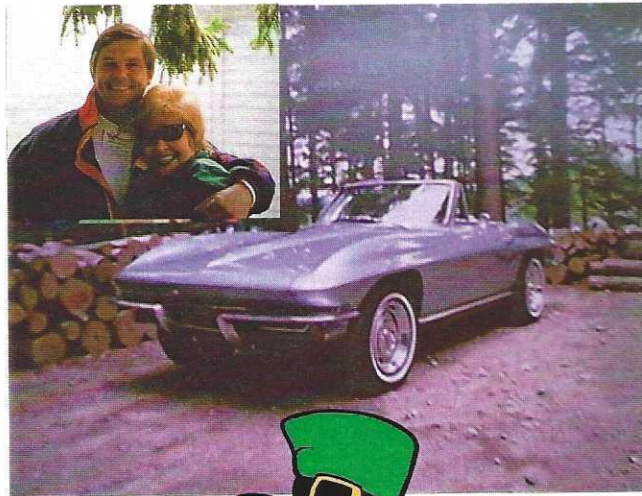


**QUEEN CITY
CORVETTE CLUB**

CHARLOTTE, NC

**March
2000**



Queen City Corvette Club, Inc.

2000 Officers

| | | | | |
|----------------------------|---------------|--------------------------------|---------------|---------------------------|
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Queen City Corvette Club (QCCC) newsletter 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, then are removed from mailing list if they haven't participated in any QCCC events. QCCC does not accept any form of advertising for newsletter publication. 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, P.O. Box 473072, Charlotte, NC 28247.

QCCC is sanctioned by the National Council of Corvette Clubs (NCCC), which has over 14,000 members in the USA. We are a non-profit club (501-C7) which raises money for and participates with various local children's charities. Dues and donations are not tax deductible. 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 a social time afterwards. Our socials are always fun and are focused around food and drink. We've had swimming parties, bar-b-ques, cookouts, day trips and weekend trips. We participate in mountain tours, holiday parades and several homecoming parades at local area high schools. We also participate with several sister Corvette clubs in car shows, drag racing, and autocrossing. After an initiation fee of \$7.00, club dues are only \$8.00 a month, per family, and are to be paid quarterly. These dues go to cover the costs of running the club, mailing newsletters, and subsidizing the costs of our meetings. Club officers serve as volunteers. NCCC dues are \$30.00 a year. To become a member of the QUEEN CITY CORVETTE CLUB, you must own a Corvette and attend at least two (2) monthly business meetings within a six-month time period. Express your wishes for membership during a monthly business meeting, be voted in and begin paying dues.



February 25, 2000

Dear Fellow Members:

We've now got two months of 2000 behind us! How time flies when you're having fun!

The past 30 days have brought us refinement, direction and focus as we view the balance of the year. Nancy has done an outstanding job of bringing some very exciting events to the Club. We all owe her a special debt of gratitude for working so hard to make the upcoming Savannah trip one for the record. I never expected that the logistics for our Corvette cub could be so daunting! But Nancy's pulled it together and we'll be in for a terrific time in April!

Our February business meeting inducted twelve new members! This outstanding interest reflects the growth in Corvette enjoyment and the health of the QCCC. Congratulations and welcome to Bob and Christine Bowen, Al and Kay Herold, Jay and Ann Hillyer, Harry and Lisa Salvaggio, Jeff Vannoy, Stan and Jan Reiber, and Jason Couch. I'm hopeful that we can get a short "bio" on each of these folks to be published in our next month's newsletter as a vehicle for all of us to get to know our new friends.

We've also filled our Board of Directors. I'm sure you all join me in welcoming Jay Freeman to our VP Competition post. Jay brings enormous experience having participated (and organized) virtually every form of Corvette competition imaginable. Jay and his wife, Rena, are Corvette devotees of the highest order; they own three! A '67 racer, a '90 show convertible and a '68 now being restored! As an added benefit, Jay already serves as the Carolinas Regional Governor for the National Council of Corvette Clubs. Welcome to the post Jay!

On a serious note, the Club has some business for consideration. The cost and effort required to publish the newsletter is growing as quickly as our membership. In addition, the quantity of newsworthy items is similarly increasing. I urge you to please review this month's newsletter insert discussing the email alternative. There's a lot of questions to be answered before we can feel comfortable that any alternative will give us the opportunity to both expand the contents and the quality of our monthly member communication. Please review this insert carefully and be prepared with your ideas at next month's meeting.

In closing, the Board has agreed to reformat our monthly meeting agenda. In order to assure an appropriate time for fellowship, we'll begin to gather at 6PM and begin meetings promptly at 6:30. The business portion will run until 7:30 sharp! Dinner orders will be taken at 6:30 for serving of food at 7:30. At 7:30, our social time will begin and run until whenever!

I'm hoping to see you all for the Scavenger hunt and Chili cookoff next month at the Alpine Clubhouse!

SOCIAL REPORT

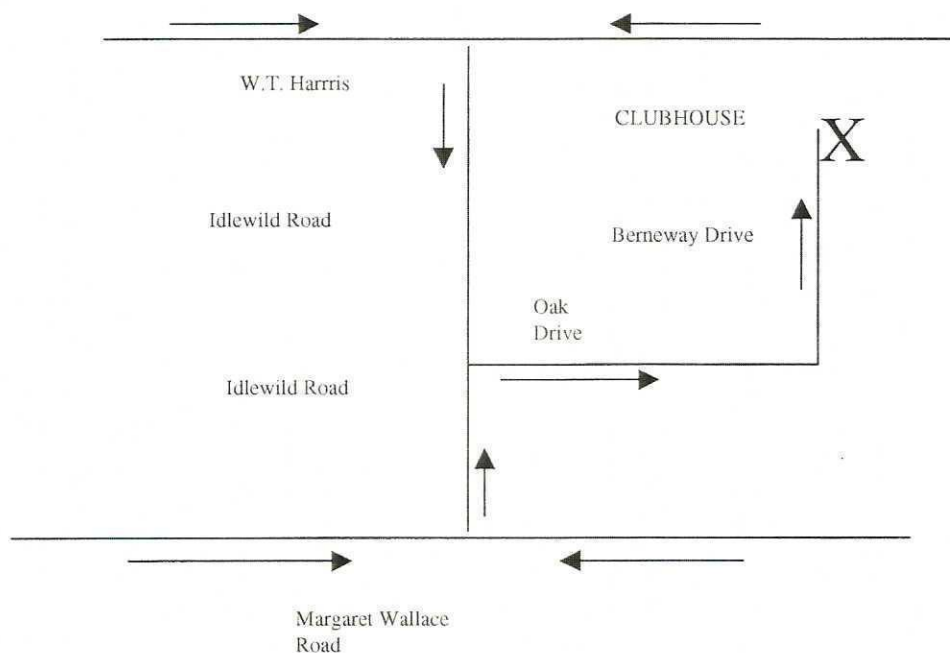
NANCY RUNNION

841-2283

nrunnion@carolina.rr.com

Thanks to everyone who came to the February meeting at PJs in Matthews. It appears to be a great place – Good Food, parking and **SPACE!** I hope that everyone enjoyed themselves and got a chance to say hi to our new members.

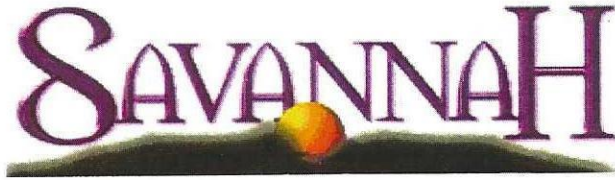
We have a busy March and April coming up. The **MARCH 11** meeting is being held at Alpine Clubhouse in East Charlotte. Below is a small map.



The **SCAVENGER HUNT** will start promptly at 3:00 p.m. at the Clubhouse. You will be grouped in teams of four cars and have until 6:00 to complete the list, at which time we will have our meeting and dinner. Several of our members are going to provide their famous homemade chili and fixings. There will be a celebration for all the member's birthdays for the year. Please bring some pictures of your early years and have some fun. There will be a drawing for a door prize of a trip to HOT LAPS in Rockingham.

Our **APRIL** meeting will be held at the Speedway where the cars will gather to set up for Auto Fair. The meeting will be on **FRIDAY night instead of Saturday, APRIL 7**. We will have sub sandwiches for sale after the meeting.

Events after April will be discussed further in the next newsletter.



Friday, April 28

Read Carefully! There have been some changes for the Savannah trip!

We will be leaving from Knights Stadium at Exit 80 off I-77.

Upon arriving at Knights Stadium please look for a registration table which will be manned by John Meadows of QCCC. John will be collecting a Registration fee of \$10.00 per car. (The Registration fee covers costs to the Club and entitles you to maps, booklets about Savannah, and the weekend agenda. This is not a charge for you to drive your car in the group!) You will have to sign the NCCC Waiver at the registration table.

There will be a driver's meeting at 8:45AM SHARP!

We plan first cars out at 9:00AM on. Departures will be in groups of 10 to 15 cars being dispatched in fifteen minute intervals.

Fill your tanks before departure! The first stop is planned at Orangeburg, SC for gas.

The second stop is in Waltersboro, SC for lunch at the Cracker Barrel or Shoneys (whichever you prefer). Each group should try to stay together after lunch so plan your eating time with your group members.

After lunch we will proceed to the Visitors Welcome Center in downtown Savannah. The location is marked on the map you'll receive at Registration.

The remainder of the afternoon is for your leisure time.

Our social hour begins at 5:00 at the Clubhouse Inn for those staying there and 7:00 p.m. at the clubhouse for pizza and beer, with all the other participants.

An Agenda for Saturday will be presented Friday night by our Savannah hosting Club.

The following clubs are coming to Savannah: QCCC, Chevy Under Glass, Good Times, Southern, American Dream from Atlanta, NCRS from Atlanta, Warner Robins Air Force Base, Albany Georgia, a second Atlanta club, two clubs from North Florida and the Myrtle Beach Club. There will be over 120 cars total!

The Savannah Club is planning a car show at the Fort with trophies for various activities to be awarded on Saturday night. Patches are being designed by the Savannah Club for sale to participants. If anyone still wants to sign up please see me. The cutoff date is March 15 for either rooms or dinners. Please call me if you have any questions.

Purple **R**acer **Report**



Happy St. Patty's Day Everyone! Spring is fast approaching and the Club calendar is filling up quickly. Please watch this column and Nancy's for the upcoming events (and the calendar in the newsletter)

March 11 – Saint Patrick's Day Parade – meet at 11:00 at the Observer Building – Parade at 12:00, Free Concert afterwards. Call me as soon as possible if you want to participate.

April 7-8-9 Auto Fair – Contact me as soon as possible for tickets – Limited number available

May 23 – Parade of Lights – Downtown at 8:0 – Meet at First Baptist Church – More details to come.

The Profile Couple this month is our New Millennium President and his Wife: Fred and Pat Fischer

Fred was raised in Boston. Pat (Harrison Englert) was raised in Kannapolis, NC. In 1992 they met at a Chinese restaurant in Chicago. After that began a long distance relationship spanning the country. The relationship grew even though Pat transferred to Denver, CO and Fred moved to Chicago. Finally, in 1994 Pat returned to the windy city and the "long distance" was over. They were married in Maine on a bright but cold winter day in February 1995. To start their marriage, they spent their first married night in an unheated barn!

Fred and Pat moved to Charlotte from Chicago in April 1996. To days later their '67 convertible arrived from Maine. It wasn't long after that before Fred met Jon Elliott while getting a new number matching motor installed at Rick Elgin's. Enter QCCC! Fred and Pat enthusiastically joined the club in the spring of 1997.

Fred was voted male Rookie of the Year and awarded at the January Prom.

Since then Fred and Pat say they've made many wonderful friends in QCCC and from Corvette associated activities in Charlotte. Fred says "belonging to QCCC has helped Pat and me settle and feel comfortable here in Charlotte. QCCC has enabled us to meet terrific people with common interests and to begin putting down real roots here. Charlotte is our home now and we're hoping never to leave."

As proof, Pat's been successful in moving daughter Amy to Charlotte. Her son Mark, his wife and the grandbabies are yet to make the move, but Pat says she's working on it. Tim and Ted, Fred's two sons, also live in Chicago. They visit here frequently and have joined in for QCCC fun by helping at the Autocross and going along to Shatley Springs and other events. Ted's got his eye on the '67 and wants to join QCCC himself.

Fred and Pat just recently added the Polo Green '96 cover car to their stable. Thanks Fred for leading QCCC into the next century!

'Til next month. Save the Wave!

Jeff

Minutes from February 18, 2000 QCCC Officers' Meeting

The QCCC Officers' meeting convened on Friday evening, February 18, 2000, at Bob and Nancy Runnion's residence at 7:00 p.m. All officers were in attendance with the exception of VP Competition Jay Freeman. Scott Hamilton was also in attendance.

Discussion on sending monthly newsletter by e-mail. Some members do not have e-mail. Possible to put newsletter on QCCC website in a password-protected format. Jeff Estridge is assisting with website. Fred Fischer suggested e-mailing newsletters for 3 months on trial basis. John Meadows suggested handing out Eddie Burt's treasury report at business meeting. The treasury report could later be inserted in website if password protected. Board decided to e-mail newsletter in full to members, post the social report on the website, and to mail the newsletter to members without e-mail capabilities. E-mailing newsletter will be brought before the membership at March business meeting.

Board discussed creating QCCC logo patches for members. Eddie Burt currently has sweatshirts, golf shirts and t-shirts available. Possibility of getting sponsors on t-shirts. Eddie needs 90-day lead time to have patches made up. It was agreed by the Board to have a batch of 300 patches made up to sell to club members. Jeff Estridge will design the patch. John Meadows will obtain information regarding t-shirts from Infinity's Screen Printing.

Scott Hamilton has talked to representatives from City, Parks, Diamond and Freedom Chevrolet dealerships. Scott was asked by the Board to chair a sponsorship committee. Scott will contact Bob Bowen, Chuck Bedy, and E. O. Oakley for their assistance with the committee. The committee is to inform the Board what the club wants from a sponsor. Scott is to report back at the next Board meeting but will announce the committee at the next business meeting.

Jeff Estridge is to follow up with Dick Lewis of the International Auto Show regarding possible club participation in November. Jon Elliott notified Board that club is invited to air show in May, but Saturday is business meeting and Sunday is Mother's Day. Board decided because of these conflicts, club would not participate. Desert Corvette Club link remains on website, and Board decided to remove it. Jeff Estridge is also collecting pictures for a club member car corral on website and will make announcement at next business meeting.

Nancy Runnion inquired what amount of social expenses can be spent, which is \$500 per event or 30 percent. John Meadows expressed concern about holding business meeting at a club member's residence because of growing number of members. Membership growth will be brought up to members at next business meeting. John will also make announcement at business meeting stressing importance of signing insurance waiver. Nancy will verify with the Austins that they have adequate parking for a club cookout. Board decided during business meetings to place food orders from 6:00 p.m. to 6:30 p.m.; conduct business meeting from 6:30 to 7:30 p.m.; then dinner from 7:30 p.m. until. Board decided to have guests and prospective members wear different colored nametags. Eddie is to order badges for officers.

Board decided there will be several caravans to Savannah instead of one caravan. The caravans will depart at 15-minute intervals, with an officer leading each caravan. Fred Fischer will hold a drivers' meeting. John Meadows will collect the \$10 fee per car. Cars will assemble beginning at 7:30 at welcome/visitor center on I-77 South, just over SC line. Regarding pizza party, money will be taken at door.

Board discussed need for new sound system for business meetings. Motion made by John Meadows to purchase new system. There is need for 2 cordless microphones, speaker, and cord.

March business meeting will be chili cookoff with 10 different chilis. There are prizes for the scavenger hunt. There will also be a birthday celebration for everyone. St. Patrick's Day parade is Saturday, March 18.

Meeting adjourned at 9:45 p.m.

Respectfully submitted,

Candy Lake

Minutes from February 12, 2000 QCCC Meeting

The February QCCC business meeting was held at PJ's Restaurant in Matthews. All officers were in attendance. There were 10 first-time guests and 12 prospective members in attendance.

QCCC received a note from Ray Stonitsch in appreciation of the charitable donation in memory of his mother. Caroline Lentz wrote a Travel Tales detailing her trip to Daytona, which will be in an upcoming newsletter. Caroline presented Jon Elliott with a photograph of his new 2000. Awards were also presented to Pauline Gray, Female Rookie of the Year and to Ray Stonitsch, Male Rookie of the Year. The Presidential Recognition Award for 1999 was presented to Rick Witcher.

The Bylaws need to be changed concerning reimbursement of travel expenses for VP Competition. Bylaws currently read: "up to 30 percent or \$500 dollars." This may be misinterpreted. Eddie Burt suggested change to "up to 30 percent not to exceed \$500 dollars." Motion was made and seconded. Bob Denney interjected that majority must vote in favor of instead of motion being passed. The Bylaws change is voted 42 for, 0 against. The Bylaws will be republished with the new change in a future newsletter. Jay Freeman has accepted the position of VP Competition. Motion was made for Jay Freeman to be the new VP Competition, seconded, and passed. The prospective new members were introduced and voted in as members of QCCC: Bob and Chris Bowen, Al and Kay Herold, Jay and Ann Hillyer, Harry and Lisa Salvaggio, Jeff Vannoy, Jason Couch, and Stan and Janet Reiber. Fred encouraged members to attend the NCCC Carolina Region Awards Banquet in Greenville, SC on March 4 and to attend the Autocross events held in Barnwell, SC on March 11 and 12.

Nancy Runnion reminded members the progressive dinner is February 26. New members are to contact Nancy if they are interested in attending. The next business meeting will be a chili cook at Alpine Clubhouse. The scavenger hunt starts at 3:00 p.m. The Savannah club has rented Fort Jackson Saturday night. Nancy suggested new members call the Hampton Inn or Comfort Inn for reservations in Savannah. There is a ladies' pottery trip to Seagrove Pottery on April 1. The social agenda for 2000 is on the QCCC website.

Jeff Estridge reminded members of Autofair April 8 and 9. There is no raffle this year. Jeff will distribute passes at March business meeting. There will be trophies awarded this year. The Parade of Lights is Tuesday, May 23. He will soon be receiving information on the St. Patrick's Day parade. Fred and Pat Fischer purchased a '96 green coupe.

John Meadows will include a points system in the next newsletter. There is a free screen saver on the Corvette Museum website. Eddie Burt reported there is approximately \$7,000 in the QCCC account. Eddie presented a card the club received from one of the families the club contributed to at Christmas. Fred Fischer took an informal vote regarding placing the newsletter either on the website or e-mailing to members. The majority of the membership was in favor. Rick Witcher suggested this would save the club \$1,200 to \$1,500 per year. The Board will discuss this month.

Scott Hamilton has talked with different Chevrolet dealerships to get them involved in club participation and/or sponsorship. Scott will head the committee to further this cause, and Chuck Bedy will assist. Bob Bowen is a member of NCOA, E.O. Oakley is a member of the C5 Registry, Walt Krupowicz is a member of NCRS, and Jon Elliott is familiar with events at the National Corvette Museum. Bob, E.O., Walt and Jon will act as club liaisons for these organizations and will keep Fred Fischer posted on events in said organizations. Scott also inquired as to club jackets. Linda Meadows suggested creating club logo items for club events. Club logo merchandise needs to be standardized. Eddie suggested patches with club insignia be purchased. Will be discussed at Board meeting.

Motion was made to accept minutes for January business meeting, seconded, and passed. David Carlton informed the club his 1991 polo green ZR-1 is for sale.

Respectfully submitted,

Candy Lake

Travel Tales

By: Jody Austin, Bob Denney, & Caroline Lentz

Our QCCC **Travel Tales** articles are written by individual members and usually require some arm-twisting to get a story submitted. However, this month we received several unsolicited stories from members describing their wonderful experience traveling to Daytona Beach, FL attending the Rolex 24 race. Because of this tremendous response, we have decided to consolidate each individual **Travel Tale** in to this month's center section. I hope you enjoy reading these stories. –*Jon Elliott*

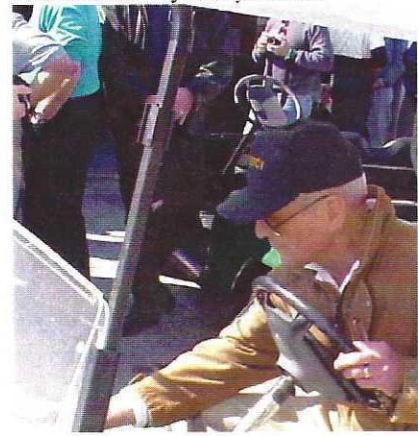
By: Jody Austin

After attending last year's Rolex 24-hour race, I was determined that I would go again this year and take Judy with me. It's funny though, how life sometimes has a way of interfering with plans. During the year our son and daughter-in-law announced a new Austin was on the way. Wouldn't you know, the due date was during the Rolex weekend! Judy was adamant, she would not dare miss the birth so she announced early she wouldn't attend, and if I had a decent bone in my body I shouldn't go either. Being the true believer that I am, I knew the granddaughter to be wouldn't dare arrive on a day that would prevent her granddaddy from going to Daytona, and she didn't disappoint me, she came 2 weeks early. Since Judy had earlier declared her intention of not going, at Christmas I mentioned to my brother-in-law, Kenny, that I had an extra seat for a parade lap at Daytona and that was like showing a pork chop to a dog. Now we have a problem, the new baby is here and Kenny has claimed Judy's seat at Daytona. Judy, being the gracious person she is, said, "Oh, my darling husband, why don't you and Kenny just go on and go", so being neither deaf nor stupid, off we went.

I had made arrangements, through the C5-Registry net, to hookup at Mooresville, on Thursday morning, with a group of 8 Vettes from Virginia. At about Orangeburg, SC, while we're cruising at 80, a road alligator (truck recap) was thrown up from under the Vette in front of me and all I could do was close my eyes and pray for the best. It hit the front nose and went under me, with a lot of noise, and then hit the Mallett 435 C5 that was trailing me. We all stopped at the next exit to survey the damage. The recap left some black marks on my front fascia, which came off easily with some rubbing, but the Mallett had his front license plate cover busted and a crack in the paint near the nose. It could have been much worse, air bags could have deployed, or evasive moves could have developed into a wreck. I kept a safe distance from everyone from then on.

"During my visits to the garages I saw Paul Newman getting into a golf cart. I was right next to him, but he didn't recognize me. Ask Caroline Lentz, I gave her his picture. There is no separation from the public for these drivers or teams. By the way, Paul was driving a Porsche during the race."

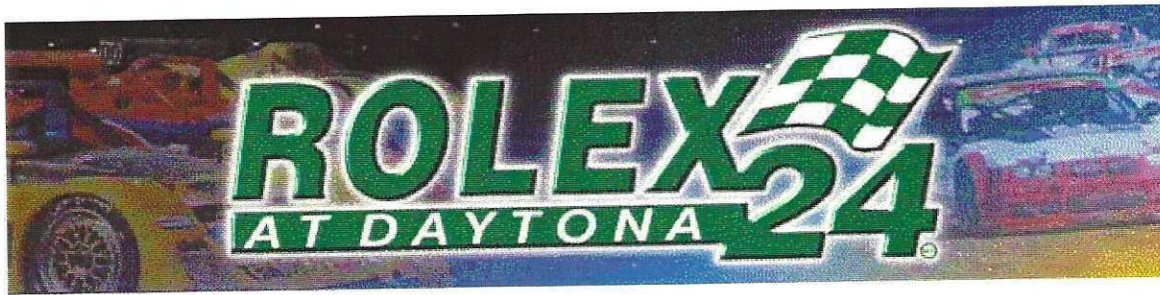
Photo & text by: *Jody Austin*



A few of the cars departed the caravan at Savannah for a visit and the rest of us kept the pedal to the metal. The Mallett had Corsa Indy exhausts like mine so we wound them up and let them howl. For those of you who have never been on I-95 between Jacksonville and Daytona, prepare yourself for bumper to bumper traffic that looks like a draft at the Speedway. If you get out of the fast lane for any reason it is almost impossible to get back into that fast lane again. If you aren't willing to cruise fast you will find yourself passed by mothers in minivans doing 90-100 MPH while talking on their cell phones. What self-respecting Vette could let that happen? Not me! I pushed on the loud pedal and kept my position.

Kenny and I arrived in Daytona at 7 PM, checked into our motel, and then went to eat. If any of you are in Daytona go to Sinbad's restaurant in Port Orange, the oysters are fresh and delicious. On the way back to the motel we discovered it was half past Miller time so we stopped at a mini mart, bought a cooler and some adult beverages for enjoyment at the motel and Friday at the track.

Friday started early. We got to the track at 9 AM. We had infield and paddock passes so we got to see everything. There was so



much to take in; it was like taking a sip of water from a fire hose. It's more than you can digest at first. There is total sensory overload. We toured the garage area, asked questions of the mechanics and garage personnel. You could go right into the garages and mill around as long as you stayed out of the way. These cars are a feast for the eyes. There is every exotic metal and compound you can imagine. And tires...They are everywhere! There were 79 cars racing 24 hours at extremely high speeds on a 3-1/2 mile course with corners. All of these cars need many, many tires. Keep in mind all of the practice these cars have to have, along with all of the support races for 2 days preceding the actual race. Michelin's, Pirelli's, Bridgestone's, Hoosier's, Goodyear's, not one tire manufacturer like in NASCAR. Plus, they had to have rain tires just in case.

Saturday started very early. We got up at 6 AM to be at the backstretch at 7 AM. We arrived on time but, like every undertaking like this, it was confusing. We finally staged all 197 Corvettes and waited. Chevrolet rented 2 suites on the backstretch for us to use. One belonged to SABCO Enterprises and the other Southern Bell. They are nice digs. Approximately 50 seats in each suite. We were allowed to stay there until the Parade Lap, which occurred at 11:50. We could come back to the suites after the lap, watch the start of the race and we were furnished food and soft drinks until midnight. When I grow up I'm going to be rich; I like how they live!

The Lap this year was different than last year. Last year we only went around the oval and the pace car kept us at a relatively slow pace. This year they took us around the actual course, which included the infield curves. With that much distance you could really open it up. I saw 80 MPH once. My car had those Corsa Indys wailing. I had the Lingenfelter Twin Turbo 650 HP C5 next to me and when we got to the infield straight-away he left me in the dust. I thought I put on the brakes. The Lap seemed to go a lot quicker than it actually did. It was over way too soon. The Corvettes are the only group they have let do a pace lap at the Rolex in many years and the organizers asked us to watch our manners so that we will be allowed to do it again. There were no wrecks or mishaps that I know of, so I guess we'll be allowed back, I know I'll be there!



Jim Campbell, Corvette Brand Manager, stands next to Rolex 24 Pace Cars Photo by: Jody Austin

After the Lap, instead of going back to the suite we went to the infield with the QCCC members. We all parked in the Eckler's corral, ate hot dogs, drank a few beers and watched the race from some infield bleachers. Sports car racing and the accompanying crowds are not your typical NASCAR crowd. Even the language is different, "Push" in NASCAR is "Understeer" in Sports Car, "Loose" in NASCAR is "Oversteer" in Sports Car, "Stagger" in NASCAR is "Too much to Drink" in Sports Car. Believe this or not, the organizers had a wine and cheese tasting in the infield. Can you see that at Charlotte Motor Speedway.

We got to the track Sunday morning around 8:30 and parked in the Corral again. We went to the pit area and watched the pit stops and driver changes. The #4 Corvette pulled in about that time because of clutch

problems and I followed it to the garage and watched them try to resurrect it. They got it back out, but it was never in contention.

We left at 10:30 and headed home. I was amazed with the gas mileage of my car. We came all the way to Troutman on a tank of gas. That's 500 miles and I was averaging 28 miles to the gallon. We rarely ever got below 80MPH, with much of the trip at 90MPH.

So ends an exciting weekend celebrating speed and the Corvette.

-Jody Austin

Travel Tales

Rolex 24, Feb. 4-6, 2000

by Bob Denney

Those of you who missed the 24 hour Rolex Auto Race at Daytona Beach missed a real good time. The Rolex is held on the Daytona International Speedway's road course, which consists of a 12 turn 3.56 mile track.

Sandy and I left Charlotte 7:00 AM Friday Feb. 4th planning to meet Scott Hamilton at the SC welcome center rest area. We were talking about the things that were going to happen during the 24-hour race and missed the rest area exit where we had planned to meet Scott. Sorry Scott, better luck next time.

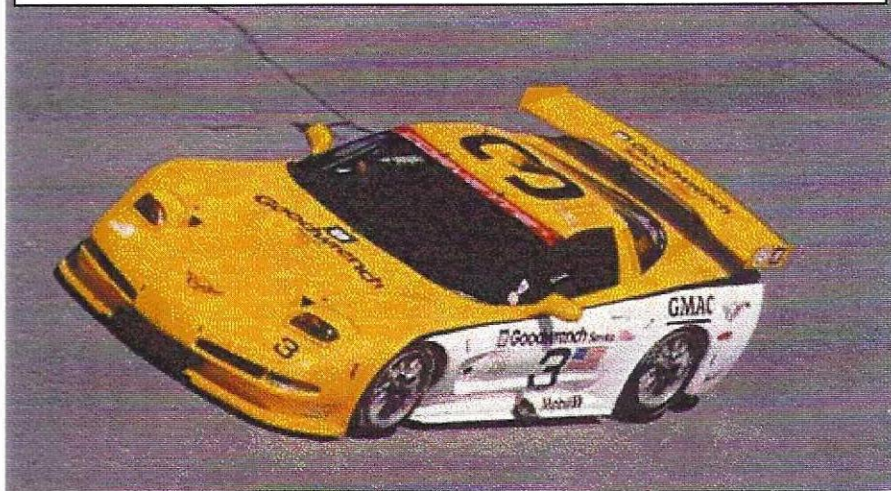
The trip progressed very nicely after that. We made excellent time and stopped for gas in Georgia. I knew that the Florida gas would be high. Little did I know how High! As we left the gas station we decided we would eat lunch some where south of Jacksonville, FL. So, we went to St. Augustine, ate lunch ... walked through the old town and toured the Fort. Upon leaving we decided we would drive down A1A that would take us right to the Motel. We met Jody Austin who was there with his brother-in-law and Renee & Benny Frazier. We heard there was

a good restaurant down the road apiece so Renee, Benny, Sandy and I proceeded to go to the restaurant. Boy was it a hole. We all said let's try something else. After some errors in keeping track of each other we finally had dinner at Red Lobster.

Saturday morning started **uneventful**, we all made the Parade Lap lineup at about 9:30. Thinking the Parade Lap would be similar to last years eventful 3.5 mile per hour average speed, I said I would stay up in the Tower and take pictures of all our cars. We had a good representation of the Queen City's finest Corvette Club. Benny & Renee Frazier with their Blue C5, Jon & Steve Elliott with the newest C5 there, Scott Hamilton and his Silver Collectors, Jody Austin and his C5, George & Theresa Tilton with their Big Block '68, Fred & Caroline Lentz and their Red C5. All these C5's had George, Scott and I intimidated as we only had C3's and C4's, but we persevered. Thankfully they didn't gang up on us much. Word was spread around that we would drive the entire road course and travel about 60 mile per hour. Sandy suggested that I drive as I had said I would like to drive the Road Course. Lo and behold when we started to move we **MOVED!!!!** Exiting the parking lot onto the back stretch I started to accelerate and I held it down until we got to the chicane, with a car coming up on the inside I backed out at 76 mph.

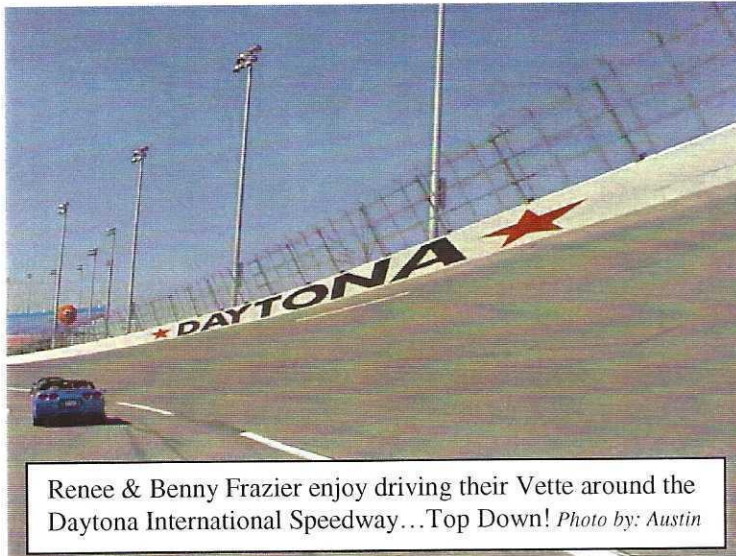
We proceeded through the chicane and through turns 3 & 4 at which time the pack had let it out. I jumped on mine and let it run up to 79 mph. I really would have liked to let it run further but not having a helmet on and having two people in the car... I was concerned that the Track would frown on any truly excessive speed so I backed out. Darn! We then finished the balance of the road course and turns 1 & 2 back down the backstretch until the exit arrived. I believe we were all disappointed when the exit came up. **What a thrill to drive the Rolex road course.** I think everybody came away with the blood really pumping when this Parade Lap was finished. It was to bad that David Carleton was unable to get into the track until after we had completed the Parade Lap.

2nd place finisher of the 2000 Rolex 24 hour endurance race. Team Corvette!



Vettes are staged and ready for the Rolex 24 parade lap

Photo by: Jody Austin



Then the race started. Our favorites were right in the thick of things. The number 3 Vette within 20 laps was up to 4th overall and 2nd in Class. At one time GM had 3 cars in the first 6 places overall; 2 Corvettes and a Cadillac. Yep Cadillac had 2 cars entered. They were in the SR Class with the R&S Fords, Lola's and the Ferraris. The fastest car in the field was the R&S Ford, which was last years winner. The Pole speed for the SR's was 126.888. As a comparison the GTO cars, C5R Corvettes, Vipers, 996 Porches, had a fastest qualifying speed of 117.460 by the number 92 Viper. Both the Corvettes battled with the Vipers all day staying high in Class. Late in the evening a 996 Porche came up and ran 2nd in Class and 6th overall but he faded when the Vettes finished replacing the gearbox. The crews changed a gearbox in 12 laps, about 14 minutes. All the cars had severe gearbox problems but the cake goes to the Reynard car. They replaced 4 transmissions. Not to bad until you find out that they were \$84,000 per pop. Both Vettes had a transmission replaced, and a complete brake job including rotors during the 24 hours. The SR cars were amazing with the acceleration and stopping capability. Sandy and I watched the #5 Cadillac.... this driver was able to brake later than the other drivers ... he could pass on the outside during the curves... in short he could put the car just where he wanted to. Unfortunately this car was a new design and had a real problem keeping gearboxes in the car. They also had severe brake problems and had to use the transmission to aid the braking.

Sandy and I left for the motel at 11:30 PM with the #3 Vette running 1st in Class and 3rd overall. We returned for a short stay Sunday morning to find the #4 Vette had retired during the night and the # 3 Vette was 3 laps behind the #91 Viper and was 2nd in Class and 4th overall. A Porsche who was 3rd overall developed a oil leak and both the Viper and the Vette passed him. The leader was the # 20 R&S Ford. He had dropped a cylinder and was running on only 5 cylinders so it was only a matter of time for the Viper to pass him and take over 1st overall as well as 1st in Class. We left for home when the Vette was within 40 minutes of taking over 2nd overall and 2nd in Class.

This was a wonderful weekend spent with some of the most wonderful people in the world.... Corvette owners and especially our own Club members.
-Bob Denney

AWESOME AWESOME AWESOME by: Caroline Lentz

As I prepare to make my run on the track at Daytona International Speedway, I need to adjust my mindset (that of excitement and/or fear). Bob Denny says I'll only go 10mph with some frequent stops. OK!!!! No excitement. But now-a fellow comes through the lineup to tell us we will get to go fast-BACK TO FEAR! Get ready, put the top down-never mind the cool weather, I have on an undershirt, shirt, sweatshirt, and a winter coat.

As we advance to the track I feel my heartbeat all over my body. I think I hear the crowd roar as Fred and I enter the track from the backstretch and let her rip. *Go! Go! Go!*

Our fans wave and cheer as we approach the finish-line area, but we're not finished-we are going to do the full road course. I look over at a redhead driving the Vette we are passing. She and I give a LOUD Yahoo to each other with all teeth showing.

The road course exits at turn one. We drive around turn two and see our excitement is quickly coming to an end. I want to take another lap but the backstretch is blocked by the Corvette Pace car. Chevrolet executives Jim Campbell and Dave Hill wave and say "Thanks for Coming." "I'll drive next year," I say, as the crowd cheers Fred and me again. I wasn't nervous at all. OK, I only put on the passenger side brakes three times.

PS: (Get to know Jon Elliott-he knows all the ends and outs.) *-Caroline Lentz*

EVENT FLYER

DATE: March 11, 12, 2000 EVENT TYPE: 10 LOW SPEED EVENTS
 LOCATION: Barnwell Airport-Barnwell S.C. CLUB: Greater Columbia Corvette Club (7) / Corvette Club of Columbia (3)
 REGION: Carolina EVENT: 1 DAY EVENT - Autocross
 EXHAUST: Open REGISTRATION: OPENS: SAT & SUN @ 8:00 AM CLOSES: After first run of each event
 ENTRY INFO: \$8.00 PER EVENT (\$60.00 total per driver)
DRIVERS MEETING: 8:45 AM SAT & SUN
FIRST CAR OUT: 9:00 AM SAT & SUN

MAP AND EVENT INFORMATION:

1. See reverse for map and lodging

| | <u>Saturday</u> | | <u>Sunday</u> | |
|--------------|-----------------|---------------|---------------|---------------|
| 2. Sanctions | CA229 | 1-0 <u>8</u> | CA229 | 7-0 <u>14</u> |
| | CA229 | 2-0 <u>9</u> | CA334 | 1-0 <u>15</u> |
| | CA229 | 3-0 <u>10</u> | CA334 | 2-0 <u>16</u> |
| | CA229 | 4-0 <u>11</u> | CA334 | 3-0 <u>17</u> |
| | CA229 | 5-0 <u>12</u> | | |
| | CA229 | 6-0 <u>13</u> | | |

3. Accommodation listing on back of page.

6. Some event data:

- A. No changing of classes after registration unless car breaks.
- B. There will be two runs per event - some events will be multiple laps
- C. Awards Per NCCC
- D. CA 329-6-013 will be a fun kanna - TBA @ Event

SATURDAY 3/27/99

EVENT CHAIRPERSON:

NAME: RICHARD FLOYD
 ADDRESS: 901 CAVENE
WEST COLUMBIA SC 29169
 PHONE #: (803) 796-3364

GOVERNOR (Greater Columbia Corvette Club)

NAME: NELSON HOENIG
 ADDRESS: 424 VALLEY SPRINGS ROAD
COLUMBIA SC 29223
 PHONE #: (803) 736-0650

SUNDAY 3/28/99

EVENT CHAIRPERSON:

NAME: RICHARD LOVETTE
 ADDRESS: CEDAR TERRACE
COLUMBIA SC 29309-0532
 PHONE #: N/A

GOVERNOR (Corvette Club of Columbia)

NAME: HARRY WOODARD
 ADDRESS: 235 PLEASURE ISLAND ROAD
GILBERT SC 29054
 PHONE #: (803) 392-3960

MOTELS:

Carolina Lodge
 1012 Dunbarton St. Hwy 64
 (803)-259-2014
 \$35.00 dbl. (dirt lot for parking next door)

Days Inn
 10747 dunbarton St.
 (803)-541-5000
 \$65.00 Dbl.

- A. EXIT OFF I-77 "321 SOUTH"
- B. 15 MILES SOUTH TO JUNCTION "3" TURN TO YOUR RITE
- C. "3" SPLITS TO BUS 3 & BY-PASS 3--TAKE BY-PASS 3 ~38 MILES FROM "B"
- D. Turn rite on Allen rd "7C"
- E. Go to lite "Dunbarton St." ~ 4m
- F. Next Lite turn rite-"Ellenton Ave"
- G. Wellington--(~1.5 m) turn left to the end --turn rite to runway

The Cruzin'C5 page... by John Meadows

Queen City Corvette Club 2000 Points System – “The Rules”

Purpose of Club as stated in the clubs constitution and by laws:

- a. To **promote** the ownership and further the interest of Chevrolet Corvette sports vehicles.
- b. To **promote** the sport and pastime of safe motoring and all of it's aspects.
- c. To **promote**, sponsor, organize an supervise motor car outings, meetings, competitions, and **other** Corvette related functions and events, whether motoring or otherwise, and to offer **prizes** and awards in respect thereof or make arrangements as may be necessary for **such** purpose.

With these items in mind, points will be awarded for the following:

| <u>EVENT</u> | <u>POINTS GIVEN</u> |
|---|---------------------|
| 1. Attend monthly meeting | 1 |
| 2. Drive Corvette to monthly meeting | 1 |
| 3. Attend a show event (This event does not have to be sponsored by QCCC) | 1 |
| 4. Win “Best of Show” at Auto Fair | 2 |
| 5. Win “1 st Place” at Auto Fair | 1 |
| 6. Work at a QCCC show event | 1 |
| 7. Win “1 st Place” in class in a non QCCC show event | 2 |
| 8. Attend a QCCC social event | 1 |
| 9. Drive Corvette to QCCC social event | 1 |
| 10. Drive Corvette in parade or school event | 1 |
| 11. Drive Corvette in a charitable event | 1 |
| 12. Work at competition event (1 pt. for each heat worked) | 1 |
| 13. Participate in competition event (1 pt for each heat) | 1 |
| 14. Win competition event for class | 2 |
| 15. Attend a regional or national meeting | 2 |
| 16. Drive a Corvette to regional or national meeting | 1 |
| 17. Bonus Points - Winners of Scavenger Hunt at March meeting | 2 |
| 18. Bonus Points - Surprise Inspection of cars at one of our meetings. Cleanest car (exterior) as judged by non-club member. | 2 |
| 19. Bonus Points – Others to follow | 2 |

The “top 3” (so far):

1. (7 pts.) Scott Hamilton
2. (6 pts.) TIE - Dave Carleton, Bob Denney, Betsy Elliott, Candy Lake, Bill Lake
3. (5 pts.) TIE – Paula Bedy, Chuck Bedy, Jon Elliott, Pat Fischer, Fred Fischer, Caroline Lentz, Fred Lentz, Linda meadows, John Meadows, Nancy Runnion, Bob Runnion, Kay Weisberg, Jim Weisberg, Sandy Welsh



Can Electronic Communication Work?

Purpose: The Queen City Corvette Club Board of Directors wishes to expand the content and quality of Club Member communications, specifically the monthly Newsletter. Multiple member interests provide an easy vehicle to expand content however, the cost and effort of duplication, mailing and supplies has become a barrier to execution.

- Goals:
1. Offer an electronic alternative to duplication and mailing of the newsletter.
 2. Add regular monthly columns perhaps including: Tech Tips, Travel Tales, Sources for Repair and Restoration, Corvette items for sale, Events, and Advertising.
 3. Improve the quality and quantity of photographs, color, and graphics

- Objectives:
1. Minimize the cost and effort required to improve and to maintain high quality communications with the membership and prospective members.
 2. Generate greater Member participation in the Newsletter by making it easier to share newsworthy information.
 3. Encourage participation of advertisers.

- Plans:
1. Continue duplication for selected Members who prefer hard copy mailing or who do not have the means to conveniently receive electronic communication.
 2. Develop a list of Members willing to receive the monthly Newsletter via email.
 3. Develop an electronic vehicle to enable convenient Newsletter access by all Members.
 4. Encourage electronic communications between Members.

- Strategies:
1. Open discussion and solicit ideas at the March business meeting.
 2. Develop a volunteer committee to solidify a solution and prepare a test for implementation in April or May.
 3. Test for three months.
 4. Evaluate and report results at the June business meeting.
 5. Establish a permanent plan for rollout in July or August.

Members:

Please evaluate the approach and develop your thoughts about the project Goals and Plans. Your ideas about how to execute, committee membership and next steps are needed. Please submit your thoughts to Fred or any of the Board for discussion at the March business meeting.



By Jody Austin

Remember when you thought the Thermos was high tech, then there were CDs, Laptops, microwave ovens and DVDs. Will the onslaught of hi-tech ever stop? I certainly hope not, otherwise, devices like the G Tech Performance Meter would never be produced.

A couple of years ago Judy gave me a trip to Bragg Smith's Driving School in Pahrump, NV, and a G-Tech Performance Meter. The school makes me a better driver, but the Meter brings out the devil in me!

Have you ever wondered how your car would perform at a drag strip, but didn't want to expose yourself to the inherent dangers involved with other drivers? How about buying dyno time to measure horsepower? Do your car's stopping distances compare well with those you read about in the magazine? Just how many G's can your car develop with the old tires against those new sticky ones? Did that aftermarket exhaust and snorkel intake really improve the car's performance? What is the best launch RPM for quick ET's? Well, the G-Tech performance meter answers those questions and more!

The G-Tech Performance Meter is a small sensor that measures all of the performance forces developed by your car. It measures 0-60MPH acceleration times, 60-0 braking distances, ¼ mile E. T., ¼ trap speed, lateral G forces for skidpad, continuous G forces, and, yes, even horsepower. This thing is better than a ride on Space Mountain.

It attaches to your windshield by a furnished suction cup, and is powered by a cord to your cigarette lighter. The device is small, like a garage door opener. It has an accelerometer built into it, and that is the heart of the instrument. By selecting different modes, you get all of the measurements above. No assistance is required by other people, you can do it all by yourself from the driver's seat. I've measured my C5's performance against published tests and found them to be comparable, or better, which is reassuring. I even used it in my Cadillac and found the Northstar can do a 14.4-quarter mile at 94.5 MPH. Since it measures acceleration over time, I guess this thing could be used on about any moving device, even your lawn tractor! The only requirements for ¼ mile measurements and horsepower measurement are open road, a lead foot, and approximately 10-15 seconds of courage. Since the manufacturer is sensitive to liability, the owner's manual is careful to state: "Always obey all local and federal laws when using this device". Yeah, right. That's like giving a teenager a Corvette and telling him not to do a burnout!

This thing costs \$140 and their web site is www.gtechpro.com. It can be purchased from Mid America, and, probably, Ecklers.



News from the NCRS

By Walt Krupowicz, QCCC member, NCRS Carolina Chapter Vice Chairman

National Corvette Restoration Society is an organization with over 14,000 members. Its National headquarters is based in Cincinnati, Ohio with affiliated Chapters throughout the world. It's primary focus is on the restoration and preservation of 1953 through 1982 Corvettes and fun. Guidance for C4 era judging is in progress. One of the ways that NCRS accomplishes preservation of Corvettes is through judging events. Basically, Corvettes are judged on condition and originality as they were delivered from the factory. There are various levels of judging from non-running, poor condition-but original (Bowtie award) to better than factory perfect cars (Duntov award). There is a Sportsman award for ALL years just for displaying your car at a judging event. Judging events are a great way to learn about your car, meet, and have fun with a lot of people that simply love Corvettes.

Local Chapters generally sponsor judging events or nuts and bolts meetings such as the Carolina Chapter event held in Boone, NC in September of each year. The Carolina and Southeast Chapter sponsor the Regional meet in Bowling Green, Kentucky each year in April. However, this year, the Carolina Chapter and the Southeast Chapter will co-sponsor the National Convention in Bowling Green on July 23-27. The Mid-Atlantic Chapter meet (always a lot of fun) will be in Williamsburg, Virginia on May 19-21. The Corvettes @ Carlisle will be on August 25-26. There will be a Chapter meet on September 8-10 at Leeds Castle, Kent England... if you happen to be in the area.

Membership in NCRS is only 30.00 per year, which includes a BI-monthly newsletter "The NCRS Driveline" and "The Corvette Restorer". These two periodicals are more than worth the membership dues. "The Restorer" contains many human-interest articles and informative how-to stories. "Driveline" has parts, cars, etc for sale.

Please contact myself or Jim Gregg, Chairman of the Carolina Chapter (847 5408). We will be glad to provide answers to any questions that you may have.

FLASHBACKS!
AUTOMOBILIA

2910 EASTWAY DR.
CHARLOTTE, N.C. 28205
PHONE 704-568-5338
FAX 704-567-1666



No Vipers for Us!

By Candy Lake

decided that for our first wedding anniversary, I would surprise Bill with a trip to Las Vegas. He was surprised all night, but little did he know that I had also planned a special day for our final day there. For our "Grand Finale Day" I called a place named Dream Car Rentals that rents out exotics like Corvettes, Porsches, Hummers and Ferraris. I reserved a Torch Red C5 convertible.

Our week in Vegas had been great and I was looking forward to Friday. I was secretly biding my time until the end of the week. We walked the Strip every day and got lots of exercise, so when we got up early Friday morning and started our usual walk, it wasn't unusual. I asked Bill if he knew where we were going, and he said, "Oh, I know. We're going to breakfast." I laughed and said, "No, we're going somewhere different."

When we got to Dream Car Rentals, there was a Viper and a Prowler outside, but no Corvette. I started getting worried. I went in and I told them I was there to pick up the Corvette. Bill didn't say a word, but he looked really surprised. Then the lady said "I called you this morning but you'd already left...The Corvette is in the shop and we don't have another one. I'll give you a Viper for the same price."

Well, that would sound like a great deal to almost anyone, but to me, it wouldn't matter if they offered a Viper for free, because no matter what, I wanted a Corvette and I was going to get it if I had to look all over Las Vegas! I politely told her that that was a very nice offer, but *I wanted a Corvette!*

They agreed with me! I knew I'd married the right guy after all! Heartbroken, we started walking down the Strip. My day was ruined. But there, right in front of us was another exotic car rental, and what was sitting right out front but a Torch Red Corvette convertible! Joy! Rapture! My prayers had been answered! I was so excited, I couldn't believe we'd just passed by a few minutes hadn't seen it. But, there it was, and it was real.

One of the employees brought the car around for us. For Bill and I, this was an important moment because this was the first time either of us had driven a C5. Even though rain threatened, we took the top down before we got in. As I slid into the buttery-soft leather seats and started the engine and heard the roar of the LS1, I knew it was going to be a great day!

Another treat for this Grand Finale Day was to drive the Corvette to Red Rock Canyon, just a few minutes outside of Las Vegas. It is a beautiful place with lots of scenic views where you can drive, hike or picnic. The road out of town is long, straight and deserted. As we drove to Red Rock Canyon the top was down, the radio was playing a great song, Bill was filming the sights, and the Corvette was hugging the road like it was meant to. All was well in Candy's world. When we got to Red Rock Canyon, we took the scenic route. It was simply breathtaking. The canyons were all different shades of red, pink and orange with not a cell phone tower in sight. I pulled off in a parking area and I had an idea for a picture. I parked the Corvette sideways with Red Rock Canyon in the background.

The picture I took is at the right. Makes me want to go back just looking at it. As a result of driving the beautiful C5, I plan to buy one really soon. Anybody know where I can make a deposit - right now?

