and Marilyn Becker, Webmaster; Bob Denny, Club Photographer; Paul Pelkey, Database Manager; Paul Mariano, NCM Ambassador.

DISCUSSION

- **President – Steve Pelchat** – called the meeting to order at 6:00pm.
 - Introduced the Board Members.
 - Thanked Auto Barn for allowing us to meet at their facility.
 - Minutes approved and seconded.
- **Membership Report – John Jensen for Chris Wood**
 - Visitors and prospective members – First Meeting – Dave & Melissa Morris, Bill & Darlene Loos. Second Meeting – Bob & Virginia Niebarger, Marsha Jackson & Tommy Hulcutt
 - New members voted in: Fred Rice - 1972 Torch Red Coupe, 1971 Atomic Orange convertible. Michelle & Brian Moore 2005 white convertible.
 - The club presently has 285 members.
- **Vice President Report – Keith Cross**
 - Thanked Auto Barn for use of their area for pictures. Encouraged everyone to get pictures of their car on the website.
 - July 14th meeting will be at Jocks & Jills
 - Gift Certificate drawing winners: Carolyn Zimmer, Sally Boyette. National Corvette Museum shirts: Jim Ramandanes, Rosalie Chris, Scott Hamilton.
- **Automotive report – John “Mustang” Walton**
 - 24 Hour of Booty parade is filled up.
 - July 20th – Shoot Out at Z max \$15 entry fee. More details to follow.
 - Indian Trail Parade – need 4 more cars
 - Hickory Grove Parade – still need 2 more cars
 - Award presented to Paul Pelkey for Karting Champion.
- **Treasurer’s Report – Steve Pelchat for Florence Prather**
 - Reviewed the bank balance, we’re on budget. Several members will be dropped at the end of the month due to non-payment, as per the bylaws.
- **Secretary’s Report – Laura Pelchat for Linda Lewis**
 - Announced the June birthdays: Margo Gross, Deborah Kelly, Iris Binder, Kelly Cross, Paul Mitchell, Craig Perry, Nelson Sprague..
- **Social Director’s Report - Laura Pelchat**
 - June 16 – Grandfather Mountain trip
 - Sign-up sheet for anyone interested in lunch aboard the Catawba Queen
 - June 30th is National Corvette Day. June 29th is Drive Your Corvette to Work day. Send pictures to Laura, if you don’t work, be creative on where you drive your Corvette.

- **Corvette Museum Report – Paul Mariano**
 - NCM Anniversary August 29-September 2nd. Rooms at the Hilton, 8 people so far, see Paul if you want additional info.
 - 71 QCCC families are NCM members, which is 47%
 - Discussed the Motorsports Park at NCM. Anyone making a \$1000 donation to the Motorsports Park fund will get an invitation for the Winner's Circle Dinner at the NCM Bash in April. The track will be used for the Corvette Team practices and clubs will be able to have track time.
 - Detailing session at Paul's house, conducted by John Jensen and Paul for newbies.
- **Other Business**
 - Tommy Loftin, - reminder of Troutman Parade, if interested get in touch with Tommy.
 - Boyd Kurt – If you have purchased a Corvette between January 1st and June 1st, send a picture to Boyd.

Meeting adjourned at 6:55pm

Respectfully submitted,
Laura Pelchat for Linda H. Lewis, Secretary



Route & Track



What? June is over already? I just got back from the Myrtle Beach CC all Corvette car show. I really enjoyed this show. Thanks to Boyd Kurt for setting up the Saturday night dinner for the QCCC group attending the show. We had about twenty members there. A trip to Myrtle Beach is not complete without a seafood dinner, even if it is overpriced. The MBCC had the NCM folks at their Friday night banquet and the Saturday show selling merchandise normally found at the Museum gift shop. I understand a \$5K sales guarantee was necessary to get

them there. Apparently they sold \$6K. Kim's Gold Dust was also there. Beth was there. You can guess the outcome. QCCC members Forrest and Deborah Kelly, who have moved to the beach and joined MBCC, were also at the banquet. Not enough action in Charlotte I guess.

At the show on Saturday, Tommy and Brenda Loftin's '54 took Best of Show from among the 200 Corvettes there. Congratulations Tommy and Brenda. Jim and Beth Cerniglia's Ron Fellow's C6 and Beth Walton's C4 ZR-1 took "Class Awards". Their "Class Awards" are equivalent to our "Show Winner" awards. Nice cars, thanks for coming. Jerry Layton from Statesville, whose orange '56 won our Best of Show award, was there and took Best C1.

On to July: Well, June 30th at least, the date for the Troutman Fourth of July parade. At press time about 16 cars were signed up. See calendar for details. Eleven cars are signed up for the Indian Trail July 4th parade. At this time this is enough. Unfortunately, it looks like these parades may turn into weenie roasts. Last one back into the air conditioning pays the electric bill.

Friday, July 20th is the date for the first QCCC ¼ Mile Shootout at Z-Max Dragway. This is the second event for the Sportsman of the Year Award, with points for first, second, and third place drivers. We will caravan into the Dragway from the Starlight Theater about 5:30 pm. If there is enough interest, we will set aside a spectator area then go for dinner and/or drinks around 8:30 pm in Concord. Discussion and sign up at the July business meeting. Look for the third event, an autocross, coming this fall, I hope.

Friday, July 27th marks the 24 Hours of Booty parade lap. See club calendar for details. The number of cars participating in this event is limited. More info via email when the event gets closer.

They don't write songs about Ta ta's (at least none that Charlotteans can understand)

John





*Queen City Corvette Club
Board Meeting Minutes*

Date: *June 5th, 2012* Location: *Smith & Stevenson*

To be sent later.



July

4	Indian Trail Parade	
14	QCCC Business Meeting	Details & Information
20	QCCC ¼ Mile Shootout	Details & Information
27	24 Hours of Booty Parade Lap	Details & Information

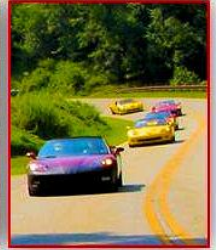
August

11	QCCC Group Photograph Celebrating QCCC's 44th Birthday	Details & Information
11	QCCC Business Meeting	Details & Information
17	Forest City Car Show	Details & Information
18	Hot Nights / Cool Rides - Forest City NC	
24-26	*Corvettes at Carlisle*	
30-1	*National Corvette Museum - Anniversary Celebration & Hall of Fame Induction*	Details & Information

We had beautiful weather and a great turnout for our Grandfather Mountain drive. Many people joined the Mile High Swinging Bridge Club. The drive was really fun, and we had PLENTY of time to socialize at lunch.

Hope to see you at the next event.
 Laura
 704-806-1113
LSPelchat@yahoo.com





National Corvette Museum Corner

In response to comments I've received regarding the financial status of the museum, I am providing the following figures I have extrapolated from various pie and bar charts. I did not receive the raw data used to produce the charts so the amounts and percentages shown are approximated. The financial condition of the NCM is totally sound, which is good news indeed. Total revenues over the past fifteen years (1996-2011) have increased from \$2.1 million to \$11.5 million. With the \$11.5 million income in 2011 also came expenses of \$10.2 million leaving net reserves of \$1.3M. The total debt of the museum has been reduced from \$9.4M to \$6.4M over the past three years. The \$11.5M income was generated from several sources. The breakdown in percentages is as follows: Raffle tickets = 35%, Corvette Store = 16.7%, membership = 10.4%, admissions = 9.5%, donations = 8%, events = 6.4%, delivery programs = 3.7% and the library and others providing the remaining. Some of these figures may be surprising, others not so much. I simply submit them for your perusal and a glimpse into how the NCM is supported and achieves its growth. It should be duly noted that the museum receives no financial support from General Motors and relies totally on the support of its membership and the public.

Growth is the lifeblood of any organization. The NCM is no different and its growth has been deliberate and financially controlled. As mentioned above, the debt has been substantially reduced but the expansion into the Motorsport Park will bring about another increase in the debt. The good news about the MSP is that it will be self-sustaining and will be able to pay for itself once built. We just need to get the initial \$2.0M to begin putting the track in place. As always, only the support of the membership can make that happen.

So, what is the purpose of all these financial meanderings? Just to let you know that the museum, your museum, is sound and growing. And that those of us who truly want to see its continued viability, work hard and sincerely ask for the support of Corvette enthusiasts everywhere to help with the growth. The only compensation we, as ambassadors, receive is the satisfaction of knowing we had a hand in those successes and the efforts we put forth will have a lasting effect for those yet to be Corvette owners.

Time is running out to make your hotel reservations and to register for the NCM Birthday Celebration on August 30 - September 2. I will have to release the rooms I have on hold at the Hilton Garden Inn by July 11. So, if you want to tag along, let me know

Save the Wave!

Paul Mariano,
NCM Ambassador



Help QCCC Build a Race Track

Vintage QCCC

With the Vintage Gang:

Bill Cruthis, Richard Craig, Darrell Kirkley & Travis Meredith



More "Adventures" from QCCC of Decades Past

VROOM VROOM --- YIKES

Since last month's story was about Jeff Tater, we thought a follow up might be timely. Perhaps the Eddie Burt cookout had its beginnings back in the 1970's when QCCC began an annual picnic at Lake Wylie. The day was complete with 3 legged sack races, egg tosses and watermelon. This account comes from Darrell Kirkley's memory, which is better than the rest of ours due to his diet control and less alcohol intake. As he recalls, QCCC had 2 options for the picnic, Danny Shaver's cabin and one owned by Wayne Marlowe's in-laws. We think this year it was at Marlowe's. The egg toss that year ended with Jeff Tarter smashing an egg on our oldest, but not slowest member, Shad Alberty. This resulted in Jeff's face being washed with watermelon by Shad. After this incident, we hit the lake. The main problem with this timing was the boating followed instead of preceding refreshments.

The Tater, thru his trust fund, had acquired a 454 jet boat which may have not been the best idea. By midafternoon Jeff was cruising the lake showing off his horse power. At one point he picked up Dollar Bill Ingram, his son Marty and another couple for a fast lap around the area. As the Silver Cloud rounded the bend to return to the dock, he was going way too fast to make it. So he powered down which, in that type of boat, gives you zero steering ability.

Now, at an excessive speed, he was headed straight for the rocks on the sea wall. At least, considering his condition, he had enough sense to full throttle straight to the shore. Thru some miracle, the nose of the boat rose over the rocks and they flew on shore quite some distance coming to rest between some trees. Several members of QCCC helped lift the boat out of the woods and onto a trailer; it only had some scratches on the bottom. We hardly ever saw Dollar Bill make a bad decision, but we are sure he would have liked to have that one back. We figure the pucker factor north of a 10 penny nail (as Shaver would have said). Back in the day, sometimes we were good, but mostly we were very lucky. We are very glad to be here today to recall the beginnings of QCCC.



QCCC Newest Members June 2012



Fred Rice
 1972 Red Coupe
 1971 Atomic Orange Conv.



Brian & Michelle Moore
 2005 White Convertible

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





Members New Rides:



E O & Ann Oakley - 2012 Black on Black 100th Anv.



Steve Kravitz



Brenda Loftin – 1969 Yellow Convertible



From Track to Street

NEXT EVENT

The American Le Mans Northeast Grand Prix will start at 3 p.m. ET on Saturday, July 7, and will be broadcast same day on ESPN2 at 4 p.m. ET. Live coverage is available starting at 2:45 p.m. ET on ESPN3.


Corvette Racing at Lime Rock: Back to Business at the Bullring

With the 24 Hours of Le Mans in the rearview mirror, Corvette Racing is now driving for the American Le Mans Series GT championship. The series' fourth round, the American Le Mans Northeast Grand Prix, will be contested on Saturday, July 7, in the tight confines of Lime Rock Park. This 1.5-mile circuit in the Connecticut countryside is road racing's equivalent of a short-track bullring - albeit with more ups and downs than the stock market.

Other Corvette Related Items of interest.



Corvette Racing, Flat Out: Episode 3, 'The Drivers'

To celebrate the 80th 24 Hour of Le Mans, Corvette Racing has released the third of five in its series Flat-Out, a behind-the-scenes look at the famed team and its inner workings. This episode highlights the drivers for the No. 73 and No. 74 C.6Rs competing this weekend. In the 73 car are drivers... 

Go to www.youtube.com and on the opening page search block, enter "NCM Motorsportspark" and you will see two videos of the MSP. One with Doug Fehan and one with Johnny

The Bowling Green Corvette Plant is getting a makeover as it gets ready to create the next generation corvette.

"The enthusiasm, the excitement, the energy around this new car, those of us associated with it, it's off the charts," says Dave Tatman, the Plant Manager.

Some elected officials were given a tour of the 131 million dollar construction project Tuesday, before the plant closes to the public on September 14th.

The plant is currently constructing a new pretreatment building as well as a body shop that will have 89 new robots.

The changes will create 250 [jobs](#), which officials say will do wonders for the community.

"One new job at the Corvette Assembly Plant may create as many as seven jobs through out the community, with retailers and service providers, so it's an extraordinary [benefit](#) to the community," says Warren County Judge Executive Mike Buchanon (R).

The plant is also [changing](#) their lighting system in hopes of helping the environment.

"We're switching to these fluorescent bulbs that are more energy efficient and they give us a better light for everyone to [work](#) under," says Jon Andrews, the body shop launch manager.

"It's great that a big international [company](#) such as General Motors takes pride in preserving the environment and doing things to make sure they're not having a large impact on the environment when they're producing such a fine automobile," says State Representative Jim DeCesare, (R), District 21.

During the event, ownership of the Bowling Green Corvette Assembly line was also officially handed over from the city to the plant.

"We purchased bonds from the city, 30 year bonds, that matured on May 1st 2012. Now at the time, because we were buying the bonds from the city, the city owned the plant so up until today, the city owned the plant," says Tatman.

"One of those little technicalities was that they had to pay off the deed for a dollar so I came out to collect the dollar," added Bowling Green Mayor Bruce Wilkerson.

“Heads-Up”

July 14, 2012

Business Meeting

Jocks & Jills Sports Grill - Charlotte

In July we will return to an old favorite on the southwest side of Charlotte for our business meeting. As usual, there will be time for everyone to enjoy good food and fellowship before and after the meeting. For the July meeting we will not plan an official social time. Instead, we have one side of the restaurant reserved, starting at 4:45pm, for those who want to eat before the meeting. Our business meeting will be from 6:00pm to 7:00pm. After the meeting, we will have our section reserved until 9:00pm for those who would like to eat or just hang out and visit. If you would like to look at their menu check out their website at - www.JocksAndJills.com. The address for Jocks and Jills is as follows:

JOCKS & JILLS SPORTS GRILL

4109 South Stream Blvd
(corner of South Stream Blvd and Tyvola Rd)
Charlotte NC 28217
704-423-0001

Please utilize navigation systems or <http://www.mapquest.com> for exact directions from where you are coming from.

***** PLEASE TAKE NOTE OF THESE TIMES.*****

Dinner available: 4:45pm – 6:00pm

Meeting Time: 6:00pm – 7:00pm

Dinner available: 7:00pm – until

Look forward to seeing everyone there

2014 NC/SC/VA Corvette Caravan Participants

**Support Our
Exclusive Chevrolet Dealership Sponsor
Dale Earnhardt Chevrolet's
Annual Charity Car Show**

By Chris Wood



Participants and visitors were treated to near perfect weather, great food and 275 gorgeous autos on the grounds of **Dale Earnhardt**

on Saturday, June 16th. "Oldies but Goodies" serenaded us over the loudspeakers, country ham and eggs, burgers and hot dogs kept us nourished as we oogled many one-of-a-kind creations. We were amazed at the quality of the cars, both old and new, from as far away as Missouri. The silent auction provided much excitement due to the one-of-a-kind racing and automotive items donated by NASCAR Teams, the Dale Earnhardt Foundation, and friends. Plenty of Corvettes owners attended, which gave us an opportunity to sign up several new Caravaners for 2014.

Congratulations to Rich Harmon for winning 2nd place in the '68-'82 C3 category! He received a very unique trophy.

Thanks to all who came out to support us! Stay tuned for more opportunities to participate in 2014 NC/SC/VA Corvette Caravan festivities.



Rich Harmon receives his trophy from Taylor Earnhardt Putnam, Dale & Teresa's daughter while Dale's brother, Randy and Dale Earnhardt Chevy GM Tommy Cross look on.

