



The
*Queen City Corvette
Gazette*

Official Newsletter of NC's Largest Corvette Club

October 2013



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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:

Eddie Sr, Jane, Eddie Jr and Lane (Eddie III) Burt getting ready for 182 QCCC Members for the best in the world BBQ. It was the BEST!!!! Thanks from all your QCCC Friends

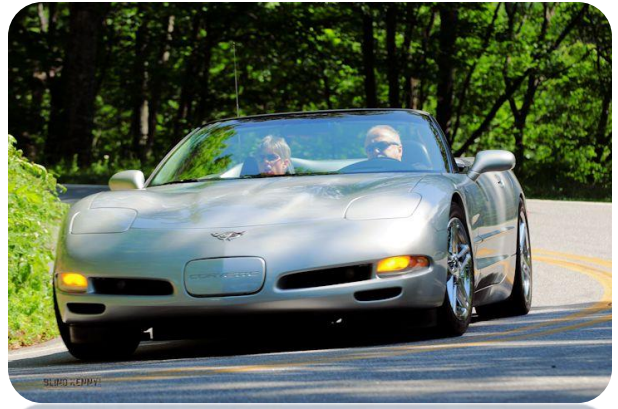
QCCC is a non-profit club (501-C7) whose members all share a common appreciation and love of America's Sports Car – the Corvette. Dues and donations are not tax deductible. In addition to various social activities for members, QCCC raises money for and participates with various local charities. We strive 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



September was a BIG month for QCCC. We started off with a great turn out at our annual BBQ. Not only was the food great but the weather cooperated to make this just a perfect event at the Burt's home. A great time was had by all that attended and many thanks to those who helped to make that possible.

Next we had the "2nd Annual QCCC All Chevy Charity Car Show. Again the weather cooperated and the car show grew in attendance this year. Many very nice Corvettes and Chevys were proudly displayed at the Hendricks Motorsports Complex. Donations were made to the 4 charities decided upon by our Charity Committee. And Rick Hendrick's personal car collection was available to be toured for a donation to the Hendrick Marrow Program Charity. Many of the clubs members volunteered to work and that is what made our show run very smoothly. I was told by many participants that they were very pleased with the way we did our show and they would see us next year. Again we say many thanks to everyone that came out and gave their time and talents so we could raise money for local charities in our community that support those in need.

And then there was the Fall Auto Fair Car Show. We had 4 cars from our club selected to be placed on display in the Car Display Pavilion as Auto Fair saluted the 60th Anniversary of the Corvette. Then we were asked to provide 30 cars on the outside of the pavilion for display. Thanks to all that attended and gave up some weekend time as QCCC was well represented. Now the weather was ok as we had misting rain on Saturday afternoon but the down pours held off until we had already left.

Now, with a weekend off we are ready to jump into October. The rest of our 2013 Calendar is really looking great. Make sure you keep up with it as it is having items added to it. We will have several opportunities as we approach the Holiday Season to help those in need. Please read your emails as they come out and mark your calendars for those deadline dates to participate. Then the fall can be just a perfect time of the year for 'Cruizin" the Carolinas". So if you have a little trip that you would like to plan please let us know and we can get it on the calendar. There are so many possibilities. It can be a Saturday or Sunday trip. It can be just a couple hour afternoon drive locally. It can be a trip to just one of your favorite spots that you want to share with us. And it can always be a trip to just a place to eat because everyone knows we all enjoy eating.

Now lastly I need a little help identifying the picture shown below. Can anyone help us identify where the picture was taken and who they are? Are they two members that volunteered to work at the QCCC

Car Show? Or are they two football fans dressed to attend the Annual Big Rival North Carolina and NC State Game? Or could Paul have had a twin brother that attended Chapel Hill? But then he does get credit for wearing a RED Corvette Hat.



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

Keith Cross

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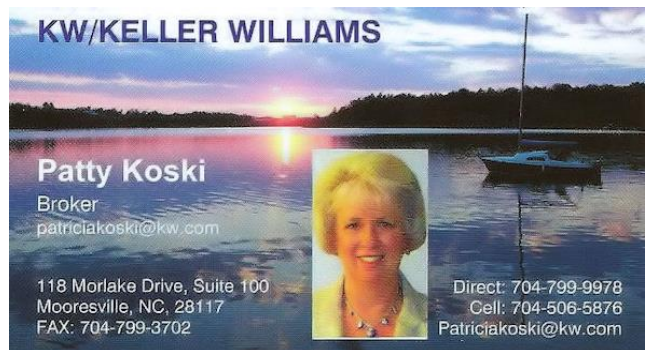
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The Wave

With the Vice President Bill Rambo



A friend of mine in Montgomery, Alabama provided me this and really thought this might be fun reading and ton of trivia.

In 1951 a group of Harley Earl's "Special Projects" crew began work on a GM sports car. Bob McLean designed a general layout for the car.. The project was code named, "Opel".

William Durant, the founder of GM, said a wallpaper pattern he saw in a Paris hotel in 1908 inspired the bow tie logo. Supposedly, he ripped off a small piece of it and brought it back to Detroit.

The man who named the Corvette was Myron Scott... Then Chevrolet's Chief photographer.

The Jaguar XK120 is believed to have been the inspiration for the first Corvette.

The Corvette was the first and last car with a "Wrap-Around" windshield.

Corvette was not the first to be made with a fiberglass body, but it was the first to be built by a company the size of Chevrolet.

Corvettes have been assembled in three different cities. Flint, St. Louis, and Bowling Green.

"Turbojet" as first used on Corvette engine air cleaners with a horsepower rating of greater than 390hp.



C1 – 1953 to 1962

The original front emblem and horn button on the "Autoworld" Corvette featured crossed American and Checkered flags. It was discovered that using an American flag on a product trade mark was against the law and the emblem was changed before the New York Motorama.

The hash faces up on front fender molding of the "Autoworld", 1953 Corvette and on the actual production car it faces down.

On Tuesday, June 30, 1953 Corvette #1 Serial Number E53F001001 rolled off the assembly line, and Corvette production began.

Want the rarest Corvette ?- In 1953 the first two Corvettes, VIN Numbers 1 and 2 were said to have been destroyed, but no records prove that fact, and there are no witnesses to the destruction.

The first Corvettes were actually "rolled" off the assembly line. Chevrolet was not prepared for grounding to a fiberglass body; the cars would not start.

The first five Corvettes to come off the assembly line did not have an outside rear view mirror.

The only thing really new on the 1953 Corvette was the fiberglass body. Everything else was directly off the Chevrolet parts shelf. Because of this, the first Corvette was essentially a regular 1952 Chevrolet that looked like a million dollars!

Of the 314 Corvettes hand built in 1953 only 183 were sold because of "average" performance at such a high price, \$3513 the Jaguar Xk120 sold for \$3345, \$168 less than the Corvette.

There are 13 vertical bars or "teeth" are in the grill of 1956 Corvettes.

One of the few ways to differentiate between a 1956 and 1957 Corvette without opening the hood is to look at the inside rear view mirror. On the 1956 model, it adjusts with a thumbscrew, on the 1957 adjustment requires a wrench to loosen the locknut.

The "Polo White" color was last used in 1957.

1957 was the first year a limited slip differential was offered as an option.

1958 was the LAST year of the tach with the "cumulative engine revolution counter" which first appeared in the 1953 Corvette. In 1958 the tach was used on 230, 245, and 250 hp cars and NOT on the 270 and 290 hp cars. The Part number is #1548631 for 1958.

Optional engines in 1956 had nine fin alloy valve covers, 1957 had seven or nine fin alloy valve covers, and the 1958 had seven fin alloy covers on optional engines.

Before 1958, the only Acrylic lacquer paint used was on the "Inca Silver" Vettes.

Sun visors became a Corvette option in 1959.

Nylon belted tires first became available on the 1960 Corvette, prior to 1960 only cotton was offered.

The 1961 Corvette was the last year to feature "Wide Whitewall" tires.

The 1961 Corvette was the first to not have the "round" nose emblem.

In 1961, the big grill teeth disappeared forever, replaced by a fine mesh.

1962 Was the last of the solid rear axle Corvettes and the last year for the power top on the roadster.



C2 – 1963 to 1967

The earliest serial number air conditioned Sting Ray has a production build date in October, about 6 months before the rest of the AC cars. The reason? The owner was a GM executive and the car returned to Chevrolet for refitting with AC.

An error was made in creating the roof panel mold in 1963, using the wrong side of the dimensions, such that all roof panels were too small. This left a gap seen in the door pillar above the door latch in all but a few 1963's to 1967. The ones where it is not found were cosmetically covered up with body filler.

Power steering was first available in the 1963 Corvette.

Bill Mitchell and Zora Arkus-Duntov argued over the "Split" rear window for the new Corvette. Bill Mitchell won out for the 1963 Model, but it was removed for 1964 never to be seen again.

The 1963 Grand Sports, while originally looking much like the production coupes, had no body parts in common. The fiberglass body panels were roughly half the thickness of production panels to save weight.

The 1963 Grand Sports originally were released without fender flares, using the stock look. However, they were wider to allow a wider tire 8.25x15 rather than the stock 6.70x15 tire.

Only the driver's side vent on the 1964 Corvette is functional.

The first major tire size change in Corvette history occurred in 1965. Tire size changed from 6.70x15 to 7.75x15

While the 427 was developed first, the 396 went into the Corvette, Chevrolet, and Chevelle in 1965 due to a GM policy restricting them to less than 400 cubic inches.

The 396ci 425hp engine lasted only one year 1965.

1965 was the first year to have two separate hoods – the smooth small block hood and the bulge of the big block hood.

The 1966 Corvette was not eligible in SCCA Trans Am, due to the upper limit of 5.0 liter on engine displacement. Chevy's only eligible car was the Corvair.

1967 was the first year to have three hoods: the small block hood, the big block hood, and the L-88 hood, even though externally the L-88 looked like the regular big block hood.

In late February and early March, 1967, some small blocks received the big block hood due to an industrial accident with the small block hood mold. These were not given the hood stripe.

The "GM Mark of Excellence" sticker appeared in one year only- 1967.

Federal law mandated the removal of spinners from wheels in 1967, so the knock off wheel of 1963-66 was replaced with a bolt on wheel.

1967 was the first year "Vinyl" was offered as an optional exterior covering for the hardtop.

The '67 model was the first to have the "tank sticker", or the build sheet, attached to the gas tank.

The maximum install fuel tank capacity was offered in the Corvette from 1963 to 1967, 36 gallons.

An option was offered in 1967 that lasted for only three production years.. A speed warning indicator.

The '67 LeMans Racer was "DRIVEN" to the track from the airport (in place of being trailered) was because the trailer was chuck full of parts!



C3 – 1968 to 1982

Pontiac almost beat Chevrolet to the Coke bottle design body, with their 1965 Banshee, a two seater convertible sports car that would have been hefty competition for the Corvette. GM stopped it, and then Pontiac president John DeLorean later became president of Chevrolet.

T-top does not refer to the shape of the roof, but rather it is short for Targa Top. The original design was a pure Targa but body flex demanded the center bar, discovered late in the design.

Due to policy changes in Chevrolet, Corvette was treated like all other car lines for the first time, and quality dropped drastically. With bad publicity in most magazines, policy was re-thought and Chevrolet quickly restored independence and quality to Corvette within a few months, but all 1968s carry the stigma of being "the worse quality" of all Corvettes.

All big block manifolds were redesigned to actually sink into the lifter valley as the hood clearance was less than in '67 and back. As such, a 1965 to 1967 big block intake manifold won't fit in a 1968 or newer Corvette with a stock hood and air cleaner.

The exception to the above was the L-88. It retained the high rise manifold and also received a special hood, which was externally different this time.

Emission control equipment was installed on the first 1968's in the fall of 1967 even though the federal law required it only as of January 1, 1968.

1968 was the first year AM/FM stereo was offered as an option.

1968-1972 the coupe's rearwindow was removeable for more of a true convertible experience

The Sting Ray name was not used on the 1968 Corvette, but returned in 1969... Spelled Stingray.

Corvette had its first all aluminum engine in 1969 as the ZL-1. It was not the first GM automobile to do so, beaten by the Corvair in 1960 and the Buick 215 V8.

In 1969, the ignition lock was moved from the dash to the steering column. It would remain there until 1997 when it was returned to the dash.

The LS7 engine option, which was never installed in the 1970 Corvette was \$3000.

No Corvettes were painted Black at the factory from 1970 to 1976.

The only outside difference between the 1971 and a 1972 Corvette is the appearance of the amber front turn signals and vertical chroming on the egg-crate grills both on the 1972 – that's it. Minor stuff most people miss.

1972 was the only year for Corvette "Big Block" engines in the 1968 to 1972 range to have no horse power sticker on the air cleaner lid.

"Pewter Silver" was only offered as an exterior color in 1972.

The 1970 – 1972 Corvettes were the last to feature chrome bumpers front and rear. In 1973, the front bumper changed to body-colored flexible plastic. In 1974 the rear bumper followed suit.

In 1973, aluminum wheels were again available as an option, but the same problem that plagued the 1963 aluminum wheels, the inability to hold air, kept these out of the hands of customers until 1976.

The rear view mirror in the 1974 Corvette was increased to a width of 10".

The last true dual exhaust was installed in 1974, after that, everything went through a catalytic converter.

1974 rear bumper was 2 pieces, 1975-1982 used a one piece unit.

The awesome 454ci engine was only offered for 5 years.. 1970, 71, 72, 73, and 1974

Gymkhana Suspension was first introduced in the 1974 Corvette.

1974 was the last year the Corvette would be produced to run on "leaded" gasoline.

1975 first year for HEI distributor.

1975 was lowest production year for convertibles for those years that offered both convertibles and coupes.

1976 Corvette used the same steering wheel as a Chevrolet Vega for the "Sport Wheel" Option.

1977 last year for the notch back shark.

In 1977 crossed flags returned to the nose and sides of the Corvette.

1977 saw the redesign of the center console to accept standard Delco radios, the first year that Corvette didn't have a Corvette only radio.

The '78 Pace Car was "Black and Silver" was because it photographed well. Back then, most magazine articles and ads were still done in Black & White!

The body in 1978 was widened in the rear fender area. This was discovered by customizers when converting '78 and newer coupes to convertibles after the convertible production ended in 1975.

1979 Corvette's highest production year.

By Federal mandate, the 1980 Corvette was the first Corvette to have an 85 MPH speedometer.

1981 the first Corvette to use a computer.

The 1981 Corvette had two cooling fans to increase engine power.

In 1981, Corvettes were produced with two different types of paint. Lacquer was applied at the St. Louis plant, and enamel was applied at the new Bowling Green plant.

In 1982 fuel injection reappeared in the Corvette after a 17-year hiatus.



C4 – 1984 to 1996

A total of 43 – 1983 model Corvettes were built, but there were so many quality problems with them it was decided to halt production until they could be corrected. By the time the problems were corrected, it was so late into the model year that the car was brought out as a 1984 model which was run for a year and a half. The 1983,s were never sold to the public and the only one that is known to still exist is in the National Corvette Museum in Bowling Green, KY

The 1984 Corvette was the first American production car to have a 64% windshield angle.

A single transverse plastic front and rear spring first made it's appearance on the 1984 Corvette.

Twenty 1986 Corvettes were sent to Lotus in England to be converted into LT5 powered prototypes for the ZR1 project.

In 1986, Corvette offered the "Malcolm Konner Commemorative Edition" with two transmissions. A manual 4-speed and an automatic. Only 20 4-speed manual transmissions were installed at the factory.

In 1987 you could buy a Corvette without an engine installed by the factory.

A total of 30,632 Corvettes were produced in 1987. 184 of these Corvettes were Callaways, and 121 of the Callaway's were coupes.

1982 and 1987 Corvettes had something in common, 16 exterior colors were available.

The last year a CB radio was offered as a Corvette option was 1985.

In 1988 a thirty-fifth anniversary edition Corvette package was available for coupes only. It featured a two tone exterior of white with black roof bow, white leather seats, steering wheel, special interior and exterior accents, a console-mounted anniversary plaque, special emblems and other special features. Sales totals 2,050 cars.

In 1988, Corvette started using a unidirectional 17" wheel as an option with RPO Z51 and Z52. New six slot 16x8.5 were standard with P255/50ZR16 Tires.

In 1989, the ZR1 was produced to approximately 80 cars, however, none were sold to the public. The last of these ZR1s were shipped out of the factory on Dec. 22, 1988

1991 was the 10th anniversary of Corvette production at the Bowling Green, KY plant

The LT4 exhaust system has a distinguishing feature from the LT1 system. It has a balance tube incorporated into it!

96 Grand Sports: There is a small area behind the hatch roof and in front of the panel that attaches to the rear window that is taped, not painted. It is 1" long and the tape is about 18" wide. This change was early in production. The purpose is to eliminate a problem area in the paint booth during manufacturing.

96 Grand Sports: The Grand Sport's stripe is not the same width all the way back. It gets wider as it goes up the hood, and the top is narrower, and then it gets somewhat wider in the back end.



C5 – 1997 to 2004

The first 200 production C5 Corvettes were painted Red, not the traditional color for the first production run.

The 1997 Corvette C5 is the first Corvette designed from the ground up to be a Corvette.. Not borrowing parts from other cars. One of the few "Off the Shelf" parts – the exterior door handles, same ones used on the Oldsmobile Aurora.

The first use of a transaxle in a production Corvette occurred in the '97. However, the first plans for one were in the Q-Corvette in 1958, planned for the 1960 model. Transaxles showed up in Corvette prototypes in the mid '60s in running models.

The first 4 speed in a Corvette was built by Borg Warner in 1957. The first transaxle in a production Corvette was also built by Borg Warner, forty years later in 1997. Both were introduced late in the model year.

Borg Warner has produced a transmission for each generation of Corvette: C1 – 1957 to 1962, C2 – 1963, C3 – 1980 to 1981, C4 – 1984 to 1988, and C5 – 1997 to 1998.

The 1997 Corvette is the first Corvette to have windshield wipers that sweep in the same direction instead of opposing directions.

November 4, 1997 – The 9752nd 1998 Corvette rolled down the assembly matching the total 1997 Model production run.

The last "Fairway Green" C5 a 1998 Model came down the assembly line November 10, 1997. The color was discontinued.

It takes 55 hours to build the new C5 Corvette, down from 70 hours for the previous C4 model.

For the first time in history, the 1999 Corvette is available in three distinct body styles... Coupe, Convertible, and Hardtop (aka, "Fixed Roof Coupe").

The performance axle ratio for C5 Corvettes with automatic transmission is 3.15:1 (the standard ratio is 2.73:1).

The 2000 Corvette featured new color choices to celebrate Y2K... Millenium Yellow and Dark Bowling Green Metallic plus a new Torch Red interior option.

2001 will forever be remembered as the year the Z06 performance hardtop was introduced with its 385HP LS6 engine and 6 speed manual transmission.

Corvette's use of a titanium exhaust for the Z06 was the first ever for a mass production automobile.

Active Handling became standard equipment in 2001.

The 2002 Corvette featured a new color, Electron Blue Metallic, and an upgraded 405HP LS6 engine for the Z06.

The 2002 Z06 windshield was thinner than that used in the coupe models, shaving 2.65 pounds per car. The lighter windshield was shared with convertibles equipped with the Heads Up Display (HUD) option, which was standard on 2002 Z06 models.

The 2003 Corvette heralds the 50th anniversary with a special edition in Anniversary Red with Shale interior and a new, high-tech magnetic suspension option for all models but the Z06, which continues essentially unchanged from the 2002 model year.

In addition to Anniversary Red, Medium Spiral Gray Metallic was a new color in 2003.

The Magnetic Ride Option offered in 2003 uses a magnetic fluid which adjusts shock damping 1,000 times per second, roughly equivalent to reacting to each inch of road surface at 60 mph.

2004 marks the last of the extremely successful fifth generation Corvette and was celebrated with the special Commemorative Edition Corvettes in Lemans Blue with special badging, graphics and interior appointments.



C6 – 2005 to 2013

2005 marks the introduction of the sixth generation Corvette... the C6.

A major styling change for the C6 Corvette is non-pop up headlights... not seen on a Corvette since 1962.

The base engine for the 2005 Corvette was the 400 HP LS2, only 5 HP less than the LS6 engine of the previous year's high performance Z06 model.

2005 was the first year for keyless access and start.

The Convertible model was a late introduction in 2005 with no Z06 available this year.

One factory-painted Torch Red 2005 Corvette actually carried the Precision Red paint code (27).

2006 saw the re-introduction of high performance Z06 model, weighing only 3132 pounds with a 427 cubic inch dry sump engine producing 505 HP.

A six-speed paddle shift automatic transmission was introduced as an option in 2006.

Daytona Sunset Orange Metallic, a popular color choice in 2005 & 2006, was replaced by Atomic Orange in 2007, an extra cost color choice.

Two special editions were introduced for the 2007 model year... the Arctic White Ron Fellows ALMS GT1 Z06 (399 built) and an Indy Pace Car replica convertible in Atomic Orange (500 built).

Jetstream Blue Metallic was announced as a new exterior color option for the 2008 model year, also available on the Z06.

For 2008, a 427-Limited Edition Z06 was made available in Crystal Red Metallic paint with all 505 units hand signed by retiring Corvette Assembly Plant Manager, Wil Cooksey.

The total 2009 Corvette production run of only 16,956 cars was the lowest since 1962's production run of 14,531 units (not counting 1997's run of 9,752 cars due late introduction of the new C5).

The 2009 ZR1 was the first 200+ mph production Corvette ever made.

The 2009 ZR1 was the first production Corvette ever built with a roots-type supercharger as standard equipment, developing 630 horsepower.

The 2009 ZR1 was the first production Corvette to retail for over \$100,000.

The 2009 ZR1's LS9 engine develops 630 horsepower but actually has less displacement than the Z06's 505 hp LS7 engine (376 vs 427 cubic inches).

In 2009 consumers had their choice of nine different Corvette configurations including coupe, convertible, Z06, ZR1, Competition Sport, and GT1 Championship editions.

2010 saw the return of the legendary Grand Sport model nomenclature but with less exclusivity than the 1996 limited edition of only 1,000 special VIN-sequenced, uniquely painted blue & white cars.

The 2010 Grand Sport model replaced the Z51 performance handling option and features the base LS3 engine but is equipped with the wide body panels, larger wheels/tires, and other parts derived from the Z06.

Two Z06 exclusive options debuted in 2011. The CFZ Carbon Fiber package featured black carbon fiber splitter, rockers, roof panel and body-color ZR1 style full-width rear spoiler while the Z07 Performance Package had Brembo ceramic brakes, Magnetic Ride Control, larger Michelin Pilot Sport 2 tires and competition gray 20-spoke wheels.

The ULZ Carbon Limited Edition package for the 2011 Z06 was created to celebrate Corvette's 50th anniversary at LeMans.

Carlisle Blue was a new color added to the lineup in 2012, retiring the popular Jetstream Blue Metallic color.

To celebrate its 100th birthday, Chevrolet created a racing inspired Centennial Edition appearance and suspension package for the entire line of 2012 Corvettes. Available on all models, it features Carbon Flash Metallic paint with Centennial Satin Black wheels and red brake calipers.

Black was not available as an exterior color in 2012 in favor of the special Carbon Flash Metallic paint featured on the Centennial Edition.

The 2013 model year marked Corvette's 60th Anniversary and the final year for the C6 generation.

To celebrate Corvette's 60th Anniversary, GM offered a special 60th Anniversary package available on all 2013 Corvette models plus a 427 Convertible Collector Edition.

The 2013 60th Anniversary Package featured an Arctic White exterior with Blue Diamond leather-wrapped interior with suede accents. An optional graphics package added full-length racing stripes in Pearl Silver Blue and a tonal stripe stitched into the convertible top.

The 2013 Corvette 427 Convertible Collector Edition was the fastest, most capable convertible in Corvette's history, blending elements from both the Z06 and ZR1 models.



C7 – 2012 to ?

The NEW C7 Logo released October 18, 2012.



Queen City Corvette Club

Club Business Meeting Minutes

Date: Saturday, September 10, 2013 **Time:** 6 PM **Location:** Burt's BBQ, Matthews, NC

Board Members and Staff Present: Keith Cross, President; Bill Rambo, Vice-President; Chris Wood, Membership Director; Tommy Loftin, Automotive Director; Laura Pelchat, Social Director; Jim Weisberg, Treasurer; Carolyn Zimmer, Secretary; **Staff:** Nelson and Barbara Sprague, Charity Committee; Bob and Marilyn Becker, Webmasters; Boyd and Susan Kurt, Newsletter Editors; Paul Mariano, NCM Ambassador; Bob Denney, Photographer.

DISCUSSION:

President: Keith Cross

- Keith called the meeting to order and welcomed everyone to meeting.
- Sincere Thanks to Jane and Eddie Burt for hosting such a fabulous BBQ every year.
- Keith discussed Board Elections for 2014. All Board positions have a one-year term and are up for election or re-election every year in November. Anyone may be nominated (with nominee's permission) to serve in any Board position. Two current Board members will not be running for 2014 re-election. All other Board members have offered to serve another year, but welcome others who may want to serve in their place. Those not seeking re-election are:
 - Bill Rambo - Vice President
 - Laura Pelchat - Social Director

Membership Director: Chris Wood

- Welcomed to their 3rd QCCC Meeting and Voted in as new members:
 - Bob and Sandy Chichester
 - Larry and Cindy Newsom
 - Jack and Barbara Higgins
 - Kurt Berger and Mary Beth Smith
 - Alex Field
- The following were Prospective Members in attendance:
 - Gary and Gwen Cunningham – 2nd Meeting
 - Steve Deak – 2nd Meeting

- Dub Dubnicka – 1st Meeting
- Welcomed the following **Guests** in attendance (18):
 - Frank, Lita, & Dillon McGill (*Guests of Eddie & Jane, did not stay for meeting**)
 - Jimmy & Joshua Marks (*Guests of Eddie & Jane, did not stay for meeting**)
 - Sandy, Butch, Kevin, & Nickalaus Adams (*Guests of Eddie & Jane, did not stay for meeting**)
 - Darren Versace (*Guest & Son-in-Law of Vern Maher*)
 - Paul Engelhart - (*Guest & Father of Debbie Rockhold*)
 - Zoe Poindexter - (*Daughter of member David Poindexter*)
 - Brandon Clarke - (*Son of members Jim & Dao Clarke*)
 - Pierson & Payton Morgan - (*Son & Daughter of members Robert & Vanessa Morgan*)
 - Todd, Glory & Hayden Marcellini - (*Guests of Merrill Quintrell & owners of dyno shop visited by QCCC members*)
 - Membership: QCCC currently has 285 active and provisional members (149 families).

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

Vice President: Bill Rambo

- Upcoming Meeting locations planned:
 - **October 12, 2013** -- TBD (update: Harley Davidson of Charlotte)
 - **November 2, 2013** – Streetside Classics
 - **December 14, 2013** – Christmas Party, location TBD
- Door Prizes were won by – Rich Randle, Sue Stickels, Iris Binder, Robert Morgan, Julia Davidson, Suki Ham, Pat Bonino.
- 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 164 Members (plus Prospective Members and Guests) were present at the meeting.

Automotive Director: Tommy Loftin

- **September 14, 2013: Second Annual QCCC CHARITY Car Show**
 - QCCC Members registered at the meeting for the Show.
 - Tommy displayed the Best of Show Trophy
 - Hendrick has offered a tour of the Hendrick Heritage Museum during the Show for participants at 10am , 11am, 12pm , 1pm for \$25
 - QCCC Members can Tour Hendrick Museum at 3:30 for \$25. Check should be made out to QCCC. Cost benefits Hendrick Marrow Foundation.
 - Hendrick will bring 4 or 5 cars out of his Heritage Museum to display during the show.

- There will be two dozen or more items in the silent auction
 - Vendors and Food will be available.
 - Members/Volunteers are urged to bring TENTS and CHAIRS for Car Show
 - Show will be held rain or shine
 - Trophies will be awarded in classes along with Plaques (awards of distinction) for second and third place.
 - Other Corvette Clubs in the Region have been contacted and invited.
 - Flyers-Registration Forms for the Show are available on Website
 - Ken Watts held a Judges meeting at Burt's BBQ Meeting on September 7.
 - Show participants will be provided with a map handout when entering show.
 - Registration Opens at 8 am
 - Volunteers should be there between 6:30 and 7:00 am
 - Charity Donation Check Presentation around 2 PM
 - Trophies will be awarded by 2:30 or 3 pm.
 - Volunteers for car show will get special Show t-shirts.
 - Dale Ledbetter has invited interested QCCC members to a Q&A at Speedway Club after car show.
- **September 21-22, 2013 Auto Fair at Charlotte Motor Speedway**
 - Theme for Auto Fair is 60 Years of Corvette. Tommy has shared information with the club on cars being requested for displays.
 - Special year Corvettes will be on display.
 - All Corvette Clubs Parked in Same Area, by Club
 - QCCC will have Snacks and Drinks Saturday and Sunday
 - QCCC will have Lunch on Sunday for QCCC participants
 - Auto Fair Parade will be held September 18 in Uptown Charlotte at Noon
 - See Website for location and time to meet
 - QCCC Cars will be judged at Auto Fair
 - By another Corvette Club for Auto Fair Trophies
 - By QCCC Members and the QCCC President for the QCCC Trophies

- QCCC Trophies
 - QCCC President's Award and QCCC People's Choice Award will be presented. Must participate both days to receive one of these awards. President's Award may only be received ONCE.
- **October 5-6, 2013 - Vettes at the Point - Virginia**
 - For member awareness only. This is not a club-sponsored event.
 - See their website for more info: <http://virginiacorvetteclub.com/5th-annual-vettes-on-the-point/>
- **October 13, 2013 – Foothills Corvette Club – Corvette Fall Tour/Run**
 - QCCC will participate. Sign up at the Meetings or contact Tommy Loftin.
 - All intersections are closed to Traffic by local police. No stops on the Run.
 - Last year about 130 cars participated.
 - This year at least 30 Cars from QCCC are signed up.
 - Lunch after the Tour at Shatley Springs
 - See flyer on the QCCC Website Calendar for More Info.
- **Day Trips:**
 - **October 26, 2013 - Reggie and Susie Black to West Jefferson**
 - Enjoy the Drive, the Local Sights, Good food
 - See Details and more Information on the QCCC Website Calendar
 - To Host a Day Trip, please contact Tommy Loftin
- **QCCC is selling QCCC logo Corvette Blankets – Made in USA**
 - Colors are Blue or White
 - Cost \$55.00 each.

Treasurer: Jim Weisberg

- Jim provided YTD status of actual vs. budget financials via email prior to meeting.

Social Director: Laura Pelchat

- **October 18-19, 2013 – Octoberfest Trip to Helen, GA (Pat Bonino)**
 - Leave on Friday, October 18, Return on Sunday, October 20, 2013
 - Rooms Available at the Best Western and another hotel
 - Walking distance to the Beer Garden

- Planned Activities and Lunch on way up
- Saturday night – Festival Hall
- Off street parking available
- See Website for more details
- **November 15, 2013 - Trip to Biltmore**
 - Evening House Tour 7:30 PM - \$59
 - Includes Tour of the Grounds next day
- **November 16, 2013 – Day Trip to Biltmore**
 - House Tour \$40 per person
 - Group Car Picture
- **TBD Date – Another Trip to Little Switzerland**
- **Membership Picture Directory**
 - Laura will coordinate update of the Picture Directory
 - Laura will contact members who want or need new pictures taken
 - Folks who have acceptable pictures in the Directory – no action needed
 - Plan is to potentially distribute new Directory via CD to mitigate expense of printing
- **December, 2013 – QCCC Christmas Party/Meeting**
 - Working to finalize date, venue and menu
- **January 25, 2014 - QCCC 2014 Banquet**
 - Vintage Motor Club in Concord, NC – New Owners and New Caterer.
 - Laura is working to contract for live music for the event.
 - Need Silent Auction Items for the Event.
 - Silent Auction proceeds go to Charity.

Secretary: Carolyn Zimmer

- Announced September 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 --** The 2014 Carolinas and Virginia 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. Currently over 150 cars are 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 C&VA (C&VA) Corvette Caravan Registration Chair. Contact her at her Caravan email VelocityVette77@yahoo.com .

- 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

- The new **QCCC Club Log Flag** is positioned at the Entrance to the National Corvette Museum Corvette Café in Bowling Green, KY. Great visible location.
- **2014 NCM National Corvette Caravan – Bowling Green, KY --** QCCC Members are encouraged to **Register early** for the 2014 National Caravan www.corvettecaravan.com AND the Carolinas and Virginia Regional Caravan www.nationalcorvettecaravan.com/va-nc-sc/ so organizers can plan appropriately. Contact Carolyn Zimmer for additional registration information.
- **April 2014 Bash** – Paul will lead a group to the NCM again next year in April for the NCM Bash. If you wish to participate, contact Paul Mariano.
- **2014 C7 Corvette Raffle Tickets** – Available from Helen Jensen \$10 each.

Charity Committee – Nelson Sprague

- **Charity Committee 4 Picks for 2013**
 - Matthews Free Medical Clinic
 - Pilgrims Inn in Rock Hill – Homeless and Battered Women and Children
 - USO – Charlotte – at Air Field – Military and Families
 - WISH – Women Inspiring Strength and Hope – Service group to a make a wish foundation –
 - Total of \$750 will be presented to each Charity
 - Vote of Members Unanimously supported the 2013 Charity Committee picks
- **2013 QCCC Christmas Season Charity Activities**
 - Matthews Help Center – Holiday Toys and Gift Cards
 - Air National Guard - 27 local members deployed this year - Christmas
 - Will receive a Wish List for Children of deployed members
 - Will have gender and age of children
 - QCCC Members will have opportunity to buy gifts for the children.
- **November 23, 2013 - Corvette Angels - Bill Miller Director**

- To Support Salvation Army Toys for Tots
- Area Corvette Clubs Come Together for Family Event
- 8 am – 9:30am –Carolina Place Mall Corvette Family Event
 - Park as many Generations of Corvettes as possible up front with the Salvation Army Truck
 - Kids Events at the Mall
- After Events at the Mall, Vettes will Caravan to Mimis Café Northlake Mall
 - Caravan will have a non-stop Police Escort
 - Special Parking area and Seating Area in Restaurant

Old Business

- None
- **New Business / Other**
- None

Meeting was adjourned at 7:35 PM

Carolyn Zimmer, Secretary



Queen City Corvette Club

Board of Directors - Meeting Minutes

When: Tuesday, August 6, 2013 Time: 6:00 PM Where: Hickory Tavern

2013 Board Members/Staff Present: Keith Cross, President; Chris Wood, Membership Director; Tommy Loftin, Automotive Director; Laura Pelchat, Social Director; Jim Weisberg, Treasurer; Carolyn Zimmer, Secretary.

DISCUSSION:

President: Keith Cross

- Keith Reviewed the current QCCC Calendar of Upcoming Events

- Discussed Board Elections for 2014. All Board positions have a one-year term and are up for election or re-election every year. Anyone may be nominated (with nominee's permission) to serve in any Board position. Two current Board members will not be running for 2014 re-election. All other Board members have offered to serve another year, but welcome others who may want to serve in their place. Those not seeking re-election are:
 - Bill Rambo - Vice President
 - Laura Pelchat - Social Director
- Discussed the desire to have a single Car Show Director, starting in 2014, who would work with and take direction from the Automotive Director.
- Briefly discussed the need to review the By-laws and be ready in 2014 to recommend any desired changes.
- Discussed the Charity Committee results for 2013 and donations to be presented at the Car Show.

Vice President: Bill Rambo (Keith Covering)

- Discussed the status of Club Points. Keith will review with Bill and announce at Sept meeting.
- Discussed upcoming Meeting locations planned:
 - **October** – TBD (Added 9/11/13 – Harley Davidson of Charlotte)
 - **November** – Streetside Classics - Charlotte
 - **December** – Christmas Party, location TBD
 - **January** – TBD
 - **February** – Boyd & Susan Kurt's Church – The Quest Move will be shown prior to the meeting.
- 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.
- Hosts of dinners, day trips and other events are reminded to send List of Attendees to VP Bill Rambo for compilation of appropriate Award Points.

Membership Director: Chris Wood

- Discussed Membership Report and prospective members who will be attending September meeting.
- Discussed QCCC Logo Memorabilia
 - New QCCC Logo Window Clings are on order.
 - A motion was made, seconded and unanimously approved for QCCC to purchase the back page of Route Book for 2014 Carolinas and Virginia Caravan, at a cost of \$500.

Automotive Director: Tommy Loftin

- Stadium Blankets have been received. Orders will be taken at meetings
- **September 14, 2013: Second Annual QCCC Charity Car Show**
 - QCCC Members will be encouraged to register at the Meeting.
 - City Chevrolet will be represented at show
 - Rick Hendrick will display cars from his personal Heritage collection at the QCCC Charity Car Show.
 - Trophies will be awarded in classes along with Plaques (awards of distinction) for second and third place.
 - Other Corvette Clubs in the Region have been contacted and invited.
 - Ken Watts will hold a Judges meeting at Burt's BBQ Meeting on September 7.
 - Volunteers will Stuff Goodie Bags on September 8, 2013 at Loftin's Garage
 - Show participants will be provided with a map handout when entering show.
 - Silent auction will be held.
- **September 21-22, 2013 Auto Fair at Charlotte Motor Speedway**
 - Theme for Auto Fair is 60 Years of Corvette. Tommy has shared information with the club on cars being requested for displays.
 - QCCC Cars will be judged and Auto Fair and QCCC Trophies will be presented.
 - QCCC President's Award and QCCC People's Choice Award will be presented. Must participate both days to receive one of these awards. President's Award may only be received ONCE.
 - Lunch on Sunday for QCCC participants.
- **October 5-6, 2013 - Vettes at the Point - Virginia**
 - For member awareness only. This is not a club-sponsored event.
 - See website for more info: <http://virginiacorvetteclub.com/5th-annual-vettes-on-the-point/>
- **October 13, 2013 – Foothills Corvette Club – Corvette Fall Tour**
 - QCCC will participate. Sign up at the Meeting. See flyer on the QCCC Calendar for More Info.
- **Day Trips:**
 - October 26, 2013 Reggie and Susie Black are planning a Day Trip to West Jefferson. More information to be announced at the meeting and on the website.

- To Host a Day Trip, please contact Tommy Loftin

Treasurer: Jim Weisberg (Keith Covering)

- Jim sent YTD detailed Treasurer Report to Board and all Members prior to September meeting.

Social Director: Laura Pelchat

- **October, 2013 – Octoberfest at Helen, GA** -Pat Bonino coordinating. (see Website)
- **November, 2013 – Potential Day Trip to Biltmore** – Laura working with Biltmore
- **December, 2013 – QCCC Christmas Party/Meeting**
 - Working to finalize date, venue and menu
- **January 25, 2014 - QCCC 2014 Banquet**
 - Vintage Motor Club in Concord, NC – New Owners and New Caterer.
 - Laura is working to contract for live music for the event.
 - Need Silent Auction Items for the Event.
- **Other Potential Day Trips:** NC Flight Museum and Billy Graham Library

Secretary: Carolyn Zimmer

- Greeting Cards sent since our last Board Meeting:
 - Judy Armstrong – Get Well
 - Bill Cruthis – Get Well
 - Buzz Brescoll – Get Well
 - Ken and Debbie Rinehart – Thinking of You
 - Julia and Bill Davidson - Sympathy
- Distributed Club Minutes to members following August meeting and forwarded August Board and Club Minutes to Boyd Kurt for Newsletter publication.

New/Other Business:

- Keith announced that a Car Club Picture, announced at August meeting, is in planning phase.
- QCCC's One Acre Club Plaque and Pin, received for the Donation to the NCM for the NCM Motorsports Park, will now be on loan to Paul Mariano, NCM Ambassador for keeping.

October 8, 2013 Board Meeting will be held at Smith and Stevenson.

Meeting was adjourned at 8:45 pm

Respectfully submitted,

Carolyn Zimmer, Secretary



What's happening at QCCC for the next few Months!!!!

October

5-6	Vettes on the Point	
12	QCCC Business Meeting	Details & Information
13	Foothills Corvette Club Fall Tour	Details & Information
18-19	Oktoberfest - Helen, GA	Details & Information
18-19	Corvette Expo Fall Meet Sevierville, TN (Overnight)	
26	West Jefferson, NC Day Trip	Details & Information

November

TBD	Biltmore House Tour	
9	QCCC Business Meeting	Details & Information
16	Concord Parade	Details & Information
17	Monroe Parade	Details & Information
23	Corvette Angels 2013 - Christmas Toy Drive	Details & Information

December

1	Indian Trail Parade	Details & Information
14	QCCC Christmas Party & Business Meeting	

QCCC Cornerstones



Building a Great Corvette Club
One MEMBER at a time



Happy Autumn to everyone! This is the time of year many of us look forward to from the moment we realize *it's just too hot out here!* Fall is the time for Corvette cruising and marveling at the beauty of nature's paintbrush. I hope each of you will have an opportunity to cruise in your Corvette to enjoy the Carolina Fall.

"When you get down to it, an automobile is really nothing more than assorted combinations of metal, rubber, fluids and glass. Individually, none of those things can provide those warm and fuzzy feelings we cherish. Collectively, they can epitomize all the things that can steal your heart away." When I read this paragraph in the *September, 2013 on-line edition of Auto Enthusiast Magazine*, you guessed it, it got me thinking.

Now, expand this thought process a little further and ask yourself how do you describe a successful *Corvette Club*? Individually, each member brings to the table a different background, personality, life experience, unique skill, sense of humor, etc. When mixed together with the larger group, this collectively creates an environment that is just plain fun to be a part of. Word spreads, the fun becomes contagious and more Corvette enthusiasts want to join in. You then add in their backgrounds, personalities, life experiences, unique skills, sense of humor, and it becomes even more fun...the cycle continues.

I believe Queen City Corvette Club continues to be successful because of what each member brings to the table. It's not about the individual, it's about the group. It's an assortment of ideas that, when added together, makes something really special. Each time you participate in an event, sign up for a trip, volunteer for a board position, drive in a parade, enter our car shows, or attend a meeting, you are adding your extra ingredient to the mix and that makes it more fun for all. If you're not there, we miss you. As membership director, my job is easy. You do it for me by participating and adding in your unique self to the fun, making it contagious and attractive to new members. Peggy and I thank you. Your enthusiasm is contagious. Queen City Corvette Club will continue to be successful for years to come because of each one of you.

Chris Wood, Membership Director

**WELCOME TO OUR NEWEST
MEMBERS**



Alex Field
joining with Karen Day
2013 Crystal Red Convertible



**Kurt Berger & Mary Beth
Smith**



Bob & Sandy Chichester
2011 Blade Silver Grand Sport



Jack & Barbara Higgins
2007 Arctic White Coupe

NOT PICTURED - TO BE INCLUDED NEXT MONTH: Larry & Cindy
Newsom



Tommy Loftin, QCCC Automotive Director

Whoop Whee!!! What a month September has been. This has surely been one of the most active months the club has ever had. We started out with The Pit Masters Eddie and Jane Burt with their annual Bar-B-Q which was one of the finest yet. We had food, food, and more food from bacon wrapped duck poppers to some of the best deserts that outshine the most prestigious restaurants in Charlotte. Again our hats go off to Eddie and Jane for doing such a fine job at the Bar-B-Q and thanks to all QCCC members because without you it is just Bar-B-Q.

Next let me express my appreciation to all of you who helped make The 2nd Annual Queen City Corvette Club All Chevy Charity Car Show a huge success. Thanks to all the venders who came out, including the food supplied by Randy's Bar-B-Q and organized by Steve and Laura Pelchat, NAPA with their huge display and support with goodie bags and more, the Bling Lady by Donna St John, and Thirty-One bags offered by Morgan Loftin. We also had the opportunity of a lifetime to go through Rick Hendricks private museum.

This year's car show brought in \$11,462.00 and profits will be spread out to various charities including over \$2,000.00 to The Hendrick Marrow Foundation and over \$1,100.00 to the National Corvette Museum. QCCC also donated \$750.00 each to four local charities including Matthews Free Medical Clinic, USO Charlotte Chapter, Pilgrim's Inn, and WISH Society which were presented at the show. QCCC had 170 vehicles registered for the car show and approximately 400 people in attendance.

Over 50 trophies were awarded in 5 separate classes and each class was broken down into car age groups. QCCC Class winners were as follows; Chris & Peggy Woods C6, Keith & Kelly Cross C5, Michael Bullard C4, Brenda Loftin C3, Jim Spencer C2, and Reggie & Suzie Black C1.

Rick Hendrick City Chevrolet had the privilege of choosing the recipient of the "Dealer's Choice" award. After much contemplation and debate, they chose the 2005 Sunset Orange C6 Corvette owned by Robert Achoe, Jr from Accokeek, MD.

Well if this was not enough, let me tell you about the Fall AutoFair. This year the theme was "60 Years of Corvettes" and man did they do it up right. Since QCCC is the largest Corvette club in the southeast they used us all they could. We were in newspaper ads, TV spots, magazines and radio talk shows. We were also involved in a down town center stage parade in Charlotte where there were over 25 Corvettes parading down Tryon Street at noon on Wednesday while all of Charlotte was on their lunch break. Man did this make a stir with people taking photos of our cars and the streets were lined with news personnel taking advantage of all the excitement.

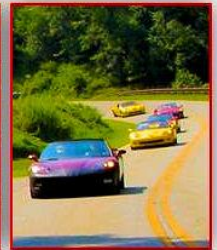
As mentioned before the theme was “60 Years of Corvettes” and the main pavilion was lined with Corvettes from 1954 to 2014. Tommy and Brenda Loftin had their 1954 Polo White Corvette on display as well as John and Linda Meadows with their 1963 split window Corvette. Arthur and Barbara Pipek had their 1990 ZR-1 on display as well. And yes, if you did not catch it they did have a 2014 Pace Car on display for all to see.

AutoFair Trophies were awarded as follows; Jim Carniglia Best C6, Rick Mills Best C5, Michael Bullard Best C4, Tommy Loftin Best C3, Brenda Loftin Best C2 and Reggie Black Best C1. Rick Mills received The AutoFair Best of Show for QCCC. Tommy Loftin received QCCC Participants Choice Award while Reggie Black received the First Runner-up and Carl Slavetsky and Rick Mills tied for Second Runner-up. This year we started a new tradition The President’s Award and it went to Reggie Black for his 1960 Corvette.

Keep your ride on, till next time.

Tommy Loftin





National Corvette Museum Corner

The trucks are rolling and there are brand new C7 Corvettes on them. In fact, the first load of Museum delivery Corvettes has arrived at the NCM and I'm sure this is starting to create a little excitement at the Loftin and Black households. I can't wait to see them at a QCCC function.

Congratulations to John & Dianne Liebe on the recognition for their fifteen (15) years of Corvette Museum membership. It's members like the Liebes that keep the NCM moving along.

Speaking of moving along, at the last accounting, there were only four acres left to finish off the initial offerings for the Motorsports Park. But looking at the latest news bulletins, it looks like two of them have since been sold. The rough grading is nearly complete and the drainage/storm water piping is being installed. If Mother Nature will just cooperate, we should have, as a minimum, the first layer of asphalt down by the time the caravans arrive next year.

I'm not getting many takers for rooms during the NCM Bash next April. Let me know if you are planning on going and want a room. The sign up list will be at the next few meetings.

Have you registered for the 2014 caravan yet? If not, now is the time. Your caravan captain, Frank Sancineto and his right hand lady, Carolyn Zimmer, are arranging for rooms as the registrations come in. So, to ensure you get a room, it's best to be one of the early birds. If you have any questions regarding the registration process, please see Carolyn, Chris Wood or myself. Don't get left behind.

You are going to be on your own to sign up for a plant tour during the Anniversary Celebration. The booking process for the tours is presently closed but expected to open sometime next month. You will need to go to www.bowlinggreenassemblyplant.com and click on Tour Information. I will put out the word as soon as I hear that the process is open but keep a keen eye open for yourself. Also, be sure to sign up for the caravan chat and monitor the caravan Facebook page for continuing information.

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's Dreams Come True: Charlotte Motor Speedway Is Ours.

The Charlotte Motor Speedway was scheduled to open in May of 1960, but the first race had to be delayed three weeks because of construction problems. It seems the land selected was all rock. The paved surface was so bad that it broke into chunks during the first race, so the drivers had to dodge the potholes and flying rocks. This dubious beginning led to more serious financial problems for owners Bruton Smith and his partner Curtis Turner. Finally, they had to relinquish control to a bankruptcy court and furniture mogul Richard Howard took over as CEO. He did a splendid job reorganizing the company, repairing the facilities, promoting the events and finally bringing it out of bankruptcy. Old NASCAR legend Tim Flock was hired to help with promotions, and he did all he could to get the skeptical community to accept the track as a viable business that would benefit everyone. Someone on Tim's staff suggested getting local car clubs involved, so Queen City Corvette Club was approached in 1971 to hold a fun rally around Charlotte with "World 600" signs taped to the doors as a way of advertising. In exchange, the club would be part of the pre-race ceremonies including a parade lap around the track before the race. We were thrilled and accepted. This would be continued for several years and it was thought of as being completely beneficial to both parties. Besides, it got our foot in the door.

By 1972 QCCC was heavily involved with National Council of Corvette Clubs, along with other clubs in the Carolinas, and we weren't satisfied with the parking lot events. The crazy idea was bounced around about using Charlotte Motor Speedway and finally Jim Whitley (our chief negotiator) agreed to send a letter with a proposal to Mr. Howard. To our shock, Mr. Howard responded and asked to meet with Jim to discuss the options. Jim persuaded Danny Canup to go with him and they gathered all the information about dates, NCCC insurance, etc. and made the appointment. They met Mr. Howard at the speedway after stopping by Herlocker's on Highway 29 for a tall Schlitz to take the edge off. They found him to be a polite, straight talking gentleman and they kept looking at one another saying, "I can't believe we're in Richard Howard's office."

The original deal was use of the speedway for a weekend in exchange for cleaning up the infield after a race. That sounded like something we could afford and dates were set. Needless to say, everyone was thrilled and participation was off the charts. The speedway caretaker lived on the property, he would meet us at the back gate, unlock one padlock, open the gate and the track was ours. Unbelievable but true.

However, after cleaning the infield following the next NASCAR race, we realized that our sweet deal involved a tremendous amount of labor on our part. So, at the risk of blowing the whole thing, we asked how much if we paid for the use of the track instead of cleaning it. They came back with \$200.00 a weekend. Even though that was a lot of money in the 70's we knew we were still getting the deal of the century. We agreed and had several speed events thru 1973.

In 1974, QCCC hosted the NCCC southeast regional event at CMS and it was a great success. NCCC participants came from all over the country to race at a "real" racetrack. Our confidence grew, along with demand for bigger and better events. Other car clubs heard of our relationship with track and were green with envy. Enter the Porsche Club of America, Carolinas Region. We were contacted

by their leaders about co-hosting an event at CMS billed as a Corvette-Porsche Challenge. Hell yeah, we'll do it.

A March 1975 date was set and planning was underway. To say this event was a great success is a gross understatement, and all agreed it should be an annual event. March 1976 came and the second Challenge was better than the first. But as planning started for the 1977 event, things at CMS were rapidly changing. Few, including QCCC, were aware of the fact that Bruton Smith was buying up all the CMS stock he could so he could regain control of the track he started. It was about that time Mr. Howard was sent packing back to his furniture store and a new face emerged: Mr. Humpy Wheeler. Now Mr. Wheeler was all business and the handshake agreements Mr. Howard had made were no longer valid. With the 1977 Corvette-Porsche Challenge on the calendar and plans made, we had to re-negotiate our deal with the speedway and the price was way out of our league. After some serious compromising, a deal was struck and the event took place, but we all knew our relationship with CMS had entered a new realm and that the Corvette-Porsche Challenge was history.

When QCCC hosted the NCCC national conventions in 1978 and 1991, we paid the going rate (a lot) for use of the speedway, and that just reinforced what we all knew. We were very fortunate to have the use of such a great facility for not much money for a short period of time. Those who were lucky enough to have competed in any of the events all agree that we were living the dream. And thanks again, Mr. Howard.

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





Around the World With QCCC:





From Track to Street

NEXT EVENT

Oak Tree Grand Prix (*all times ET*)
GT Testing: 3:30-5 p.m., Thursday, Oct. 3
Practice 1: 10:25 a.m., Friday, Oct. 4
Practice 2: 2:30 p.m., Friday, Oct. 4
GT Qualifying: 4:05 p.m., Friday, Oct. 4
Warmup: 9:35 a.m., Saturday, Oct. 5
Race: 2:15 p.m., Saturday, Oct. 5

VIR: Watch It! Friday, Oct. 4-Sunday, Oct. 6 (all times ET)
Qualifying: Live @ 3:25 p.m., Friday, Oct. 4 (ESPN3)
Race (Web): Live @ 2 p.m., Saturday, Oct. 5 (ESPN3)
Race (TV): 5:30 p.m., Sunday, Oct. 6 (ESPN2)

CORVETTE RACING AT AUSTIN: Thrilling Victory for Garcia, Magnussen

Jan Magnussen and Antonio Garcia scored their second straight victory in the American Le Mans Series' GT class on Saturday, winning the eighth round of the championship at Circuit of The Americas. Garcia led the final 58 minutes in his No. 3 Compuware Chevrolet Corvette C6.R under intense pressure to win by less than a second.

[more »](#)

ALMS GT Championship Standings (Unofficial)

Driver Standings	Team Standings	Manufacturer Standings
1. Antonio Garcia/Jan Magnussen @ 112	1. Corvette Racing - 148	1. Chevrolet - 151
2. Dirk Muller @ 99	2. BMW Team RLL - 110	2. BMW - 124
3. Oliver Gavin/Tommy Milner @ 94	3. SRT Motorsports - 105	3. SRT - 115
4. Dominik Farnbacher/Marc Goossens - 89	4. Paul Miller Racing - 44	4. Ferrari - 89
5. Bill Auberlen - 74	5. Risi Competizione - 36	5. Porsche - 79

Other Corvette Related Items of interest.

Local QCCC Members make it in the paper:

http://www.google.com/url?sa=X&q=http://www.statesville.com/news/article_807eb47a-1db6-11e3-bf08-001a4bcf6878.html&ct=ga&cad=CACQAhgAIAAoATABOAFajv_UkQVIAVAAWABiBWVuLVVT&cd=C7-UAlr_xP4&usq=AFQjCNHQNFMY8TomzzyWwum5rQIXnmV1w

Hot Rod Magazine Blog about Auto Fair:

http://www.google.com/url?sa=X&q=http://blogs.hotrod.com/corvettes-60th-anniversary-at-the-charlotte-autofair-2013-80529.html&ct=ga&cad=CACQAhgAIAAoATAHOAdAvl_rkQVIAVAAWABiBWVuLVVT&cd=5ZZZenov5Gs&usq=AFQjCNFxxwUqlfTWNqgKifN3sBh0LHe4nsQ

Johnny OConnell driving the new C7:

<http://www.google.com/url?sa=X&q=http://www.inautonews.com/video-johnny-oconnell-drives-the-new-corvette-stingray-at-laguna-seca&ct=ga&cad=CACQAhgAIAAoATAEOARAUZKkkQVIAVAAWABiBWVuLVVT&cd=q5pHxUZmstU&usq=AFQjCNG2-EdPjf-6AHqrSHxTSAakFjKWNA>

“Heads-Up”



Oct 12, 2013 Business Meeting **Announcement**

Our October Business Meeting will be held at the Harley Davidson of Charlotte. If you are interested in looking over their beautiful motorcycles or if you need to pick up a few accessories please feel free to come early for their showroom closes at 5:00pm. We will be gathering off the rear parking lot of their facility. Just look for the Corvettes. The address for the Harley Davidson of Charlotte is as follows:

Harley Davidson of Charlotte
9205 East Independence Blvd.
Matthews, NC 28105
704-847-4647

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: 5:30pm – 6:00pm

Meeting Time: 6:00pm – 7:00pm

Look forward to seeing everyone there!!

Queen City Corvette Club gives back to the community.



Pilgrims Inn
Wish Society of
Lake Norman



Matthews Free Medical Clinic