



The  
*Queen City Corvette*  
*Gazette*

*Official Newsletter of NC's Largest Corvette Club*

April 2014



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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:**

**QCCC March Meeting at Streetside Classics.  
Photo by Bob Denny**

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



Well Spring has...well not sprung. It keeps springing back and forth. It seems like Mother Nature cannot make up her mind. But we have had a few great days so far and I am sure there will be more in the near future. So far we have been very lucky and our events last month all happened on some beautiful days. So it looks like we are off and running for another active year. Please keep an eye on your emails and check on the QCCC Calendar regularly for planned events. There will be times that due to the sunny weather forecasted we may have some impromptu events pulled together for those who are available.

I would like to thank everyone in the club for your contributions to the **QCCC Monumental Granite Bench** we are purchasing at the National Corvette Museum. We have surpassed our goal needed to purchase the bench and we will be submitting our design to the museum very soon. The bench will not be in place for the BASH at the end of April but should be there for the 2014 Caravan in August. All monies donated for the bench will be given to the NCM even though we have surpassed the amount required.

Every year we have members ask if they can plan a drive or trip to one of their favorite spots. The answer is YES! In fact we encourage members to plan trips that can be shared with the club. We ask that you coordinate the trip with the club calendar by checking with Tommy and Pat. They can be a trip to see a car collection, historic site, concert, cruise-in, ice cream run or afternoon drive.

We will be having our **Annual Spring Club Picnic** to “Welcome Spring” at the April Business Meeting. There will be a Poker Run that afternoon that will end at the Picnic/Bus Mtg. See the QCCC Website Calendar for details, times and how to RSVP for dinner. If you cannot make the Poker Run or dinner come on up for the Bus Mtg.

Lastly I would like to **THANK** the 2014 QCCC Board Members for their time and fine work they do. They are constantly working to provide the very best Corvette Club experience anyone could have. So take a break, relax and enjoy your Corvette. They have a great year planned and I hope you will all come out and enjoy it.

Now is the time that some Corvettes start coming out of hibernation. You will start to see more and more on the road. When you see one remember to *"Save the Wave"* and...

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

*Keith Cross*



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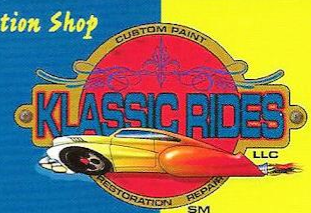

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## V P Report Bill Cruthis

### I WONDER: AM I REALLY THAT BAD OR AM I EVEN WORSE

Being a type a personality always has its drawbacks, but they seem worse today than in the good ole days. You would think it would be better today to be type a. As we go at such a frantic pace but not so. Why? The easy answer is crowds. Crowds, crowds, crowds.....people everywhere, agh a.....gh. It is driving me nuts. I know i have always been a terrible driver. I equate that with the type a. I have to be there right now. In my normal daily activities time spent in the car that meets any kind of resistance is time wasted and money lost. So where am i going with this. I am just wondering if you all share some of these aggrevations with me. Most of my driving is on small town (Denver) 2 lane roads. So how could it be that everytime I go somewhere I am the 6<sup>th</sup> car in line and the 1<sup>st</sup> car in line wants to drive 35 mph when the speed limit is 45 mph. Now I don't expect everyone to be a speed demon, but please at least drive the speed limit. What is worse for these people they will drive 35 out in the 55 mph zone then as they come into town where the limit is 35 mph they will drive 45mph. What would cause a person to do such. The next aggrevation: 6<sup>th</sup> car in line again and in a 4 mile trip to my destination all five cars ahead of me will turn left and on coming traffic will prevent them from doing that for what seems an eternity. Then they get a chance to turn left quickly, with a little risk , but no they wait some more. Agh a.....gh. As I watch the last of the 5 cars turn left , I am hammer down let's make up some time, but while i was waiting for them all to turn left 5 more cars turned onto the road ahead of me. Now I am 6<sup>th</sup> in the race again. Here is the next nightmare. As our 6 car caravan approaches the intersection with the green light, the first 4 go thru fine, then, the idiot ahead of me starts about 100 yards from the intersection, tapping his brakes. Now the lite is green, to me that means go for it but not this idiot, he is afraid someone will run the red light and broadside him. I have been driving for 52 years and that has yet to happen to me. Some things in life you just have to trust. Anyway as we approach the lite he keeps tapping his brakes as the light turns yellow he starts to stop then at the last minute he blasts thru the light and I get stuck with a red light. Agh a.....gh. Another 4 minutes of my life wasted sitting at a red light getting nothing done. So I finally get to the 4 lane a few miles ahead and I catch the gum drop that screwed me out of the green light and of course he is riding in the left lane going 50 mph next to another car going 51 mph, and they drive that way for 5 miles leaving me stuck behind. Now if you look in the rules of the road it clearly states, keep right except to pass. Well dumb o just who are you passing. Agh a.....gh. So I get to my exit and

one block away here is a 4 way stop and you guessed it no one seems to know who is next. At a 4 way it is activity in the order you arrive. Agh a.....gh. Then a block later there is a 2 way stop. I pull up and across from me is a car turning left. At a two way stop the left turn vehicle is to yield to the straight thru vehicle. But dodo does not know this so we spend several seconds each starting to go then stopping, then we each motion to the other to go and we repeat the stop and go process. Agh a.....gh. Then I think the road is clear and I get behind a heating and air truck going really slow. Do you every notice when they are working for someone they have no sense of urgency. Then ,one last stoplight , about 12 cars waiting to turn left , the green arrow comes on and nothing happens, what is the first car doing, certainly not paying attention, probably talking on his cell phone, therefore 11 cars get to turn but not me, here I sit again. So what has changed in my 52 years of driving. The population on the streets I drive is 10 fold what it was in the 60's. As a youth I could get out and go and when these issues came up I would nail my corvette pull out and pass all of them. Today I can't do that. First someone in the heavily dense population will pull out of there drive for me to hit head on, second someone that I blow by will grab their cell phone and call 911 to report the idiot in the blue Corvette is gonna kill someone with his driving. Then I get the dreaded blue lite. I know this is karma. I know when you do wrong things karma comes back and bites you. If I wasn't in a hurry all the time, none of these people would be in front of me. Obiously, I am an extremely bad driver, tailgate way too often, overdrive my car to speeds i could not react to and fail to keep my eyes on the road enough. Strangely enough my record is pretty clean. One ticket at age 22, on Christmas day (thank you officer and Merry Christmas) and one ticket in 1992 out in the country 93 in a 55. (sorry officer are you really six foot eight?) One ticket in 2000 65 in a 54 (officer asks if that was a radar detector on the dash ---you are done). At age 16 I t-boned my school teacher with the front of my 62 Catalina convertible. 1969 leaving work in a hurry smacked a 3 foot post, forgot it was there. 1999 sideswiped by an undocumented (illegal) driver on the interstate. Then lately I am slipping, hit a curb with Judy's car, then 3 years ago backed into my own mailbox. Last January we headed to the banquet with the van full of flowers and running late. It is hard to make up time in a 1500 cargo van. So in Huntersville the road goes from two lanes to one and a plumbing truck would not let me in, or so he though. Monday a.m. we had a message on the phone about our drivers habits, well deserved complaint. So me and karma are still going at it. I am probably too old to change my terrible driving habits so karma will probably win but I refuse to give in. I would bet there are some of you who will agree with some of my frustration. Having 505 hp in a line of 6 cars taking there time is the ultimate. All I got to say is if you can't run with the big dogs stay on the porch, bring it on karma







**Queen City Corvette Club**  
**Club Board and Business Meeting Minutes**

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***What's Changing?***

To improve the flow and appearance of the Monthly QCCC Newsletter, *The Queen City Corvette Gazette*, and to take full advantage of the technology at our disposal, the QCCC Board of Directors has enhanced the process for monthly general publication and retention/archive of the QCCC Board and Club Business Meeting Minutes.

Our Webmaster, Bob Becker, has established an online Archive for our Minutes of the Meetings on the QCCC Website under the *QCCC Archive* bowtie. Each month, rather than publishing the full Board and Club Meeting Minutes in the Newsletter, our Newsletter Editor Boyd Kurt will include a simple link in the Newsletter which will allow you to Read the Minutes in the Archive at your convenience. These changes also allow us to follow the QCCC bylaws requirement for publication of the Minutes, while improving the overall processes.

We will continue to distribute the Club Business Meeting Minutes each month via email shortly after the meeting to inform you of time-sensitive activities. Please let us know what you think of this new Minutes publication process (or questions or suggestions), by contacting *Carolyn Zimmer, QCCC Secretary*, [carolynz77@yahoo.com](mailto:carolynz77@yahoo.com).

<http://queencitycorvette.com/Archive/Archives.htm>

**For Newsletters, Minutes, Calendars, etc.**

**Great article, a must read:**

Standout Rare Corvettes....

<http://autos.yahoo.com/blogs/motoramic/pair-of-rare-corvettes-among-standouts-180656668.html>



*Bonino Banter*

## – *The Social Scene*

Are we all ready for Spring to finally get going? This had been the craziest winter ever and it just seems to be hanging on! We were able to catch a nice day, though, to take a trip up to [Hendersonville](#). We not only had a great turnout of members, but had several guests join us. The real fun was caravanning with two C7s...Reggie and Suzi and Barney and Donna – both beautiful blue!

Our next event will be the **Picnic** at the regular business meeting – April 12<sup>th</sup>. We will have a catered picnic dinner (see flyer in Gazette). You need to sign up and pay for the dinner ahead of time. I will be publishing a list of all that have signed up and paid up to date. This same day we will have a Poker run. Please let me know if you are participating.

Our **Tail of the Dragon** weekend trip is planned for Aug1-3. We need to have you sign up and pay one night's lodging by May 1<sup>st</sup> to reserve your room. Don't miss out on the fun of driving this 11 mile Corvette owners dream. This is really a "Rite of Passage" for all of us.

Be on alert for more activities coming up. Always check the website event calendar for the details. I will continue to remind you to speak up if you have ideas for road trips or places you would particularly like to visit. We also can always use some extra hands for these events.

**Don't forget our club is only as good as all of you....so come and join in!!**

*Pat*



# The Ride



## **Tommy Loftin, QCCC Automotive Director**

Well spring has sprung and we are fast approaching April 2014. March has been a fun filled month starting out with an NCRS Judging School which was held on March 1st at the Loftin's Garage and we had 24 people attend along with 7 QCCC members.

On March 15<sup>TH</sup> we had 7 QCCC Corvettes carry Miss North and South Carolina queens in The St. Patrick's Day Parade. Thanks to Brian and Michelle Moore who organized and hosted the parade for Queen City Corvette Club. This was the 18th year of Charlotte's "official" St. Patrick's Day Celebration. The festival opens at 10 a.m., and the parade steps off at 11 am. The parade offered plenty of Irish music, food, dance and more, as well as marching bands, floats and of course Corvettes.

We had two events scheduled for Saturday March 29<sup>TH</sup>. The main event was Car Care Day at Brian Kruse's garage. Brian demonstrated how to repair and change brakes on a Corvette. He had QCCC members attend with oil changes, minor repairs and car cleaning, oh yes and don't forget the fun for Corvette people gathering together for the day. Saturday also included a chance for QCCC members to join with the NCRS for a car judging event at Motorama Classic Cars in Monroe. Congratulations to John and Wendy Callahan who received a NCRS Second Flight Award for their 1968 big block coupe. They plan on making the needed corrections and try for a Top Flight Award next time. Brenda and I received a Top Flight Award on our 1996 hard top convertible and we plan on continuing the NCRS ladder on this car. I encourage anyone who has a 1996 or older Corvette to get involved in the NCRS for the preservation and restoration of the older cars.

April is going to be a fun packed month as we start seeing the warmth of spring and more enjoyable Corvette days. We start the month off with one of the clubs biggest events, AutoFair at the Charlotte Motor Speedway. It will be held from April 3<sup>RD</sup> to April 6<sup>TH</sup>. The club will have 30 cars on display on the 5<sup>TH</sup> and 6<sup>TH</sup>. If you have never been to AutoFair you need to come out and see all the car activities and come by and spend some time with the QCCC people and see our cars on display. April 12<sup>TH</sup> will be a fun packed day with an evening drive and poker run to The Loftin's Garage along with corn hole toss competition and slot machine tournament, so bring your pocket change so you can add to the fun. All proceeds will be donated to The National Corvette Museum or 2014 Caravan.

Keep your ride on,  
Till next time,  
*Tommy Loftin*



# QCCC Cornerstones

Building a Great Corvette Club  
One MEMBER at a time



***History is a kind of introduction to more interesting people than we can possibly meet in our restricted lives; let us not neglect the opportunity. ~ Dexter Perkins***

***If you want to understand today, you have to search yesterday. ~ Pearl Buck***

When I was in my mid-teens my parents purchased a “modern” reel-to-reel tape recorder. This was a luxury item for them I couldn’t quite figure out at first. It weighed about 10 lbs., was the size of a medium suitcase and somewhat fascinating with all its knobs, dials, meters, and levers. At first, they recorded the sound from special TV shows they wanted to save. Later, as they realized its potential, they would carry it to church and school events like concerts, cantatas and pageants. Once tapes were filled with recordings, special care had to be taken to label and store each one out of the way so my two brothers and I would not “borrow” them to record the latest songs from the radio by our favorite rock artists and erase their recordings (*Yes, this happened more than once*).

Then they began doing something that baffled me. They would take the tape recorder with them on visits to my grandparents and encourage conversations about my grandparents’ lives, what it was like to grow up during the depression, etc., while secretly taping the conversation. It was comical to hear my grandfathers describe the games they played as kids, sad to hear my grandmothers describe stories of the banks failing and banking officials locking the doors and slipping out the back with cash in their hats, and how one grandmother’s dad and a neighbor sold the same old horse back and forth to each other for the same silver dollar every season for four years.

Years later, I began to see the value of these recordings and borrowed them from my parents long enough to transfer them to cassette tapes (*remember those?*). The old reel-to-reel tapes have since disappeared, along with many other souvenirs of my youth. Fast forward to today and thanks to the wonders of technology, I’ve transferred all the cassette tapes to CDs and MP3s in my computer. Although the quality is not great, I can still hear my parents and grandparents talking about “family history” and remember back to when the recordings were made. I have a strong feeling my son will enjoy hearing the tracks one day as much as I do now. If we are to understand who we are today, we must learn where we came from and how we got here from the experiences of those who came before us.

Likewise, to understand how Queen City Corvette Club became the club we have today; I believe we must know something about its past and those who blazed the way for the rest of us. I enjoy reading the “Vintage QCCC” articles each month to get an idea of what it was like to be in QCCC when it was young. I think the idea of a Club Historian is outstanding and can’t wait to see all the ideas Travis and Sharon have. So to those who’ve been in QCCC many years and to those who left and came back due to life’s little detours, I salute you. Thank you for not giving up as you laid the foundation for the Queen City Corvette Club we have today!

*Chris Wood, Membership Director*

***WELCOME TO OUR NEWEST MEMBERS!***

***We're glad you joined us!***



**Ken & Hazel Aycock**  
2011 Torch Red Grand Sport Coupe



**Danny & Elaine Bass**  
2014 Arctic White Stingray Coupe



**Jimmy & Pamela Connell**  
2007 Victory Red Coupe



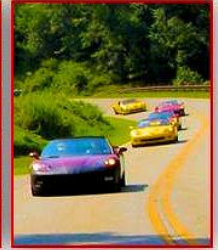
**Mark Smets & Nancy Jewell**  
2012 Velocity Yellow Coupe



**Bob & Beverly Terry**  
2014 Crystal Red Metallic Stingray Coupe  
2004 Magnetic Red Convertible



**Vinny & Patricia Vettorino**  
2001 Black Convertible



## National Corvette Museum Corner

The “Great Sinkhole Caper” at the NCM continues to headline the news even though the events season has almost begun. The box score as of now is that six (6) of the eight (8) cars have been removed from the hole and one (1) of the remaining two (2) has been located. Debris removal is in progress and lots of dirt and concrete will have to be removed before the remaining cars can be retrieved. The game plan at this time is leave seven (7) of the damaged cars on display through the caravan week and have the ZR1 Blue Devil restored and on display by then.

The museum events season kicks off with the NCM Bash the end of April. Queen City will be adequately represented with sixteen (16) couples committed to attend. As usual, we start our festivities with dinner at the Montana Grill on Wednesday evening, our day of arrival. Also attending the dinner will be NCM personnel and maybe a surprise guest or two. If you haven’t joined the club on one of these museum excursions in the past, you really haven’t had a real Corvette weekend. Just ask those that have been there.

El Presidente’, Keith Cross, has done a terrific job in setting in motion the effort for our club to purchase a bench at the NCM. A polished granite bench with the QCCC Logo and inscriptions will be on display outside the Museum for everyone visiting to see our commitment to the Corvette Nation. Keith has informed me that we have exceeded our goal to buy the bench with enough funds over that number to consider other opportunities to push QCCC to the forefront. We are nearly halfway to being able to purchase a lifetime club membership which will relieve the club of future yearly dues. When this drive started, we committed any additional funds to the NCM, so, what say you? If you have not yet made your donation or would like to increase what you have already given, see Keith or myself regarding the additional effort. This is a great opportunity to increase our status as NCM supporters and remember your donation is tax deductible.

Thanks to all our members for their support of the NCM but we need to get all you new members involved in the museum activities. It’s hard to explain the enjoyment you will get from going to Bowling Green with the Club, you just have to do it. Join us on a trip over and see why just one visit will have you hooked forever. Trust me, you will find another reason to enjoy your Corvette and Corvette people.

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*



Back in the early winter of 1976 Brillo was tired of looking at the spider cracks and the sunken areas of paint on his Daytona Blue 63 coupe. He purchased the car in December of 73 on a cold snowy day in Pawnee, Illinois with icicles on the spinner of each hubcap. The car had been hit in the right front fender and poorly repaired. So Bill decided you just can't have a classic with daily driver paint. (we know today they have great ways to remove paint with all the blasting options) in 1976 you took the paint off a Corvette in one way, you went to ace hardware and bought 2 gallons of that nasty gel like paint stripper, several natural bristle paint brushes, and about a dozen kitchen plastic spatulas and a dozen clear paint drop clothes.

Brillo had done a lot of painting and decorating in his first 30 years, however, it was his experience that he started out clean then an occasional splat as too much paint in the brush fell to the floor, then all the sudden paint got on the handle of the brush then up the arm, then an itch here a scratch there and, bingo, paint was everywhere. He had worked hard to fancy up the garage with the red white and blue paint scheme, posters, framed photos etc. So he knew it would be paramount that he did a squeaky clean job of stripping this car.

For those of you who have gone down this road, we sympathize, for those who never have tried this, we say count your blessings. Let's think about what we are attempting here. We take a paint brush and deliberately spread a runny, thick gel across a rounded fender, then we take a flat spatula and we push the gel along the fender until a big blob piles up on the spatula and we quickly try to wipe it on the edge of a plastic container to catch it. What could go wrong, well as the gel piles up before you get it to the tub, bloop off the spatula onto the floor where sooner or later it will be stepped in and then blue footprints will be on top of the plastic protection for the floor. Then everywhere you walk you leave blue gooey footprints. Next, you are trying to remove the paint from a curved body shape with a flat edge spatula. The percent of effectiveness of this is about ten percent. Now we also need to note that not only does this gel give off a very pungent odor that is probably very toxic, it also likes to eat plastic for a snack. Therefore in about four good long sweeps across the fender the spatula has dissolved from five inches down to about two inches and it is time for a new spatula. If you think this is a bad start wait until you get to the areas where the tail lights are recessed. When you get there you are now using a toothbrush and a wiping cloth to try to get the blue paint off. The only kudos we can give Brillo, he did jack the car up and cover the knock off wheels. The final insult would be how quickly you find out the this chemical stripper can burn thru a pair of rubber gloves (the old bluettes heavy duty ones) in about thirty minutes, then the skin starts to burn and must be immediately washed in water. So after about 2 months you have the car 90% clear of blue paint, only the really hard areas are left, and you have a blue smelly, slimy and gooey gel all over everywhere. There could not have been as much paint on that car as there now was all over the garage.

The end result was a very long winter, the floor of the garage was almost all blue (after a while you just throw the plastic sheets away. Some blue gel and paint does get on the walls somehow. But in the end you end up with a car in the primer color the last fool put on after his stint with this process. The good news was, time to put the car on the trailer and take to Trav Meredith at Charlotte body shop. A couple of weeks later he called and said it was blue again, (actually Trav said it was blue and he was sick of blue now)( and this from a man whose favorite song was blue moon.) We are not sure who between us hated Daytona Blue more at this juncture. It was a true test of friendship and Trav painted

it for only \$500. Brillo was proud of his effort and that he survived the experience. You had to have the corvette fever to have survived this.

Trav and Bill still laugh today about who had it worse, the stripper or the body man who had to sand, paint, wet sand , buff, polish,. We both questioned the others sanity at the time, but the car was so stunning when all put back together. These are the experiences that make life worth living, keep your friends close and always remember the great times that bring us all together. We can say for sure the vintage gang has had the corvette fever for almost half a century now. The greatness of QCCC is the stories of camaraderie within. Keep building the memories.

BILL CRUTHIS AND TRAVIS MEREDITH

### QCCC Members & Guests Photos:







## *From Track to Street*

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### **NEXT EVENT**

The next round of the TUDOR United SportsCar Championship takes place on the Long Beach (Calif.) street circuit from April 11-12.

## **CORVETTE RACING AT SEBRING: Disappointing End in Florida Classic**

Corvette Racing's two Chevrolet Corvette C7.Rs each led in class at Sebring International Raceway on Saturday but ultimately ended the 62nd Mobil 1 Twelve Hours of Sebring Fueled by Fresh from Florida on disappointing notes.

The No. 4 Corvette C7.R of Oliver Gavin, Tommy Milner and Robin Liddell finished sixth in GT Le Mans for the second round of the TUDOR United SportsCar Championship. The car led in class for significant portions throughout the race before two late spins and an engine issue with 30 minutes remaining put a halt to the car's charge.

**Other Corvette Related Items of interest.**



## CORVETTE FEVER

I told you I would bore you with our Corvette Fever story, so if you are up for a little reading and time to waste, here it is.

Growing up, I had friends that were given Corvettes for their accomplishments in life. In retrospect, the accomplishments weren't much; some got their cars just for being a member of THAT family. No sour grapes, we all had to find our way down life's path. Nowadays our government is showing the younger gen life's path and paving it with soft carpeted treads. Our path had pebbles and stones, that of our parents were sharp rocks, large boulders, and broken glass. Man it was hell to be barefoot and walking life's path. So much for my political persuasion, it is what it is.

Love Corvettes as I would, the reality was my car started with Ch (first car= \$100 '57 Chevy 2dr 6cyl, three-on-the-tree). I did have two cars that DID begin with Cor, the illustrious and infamous Corvair. Had two; a 1962 coupe and a 1966 Corsa 140. I was heavy into Gymkhana and Autocross back then. The suspension flaws in the 1962 would cause it to hike a rear tire sometimes a foot or more in the air on hard turns during an Autocross. The 1966 was a different story. GM really got that car right, I had a number of wins with that car and beat some of the participating Corvettes of the day. Now it is said that one should never brag about your driving ability, your shooting ability, your bird dog, or your child. At a given time each will let you down. Given the chance, I would have traded that 1966 Corvair for a 'Vette before you could blink.

Barbara and I went on our honeymoon in 1970 in that 1966 Corvair Corsa. She knew even back then I could fix stuff and was a gearhead, but she really didn't understand what that meant.

Well making a short story long; dial forward almost 35 years (we can spend a lot of time on distracting side-stories, but this is a Corvette Fever Tome). By this time I've matured to the point in life that others would actually allow me to be responsible for something (though really being an adolescent cleverly disguised as an adult). I found myself as site engineering manager at a large construction project. Normally, the site engineering manager reports to the site manager, but in this case, due to limitations in the ability of the site manager to manage (the man could not find his way out of a culvert pipe, but was there because our business partner put him there), my chain of command bypassed him and I reported to the home office and took orders from someone else. Of course this, along with my normal "independent" self, created great friction between us. Now, this guy's initials are G.G.G. I labeled him "G-cubed" which went around the site like a dose of salts thru a widder-woman (this is in western Kentucky, so you may have to go to a W-K dictionary to find out what a "widder-woman" is). [new paragraph,,finally] Now to the Corvette Fever part of the story. Being a car guy and after 35 years of marriage, we were finally "**Links**" ("Large Income, No Kids"—they are on their own and no longer supported by us). During this time, I would go home about one weekend a month. So I would frequent the Kentucky local attractions, one of them being the National Corvette Museum. Well, those fiberglass fire breathing monsters began to tug at my soul so Barbara and I mildly began discussing what life would be with a Corvette in the garage. It was obvious that the only one of us with any passion for one was me. My sell job was creating the vision of peaceful Sunday drives with the convertible top down, visiting the local wineries and how close we would sit to each other and how plentiful the kisses would be (remember necking in the old jalopy when we were dating???). Even gals that have long since passed the teen years; married; finished raising kids; and have grandkids, are STILL suckers for that pitch. It WORKED!!!! Now my vision was juuust a bit different. Let's see loud exhaust, lots of horsepower, right foot slammed to the floor, power shift here we go (remember that song? ...Shut Down, Beach Boys, 1964).

The plan in place; the boss agrees and it is time to fill that empty spot in the garage. With the calmness and demeanor of a rabid hyena, I begin to scour the internet, the paper, and drive around looking for a

suitable Corvette. One Saturday I went to a gun show in Nashville (do I ramble too much?). It was a crappy show, so I took to aimless driving around. After all, I was in a rental car and someone else was paying for the gas. I spotted this silver C5 ragtop at a garage sale. Well, I whipped a U-Turn reminiscent of my autocross days, pretending there was a hairpin turn in the road. I came to a stop in front of the house with the C5. The owner was watching and asked me if the inside wheel left the ground during the U turn. I said “probably not”, knowing more about wheels leaving the ground that he did. I noticed the for-sale sign on the car but feigned a lack of interest, instead looking at some piece-of-crap coffee pot he had for sale. I remarked he had a lot of stuff for sale, and he replied that he and his wife were moving to Las Vegas and he had to clear out all the stuff because they were going to live in their motor home. I worked my way toward the car, taking what seemed to me to be an hour (probably 2-3 minutes). I think I asked him something stupid, like “why don’t you tow this to ‘Vegas behind your motor home?”. What I got back was that he had lost work in Nashville and had to sell out to get back in shape financially. Now times were booming, and there was work, but sometimes not where you were living, so I concluded that whatever business he was in, ‘Vegas was much better than Nashville TN. Vegas was red-hot then.

Continuing the long story, he eventually figured out that I was more interested in his Corvette than I was letting on. So, in a figurative way, he picked up a fishing pole that had a lure with six treble hooks on it and cast it right in front of me. He did this by saying: “ I’ve got to sell that car and if you can pay cash, the final price is a lot less than I have on the sign”. Four of those treble hooks caught me in the lip, and I had half the lure already swallowed. I was done. At the time I had one of the first Blackberrys with a camera. I took a couple shots of the car and sent them to my home email. Now, I would have had no clue then how to post or send a picture had it not been for the young engineers that worked for me at the site. Anyway, I call Barbara and tell her to open my email and look at the pictures. You can’t imagine how painful and arduous it was to be teaching my bride of 35 years how to get on a computer, open a file (the pics) and render approval. Back then she used a laptop to play solitaire and that was IT. Eventually she said “whatever you think is best, it is nice”.

So, we made arrangements to seal the deal and meet at the Bank the next Monday to close the arrangement. That happened and we became the owners of a very nice silver C5 convertible.

[Finally another paragraph, and I’m about to tie G-Cubed back into the story]

Now it was going to be a few weeks before I would be able to take the Corvette home, so naturally I just HAD to do a few shakedown drives. As engineering manager at a construction project, I had a large number of recent-graduate engineers working for me. Nice young men, single, lots of them gear heads. Well, word spread “faster’n a dose a’ salts thru a widdier woman” that the old fart engineering manager bought a Corvette. The kids would come by my office give me a thumbs up and say “COOL!”. I knew I had made a hit. Well one afternoon I had an occasion to go to G-cubed’s office. He was holding court with his superintendents (my young engineers called the supt’s the “resident G<sup>3</sup> ass kissers”). When the topic that brought me there was concluded, G-cubed made the remark: “You know, Brian, a guy your age probably shouldn’t go in debt to buy something as frivolous as a Corvette”. The resident ass-kissers all nodded and snickered in approval to G-cubed’s snide remark. My reply was: “You’re right, Guy, that’s why I paid cash”. Well, as you can imagine, there was stony silence and stares from G-cubed and his merry band of fanny-smoochers. It turned out G-cubed was upside-down financially in every aspect of his life. He had been pushed out of the Air Force as a major with 29 years because he was “passed over”. He had foolishly bought houses everywhere he lived and was servicing several mortgages, car loans, etc. Now this is a person pushing 70 years old at the time; not a time to have a lot of debt. Well to conclude, that car was a source of contention with him and our already strained relationship only got worse after that. I would guess he still dislikes me. He had told me several times that I made him angry a lot with the way I ran engineering. My usual reply was that I wasn’t in charge of his feelings, whether he is happy, sad, mad or glad, is entirely his choice.

Wow, that story was a waste of time, wasn't it. OK, on to the fever. Before I took the car home, one of my young engineers told me the NCCC national convention was being held in Nashville the coming week. I took a Saturday to go down, register for one day, and see what this was all about. Well, I had a pink visitor badge, since I wasn't NCCC, and I think if you held a secret NCCC decoder ring near it, it would flash something like "Newbie", or "Visitor" or "Attack this guy with kindness". Those folks were the nicest folks you could hope for and engaged me in just about every aspect of Corvette ownership. A vendor had a dyno there. They dyno'ed our Corvette for free! One of the NCCC honchos had walked to the dyno vendor and pointed me out. He came to me and said "bring your car around". Then, as I was walking through the show area, I was captured by a waxer that carefully and diligently taught me what a clay-bar was and all the goo he used to make his unit sparkle like a diamond, and it did. Then it was on to the Nashville Speedway (which, unfortunately went the way of all flesh). Though I couldn't drive the Corvette on the track, it was my first taste of HPDE-type stuff. MMMM, that looks like fun. Much faster than Auto-X. I was invited to eat with them, socialize and attend several Corvette-related seminars.

Well they gave me snacks, drinks, chow, and were exceedingly friendly. One of them, though doped my food with the Corvette Fever virus. I went away from that experience saying, WOW, nice folks!. I also got the same feeling at the museum. After the second or third trip there, they knew my name. So the fever was slowly overtaking me. I was beginning to see that it was a combination of this unique auto, and the people that own and appreciate it.

Well, that Kentucky project ended and I returned home to a more normal life. Barbara and I joined the Virginia Corvette Club. There are many wonderful and helpful folks in that club, but two stand out as special friends, Robert and Judy Anderson. You think YOU have Corvette Fever. Well, Robert has the National Corvette Museum logo tattoo'ed on his shoulder. We made many trips with Robert and Judy, and kept the vision of the convertible top down and visiting wineries. We made several long trips out west in that C5 and Barbara really enjoyed driving and riding and was getting a very mild case of Corvette Fever, though it has afflicted her differently than me. I guess it has something to do with the Venus/Mars principle. One of our long trips took us through Bowling Green KY, and we visited the Corvette Assembly facility, took a tour. The Grand Sports were just rolling off the line that year (2009) and one particular color, cyber gray absolutely spoke to Barbara and me. I think she remarked first what a pretty color it was. Well, two years later, we decided to sell the silver C5 and buy a cyber gray GS, the one we currently own. We did a museum delivery. Robert Anderson was as excited as we were, and followed our whole delivery on the live stream from the museum. That is our trip car and we drive it on long trips. It has made several sojourns back to MECCA (the NCM, of course) and two are planned for this year.

Our interest and commitment grew, and the fever, of course got worse. Shortly after getting the GS, I had a "positive financial event" at work and I used that positive event to buy a 2000 FRC. One of the reasons for getting it was to satisfy the "itch" for speed which I had suppressed since my Autocross days. You must know that when you contract Corvette Fever, there is a sebaceous rash that is a symptom of this very viral disease. It lays dormant under your skin, never breaks to the surface, but generates an itch on the bottom of your right foot that can only be relieved by pressure on an accelerator pedal. Not everyone with Corvette Fever develops this rash. Relief is also gained by watching the speedo and tach reach levels that can result in moving violations if done in the wrong venue. This is one strange disease, isn't it?

Now this 2000 FRC's first task was to carry Barbara and me to Denver CO, where my sis and her husband live. Her husband Dave and I then took it to Phoenix AZ and we did Bondurant High Performance Driving School. That trip is the subject of another story, which I will save for a later time. Slowly, the 2000 FRC transformed into a street and track car; better tires, better brakes, seats, harnesses, and then this winter with the help of John Jensen, more HP. When I bought the car there was hardly a scratch on it. It had a pinch over 7k miles and was like driving a C5 off the showroom.

Well, I've fixed that. 50k hard miles later, there are rattles, squeaks, leaks, and things that don't fit quite right any more due to an minor bump into the barrier at VIR at 100mph. When that wreck happened, I had to drop the drive train, remove the fuel tanks and straighten the frame. Replaced the trunk lid, the rear fascia and fixed and patched the rest. Needless to say, it now would only qualify for a snicker award at an NCRS judging.

You've probably guessed that the Corvette Fever Barbara and I have is not the "show car" strain. We enjoy putting our GS in a show, but it is mainly to be with others that also have the disease. We get lots of comments about the color of our car, but since it is not red, we never get a trophy or ribbon. So, we gave up on thinking showing was our thing.

Now driving it and enjoying each other's company and the company of others at a Corvette destination, that's the strain we have.

Before I close this tome, I need to bring Robert and Judy Anderson back into the story. Robert went through a dark period in his life and because we had become friends he shared some of his troubles with me. He just needed an ear into which he could talk with no judgment. I did some of that duty and as he left the dark period, he and Judy married. We attended their wedding (on the beach and we drove the GS). We made plans to go to the 2011 NCM Bash with them. Their current financial situation had them Corvette-less at the time, so we arranged that Robert and Judy would drive the 2000 FRC and us our GS to the Bash.

Some of you know Robert and know how bad he has Corvette Fever. Worst case anyone has seen. So, I planned some strong shock-therapy for Robert. Just before the Bash, we went to the Charleston Corvette show. The museum always has their travelling show at Charleston, and one of the museum workers is Don Sherman, who is the supervisor of the start-up area at the Corvette Assembly plant. I had met Don when we did our museum delivery, so we struck up a conversation. He remembered me from our delivery (I guess I made an impression, or he remembered me 'cause I'm so 'tater-head homely). I made arrangements for him to call out Robert Anderson to birth a Corvette during our assembly plant tour, as we had already made reservations for a tour. Robert did not know I had made this arrangement.

The trip to MECCA was fun, we took back roads, and every stop Robert gushed about how much fun it was to be in a Corvette again. Now the day of the Assembly plant tour came and we merrily went on our tour. As we got to the end, I high-signed Don. He nodded. The trap was set. As we rounded the corner to the start-up point, Don Spoke out: "Mr. Robert Anderson, could you come with me please?". Robert's jaw dropped, and he cautiously crossed the rope. When he was told the purpose, he had to turn his back because he was overwhelmed and tears came to his eyes. It was totally touching to see this guy, so afflicted with THE Fever to be done this way.

There's probably more I could write, but if you got this far you have to be totally bored by now. I hope not. I hope it is because you have the fever as well and anything Corvette interests you.

Thanks,

Your Fellow Afflicted Victims,

Brian and Barbara Kruse





# Poker Run

**Join QCCC for a Poker Run before the April Meeting**

**April 12 meet in the parking lot alongside of the restaurant at Big Daddy's Restaurant on HWY 150 in Mooresville, it is about 3 miles west of I77 and is easily recognized by its sign but also because it has NASCAR cars on its roof!**

**Begin the Poker Run at 2:00pm. The actual run is 32 miles and should take about 50 or so minutes.**

**\$5.00 a hand – purchase as many hands as you want  
(All monies will go toward the NCM Bench QCCC is purchasing)**

**You will end up with 6 cards to make your best hand.**

**Final stop will be at our meeting location at Tommy and Brenda Loftin's Garage, 244 Hicks Creek Road, Troutman so you will have plenty of time to enjoy the Corn Hole Tournament, Slot Machine Contest or just relax until our Picnic Diner at 4:45**

**PRIZES FOR THE TOP THREE HANDS**

**Contact Steve and Laura Pelchat with any questions  
lspelchat@yahoo.com  
704-363-4846**

# “Heads-Up”

## APRIL 12, 2014 Business Meeting and Club Picnic Announcement

\*\*\*Notice to Bring Chairs and the time changes\*\*\*

### Loftin’s Garage – Troutman, NC

Our April Business Meeting and Club Spring Picnic will be held at Tommy and Brenda Loftin’s garage. **Chairs will NOT be provided** so bring your own folding chair. Restrooms will be available. Come out and enjoy spring, a nice country drive, great food and fellowship. Their address is **244 Hicks Creek Road, Troutman, NC 28166. A contact cell phone is (704) 902-1330.**

### Directions to Tommy and Brenda’s Garage from I-77

From I-77 take exit 42. Turn left at the Troutman exit onto US-21 N/ US-115 N and go 3.02 miles. Turn left onto Talley Rd./ Talley St (Note: Turn left at Talley House Restaurant) and go 2.2 miles. Turn left onto East Monbo Rd and go about 50 feet. Turn Left onto Hicks Creek Road and go 0.7 miles. Address 244 Hicks Creek Road is on your right. There is a big landscape berm with a black fence.

**A Poker Run** at 2:00 will start the afternoon for those wanting to participate. See flyer on club calendar for details. We will have a **Corn Hole Tournament and Slot Machine Contest** for those who come early to the picnic...more details to follow.

**Picnic Details:** A catered picnic dinner (we each pay for our own dinner) for everyone that has RSVP’d will be served from 4:30-5:45. BBQ, Coleslaw, BBQ Beans, Chips, Rolls and Tea, Water and Banana Pudding. Sign-up sheet at the March meeting. \$11.00 per person, payable to QCCC and mail to Pat Bonino, 118 Quail Hollow Drive, Kings Mountain, NC 28086 by April 7<sup>th</sup>, 2014. Any questions call 704-418-3152 or email Pat at [sbonino@carolina.rr.com](mailto:sbonino@carolina.rr.com). Please utilize navigation systems or <http://www.mapquest.com> for exact directions for where you are coming from.

**\*\*\*\*\*PLEASE TAKE SPECIAL NOTE OF THE TIMES AND REMEMBER TO BRING YOUR CHAIRS\*\*\*\*\***

<b>POKER RUN:</b>	<b>2:00pm – see flyer on the club calendar</b>
<b>PICNIC TIME:</b>	<b>2:00pm - 5:45pm</b>
<b>DINNER:</b>	<b>4:30pm – 5:45pm</b>
<b>MEETING TIME:</b>	<b>6:00pm-7:00pm</b>