



The
Queen City Corvette
Gazette

Official Newsletter of NC's Largest Corvette Club

June 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 Established in 1968. Our History Board

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.

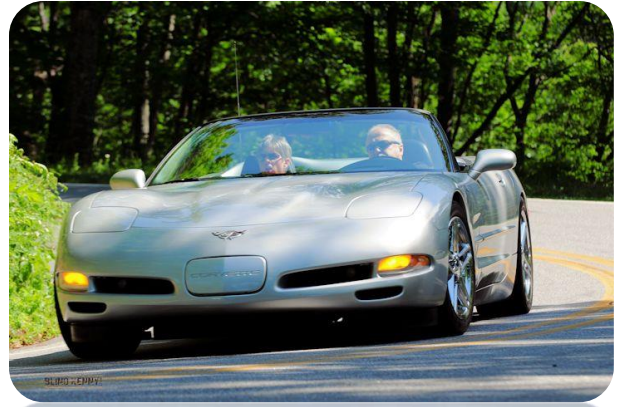
To become a member of the [QUEEN CITY CORVETTE CLUB](#), you must own

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



“Tis the Season” Yep, tis the season to be driving and enjoying your Corvette. Summer will officially arrive this month. So far, we have had several events that have been excellent. Many of you have attended and enjoyed these drives and the time to just sit and socialize. Please watch your email and the club calendar for more opportunities in the future.

We are still looking for any club members that would like to lead a day drive to one of your favorite interesting spots or eatery. If you're interested please check with Pat or Tommy to make sure your date fits on our calendar. And it usually is ok to have two events on the same day as not everyone attends any one event.

The **3rd Annual Queen City Corvette Club All Chevy Charity Car Show** will be coming up on **September 6th, 2014**. To have another successful car show we will need everyone's help as we start to prepare. Go ahead and be thinking of what you can do to help us this year. Car Show Committee sign-up sheets will be posted soon. Please go ahead and sign-up so we can start our planning. Also we will be having another silent auction this year and need many nice and interesting items for the bid tables. If you know of someone who might donate an item please go by and take them one of our car show flyers and ask them for an item or two. Also if you have an item that you would like to donate that would be fine also.

So remember, as the summer approaches and our lives get busier, that everyone needs to relax a little. Come out and enjoy our activities and a nice drive in your Corvette.

A group of proud birds have often reminded us that driving a car can relieve stress and your day to day worries. So the next time you say **“Well I'm running down the road trying to loosen my load, got a world of trouble on my mind”** remember two things. You need to be in your **Corvette** and **“Save the Wave”** and ...
...I'll see you at the Crossroads.

Keith Cross

*When You Drive a Corvette,
the View is Always Nice.*



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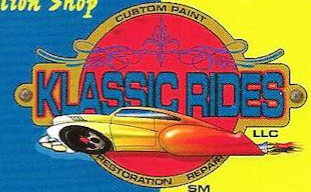

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V P Report Bill Cruthis

I WONDER: DID CHEVROLET EVEN HAVE A CLUE?

The culture, did they see it coming? Certainly a handful of hard-nosed engineers had the desire to see the project thru and to do battle with the bean counters at various points in Corvette history. However, I dare say, not one saw the culture that would develop such that total strangers who would never meet would wave as they passed to acknowledge the other's great wisdom in car selection. First let's look at the real picture and digest the why of it all. There has never been another automobile marque that even comes close to the cult following of the Corvette. Harley Davidson has had similar success in the cycle lore, and there is no bond tighter than that of veterans who have served for our freedom, but I submit the Corvette cult is a strong second place finisher. There were times in the Corvette history when it was a struggle, and I am sure the engineers felt out on an island, when the program was almost scrapped in the first 2 years. Then again when the styling wars between Mitchell, Duntov, and Shinoda could have led to abandonment, in the late 70's to late 80's when horsepower was way down thanks so much to the lack of wisdom of our leaders, the insurance gurus and the robber barons of the middle east. But the marque stayed true, loud, large, front engine v8's, big thunder, lots of noise, low end torque, and rear drive, win, lose, or draw. Remember it is always easier to push a car thru a turn than to pull it thru therefore we have always been at a disadvantage vs Porsche. Other likely candidates for all time marque seem flawed to me. Porsche was diluted by VW with the 911 folks refusing to recognize the 914, the 924 or the 944. Mercedes, good gosh so many brands within a brand, lots of cars, some AMG, some SEL, some CLS, who wants to belong to that fraternity.. Now our friends at Mustang, what is this, a back seat, then it is not a sports car. Some Mustangs 6 cylinder, some very fast like Saleen, then there is Shelby, is that really a Mustang or is it a Cobra. Then comes the Fox Mustang, beam me up Scotty, no form of intelligent life here. So in the big picture GM did its part. Always 2 seats, always a big v8, front engine, rear drive, and always a great looking car. So now why are all these people from all different walks of life so entwined all over this one automobile. First in every way the Corvette is Americana, big, bold, brawny, loud, untamed, and sexy. It screams for the open roads you cannot find anywhere else. Next, we are about as American as any group of people you will ever meet. Many are veterans. We just bleed red white and blue. We are proud of the fact this car has always been made in America. I know we farm some parts out just to let

the rest of the world get a feel for greatness. You see one thing about freedom, we have the right to work hard and then use our money for our own pleasure, and we like big loud, tire burning, gear grabbing American muscle. We also agree that it is the best looking car in the world and just going on a caravan with our cars is a visual pleasure that is hard to top. Being Americans we also like a bargain. Can anyone tell me where in the automobile world you can get this kind of a bargain? The car outperforms the cherished exotics of the world for ½ to 1/3 or even less the price. The poor fellows with the exotics, only one in town, only one to pay \$1500 for a tune up, or \$500 for a battery, only one in town to get duped. Then just look at all the Chevy dealers. You can get parts and service in almost any small berg in the good ole USA.

I think of the old days at CMS when we watched the SCCA races. They had seven classes, starting small and working their way up to class seven. When the track announcer said class 7 drivers to the pits, the excitement would start to build, and then the thunder would start as all the big blocks fired up running open headers. 15 to 20 big block corvettes took the track and the ground would actually shake. There was a reason they saved it for last. If that was the first class everyone would go home after they finished, no reason to stay for the little toy cars.

So now after all the years when we were told Corvettes could not run with the Porsches, etc.(in fact at our own Porsche Corvette challenge , the Porsche club of American set the gates so narrow we would slide around while they slipped right thru. The SCCA club autocross set the gates so narrow, that Melvin Pace could not even push his car thru without knocking over the cones. So Melvin took one run, knocked over every cone at a blinding speed, put his car on the trailer and went home.) now GM has really got it together. Not only do we have the best looking cars, they also are superbly engineered, handle like a big go kart, even the interior of the C-7 has the feel of rich Corinthian leather, as Ricardo Montelban used to say in the Chrysler commercial.

The bottom line is when it comes to cars we just all think alike. We like the sexy look, we love the big v-8, we like how they drive, and oh yes did I forget to mention we can have a couple of coupes, a couple of convertibles, in 4 different colors for the price of one new Ferrarri. And the driving experience is terrific. And it was built right here in the USA.

So support the marque, support the culture, join the museum, encourage other Corvette owners to join us. Save the Wave.

Never forget if you are driving a Corvette you have won the lottery of life, for you have the best friends in the USA, the absolute greatest county in the world building the greatest car and culture that will ever be seen.

To all others stay out of the left lane, the Blu by U is comin' past, loud, big, fast, 505 hp, American born and bred!!!!!!

THE BLUE BY U



Queen City Corvette Club
Club Board and Business Meeting Minutes

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

For Newsletters, Minutes, Calendars, etc.



Bonino Banter

– The Social Scene

June		
6-7	Corvettes at Myrtle Beach	Details & Information
7	Streetside Classics Charity Car Show	On Your Own
14	Dale Earnhardt Chevrolet Charity Auto Show	Details & Information
14	QCCC Business Meeting	Details & Information
21	Summer Concert at Shelton Vineyards - The Entertainers	
27	National Drive Your Corvette to Work Day	On Your Own
28	Troutman Independence Day Parade and Celebration	Details & Information
July		
12	QCCC Business Meeting	Details & Information
19	Beach Music & Vettes Event Flyer	Details & Information

The Ride

Tommy Loftin, Automotive Director



Myrtle Beach Car show 2013

Vettes for Vets at Shelton Vineyard was a huge success this year with 56 Corvettes participating from QCCC. The show had a total of over 260 Corvettes from the surrounding area and was hosted by RTP Corvette Club. The vineyard gave out awards for the top 24 cars consisting of a bottle of wine from the vineyard with a special label on them marked as “The Dirty Two Dozen”. QCCC assisted RTV by helping judge the cars for the awards. Jack and Betty Ann Brunton and Bill and Lorraine Miller received awards for their cars. After the show the club went to The Depot Restaurant or to the Harvest Grill for good food and fellowship.

June will have two more large events including Corvettes at Myrtle Beach on June 6th and 7th and the Troutman Independence Day Parade on June 28th. I hope that all members will attend at least one of these events.

Queen City Corvette Club All Chevy Charity Car Show hosted by City Chevrolet will be held on September 6th, 2014. I need all members to start getting out the word about our car show. Also I need all the donations from your local car care store you can get. If you take a flyer into the store most will donate items that can be used in our “goodie bags” or as a silent auction item. You can also contact car cleaning companies such as Meguiars, Mothers, ArmorAll, Turtle Wax, etc. for free samples for the goodie bags, of which we need about 200 each. Silent auction items can come from almost anywhere so get out and bring in the items to help make this show the biggest ever. It is also time to turn in your registrations in order to help us plan for the show. Last year we had 70 QCCC Corvettes out for the show and we need more this year. You will see more and more information as we get closer to time, and don't be surprised if you get a call to help in some manner.

Keep air in your tires, grease in your axles and your wheels rolling!
Till next time,

Tommy Loftin

QCCC Cornerstones

Building a Great Corvette Club
One MEMBER at a time



“You unlock this door with the key of imagination. Beyond it is another dimension: a dimension of sound, a dimension of sight, a dimension of mind. You’re moving into a land of both shadow and substance, of things and ideas. You’ve just crossed over into... the Twilight Zone.” ~ Rod Serling

By now you may have seen the photo in the May Gazette of what appeared to be a Victory Red C6. The photo was taken in the parking lot of the Corvette Assembly Plant in Bowling Green during the 2014 BASH in April. It may be difficult to tell the true color of the Corvette in the photo because it is extremely dirty. Some of you know the Corvette belongs to Peggy and me but what you may not know is the adventure we had en route to Bowling Green. After welcoming our newest members, I’ll tell you the rest of the story.

PLEASE WELCOME OUR NEWEST MEMBERS! We’re glad you joined us!



Bill & Anne Houck
2005 Yellow Coupe



George Manghis
2013 Black Grand Sport Coupe



**James (Skeet) & Polly
McKee**

The Wood’s Big BASH Adventure - We enjoy traveling together and have put many miles on our Corvette seeing the USA in our Chevrolet. Usually, I’m the Driver and Peggy is the trusty Navigator. We’ve been on many different roads on our trips, some we’d like to forget but some that became very memorable. On our last trip to the BASH, we encountered a road that fell into the “memorable” category. The story goes like this.

We had decided to head to the BASH a day early by ourselves. We were making great time and were looking forward to an outstanding meal at Montana’s when we arrived. Just after getting on I-75 North of Knoxville, we received a call from a friend, also heading to the BASH, who was about an hour ahead of us. For the last forty-five minutes, he had been stuck in traffic backed up for 12 miles due to construction. We’d been making good time thus far in our trip and neither of us wanted to sit in a traffic jam for any length of time. So, armed with two smartphones, both equipped with the latest maps, and an oversized Atlas that was made for use in a large Semi, my Navigator began searching for an alternate route around the jam. Now you have to picture this – trying to manage two smartphones while holding the oversized Atlas is

not an easy task, especially in the passenger seat of a C6. But this is not your normal Navigator. She does it with ease except for one small problem during this adventure. One of the smartphones went missing and could not be found. We tried calling it from the other smartphone, and could hear the muffled ringing inside the Corvette, but could not locate where the ring was coming from! About an hour later she found it. You see, the oversized Atlas was so big, the phone had been folded up inside of it and we couldn't even tell.

After some deliberation our Navigator decided on a route for us that was actually shorter than remaining on I-75. We exited the interstate before hitting the jam and began navigating Tennessee's Corvette roads and enjoying every minute. This is great, we commented, and we wouldn't have found this great road if it had not been for the traffic backup. About that time, things began to change. We came to an intersection with three choices. After consulting the aforementioned devices and oversized material, Navigator selected one of the three as the best to move us closer to BG. We began down a beautiful, well maintained rural road through heavily wooded countryside. It reminded us of the Blue Ridge Parkway. After a couple of miles of enjoying this strip of beauty, the road narrowed and it became obvious the maintenance crew did not spend as much time on it as the previous few miles, but no need to worry, we're still making good time and we are in, after all, a Corvette. About five more miles confirmed that road maintenance was a thing of the past on that stretch of two-lane black top as we began seeing weeds growing up through the roadway and the potholes became a little more severe. We soldiered on. A couple more miles and we realized road maintenance probably hadn't taken place there since the late 60's. Any painted lines in this road had long disappeared. The trees stretched out their limbs almost touching the Corvette like eerie boney arms and eventually the potholes took complete control. The "road" went from a tight two lanes down to maybe one. It was then I had the feeling I had been there before...but realized I probably had only read about this place in an old Stephen King novel. This was a little unsettling to say the least. Repeated questions to my Navigator about where the hell we were did not help matters because she was deeply involved in trying to figure out just that with the oversized Atlas. Signals were coming and going on the smartphones (mostly going) and our satellite radio had stopped working. I assumed having no satellite radio also meant OnStar couldn't answer questions about our location either. Our safety and future were in the hands of Navigator and the oversized Atlas.

There comes a time in every man's life when he realizes he is completely lost, whether he admits it or not. This Driver reached that point well before the Navigator. This did not help the climate in our Corvette at all. I continued to ask where we were and the pages of the Atlas continued to turn as I was repeatedly assured things were well under control. When folks are lost, they continue on in hopes of finding a sign to tell them where they are or how to get to where they want to be. Turning around is always an option until you cross that invisible threshold of no return. There comes a time when you suddenly realize you've come too far to turn around. The Driver in our Corvette knew we had passed that threshold and there was no going back. Besides, there was no place to even attempt to turn around. We crept on, avoiding the boney tree arms and sections that resembled sinkholes (did I say that?) while trying to stay in the middle of what was now a wet, sticky, substance instead of a road. Off to our left was a deep ravine with a swift river and to our right was a damp muddy bank you could reach out and touch and no way to move over in case we met a car (car?). The wall of sticky mud to our right seemed to be alive and moving. I lowered the window to hear the river and we both thought we heard banjo music at the exact same time. We enjoy a little banjo music now and then but this was not that time. We wanted to hear some oldies on XM radio to tell us the satellite had picked us up, but alas, only the river below could be heard over the sound of tires squishing through wet gook.

We rounded a bend in what was now nothing more than a damp sticky path. Up ahead appeared a comforting, familiar sight; an old school bus slowly making its way to who knows where. As we got closer, we could see the faded orange paint and dirty windows and decided the same maintenance team responsible for this road must also maintain the buses in those parts. To my Navigator, the bus was a sign things were right with the world and confirmed what she had been telling me; we were not lost. To me, seeing this bus on this forsaken lost highway, only conjured up *Rod Serling's* monologs heard at the beginning of *The Twilight Zone* episodes. Would we make it to Bowling Green at all or had we crossed over into....? I didn't want to think about it, plus *Stephen King* was trying to tell me something about the woods behind *The Shining's Overlook Hotel*.

How did I get so Dirty?



After following the bus from the land that time forgot for a few more miles, it turned off on the first side road we had seen in a while. As it turned, I could see there were no children on it and am not really sure I saw a driver. My Navigator said we should stay on our current course and not follow the bus. "How do you know" I asked? "Just trust me" was the reply. By this time we could hear the damp sticky substance we were driving on slapping up against the wheel wells, side and back of the Corvette. I made a comment about the hours I'd spent detailing it before we left and asked if the

Navigator had found this path on the map yet. With her head still buried in the oversized Atlas, she tried to comfort me by reminding me that our hotel had a water hose and bucket. Navigator sure has a way with words.

A few more miles and what seemed like an eternity went by. I then began wondering if the I-75 traffic backup would have been as bad as possibly never even getting to Bowling Green and seeing civilization again. About that time the tree canopy lifted enough to see blue sky and I saw what appeared to be real asphalt in front of us. As we rounded another bend we saw our first road sign in what seemed like forever. More asphalt accompanied a widening path that eventually became what could be considered an actual road. XM Radio began to struggle to spit out "50's on 5" and, with some exuberance; my Navigator announced that a smartphone finally had a signal. Suddenly it was as if we had passed from one world to another. We exited the thick haunted woods and found ourselves at a stop sign next to a multi-lane highway...with actual cars. We pulled onto the highway and quickly headed toward our destination. After a few minutes of silence, Navigator said "guess what?" "We actually cut about twenty miles off our trip by taking that detour." My Navigator, the eternal optimist, can always find some good in a bad situation. "Great", I replied, "I never doubted you for a minute." I felt it best not to mention that saving that twenty miles cost us an additional ninety minutes and a few years off my life. I keep wondering, however, if that old faded school bus just keeps driving on through the forbidden woods in search of a little schoolhouse that only exists...in *The Twilight Zone*.

No matter how many miles you put on your Corvette you can still find adventure when you least expect it. This is what makes traveling in our Corvette so much fun and perpetuates our *CORVETTE FEVER!* And now you know the rest of the story.

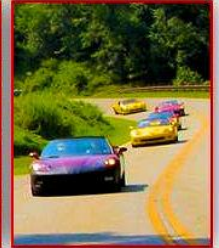
"This highway leads to the shadowy tip of reality: you're on a through route to the land of the different, the bizarre, the unexplainable... Go as far as you like on this road. Its limits are only those of mind itself. Ladies and Gentlemen, you're entering the wondrous dimension of imagination. . .

Next stop The Twilight Zone." ~ [Rod Serling](#)

We hope you can join us for another adventure in the coming months of summer. If you are a new member, jump in and sign up for some events. You'll find we have fun wherever we go and we make lots of memories. If you don't yet have it, join us and you'll surely catch Corvette Fever.

Chris Wood, Membership Director





National Corvette Museum Corner

Have you ever picked up a pen and started to put it to paper when suddenly you wonder what that small tubular device is and why it is pointed at a sheet of paper? Have you wondered if it has any utility, what its purpose is and why is it in your hand? If so, then welcome to the world of writer's block. That's what has happened to me this month so I thought I might as well talk about it until a thought hit me. Oh, OK now I'm good.

Have you been putting off signing up for the caravan and now think you have waited too long? Well think again, as there is still time to join in on the fun. Rooms are still available in Bowling Green and some members need to sell their reserved seats at the Hall of Fame dinner. There is no need to miss out, as all the events are still available. Plus, the sinkhole and the Corvettes from it will be on display.

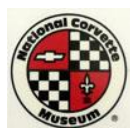
If you haven't done so already, visit the Motorsports web site and take a look at the paving process and progress on the racetrack. The completion of the paving is now projected to occur by the end of June. And what a track it will be.

Now is the time to become a member of the museum. With our club as a lifetime member your initial dues payment will be reduced by 25%. A single membership will be \$37.50 for the first year and a family membership is \$75.00. The normal \$50.00/per year dues will be in effect thereafter. Also, if you are the lucky owner of a new C7, be sure and mail in the one-year free membership card you will find in the paperwork. You just can't beat free.

Congratulations Walt & Wendy Krupowicz on reaching the fifteen (15) year milestone as NCM members.

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



Club Cars of 1972

Or: How I Learned To Stop Worrying and Love the Bomb

One of the most popular responses to the recent questionnaire was interest in the Corvettes that club members had back in the day. This month we'll take a look at what members of QCCC drove in 1972.

There were very few C1 cars in the early years of QCCC, they were considered obsolete, and believe it or not, not very popular. Billy Coates had a 61 we never saw and Bud Landacre had a 60 he later traded for a 64 coupe with air. There was an active local club that catered to C1's called "Caroling Classic Corvettes" that attracted those owners.

In the summer of 1972 there were 26 Corvettes in QCCC: 2 C1's, 13 C2's, and 11 C3's. There were 19 small blocks, 7 big blocks, 21 4 speeds, 5 automatics, 15 convertibles and 11 coupes. The new C3 standard stock small blocks with automatic transmission and air conditioning were popular cruisers, but there were only 4 of those in the club at that time. The only brand new Corvette in the club was Don Francis' 72 yellow LT1 4 speed coupe. The rest were as unique as their owners.

The car voted "most popular car" that year was the 1967 red coupe belonging to Buzz Cagle. The car was only two years old when Buzz found it in the back lot of Young Ford, a trade in with a blown 427 435 engine. It was yellow with factory aluminum wheels and side exhaust. Buzz had Jim Newcomb build an unbelievable 427 engine with a radical cam and he used a large Holley carb instead of the 3x2's. Buzz had the car painted Rallye Red with lots of clear lacquer, and being in the detail business, he had the car polished to an absolute mirror finish. He topped it off by replacing the bolt on wheels with a perfect set of original Kelsey Hayes knock offs. He later added an aftermarket air conditioning unit behind the seats. This was one of the only cars in the club that was garaged and not a daily driver. But, he drove it to Dallas, Texas for the NCCC convention that year and it performed flawlessly.

Another popular car was the 69 convertible of Danny Canup. It was a 350, 350 horsepower 4 speed with factory air, silver with 2 tops including a black vinyl hardtop. As was popular in the day, Dan added an L88 hood, wide Ansen mags, Hurst shifter, and Hooker header side mount exhaust. Butch Bigham's 68 Roadster was very similar with a gold metal flake paint with a silver metal flake hardtop, L88 hood, Hooker side mounts, 350 hp, 4 speed. C3 club cars equipped like this were very popular. Melvin Pace took this trend even further. His 68 427 435 4 speed coupe, nicknamed "Pop Top", got the full treatment, not only the L88 hood, but the full flared fenders all around and a huge spoiler on the rear. At one drag race, a borrowed set of slicks were a little too tall, so we caught Melvin with a hack saw "modifying" the rear flares.

C2's were affordable and subject to all kinds of modifications. Bud Landacre had a 65 roadster, 327 365 horsepower 4 speed with a 4.11 rear end. When the competition started to take hold of QCCC, the C2 guys had to flare the fenders to get the wider wheels and tires, and Bud started hacking his up 65. For the next four years the car was dark gray primer as the project continued. His nickname became "Bondo Bud" for a reason. Earl Ferrell's 66 coupe had a big block hood, fender flares and the color was changed from silver to maroon back to silver. Paint jobs were cheap and the factory lacquer finishes didn't hold up well, so after a few years most cars needed a repaint. Some went wild. Danny

McCall's 66 had a multi-color metal flake finish with stripes and scallops. Ray Pinion's 66 was silver metal flake with black cob web buried under many gallons of clear lacquer. Robert Scognamillo's 67 big block Roadster had a black vinyl hardtop with a moon roof added. He had it painted a dark gold color and had an American flag painted on the rear deck.

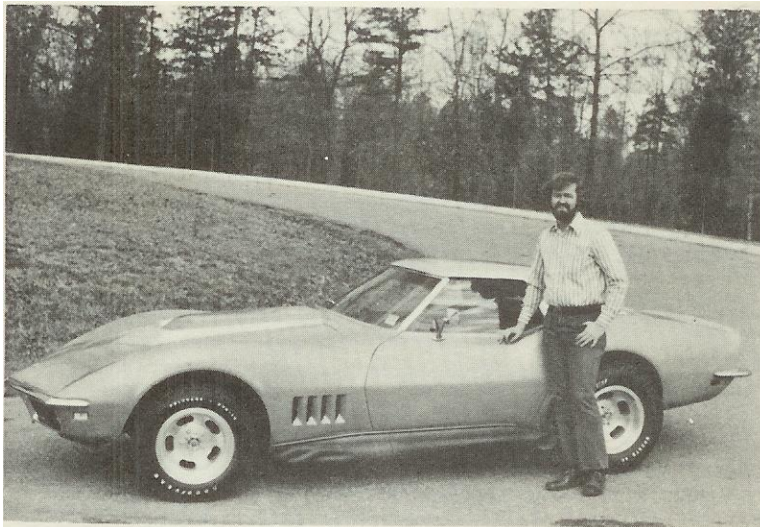
When it came time to strip all of that material off and have a repaint, it was common to have a "stripping party". The car owner would furnish the Kleen Strip and the beer, and it would only take a few hours to have your pride and joy down to the bare glass. One member was so proud of his virgin body after stripping off all of the paint, he drove around for weeks with the bare fiberglass, no primer, no paint. Virgin bodies were rare and he was just showing off his.

Ace Speed Shop got a lot of QCCC member's money back then; if your rival got a new intake manifold and carburetor you had to have one too. Mechanically, changes were never ending. McCall's 66 small block suddenly showed up at a speedway event with a big block and a 671 blower sticking out of the hood. Doug McSwain worked at GM parts, and when his 67 427 435 blew up, he dropped in a complete LS7 454 450 hp crate motor. I myself got caught up in the madness. In 1972, my 64 327 365 coupe got started off with an Edlebrock C3B intake and a Holley 3 barrel carb, went to two four barrel AFB's, then a fresh 327 engine with a factory Rochester fuel injection (which I sold to go to the NCCC convention) and back to the two fours. I changed headers three times, went from Keystone mags to Ansen mags to American mags, changed clutches twice and rear ends three times. All of this on a daily driver: my principal mode of transportation.

Looking back 42 years, we had no clue that we were using and abusing cars that would, in some cases, have a six figure value today. And we certainly had no interest in maintaining "matching numbers".

As QCCC got more and more into competition in the years following 1972, some members went to even more extremes to go faster. We'll explore those in future articles.

Travis Meredith
Historian



Butch Bigham and his 68 in 1972

QCCC Members & Guests Photos:
Many More on the Web Site:





From Track to Street

NEXT EVENT

Corvette Racing's next event is the 24 Hours of Le Mans on June 14-15. The next GTLM round of the TUDOR United SportsCar Championship takes place at Watkins Glen on June 29.

CORVETTE RACING AT LE MANS: First Laps at Le Mans for Corvette C7.R

Le Mans: Watch It! (*Saturday, June 14-Sunday, June 15 - all times ET*)
FOX Sports

- 8:30 a.m.-4 p.m., Saturday, June 14 (FOX Sports 1)
- 4-5 p.m., Saturday, June 14 (FOX Sports 2)
- 5-6:30 p.m., Saturday, June 14 (FOX Sports GO)
- 6:30 p.m., Saturday, June 14-1 a.m., Sunday, June 15 (FOX Sports 2)
- 1-7:30 a.m., Sunday, June 15 (FOX Sports 1)
- 7:30-9:30 a.m., Sunday, June 15 (FOX Sports 2)

Corvette Racing successfully ran through its test program ahead of the 24 Hours of Le Mans today as the two Chevrolet Corvette C7.Rs turned their first laps around the circuit in the Sarthe region of France. Both Corvette C7.Rs ran virtually trouble-free during the pair of four-hour sessions two weeks before the famed endurance race June 14-15.

[more »](#)

Other Corvette Related Items of interest.

Sprit of LeMans to be awarded to Doug Fehan of Corvette Racing:

<http://badboyvettes.com/779>

“Heads-Up”

June 14, 2014 Business Meeting

Announcement

**Steele Creek Masonic Lodge
13611 Steele Creek Road
Charlotte, NC 28278**

It's just up the road from Jim & Nick's BBQ

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

PLEASE BRING YOUR OWN CHAIRS

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

Social Time: 5:30 pm – 6:00 pm

Meeting Time 6:00 pm – 7:00 pm

Looking forward to seeing everyone there!!!!

Corvette Fever

The search for documentation on Brenda and Andy Moe's- 69 Corvette

In early 2012, I told my wife Brenda that I had decided to finally buy the Corvette that I had been talking about for the last 40+ years as my 65th birthday gift to myself. I had anticipated buying a late C5 or a 2005/6 C6 but had started looking at the steel bumper C3's which had always been a favorite of mine. I wanted to get a "driver" that I'd be able to drive frequently without worrying too much about getting it dirty or getting a chip in the paint. After seeing and driving a few C3's, I found a suitable candidate in Charleston, SC in July. It was a base '69 Coupe that had never been restored other than having the engine and transmission rebuilt about 20,000 miles ago. It had been painted in 2009 and had recently had new carpet and interior trim added. Although it is a base coupe, it had a lot of factory options like power steering/brakes/windows, air conditioning, and AM/FM radio. The seller didn't have any documentation on the Corvette other than he "thought" it had been a South Carolina car all its life, had never been in an accident, and probably had been a 2-3 owner car prior to his purchase.

He was correct about it being a South Carolina car all its life. The rest of the information was "less correct". Given that the VIN number on the SC title was incorrect, I wound up dealing with the SC DMV to get it corrected and found out that they could provide a copy of all the previous SC titles and registrations for this Corvette. That's when I found out that there had been 7 registered owners (including the seller) of this Corvette, the first owner having lived in Pendleton, SC at the time he purchased the Corvette. I tried using the NCRS dealer service to locate the dealership that had received this Corvette but NCRS advised that my VIN was in a range of VIN's that they had no records for. Using the DMV title and registration information, I started a letter writing campaign to contact the previous owners. I put together a short note about the state of the car including some pictures as well as some information on when they had owned the car based on the title data. I had good luck in reaching 5 of the previous owners (#2, #4, #5, #6, #7) and learned that the 1st owner had passed away in 2010.

All of the previous owners shared information with me that has helped me "fill in the blanks" for the last 43 years. Owner #2 knew owner #1 and had some limited information on where the dealership that the Corvette was sold was located in Pendleton. It was a lot of fun talking to these guys and each one said the same thing to me when we talked or corresponded, "I'd wish I had never sold that car!".

From these owners I learned that this Corvette was an original factory side pipe car that had been converted to rear exhaust by owner #5 for owner #6 after he burned his leg. Apparently the original side pipes were in pretty bad shape by 2009! It looks like owner #1 started the modifications to the car as owner #2 reported that it had a "big Holley carburetor" on it when he got it. I found that this Corvette was a graduation gift for owner #3 when he graduated from Clemson University and that's how it got to Charleston. Owner #4 was an Air Force Sergeant stationed at the Charleston Air Force Base. He reported that while cleaning the Corvette one Saturday with the engine running, the car slipped into reverse (it's an automatic) and left an imprint on the side of his house.....and several pieces of fiberglass on the car port floor! He couldn't afford to repair/paint the car so he sold it to a guy who said he was a "body & paint" guy and would fix the car for a girlfriend. I thought this was owner #5 until I talked to him and found out that he didn't purchase the Corvette from the Air Force Sergeant but he knew about him from the guy he bought the car from. It turned out that the "paint & body" guy never registered/titled the Corvette and used the signed copy of the title from the sergeant to give to the registered

owner #5, who was also a 'paint & body' guy! So now the real count is 8 previous owners. Owner # 5 did the rear panel/deck repair and had the engine and transmission rebuilt. Unfortunately, when they fired up the re-built engine, they had connected the ground wire to the starter incorrectly and fried the main engine harness! At that point, the car moved on to owner #6 who had the starter/harness repaired, got rid of the side pipes, and had the car painted. By 2012, owner #6 had stopped using the Corvette and sold it to Owner #7 (also a "body & paint" guy) who saw an opportunity to turn the car over for a quick sale and that's when I became the 8th registered owner and the 9th actual owner. I've documented as much of this history as I can by owner. I'm still looking to find out who put the electric fuel pump in the gas line by the right rear wheel!

As I gathered this information, I was still trying to get a lead on the Chevy dealership in Pendleton. The National Corvette Museum has a tool that can provide dealership names in each state that they have learned about over the years. I got a couple of Pendleton dealer names to start looking into and called owner #2 to see if he could recall the dealership owner#1 had purchased the car from. He couldn't remember the name but did remember that the service area was made up of 3 Quonset type buildings and that the buildings were still in use in Pendleton although the dealership was long gone. While doing some research on the Corvette Forum (online users WEB site) I spotted a forum member from Pendleton, SC. I sent him a message asking if he knew of these buildings and possibly the dealership that had been located in them. He sent me a Google Street View link (<https://www.google.com/maps/@34.643157,-82.782351,3a,90y,104.29h,74.15t/data=!3m4!1e1!3m2!1sOfcza8lCfyf42T6jdo4PHg!2e0>) and gave me the name of the dealership he thought had been located there (Whitaker Simmons). He also gave me the name of a local "Corvette guy" who has been in the area over 35 years. The Google link shows a Quonset hut building with an orange awning but no name. As you can move around the street view, I noticed one of those portable yellow/black advertising signs that said "Auction tonight". I searched for auction houses in Pendleton, SC and found the Eagle's Basket Auction House whose WEB page showed the Quonset building.

I contacted the "Corvette Guy" and he gave me the story of Whitaker Simmons and confirmed that they bought the dealership located in those Quonset buildings and moved it to another Pendleton location. . I contacted Whitaker Chevrolet in Anderson.SC and the owner confirmed that they had purchased the Pendleton dealership but had no records nor said what the dealership name was.

I contacted the auctioneer at the Eagle's Basket and he turned out to be very knowledgeable about the building and its previous owners. The building is named the Mauldin Building after Mauldin Chevrolet that occupied the building until 1982 when they were bought out by Whitaker Simmons who never operated in that building. Mauldin Chevrolet was one of the dealerships listed for South Carolina by the National Corvette Museum's dealer tool. He pointed to another Pendleton resident who knew a lot more about the Mauldin dealership because his father was the service manager there. I contacted this individual who runs an automotive parts business and he confirmed that his father had been the service manager at Mauldin and had actually purchased the building when the dealership was sold. While we were talking, "Daddy" came into to the auto parts store, returning from a "parts" run. He was still working for his son! He confirmed that he worked at the Mauldin dealership from 1962 to 1982. He didn't remember owner #1 who had bought the car there. His son, however, did know owner #1 (also in the automotive parts and towing business in Pendleton) and had purchased owner #1's 1988 Camaro from his wife after he had passed in 2010. It seems that everyone in the automotive business in Pendleton knows something about everyone which turned out to be good for me. "Daddy" also told me how he had rented out the dealership showroom after he purchased it and that it was a fire in the shoe repair shop that burned down the showroom leaving only the Quonset hut building. I thanked them for their time and information and said that I would plan a trip with the Corvette back to Pendleton once I had the side pipes restored. They said they'd like to see me when I got to town. One thing I learned in this process is that this Corvette seemed to want to be owned by "body & paint" or "auto parts" guys! With 121,000 miles on it by 2012, you can say that it's been a "driver"

most of its life and hasn't been a garage or trailer queen!And the clock still works! I'm now planning a trip to Pendleton to visit the Quonset Huts, "Daddy", and owner #2 who I think will get a kick out of seeing his old ride again.



3rd Annual

Queen City Corvette Club All Chevy Charity Car Show



Sponsored By: 

Hosted By: 

Saturday, September 6th, 2014

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

5 Class Awards

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

Dash Plaques

To The First 100 Entries

Over 50 Trophies

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

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

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

Name: _____ Vehicle Model: _____

Address: _____ Year: _____

_____ Color: _____

Phone #: _____

Email: _____

Mail all entry forms to:
make checks payable to QCCC

Tommy Loftin
181 Maple View Drive
Troutman, NC 28166

- | | |
|--|--|
| <input type="checkbox"/> Preregistration | <input type="checkbox"/> Day of Event |
| <input type="checkbox"/> \$20.00 (Scored Judging and Awards) | <input type="checkbox"/> \$25.00 (Scored Judging and Awards) |
| <input type="checkbox"/> \$10.00 (Display Only) | <input type="checkbox"/> \$15.00 (Display Only) |