



The
Queen City Corvette
Gazette

Official Newsletter of NC's Largest Corvette Club

August 2013

45th



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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 is 45 years young. Started in 1968. See story in the Vintage article. Congratulations QCCC and all of its members.

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 \$10.00, club dues are \$100 per year to be paid semi-annually 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!**

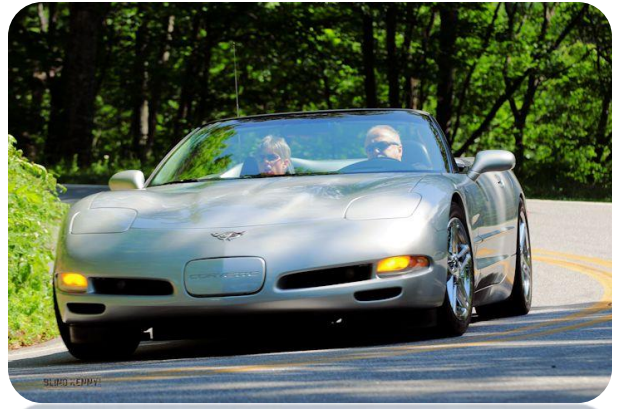


Crossroads

With the President Keith Cross

Let me start my message this month by saying...

Happy 45th Anniversary Queen City Corvette Club!



It was August 1968 when this all started and our club is still going very strong today. There have been many changes since then. The C3 Corvette was a brand new design. Lyndon B. Johnson was our 36th President. The radio produced tunes from artist like The Beatles, Supremes, Elvis, Marvin Gaye, Glen Campbell, Aretha Franklin, Ottis Redding, James Brown, The Rolling Stones, Simon & Garfunkel, Frankie Valli and Stephenwolf as some of you cruised and raced around Charlotte. Some of you sported wire rim aviator style glasses. Your hair was getting long, big and frizzy. Bell bottom pants can be seen in the old club photos. Whole families could ride in a Corvette since child car seats were not required then. And there were club trips that included racing on the beach.

Today, 45 years later things have really changed. I wonder back then if anyone ever thought there would be a C7 Corvette? Do you think that small group ever considered that they were starting a club that would last 45 years and become 272 members strong? But then again many things have stayed the same in QCCC. In the beginning it was a club for people who loved and enjoyed driving their Corvettes. Today we share the same passions. Some cars back then were high performance and some are daily drivers just like the QCCC cars of today. Back then if you added or changed something on your car then everyone was interested and wanted to hear all about it. Today is no different as we gather to look at each other's cars. Back then it was not just a guy's club where some gear heads gathered to talk shop but the spouses were a very important part as many events included activities for couples. Today we still hold that couple/family opportunity an important part in our planned events.

So yes maybe there have been major changes in the club. Or maybe the club has not changed over the years as we are still doing what that first small group wanted us to do. Maybe it is just us that have changed and our club is still on track as to what its purpose was. I will paraphrase from our bylaws under Section II: Purpose. To promote the ownership of, and further the interest of Chevrolet Corvette Sports Vehicles. To promote the sport and pastime of safe motoring, and to encourage trips, car events, and special activities for the members. So yes we all have seen change in the club but the good ole purpose of the club to meet new friends and enjoy our Corvettes has not changed. So like the old commercial said "You've Come a Long Way Baby" might be correct for the Corvette and us...I am glad to see that our club is still on the right path our founding board set for us. So here is to you QCCC as we look forward to your 50th and...

...I'll see you at the Crossroads.

Keith Cross

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the View is Always Nice.*



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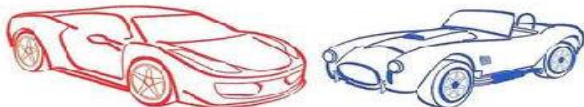
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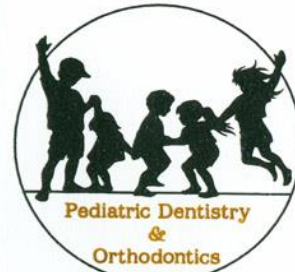
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The Wave

With the Vice President Bill Rambo



I do love a story about barn finds, the pictures that come with it, and seeing one restored to glory. Steve and Laura Pelchat, Brenda and Tommy Lofton, Robert Morgan just to name a few that I personally know have had that “Wow, look at what we found” experience and joy in doing a restoration. I’m still looking!!

A 1959 Chevrolet Corvette hardtop barn find

Posted on March 27, 2013 by Joe MacFarland



Idaho Corvette Story

In the summer of 1959, a week before my eleventh birthday, I was riding with my mom in our 1957 Chevy Bel Air through the small rural southern Idaho town where I grew up.

Our farm was on the outskirts of town and a trip to the store was always something to look forward to. As we passed the Chevrolet dealer my heart missed a beat. There in the middle of the showroom was a new 1959 Corvette. After a little pleading my mother pulled over so I could have a closer look. In 1959 the only place I could see a hot rod or an exotic car like a Corvette was by looking at a magazine in the Rexall Drug store a few blocks down the street.

When I walked into the showroom I was greeted by Elwood Hedrick. His son, Tom, was a friend from my fourth grade class so I had been to his house a few times. Since my parents had bought their 1957 Chevy from Mr. Hedrick a few years earlier, I got VIP treatment. The Corvette glowed with its white paint job and red interior. He opened the driver's door and invited me to slide into the seat. Nothing compared to what I was feeling inside. It was like looking at all my presents under the Christmas tree, only better. The 1959 Corvette had the most beautiful dash and steering wheel I had ever seen in a car. I still feel the same way about it today. As I looked around the interior I noticed the Powerglide shifter. Even at eleven years old I knew an automatic was not as cool as a manual but it didn't matter. I was sitting in a real Corvette.

When I got back in the car with my mom I told her that I just got to sit in my dream car. She said maybe someday I would have one of my own. I didn't know how quickly her words would come true. A week later while opening my birthday presents, there it was—an AMT 3 in 1, 1/25 scale 1959 Corvette model car kit. My dream had come true, well kind of. The kit started out plain white to match the one in the showroom but was later painted orange and received tear drop spotlights, sunken antennas, decals, lake pipes and everything else that was included in the box. This model car was the beginning of many years of model car building and my lifelong interest in cars.

I never did see that white Corvette cruising the streets of our small town but a few years later I saw a black one just like it with red interior. I always wondered what happened to the white one.

In high school I worked for my brother-in-law Steve at his American gas station. I loved working there and enjoying the privileges of working on customer's cars and tinkering with my own car, a 1956 Ford Crown Victoria. I got to wash new cars that the Ford dealer brought over when they were too busy. I remember late at night washing one of the first Mustangs that came to our town before most people had ever seen one. One time my best friend, Wes, who also worked at the gas station, told me that he got to replace the battery and shocks on a black '59 Corvette. I remembered that day in the showroom several years earlier.

Fast forward to the summer of 2010. I was 62 years old and was returning to my hometown to attend a family reunion. My whole family was there plus my new son-in-law, Robert. As we were sitting around one day I told him about an old wrecking yard on the edge of town. It was full of mostly '50s, '60s and some '70s cars and didn't show much sign of activity. When I was in high school it was operated by a man who really didn't seem to like high school kids...well me anyway. It was now owned by his son who relied on the junkyard's past glory and was selective about who got to look around. My old gas station friend Wes, from many years earlier, knew the owner and got us permission to visit. We spent much of the afternoon walking up and down rows of classics from the past. What a glorious summer afternoon that only a car guy would understand. Eventually the owner came out and asked if we had found anything interesting. For some reason

I recounted my story from 1959 and my visit to the Chevy dealer. He didn't offer a reply and accompanied us as we finished our tour. As we walked toward the front gate he hesitated then said "Follow me, I have something you might be interested in".

We entered the door of a shed that had been remodeled and enlarged several times. Before us were piles of collectibles, some car-related, some not. It was dark inside and the only light streamed in through gaps in the siding. We approached an enormous safe that previously resided in the bank building downtown. Just beyond it was total darkness. I was instructed to reach up high and twist the single light bulb that hung above my head. I was totally unprepared for what I was about to see.

As the bulb illuminated the end of the shed, there before me was unmistakably an old Corvette. The color was obscured by years of accumulation of fine dust that had sifted in through the gaps in the siding. My first indication of the color was when I noticed cat tracks across the trunk lid. The car was black. It was a black 1959 Corvette with red interior. The shed allowed me only the slightest amount of room to slide along the driver's side for a closer look. When I saw that classic steering wheel and dash my thoughts went back to 1959—but then I noticed something else... a Powerglide shifter.

Back in the 1959, sales orders for new cars were written by hand and then typed up by a secretary and then mailed to a district sales office where they might get retyped and then sent to the factory where everything was entered manually again. There was plenty of room for error. So after weeks of waiting, when Fred's 1959 Corvette arrived at the dealership, it was Snowcrest White, not Tuxedo Black. Although white was a nice color, he had ordered black and he wanted black. He refused to take delivery so it was put on display in the showroom. After a few days of driving past the showroom Fred changed his mind. At least it had the Powerglide he'd ordered.

A little more than two years after taking possession of his pride and joy, things went bad. A terrible engine noise was followed by total silence. A mechanic at the dealership delivered the bad news. A valve had let go and hit a piston. Not only was the piston and valve damaged but so was the block and head. The dealer advised him that he could wait four weeks for a factory replacement engine or accept an alternative. A warehouse in Salt Lake City had a brand new 1961 Chevrolet 283 V8 long block designated for a passenger car. It even had power pack heads that made it identical to his damaged 230-hp engine. The dealer said they could have the new engine shipped and installed in two weeks or less. Fred agreed to the solution but came up with another idea. Since the car would be sitting at the dealership for a week waiting for the engine to arrive, why not paint it black during the wait? Two weeks later Fred was back on the road driving the car he had originally ordered, a Tuxedo Black 1959 Corvette.

In 1968 Joe was in the market for a sports car. He had saved his money during high school and intended to head off to Idaho State University in style. After many years of faithful service, Fred's Corvette was ready for a new owner, so in a few days it was headed for Pocatello, Idaho with Joe at the wheel. While attending college Joe worked at St. Anthony hospital. After college Joe was ready to start a new career at a military hospital in San Diego, California. Since a wife had been added along the way, storage space in the Corvette was at a premium. The couple considered trading it for something with more room but the Corvette won out in the end. Joe bought a luggage rack from a newer Corvette. He cut it down to fit the

trunk, drilled four holes, and soon they had room for another suitcase. A year later the couple returned to Idaho to visit family. The old Corvette was tired and blowing smoke out the draft tube and a baby was on the way. The Corvette had to go. In a small southern Idaho town, a tired old Corvette was a tough sell. The only taker was Dave, whose dad owned the local wrecking yard. He had always wanted a Corvette, so the car had a new home.

In 1971 Dave was an accomplished drag racer but wanted a classic to restore some day. A 1959 Corvette was not really a classic because it was only 12 years old, but something about it appealed to him, and now he owned one. He drove the car a little during that fall and into spring just to check it out. Sure enough, it blew smoke, but the car was complete and would be a good candidate for restoration. He threw the luggage rack behind the shed and patched up the holes in the trunk. He soon decided that he didn't have the time for such a large undertaking. There was an empty shed on the property, so after dismantling the Hollywood mag wheels and after putting on a set of "rollers" the Corvette went inside. That was the spring of 1972. Over the years the shed that housed the Corvette got crowded with other treasures. First, were potato sack scales followed by a safe from a local bank. Finally, the shed was too small to hold everything, so it got a major addition, then another addition and yet another. Eventually there was only a man door and there would be no way to remove the Corvette without tearing the siding from the shed and removing most of the contents.

Back to 2010 and the junk yard tour. After briefly checking out the old Corvette I knew

I had to have it. This was the worst mistake a potential Corvette buyer could make but I didn't care. I was certain it was the black Corvette I had seen several times during my youth and I wanted it. We struck a deal, but I was told it would take about two weeks to dismantle the shed and remove the contents. Dave would call me when the Corvette was ready to be pulled from the shed. He gave me the original title he received when he bought the car from Joe. It was never retitled, so that meant I would be the third titled owner.

In the days that followed, I planned out how I would document removing the car from the shed. It would be an epic tale suitable for a PBS documentary. Then came the phone call. The Corvette was out of the shed, washed and ready for pickup. WHAT!!

Trailering the car to my shop in Boise made up for the disappointment of not getting to personally extract it from its 38-year resting place. I was towing a barn-find 1959 Corvette! I became used to getting a "thumbs up" as cars passed on the highway. A lady pulled up beside me waving me to stop. I thought I had a flat tire on the trailer. She had to tell me the story about the 1959 Corvette her mother had when she was in high school.

After getting the car home the work began. A cat had made the interior his home for many years. Mice had taken up residence in the glove box, trunk, and on top of the intake manifold. What a great deal for the cat. While cleaning out the trunk I noticed the cardboard trunk panel was drooping down. I wasn't prepared for what I would see behind the panel—white paint.

A few days later I got a telephone call from Dave at the wrecking yard. He was calling to make sure I got home safely. He also wanted to make sure I knew that the Corvette did not have the correct engine. My heart sank because "original motor" spells "gold" to a Corvette collector. Now I was going to pay for my impulsive actions. He said that if I checked the block stamp I would find that the engine was from a 1961 Chevrolet

passenger car. Then came the good news. When he bought the car in 1971 the seller gave him the original engine. It had remained with the car its entire life. He asked me if I wanted it.

The next weekend I quickly headed back to the wrecking yard. I followed Dave out to the side of the shed. There was the original engine. A few yards away was the discarded luggage rack. Near that were the Hollywood mag wheels with BF Goodrich Silvertown dual whitewall tires. Things were looking up.

A short time later the engine, luggage rack and mags were retrieved and securely loaded in the back of my SUV. The engine stamp identified it as a 1959 Corvette 230-hp block assembled on June 2, 1959. This matched up with the VIN that indicated the car was assembled approximately June 12, 1959. It also matched up with my visit to the Chevy dealer in July 1959.

On November 11, 2010 I prepared to fire up the Corvette for the first time in 38 years. I replaced the Atlas battery that was installed by my buddy when we were in high school. The gas tank and carburetor looked like new inside, thanks to Dave, who had drained the gas in 1972. After a little coaxing the 283 sprang to life. Nut shells and mouse droppings blew out the tail pipes, followed by chunks of rusty muffler baffles. I drilled out the crude bondo plugs on the trunk and reinstalled the luggage rack just like it would have been in 1971.

Occasionally, I see a car for sale that says "a no-story car". To me the story is as good as the car. I have several old cars and of all them have a story about as good as the one I have just told. When I walk around my old Corvette I see the dealer's script on the trunk and the 1968 Idaho license plate with a 1972 sticker. I see an Idaho State University parking sticker dated 1968. I see another parking permit for St. Anthony Hospital and another one for the San Diego Naval Air Station dated 1971. When I see the 1971 Corvette luggage rack on the trunk I think of a young couple headed off to California to seek their fortune.

I still have the 1959 Corvette model car I got for my eleventh birthday. I finally got the real one just like my mother prophesied as we drove away from the dealership. The original owner, Fred, will never know the impact of his decision to order a Powerglide. That choice is probably what saved this Corvette from the hands of a hot rodder. Except for a few wear items like shocks, battery, plugs, wires, and tires, the car is quite original with the bonding strips intact and no signs of major body damage. . In the corner of my shop is an engine stand with the original 283 block that failed in 1961. It is bored out .80 over to clean up the damage when the piston met a valve. One day it may go back home.



Queen City Corvette Club

Club Business Meeting Minutes

Date: Saturday, July 13, 2013 **Time:** 6 PM **Location:** RK Motors – Charlotte

Board Members and Staff Present: Keith Cross, President; Bill Rambo, Vice-President; Tommy Loftin, Automotive Director; Laura Pelchat, Social Director; Jim Weisberg, Treasurer; Carolyn Zimmer, Secretary; **Staff:** Nelson and Barbara Sprague, Charity Committee; Bob Denney, Photographer; Brian and Michelle Moore, Photographers.

DISCUSSION:

President: Keith Cross

- Keith called the meeting to order and welcomed everyone to the July meeting.
- Minutes of June meeting were approved by the members.
- Introduced QCCC Board and Staff members.
- Keith thanked VP of Operations, Gerry Notara, for allowing us to meet at the RK Motors facility.

Membership Director: Chris Wood (Steve Pelchat Covering)

- Welcomed to 3rd Meeting and Voted in:
 - Rich and Jo Randall
 - Bob and Benita McCall
- Welcomed to 2nd Meeting:
 - Lee and Debbie Ruth
- Welcomed to 1st Meeting:
 - Kurt Berger and Mary Beth Smith
 - Larry Newsom
 - Jack Higgins
 - Mike and Darry Finney
 - Bob and Sandy Chichester
 - Steve Deak
- Membership: QCCC currently has 274 active and provisional members (143 families).

- Please notify Chris Wood of any member illnesses, injuries, etc.

Vice President: Bill Rambo

- Thanked RK Motors for allowing us to use their facility. Gerry Notara, RK Motors VP of Operations, said a few words of welcome and introduced us to the business of RK Motors.
 - Vehicle Consignment
 - Vehicle Auction House – Starting 1st Weekend of November 1, 2,3 at Charlotte Convention Center
 - Full Service Restoration and Fabrication
- Upcoming Meeting locations planned:
 - August 10, 2013 – Hendrick Motorsports Concord – QCCC 45th Anniversary Meeting
 - September 7, 2013 – Eddie and Jane Burt BBQ, Matthews
 - October 12, 2013 – DC Classic Motors in Mooresville
 - November 2, 2013 – Streetside Classics
 - December 14, 2013 – Christmas Party, location TBD
- Door Prizes were won by – Patty Koski and Richard Craig
- QCCC Board continues to search for meeting venues that will accommodate 100-125 people. Members are asked to notify the Board of any ideas for meeting sites.
- Total of 95 Members (plus Prospective Members) present at the meeting.

Automotive Director: Tommy Loftin

- **Prior Events Update:**
 - June 15, 2013 – Dale Earnhardt Chevrolet Car Show - Over 30 QCCC cars attended this very successful show. Many QCCC members received trophies.
 - June 22, 2013 – Nelson Sprague hosted a fabulous Day Trip -- lunch at O'Charley's and Corvettes at Charlie O's. Great turnout from QCCC.
 - June 29, 2013 – QCCC entered 19 Corvettes and a Model A in the fabulous Troutman Independence Day Parade.
 - July 4, 2013 QCCC participated in the Indian Trail Parade
- **Upcoming Events:**
 - **July 20, 2013: NCRS Nationals Hampton, VA**
 - **July 20, 2013 – Vettes and Beach Music-Foothills Corvette Club – North Wilkesboro**
 - Contact Keith Cross to Participate

- Featuring *The Embers* – Dance Floor
 - Free Event, 5-9:30 pm - Bring Chairs (no alcohol or coolers)
 - Will meet to caravan at the I-77N Rest Area mile 38 at 3:30 pm
 - Details / Flyer on the QCCC Website
- **July 26, 2013: 24 Hours of Booty – QCCC Not Participating** - Due to logistics issues, organizers have eliminated Vettes from the event.
- **August 23-25, 2013 – Corvettes at Carlisle**
 - John Meadows was asked to display his 1963 Corvette
 - Contact Tommy Loftin for more information.
 - Show information - <http://www.carsatcarlisle.com/events/corvettes/>
- **September 1, 2013: Matthews Alive Parade**
 - Contact John Meadows
- **September 14, 2013: Second Annual QCCC Charity Car Show**
 - QCCC Members should register ASAP
 - Show will be held rain or shine
 - City Chevrolet will contribute to the expense of the car show.
 - Dash Plaques to be presented to all participants
 - Tommy is collecting handouts for Goodie Bags for the show.
 - The Goodie Bags will be provided by City Chevrolet.
 - Jim Weisberg is contacting Club Advertisers to give them the opportunity to donate items or business cards for goodie bags and invite them to attend the show.
 - Other Corvette Clubs in the Region have been contacted and invited.
 - Coastal Carolina Charleston Club will bring group up for QCCC Car Show
 - Flyers for the Show are available online and being distributed
 - **QCCC VOLUNTEERS NEEDED** to assist with Show – **Keith requested ALL Members volunteer.** Sign up at meeting or contact Tommy Loftin.
- **September 19-22, 2013 Auto Fair at Charlotte Motor Speedway**
 - More information will be provided next month.
- **Day Trips -- Hosts/Locations/Dates Pending:**

- Tommy Loftin - A Friday night Hickory Crawdads Baseball Game
- Reggie Black
- John and Wendy Callahan
- Wade and Sue Stickels
- Steve and Laura Pelchat
- If you wish to host a QCCC Automotive Day Trip, please contact Tommy Loftin as soon as possible for approval to avoid major schedule conflicts. It is OK for day trips to be planned for the same day as other overnight trips, or prior to and ending up at the business meeting. But we should try to avoid planning day trips that conflict with other major events (e.g., Club Car Show).

Treasurer: Jim Weisberg

- Jim provided YTD status of actual vs. budget financials via email prior to meeting.
- We have a New Advertiser – Lemon Free.com

Social Director: Laura Pelchat

- **July 27, 2013: Lawn Mower Races - Phat Bottom Speedway, York, SC**
 - Admission is \$5 – Starts at 7 pm (See Boyd Kurt email)
 - Boyd Kurt Coordinating, former member Mark Ledford sponsoring
 - Contact Boyd Kurt or Laura for more information
- **July 28, 2013: Sunday - Knights Baseball Game, Fort Mill SC**
 - Game time 2:15pm
 - Enough people (15) sign up – Brew House
 - Tickets around \$32 which includes meal and parking
 - Contact Laura for more information or to sign up.
- **August 10, 2013 - 45th QCCC Anniversary Meeting**
 - To be held at Hendrick Motorsports Complex in Concord
 - QCCC founded in 1968 - Encouraged to wear late 60's Attire (tie dye, bell bottoms, etc.)
 - Group picture of Cars and Members will be held outside
 - Highlight Early C3s (68, 69) – **Bring ALL YOUR VETTES to Meeting**
 - Group pictures to be taken inside of Members by Corvette Generation

- Special Cake, Event Social, Munchies, Soft Drinks, Water
- Videos, Prizes, Recognition, etc.
- See more information on QCCC website.
- **August 11, 2013 – *I Love Lucy Live on Stage***
 - Blumenthal Performing Arts Center – Knight Theatre - Charlotte
 - Sunday, 1:30 pm Show
 - Simulates Audience watching the filming of episodes
 - Tickets \$39.50 or \$20 – Need payment ASAP
 - Contact Laura for additional details or to sign up.
- **August 17, 2013 – Day Trip to Little Switzerland**
 - Have lunch at the Inn
 - Tour Linville Caverns
 - Ride Diamond Back - 180 Curves in 12 Miles
- **September 7, 2013 -- Burt's BBQ**
 - September Meeting At Home of Jane and Eddie Burt
 - Jane will send out emails for food assignments
- **October 18-19, 2013 – Oktoberfest Trip to Helen, GA**
 - Rooms Available at the Best Western, \$149/night
 - Walking distance to the Beer Garden
 - See Website for more details – Pat Bonino coordinating
- **December, 2013 – QCCC Christmas Party/Meeting**
 - Laura is working to finalize date, venue and menu for the party.
- **January 25, 2014 - QCCC 2014 Banquet**
 - To be held at the Vintage Motor Club, Concord
 - New Owners of the location and New Caterer for the Event
 - Laura is working to finalize music and other details for the event.
 - Need Silent Auction Items

Secretary: Carolyn Zimmer

- Announced July Member Birthdays. If you would like your name added to the Happy Birthday list, please contact Carolyn.
- **Registration for the 2014 C&VA Corvette Caravan is now OPEN** . The 2014 C&VA Corvette Caravan is a prelude to the 2014 National Corvette Caravan in Bowling Green KY, and will kick off on **August 23, 2014** in Concord NC. We currently have over 100 cars registered for the C&VA Caravan Event. Detailed information and the registration process are available at www.corvettecaravan.com/va-nc-sc/ . Carolyn Zimmer is the 2014 Carolinas and Virginia (C&VA) Corvette Caravan Registration Chair. VelocityVette77@yahoo.com . (Special registration email) Contact Carolyn for more Caravan information.
- Reminder that **QCCC Club Jackets** are available for purchase. Pictures of the Jackets and the process to order are on the QCCC Website under the “Club Regalia” bowtie. Contact Carolyn (carolynz77@yahoo.com) if you have any questions.

National Corvette Museum (NCM) Ambassador: Paul Mariano (John Jensen Covering)

- Information Pamphlets available on the table for those interested in joining the NCM.
- **August 2013.** Group of QCCC members are traveling to the NCM for the 2013 Anniversary Celebration and Hall of Fame Dinner – Contact Paul Mariano for information.
- **2014 NCM National Corvette Caravan – Bowling Green, KY** - A large number of people have already registered. See the NCM website for additional information. www.corvettecaravan.com

Old Business

- Charity 50/50 Raffle won by Neal Roselle
- Keith distributed pre-ordered QCCC Tumbler Travel Lids

New Business / Other

- **Line Dance and Shagging Party (& Lessons) – Statesville Shag Club August 24, 2013**
 - Held at Statesville/Troutman VFW on Hwy 21 N -- 11 am to 11 pm
 - See Rich Harmon for additional information.

Meeting was adjourned at 6:55 p.m.

Respectfully submitted,

Carolyn Zimmer, Secretary



Queen City Corvette Club
Board of Directors - Meeting Minutes

When: Tuesday, July 9, 2013 Time: 6:00 PM Where: Smith & Stevenson

2013 Board Members Present: Keith Cross, President; Bill Rambo, Vice-President; Tommy Loftin, Automotive Director; Laura Pelchat, Social Director; Jim Weisberg, Treasurer; Carolyn Zimmer, Secretary.

DISCUSSION:

President: Keith Cross

- Opened the meeting with a general discussion of QCCC Calendar events.

Vice President: Bill Rambo (Keith Covering)

- Discussed upcoming Meeting locations planned:
 - July – RK Motors, Charlotte
 - August – Hendrick Motorsports, Concord – 45th Anniversary Meeting
 - September – Burt’s BBQ at home of Eddie and Jane Burt, Matthews
 - October – DC Classic Motors in Mooresville
 - November – Streetside Classics - Charlotte
 - December – Christmas Party, location TBD
- Bill is considering various Gifts for Membership Awards to be given at Banquet
- Board continues to search for meeting venues that will accommodate 100-125 people.

Membership Director: Chris Wood (Keith Covering)

- Reviewed copies of new QCCC logo window clings, to be given out at 45th Anniversary.
- QCCC Logo License Plates have been received.
- A number of Prospective Members are planning to attend July 13 meeting. Steve Pelchat will coordinate for Chris who is out of town.

Automotive Director: Tommy Loftin

- **Prior Events Update:**
 - June 15, 2013 – Dale Earnhardt Chevrolet Car Show - Over 30 QCCC cars attended this very successful show. Many QCCC members received trophies.

- June 22, 2013 – Nelson Sprague hosted a fabulous Day Trip -- lunch at O'Charley's and Corvettes at Charlie O's. Great turnout from QCCC.
- June 29, 2013 – QCCC entered 19 Corvettes and a Model A in the fabulous Troutman Independence Day Parade.
- July 4, 2013 QCCC participated in the Indian Trail Parade

- **Upcoming Events:**

- **July 20, 2013:** NCRS Nationals Hampton, VA
- **July 20, 2013** – Keith will coordinate a QCCC trip to the **Beach Music and Vettes** event on July 20, 2013. This event, which features dancing with the Embers, is sponsored by the Foothills Corvette Club in North Wilkesboro, NC.
- **July 26, 2013:** Vettes for 2013 Event - **24 Hours of Booty** (Laura coordinating)
- **August 23-25, 2013 – Corvettes at Carlisle**
- **September 1, 2013: Matthews Alive Parade**
- **September 14, 2013: Second Annual QCCC Car Show**
 - QCCC Members should register ASAP
 - City Chevrolet will contribute to the expense of the car show.
 - Tommy is collecting handouts for Goodie Bags for the show.
 - The Goodie Bags will be provided by City Chevrolet.
 - Jim Weisberg contacting Club Advertisers to give them the opportunity to donate items or business cards for goodie bags and invite them to attend the show.
 - Other Corvette Clubs in the Region have been contacted and invited.
 - Coastal Carolina Charleston Club will bring group up for QCCC Car Show
 - Flyers for the Show are available online and being distributed
 - Approved purchase of shirts for volunteers
 - **QCCC VOLUNTEERS NEEDED** to assist with Show – Sign up at meeting or contact Tommy Loftin.
- **September 19-22, 2013 Auto Fair at Charlotte Motor Speedway**
 - Will discuss further next month.

- **Day Trips/Hosts Pending:**

- Tommy Loftin - A Friday night Hickory Crawdads Baseball Game

- Reggie Black
- John and Wendy Callahan
- Wade and Sue Stickels
- Steve and Laura Pelchat

Treasurer: Jim Weisberg

- Jim sent YTD detailed Treasurer Report to all Members prior to July meeting.
- New sponsor, Lemonfree.com
- Reminders were sent to members owing Dues payment.

Social Director: Laura Pelchat

- **August 10, 2013** – QCCC 45th Anniversary Celebration Social
 - Hendrick Motorsports in Concord, NC
 - See Website for additional information
 - Refreshments, Dressing in late 60's attire, 60's Cars on Display
- **October, 2013** - Pat Bonino coordinating trip to Helen, GA for Oktoberfest (see Website)
- **December, 2013** – QCCC Christmas Party/Meeting
 - Working to finalize date, venue and menu
- **January 25, 2014** - QCCC 2014 Banquet
 - Vintage Motor Club – New Owners and New Caterer.
 - Laura is working a contract for live music for the event.
 - Need Silent Auction Items for the Event.

Secretary: Carolyn Zimmer

- Get Well Card sent to Barbara Sprague
 - Sympathy Cards sent to Steve Kravitz and Beth Cerniglia
 - Thinking of You Card sent to Reggie & Suzie Black
 - Distributed Club Minutes to members following June meeting and forwarded June Board and Club Minutes to Boyd Kurt for Newsletter publication.
- Updated Member Birthday List.

Old Business: Keith Cross

- Movie THE QUEST: Keith will schedule it for an upcoming Friday night as a social event.

New/Other Business:

- Need Door Prizes for the January Banquet

August 6, 2013 Board Meeting – Keith will schedule place/time and will notify Board Members.

Meeting was adjourned at 8:10 p.m.

Respectfully submitted,

Carolyn Zimmer, Secretary





You don't want to miss the August meeting; it's our 45th Anniversary party. To honor the fact that our club was formed in 1968, and is still going strong, we want to showcase the era. Let's bring back the look of the sixties and early seventies – paisley, tie dye, bell bottoms and love beads. What do you remember about the time? Hopefully, you can remember it! We'll have cake, and some members will be bringing appetizers reminiscent of the 60's cocktail parties, think Mad Men. Also, you'll have a chance to hear stories and see pictures about the early days of the club.

We're going to try to get the largest group car picture that day. If you have more than one Corvette, try to arrange a way to get them into the picture. We'd like to showcase any early C3 cars, front & center. Let's get as many of the old cars there early, and show our diversity. If you plan to bring a C1, C2, C3 or C4, let either Keith or me know, so Keith can plan accordingly for the picture arrangement.

We had a really good turnout at The Peach Stand in Ft. Mill for Sunday ice cream. Be on the lookout for the notice of our next one, probably in the Matthews area.

More details to come, but we are planning a day trip to Little Switzerland and Linville Caverns for Saturday, August 17th. Sure to be a good "Vette" drive. For those who want a little workout, we can take "Diamondback" which has 190 curves in 12 miles. There is an alternate route for those who might get queasy, but live big and give it a try!

Hope to see you at the next event.

Laura Pelchat
QCCC Social Director



QCCC Cornerstones

Building a Great Corvette Club
One MEMBER at a time



"Growing old is mandatory, growing up is optional..." ~Chili Davis

"Bom ba ba bom ba bom ba bom bom ba ba bom ba ba bom ba dang a dang dang Ba ba ding a dong ding
Blue moon, blue moon, blue moon, Dip-de-dip-de-dip", etc., etc., etc. from **"Blue Moon"** by The Marcells



IN THE BEGINNING – In 1968, a few Corvette owners in Charlotte got together to share stories about who had the fastest Corvette and the loudest exhaust, and how they could organize into a group to attract other Corvette owners from the area. They even had a "clubhouse" off of Independence Blvd. but it has long since been torn down to make way for Charlotte's ever-changing skyline. The clubhouse had very little furniture, but it did have one very important item – a jukebox. As the story goes, about the only song they ever played was "Blue Moon" by the Marcells. If you've heard the song, you know why it was popular. If you haven't, I'm sorry.

Mounted on the front of the clubhouse was the official Queen City Corvette Club emblem painted on a large piece of plywood. A crown, Chevrolet emblems and a checkered flag in the emblem gave passers-by an idea of what went on at this special location. We can only imagine the fun this small group of Corvette enthusiasts had back in those days. I appreciate the "Vintage QCCC" articles our longtime members provide each month that give us a glimpse in the past of what it was like to be young, think you were invincible and drive Corvettes.

This month I dedicate my page in the QCCC Gazette to all those who came before us. Thanks to you for taking the idea of a Corvette Club and making it happen. Thank you for giving us the history and for paving the way for 45 years of Corvette fun. That idea you nurtured into Queen City Corvette Club now has over 270 members. At our last meeting we welcomed 15 guests and since the meeting, even more have requested membership information via the QCCC website. Forty-Five years seems like a very long time, but I believe QCCC is just getting started.

Chris Wood, Membership Director

WELCOME TO OUR NEWEST MEMBERS



Bob & Benita McCall
'82 Pewter Coupe, '86 Gold Coupe, '95 Polo
Green Coupe, 2000 Green Convertible



Rich & Jo Randall
2008 Jetstream Blue Coupe

2nd Annual

Queen City Corvette Club All Chevy Charity Car Show



Sponsored By: 

Hosted By: 
QUEEN CITY CORVETTE CLUB
CHARLOTTE, NC

Saturday, September 14th, 2013

Rain or Shine / Registration @ 8 AM / Judging @ 11 AM / Trophies @ 2 PM
Hendrick Motorsports, 4400 Papa Joe Hendrick Blvd, Charlotte

5 Class Awards

Including: All Corvettes, QCCC Members Only Corvettes, All Camaros, All Other Chevs and Chevy Trucks

Dash Plaques

To The First 100 Entries

Over 50 Trophies

In all 5 Classes and in each age group, plus Best Paint, Best Engine, Best Interior, Dealer's Award, And Best of Show

Entry Fee: All proceeds go to charity
\$25.00 (Scored Judging & Awards)
\$15.00 (Display Only)
Preregister & receive \$5 off (Registration below)

For Questions Contact:
Tommy Loftin 704-902-1330
or www.queencitycorvette.com

Name: _____ Vehicle Model: _____

Address: _____ Year: _____

Color: _____

Phone #: _____

Email: _____

Mail all entry forms to:
make checks payable to QCCC

Tommy Loftin
181 Maple View Drive
Troutman, NC 28166

Preregistration

\$20.00 (Scored Judging and Awards)

\$10.00 (Display Only)

Day of Event

\$25.00 (Scored Judging and Awards)

\$15.00 (Display Only)

The Ride

**Tommy Loftin, Automotive
Director**



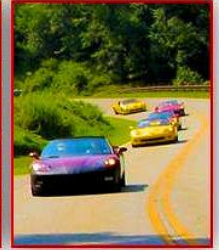
July has been another active month with the Indian trial Parade, Beach Music and Vettes, the NCRS Nationals and much more. August is our big 45th anniversary celebration at Hendrick Motorsport complex, Corvettes at Carlisle, National Corvette Museum Anniversary Celebration and a day trip to Little Switzerland.

August is also the month we need to gear up for our QCCC car show. Ken Watts will be having a judging seminar at Jane and Eddie's BBQ on September 7th. If you are signed up for judging or parking or would like to be prepared to help with judging please join him with his 30 minute presentation. It is also time for you to register for the car show by filling out the bottom portion of the QCCC car show flier. The early registration will save you \$5.00 at the show. We will have large goodie bags for all registered participants, a special class for QCCC cars with trophies, t-shirts for all workers, and Hendrick will have a C-7 on display along with a multitude of cars from his personal collection. City Chevrolet will have new Chevrolets on display as well.

It is also time to get ready for Fall AutoFair. The theme this fall is 60 Years of Corvettes and they will have a collection of Corvettes on display in the main show hall. We will provide lunch on Sunday along with drinks and snacks for both days. AutoFair will have trophies for each class and a Best of Show trophy. QCCC will present a large Participants Choice and a Presidents Choice Award; however you must be present both days to receive these awards. I need your help to fill up all 30 spots for each day, so please sign up for this event. If you are a newer member and have questions please call or contact me and I will aid in any way I can.

Till next time, let's keep the wheels rolling,

Tommy Loftin



National Corvette Museum Corner

The Marianos, Woods, and Beckers were present for the official groundbreaking of the Motorsports Park which occurred during the 60th Anniversary celebration of the Corvette. It was gratifying to see all the local and state dignitaries present and enthusiastically endorsing the project. They all know what having that facility will mean to the area as well as all Corvette enthusiasts know what it will mean to our community. Now, all we have to do is finish the task and there are only twenty-seven acres left for sale.

To help celebrate the 60th Birthday of the Corvette, Chevrolet put several of the new C7s on display on Corvette Boulevard. Not all colors were presented but all the new ones were selected. This time we actually got to touch, caress, and sit in them. Yes, they are very comfortable, classy and desirable. And you can still make mine Velocity Yellow.

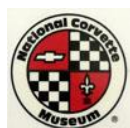
Has everyone been taking note of the countdown meter on the caravan website? As this is written we are down to one year and four weeks. The latest registration list shows over two thousand have already signed up. Hopefully, everyone from QCCC that intends to go have registered as the sooner your caravan organizing committee gets a good headcount, the easier it makes their planning process.

Have you joined the NCM or renewed an elapsed membership in the past few months? Please let me or John Jensen know so I can keep my records up to date. John and I rely on the interaction of you, the QCCC members, with the museum to keep our ambassadorships current. So, let us know when you buy a brick, make a donation, or in any way support the NCM. Our thanks in advance.

A small group will be off to Bowling Green the end of this month to enjoy the Hall of Fame dinner and inductions and to celebrate the 19th Anniversary of the opening of the NCM. As usual, we will be departing from Bojangles in Lincolnton on Wednesday, August 28th at 8:00am. If you haven't made the pilgrimage to the museum, start making plans to join us next April for the NCM Bash.

Save the Wave!

Paul Mariano,
NCM Ambassador



Vintage QCCC

With the Vintage Gang:

Bill Cruthis, Richard Craig, Darrell Kirkley & Travis Meredith

More "Adventures" from QCCC of Decades Past



QCCC.....THE VERY BEGINNING

It's the summer of 1968. Twenty two year old high school buddies Earl Ferrell and Carl Brown had acquired new Corvettes in 1966 and spent time together cruising Charlotte and hanging out at a local service station enjoying their toys. When Earl's neighbor Clyde Richards bought a new Corvette the duo became a trio. During that period, Chevrolet produced a great magazine, "Corvette News" and sent it to owners at no charge. It was full of articles that inspired owners to organize and join the fun. The magazine demonstrated that owning a Corvette was as much a life style as a means of transportation. The "Corvette Club of North Carolina" was based in Charlotte, but had members from all over the state. Their membership was getting "older" (late 30's early 40's) and becoming less active. That club had no appeal to Earl and the boys, so Earl raised the question "why don't we start a club and organize some of our own events?" The seed was planted. After a hard sell to Carl and Clyde, Earl convinced them it was worth a try and even agreed to be the first president. The club was born.

Recruitment started immediately. Earl had some business cards printed where you could write in your name and phone number, and he would leave them under the windshield wipers of every Corvette he saw sitting still. Butch Bigham remembers being at LaPointe Chevrolet having a problem solved on his new 68 (he was there a lot) when Earl approached him in the service lane. Butch joined in July.

The first thing on the agenda was a name. They all agreed it should have a direct connection to Charlotte and being called the "Queen City" it wasn't long before that name was chosen.

The bi-laws were drafted and approved and stated that charter members were to be voted on by August 9, 1968. There were four charter members on that date.

The group struggled with deciding on a logo, they wanted something unique yet identifiable with Chevrolet. Clyde had a fender emblem from a 1966 427 Caprice hanging in his garage and said "what about this?" They added a crown and it was adopted. Some of the early copies even had "427 Turbo-Jet" in the two bars that were on either side of the V. Later, "Charlotte N. Carolina" was added there. They all wanted to display the new logo on their cars, but custom tags were expensive and you had to order a lot of them to make it worthwhile, a minor point to this group. Someone knew a friend who had a relative that worked for a printer, who will remain nameless, even though the statute of limitations has run out. They made the tags out of photo engraved metal printing plates. They were heavy metal and had to be hand painted, but they served the purpose.

The Corvettes in the club back then were interesting in them selves. Doing what young men in their twenties do, few of the cars remained stock. New Corvettes were nearly \$5000.00, C1's were considered obsolete and everybody wanted a Sting Ray. A nice C2 could be had for \$2500 or less and many of the club members spent the difference personalizing their rides to suit their tastes. Ace Speed Shop in Charlotte became a popular place to spend money. Mag wheels, headers, side exhausts, intake manifolds, carburetors, fender flares, and custom hoods were popular modifications in the day. Color

changes were popular; a nice lacquer paint job could be had for around \$300.00. Custom paint was also popular, sun gleam, candy, pearl, metal flake, cobweb, scallops, endless line, lace; QCCC cars had them all. And they were driven daily in all kind of weather. One member even put a trailer hitch on his and pulled his boat. It's a good thing all of those C2's and C3's can't talk, the stories they could tell.

By mid 1969 a core group of members including Russell Bryant, Danny Canup, Rodney Floyd, Bill Hardy, Ken Bruner, and others had joined the fun. Early events were simple social gatherings, lots of cruising in caravans, including some road trips, and some fun rallies where you had to follow some vague clues to navigate to a destination. But mainly it was an excuse to get together and talk cars. In those simpler times, it didn't take much to entertain this group.

It is ironic to think that 45 years have passed since some very young men in their early 20's, found a way to own a Corvette and form a group of like-minded people to spend their spare time with. The cars were the common denominator, but the close relationships developed quickly and it became a brotherhood. It's also worth mentioning that none of this would have worked if the wives and girlfriends had not joined in and soon it was one big happy family. Talking to Carl, Clyde and Butch in preparing this article, each one praised Earl for his vision and dedication in forming QCCC, and each one was proud to have been a part of organizing the club and pleased to hear that it is still going strong and in numbers no one ever dreamed possible. Happy 45th birthday QCCC, doesn't time fly when you're having fun.

Trav Meredith



New C3 Camper just announced for Spring 2014!!!!

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







From Track to Street

NEXT EVENT

Next up for Corvette Racing is the Orion Energy Systems on Sunday, Aug. 11 from Road America in Elkhart Lake, Wis.

Orion Energy Systems 245 *(all times CT)*

- **GT Qualifying:** 10 a.m., Saturday, Aug. 10
- **Race:** 2 p.m., Sunday Aug. 11
- **Road America: Watch It!**
Saturday, Aug. 10-Sunday, Aug. 11 (all times ET)

- **Qualifying:** 10:45 a.m., Saturday, Aug. 10 (ESPN3)
- **Race (TV):** Live - 3 p.m., Sunday, Aug. 11 (ABC)

Corvette Racing in Canada: Pressure-Packed Win for Gavin, Milner

Oliver Gavin and Tommy Milner scored their second victory in the American Le Mans Series on Sunday with a hard-earned effort in the Mobil 1 SportsCar Grand Prix at Canadian Tire Motorsport Park. Milner took the checkered flag in the No. 4 Compuware Corvette C6.R for the fifth round of the ALMS as the duo became the first in the GT class to win multiple races in 2013.

The victory played out in thrilling style before a live audience on ESPN2. Milner drove a pressure-packed final stint to win by 0.267 seconds. It moved Gavin and Milner into second place in the GT championship lead as they seek to win back-to-back titles. Corvette Racing retained its lead in the team standings, as did Chevrolet in the manufacturers' race.

Other Corvette Related Items of interest.

C7: [The Reviews are in: the 2014 C7 Corvette Stingray is a hit!](#)

GM Press Release: [Corvette Stingray Most Efficient Sports Car on the Market](#)

Lawn Mower Racing rescheduled for August 24th. Email to be sent.

Contact Boyd at:

Boyd-qccc@earthlink.net for more information.

“Heads-Up”



August 10, 2013 Business Meeting & Celebration of QCCC's 45th Anniversary!

****Hendricks Motorsports Team Center****

For August we will be returning to Hendricks Motorsports Team Center. The Team Center is located in the Hendricks Motorsports Complex not far from the Charlotte Motor Speedway. If you would like to learn more about Hendricks Motorsports or just looking for directions check out their website to learn more - <http://www.hendrickmotorsports.com/about/visit>. Once on the complex location page at the bottom click on “View of Facility Map” to see the Team Center location within the complex. The address for the Hendricks Motorsports Team Center is as follows:

Hendrick Motorsports
4400 Papa Joe Hendrick Blvd.
Charlotte, NC 28262
877-467-4890

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

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

Social Time: 5:15pm – 6:00pm

Meeting Time: 6:00pm – 7:00pm

Look forward to seeing everyone there!!

September 7, 2013 QCCC Meeting and Annual Eddie

Burt BBQ



BBQ



BBQ



3:30 Car Show Judging Seminar by
Ken Watts

4:00 pm Arrival

5:00 pm Pig Out Time

6:30 pm Meeting

Please bring covered dishes according to your last name as follows:

A – Q Side Dishes and Salads

R – Z Desserts

Bring chairs & your preference in beverages.

We need 10-12 canopies for shade. If you can bring one, please call or email Eddie

Note:

Please park along the streets and make SURE there's enough room for emergency vehicles.

Eddie & Jane Burt
251 Amanda Drive *
Matthews NC 28104
704-846-7130
980-322-8565 cell

* [Directions from I-485](#)

Exit 57 – Hwy 16/Providence Rd – Turn north (toward Charlotte).
Turn Right at the light, onto McKee Rd. Go half a mile.
Turn Right at the light, onto Tilley Morris Rd. Go 1.8 miles.
Turn Right onto Weddington-Matthews Rd (Seminary is on the left). Go half a mile.
Turn Right onto Amanda Dr.
251 is the second house on the left.

From your Editor:

We are going to start something new this month. If during your travels this summer and fall, you take a good picture of yourselves and display QCCC somewhere (but not necessary) in the picture, we will publish it. We would like to see if we can get around the US and World.

Below is what we found this month:

Check out Jim Nisley and kids in their new adventure. Charlotte to St. Louis on a motorcycle, sidecar, and with the kids.

<http://www.youtube.com/watch?v=LRjddZmXKYE>

From Barn Find to Journeys End “The Duntov Award” Tommy and Brenda Loftin’s 1954 Corvette

In the QCCC newsletter dated April 2011 you may remember an article I wrote about “The Barn Find of all Barn Finds” where I talked about Brenda finding the 1954 corvette in a neighbor’s garage. The car was in near perfect condition and had never been NCRS judged.

Also in the October 2011 QCCC newsletter I had an article titled “From Barn find to Blue Ribbon” and shared the journey to our first NCRS Top Flight award by the Carolinas Chapter of NCRS and received a 96.6% correct.

In June 2012 QCCC newsletter I had an article titled “Going Forward With the 1954 Garage Find” of which I talked about taking the 54 to the Southeast Regionals in Kissimmee, Florida where we received a Regional Top Flight award of a 97.8% correct of which would allow us to go forward to the next level the PV or “Performance Verification Award” at the NCRS Regionals in Altoona, Pennsylvania in September 2012. At this meet we achieved the rigorous and most difficult aware of PV which was a 100% pass.

All of this is to lead you up to our most recent journey with the 1954 Corvette and our ultimate goal of receiving the most rigorous award offered by the NCRS, “The Duntov Award”.

It has been over 9 months since our last achievement of the PV award and we have done numerous improvements to the 54. We have pulled the motor for a rebuild, painted and refreshed the engine compartment and rebuilt the transmission. We also added new Al Knock seats and a new date coded correct tan top also by Al Knock. We replaced and repaired all the previous findings from earlier judging with the expectations of the world’s most knowledgeable judges for the 1953, 1954, and 1955 Corvettes to pounce on the old guy for hours.

On Saturday July 20 we traveled over 350 miles to the NCRS Nationals in Hampton, Virginia. All cars had to be parked on the field by 5:00PM on Sunday and be ready for a cold start on Monday. After the cold start we had to go through an operations check and judging. After the operations we moved the cars inside the Hamptons Road Convention Center for display and final judging. Thursday we had 5 teams of judges consisting of 2 judges and 2 observation judges on each team for a total of over 60 man hours of judging. We were honored to have NCRS member # 35 judge the exterior part of our car and this was an honor because I am NCRS # 51,964.

The Convention Center was sponsored by Hendrick Motorsport and they had a huge display of Hendrick cars from the #88 race car to classic cars. GM also had a display of the C-7 test car that has been shown all over the world and Tom Hill drove a new Crystal Red, C-7 for all to enjoy. We were able to sit in the car, open the hood and trunk as well as turn the knobs and kick the tires. Man what a good it was to finally get to sit in the car and have a look feel from the inside.

Thursday night was the Awards Banquet and we were honored to have numerous GM engineers from past to present aid in the awards ceremony. There were eight 1954 Corvettes and 220 other Corvettes judged at this meet.

The 1954 pulled its way to the top with a 98.5% correct "Duntov Mark of Excellence Award". I would like to thank all who have helped with the 54 and all my Corvette friends who have cheered us on as we have journeyed through this climb to the top. Your encouragement is what has made it happen and the faith that the car was worthy of the climb.

Thank you again,
Tommy and Brenda Loftin

