



The
Queen City Corvette
Gazette

Official Newsletter of NC's Largest Corvette Club

August 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. can receive up to three months of newsletter issues, and then are removed from list if they haven't participated in any QCCC events. Cost for postage and production for through membership dues. Membership list and financial data are not published guest copies. For change of address and all other QCCC inquiries, write to: **Queen Corvette Club, PO Box 77153 Charlotte, NC 28271-7002.**

On The Cover:

Thank you Gary Artis for winning the drawing at Streetside Classics and donating \$500 to QCCC

Guests
mailing
is paid
for
City

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

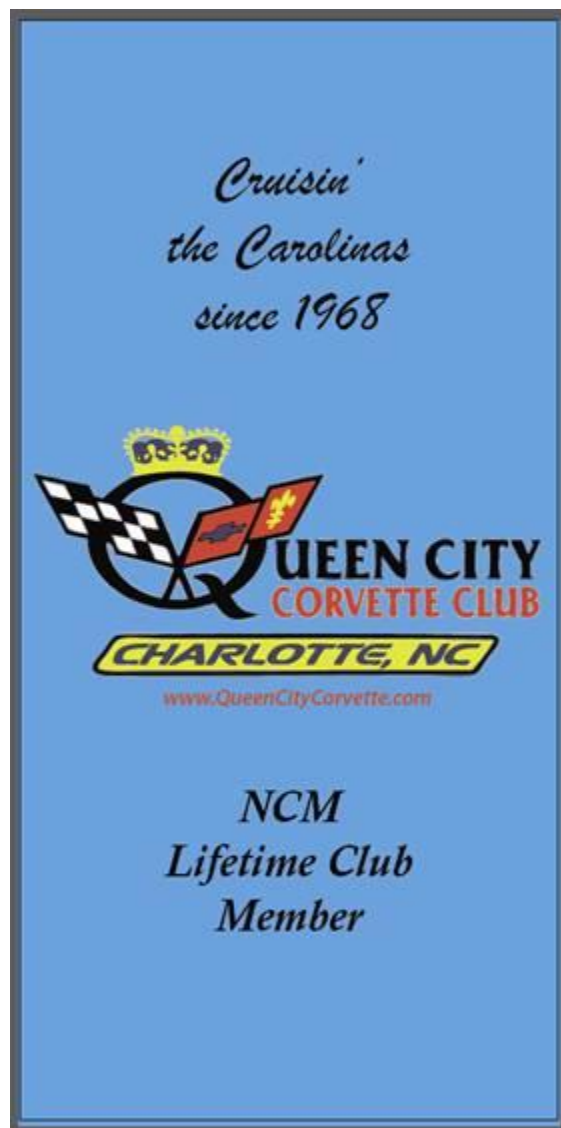
August is really a very special month. At our **August Business Meeting QCCC** will be celebrating **QCCC's 46th Birthday**. We will be taking our annual owner's group pictures by Corvette generation and as always there will be birthday cake.



At the National Corvette Museum the **Monumental Granite Bench** the club purchased is in place. If you're going out there make sure you **"Go by, take a load off and sit a spell"**.



Next while you're there, make sure you find our **NCM Club Banner** that is hanging in the parking lot among those Corvette Clubs from all over. Since you, the membership, choose to become a **NCM Lifetime Club Member** we now can display that on our banner and bench with pride.



And as many are aware there will be the **2014 NCM National Corvette Caravan** at the end of the month. This will be a great start to the culminating event of the **NCM 20th Anniversary Celebration**.

My last words will be of a reminder that we still need **volunteers** for our **3rd Annual Queen City Corvette Club Charity Car Show**. There will be signup sheets at the August Business Meeting. We need everyone's help. So until then have some summertime fun, drive those Corvettes and...

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

Keith Cross

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the View is Always Nice.*



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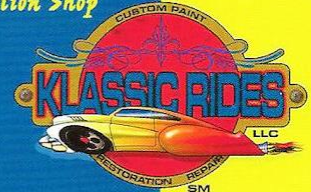

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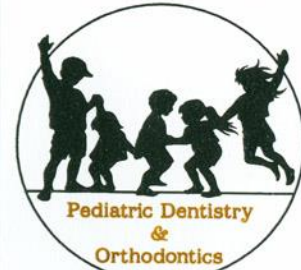
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V P Report Bill Cruthis

WHY NOW???

In the last two meetings, Keith has voiced hope that more of our membership would consider joining the National Corvette Museum.

As I thought about this, it seemed to piggy back on some issues I have been keen on monitoring lately. I don't know if I am right, I hope not, but I know if I am then we will need to react and sooner rather than later. These thoughts seem to tie in to our conversations at the auto fair about less of the young folks having much interest in the automobile let alone the hobby. Perhaps there is a benefit to large numbers of Corvette owners being members of the NCM that we have overlooked lately.

So ok Lucy, you got some splainin' to do!!!

Some issues seem to me to be gaining a foothold in the automotive industry at an alarming rate. These directions, if not derailed or at least slowed, until better reason takes over, will ruin the future of the automobile as we have known and loved it all of our lives. While the folks behind these forces are now small in number, they are wielding a lot of power and have the ear of those making the rules, which means they will get what they want. Personally and I speak only for myself, I believe their agenda to be the extinction of the gasoline engine, the invention of the driverless car, and to eventually have the masses controlled thru technology as to when, where, and how we are transported. Let me quote from the current motor trend magazine article by Frank Markus

"I'm resigned to the sad reality that our global human and automotive population is exploding onto a road network that can't possibly keep pace, meaning that someday we're going to have to employ car sharing, platooning, and automation—concepts that are anathema to car enthusiasm as I know it—just to get everybody on this crowded planet where they think they need to go"

He goes on to say “They are working on technology that through tracking can assimilate your driving habits to make your car drive the way you do.”

Notice how you can parse words to make anything you want sound logical.

Overcrowding, my foot, just build some more roads and drill for some more oil. I am not convinced Al Gore. Of course, all this will be mandated as safety related, probably starting with the trucking industry. We know Nissan will have all cars with the driverless option by 2019 and Mercedes is right there also. Another article predicts no steering wheels by 2039. Once this technology spreads to the private passenger car the youth will be eager to jump on board. I fear that once a GPS is embedded in your car that can transport you from a to b, then we are only one step away from you know who controlling your GPS and dictating not only where you will go, but what route you will take and what speed you will go. Then the final nail in the coffin will be easy, for those who refuse to buy into their wonderful program, you will probably be taxed out of your gasoline fossil. What a great loss of freedom that would be for a nation that has grown and thrived with the automobile as the heartbeat of freedom.

Therefore, if I could be correct, and if this is coming faster than a freight train, then it is my belief that the entire auto enthusiasts’ hobby needs to unite to fend off this monster. What better way than to have all corvette owners voices under one tent? Surely the National Corvette Museum would have a major stake in the game and would rally to our defense. Actually I did not expect this to be an issue for several years to come but everything I read, including two spots on the T.V. news this week, seems to suggest it is moving in that direction rapidly. Just ask Don Zimmer, who now owns a car that will brake for you, park itself, and refuse to change lanes if “it” thinks it unwise. My thinking is I should be the one to know when it is unwise for me to change lanes as I do it quicker and better than most the traffic around me. Ok, so maybe I do take a few chances, I am still here, so I must be pretty good at it.

I don’t know how concerned we should be and I understand some owners may not wish to belong to NCM. That is not my point. I just think perhaps we have a united strong opposition voice and that might be a good place to start. There is power in numbers. If we can push this back even 10 to 20 years that would help. As for me, I cannot imagine life without the gasoline automobile. I do know it won’t be a good day for me or for the guy who comes to tell me my z06 is history.

So it might be the best money you ever spent to join up, the more the merrier. You don’t have to believe me yet, but you might want to check some of this out.

I will see ya at the museum. In the meantime keep all the Prius popcorn poppers out of the left lane.

The Blue by U is left lane and down



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*



How can we beat this beautiful North Carolina summer? Yes some rain!!! But we actually have had some very pleasant days as well. Keep in mind...you don't have to wait for The Social or Automotive Directors to plan a little day trip with other QCCers. If you would like to trek out to your favorite ice cream place or another venue you have discovered and would like to share with your QCCC friends...you can let us know and we can help with communication to the members for you. We are all volunteers...some of us are still working so we cannot always plan something every week that we can personally attend...this does not, though, have to stop it from happening.

Looking from now into the fall...we do have a lot on the books. Pay attention to the website calendar of events and look for the sign-up sheets at the meetings. It is important to sign-up ahead of time when we have an event so we can better plan where to eat, how many parking spaces are needed at the venue we are attending, etc. Typically we need to know a week or so in advance...it becomes difficult to get last minute add-ons in most cases.

HELP!!! We need more contributions for the **Silent Auction for the Car Show September 6th**. Look for a specific list of ideas and needs to be emailed out to everyone. If you have an idea or have an item you want to contribute, please call or email me (Pat Bonino 704-418-3152/sbonino@carolina.com). We need to know ahead of time all the items we will have so we can make up the bidding sheets before that day.

Keep throwing ideas for day and overnight trips to me. I will research them and see if we can plug them into the schedule (even going into next year!!!). No thought isn't worth checking out. **REMEMBER** it is all about driving our cars and having fun!!!!

Your enthusiastic Social Director!

Pat

The Ride

Tommy Loftin, Automotive
Director

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

Queen City Corvette Club All Chevy Charity Car Show will be held on September 6TH at Hendrick Motorsport in Concord. We need help from all club members, so please sign-up for your spot of expertise and E-Mail me ASAP with your T-shirt size. This is a rain or shine event so make your plans and preregister your car to make it easier on the people who will be doing the registration. Also the Hendrick Museum will be open and limited to 125 people; however it is currently booked up. City Chevrolet is our sponsor and has donated \$4,000.00 for the car show and with the Hendricks Museum and preregistration we already have over \$9,000.00 for this year's show. Last year we collected around \$2,000.00 for the silent auction and 50/50 drawings. If we have another 150 cars register we would have another \$3,000.00. All of this totaled together could be as much as \$14,000.00 for this year's show.

Please spread the word about the car show and do your part as a Queen City Corvette Club member. Bring all of your silent auction and donated items to the club meeting on August 9TH. If you can't get someone to donate an item then bring a new or slightly used item or stop by your local auto parts supplier and purchase something. Remember this is all for charity and the more we make the more we give.

Fall AutoFair will be September 20Th and 21St. I will have a sign-up sheet at the next meeting and remember we need 30 cars to participate, so get ready and sign up for this fun filled event.

Keep air in your tires, grease on your axles and your wheels rolling!

Till next time,

Tommy Loftin



QCCC Cornerstones

Building a Great Corvette Club
One MEMBER at a time



“No road is long with good company.” ~ Turkish Proverb

“Some people come into our lives and quickly go. Some stay for a while, leave footprints on our hearts, and we are never, ever the same.” ~ Flavia Weedn

***PLEASE WELCOME
OUR NEWEST
MEMBERS!***

***You had a choice.
Thanks for choosing
Queen City Corvette***



Ron & Donna Berst
2004 Red Convertible



John Robinson
2014 Lime Rock Green Coupe

Three Hundred Members – Congratulations to John Robinson for becoming *Queen City Corvette Club's 300th Member!* That is quite a milestone. When we look back at the early days of QCCC in the little “*sparingly*” furnished clubhouse on Independence Blvd. in 1968, who would have thought the love of the Corvette and the lasting friendships that were being cemented would last for 46 years and grow as we have. We celebrate the 300th, but that number is no more significant than member number 299, or 22, or 305. Each member is a critical piece of the larger whole that makes QCCC a destination for Corvette Enthusiasts.

For this month I've done a little research into our membership that I think you'll find interesting. Forty-eight percent (48%) of our members are referred by *existing club members*, 43% are looking for a Corvette Club and find us via our *website*, and 9% find us at *car shows and other events* and decide to attend a meeting. We have members who have been referred by local Chevy dealerships and even the National Corvette Museum. Those are pretty good recommendations. To me, what is most glaring in these numbers is the percentage of members referred by existing members. That means our members must enjoy the Corvette camaraderie and events they find at Queen City Corvette Club enough to share it with others.

Thanks to the detailed membership records kept by former Membership Director Eddie Burt and Jane over the years, we are able to see how and when our membership numbers have changed. In the past ten years, (since 2004), QCCC has added an average of *9.7 new members each year*. In 2014 we have added 34 new members and lost 26 members due to life changes, selling their Corvette and other reasons. As we grow, we continue to be successful in finding suitable meeting locations for our size. Through the July club meeting, our average meeting attendance is 128 members and guests.

All in all, QCCC has been and continues to be a destination for Corvette enthusiasts who want to share great times with great friends. ***Thanks to each member for making QCCC that destination.*** *Chris Wood*



National Corvette Museum Corner

It is just a little difficult to find a good subject matter for this month's article as my mind has been totally consumed with the final preparations for the NCM Caravan. It was astonishing at the message traffic once the registration closed. All the procrastinators were shocked and now wanted to register (bad) and sponsors now wanted to contribute (good). With all the changes, requests for help, venues deciding to cancel and dozens of others wanting in on the festivities, the captains and I feel like the puck in an air-hockey game. But we shall all survive and, hopefully, all that participate will have the ride of a lifetime. When you get the chance, give your captain and his organizing team a pat on the back for all the time and effort they have put into this grand adventure for five years.

If you haven't joined the NCM as a paying member, now is the time. Since QCCC has become a lifetime member of the NCM, you can now enjoy a 25% discount on your initial dues. I want to thank our President, Keith Cross, for leading the charge to making us a lifetime member along with being able to buy the granite bench prominently displayed in the garden area of the Museum. QCCC enjoys a sterling reputation at the NCM.

There is still time to complete your caravan wardrobe. The Corvette Store at the NCM has many clothing items and other merchandise that will be lasting mementos of this event. Just go to www.corvettemuseum.com and click on "Corvette Store". There are lots of unique items that will never be offered again. When they're gone, they're gone.

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



DICKEY DOO

From the early to late 80's QCCC were most successful and earned two national club racing championships as tracked by the National Council of Corvette Clubs. This took a great effort from all members. When you review old newsletters you see we raced every weekend somewhere. It was not just Saturday, but sometimes Friday, Saturday and Sunday and then drove home late Sunday night for work on Monday. Here is one example from October 1982. 10-2-82 Spartanburg Hillclimb plus a night rally. 10-3-82 Spartanburg Hillclimb, 10-10-82 Carolina Corvettes Concours, and Tarheel driving school, 10-17-82 Confederate Corvettes speed events (2), 10-23-82 Chevys under glass speed event, 10/24-82 Chevys under glass speed event, 10-30-82 Plastic Cars of Statesville speed event (2), and 10-31-82 plastic cars of Statesville speed event (2). Therefore there were 13 events in that month with only 10 weekend days.

Today we spotlight one of the real troopers of the times: Dick Craig. Yes, somewhere while running from his reputation, he became Richard Craig instead of Dick. Attendance and results were reported to NCCC so it was imperative that we all enter and win. These races could range from Charlotte Motor Speedway to Rockingham Speedway, to Statesville and Greenville, Greer Dragway in South Carolina, to Roebing road in Georgia and even Daytona Beach and New Orleans. So why does this seem so difficult today when in our 30's it was just something we did with no intrepidation. I suggest we think about this, you work all week, get off at 5 p.m. Friday, go home, load your car and a trailer then drive down into Georgia. Once there you had to find a safe place near the track, pull over and sleep in the car, no money for the \$25 motel room. So now back to Dickey Doo. He raced a big block 67 for a while, not a great road car. So when he traded for a new 85 two tone bronze Corvette, reliability arrived but the race bug did not leave. His answer, add a trailer hitch and design and build a two wheel trailer. I will call it a gypsy trailer.

The trailer was painted to match the 85. Tools went in first, jack and tool box, then 5 Hooiser racing tires. Sometimes he would drive most all night Friday and when need be pullover and crawl behind the seats of his 85 to get some sleep. So what could go wrong with this? I don't know, maybe a trailer breakdown, maybe the car breaks while racing, maybe the car wasn't made to pull that much weight over the mountains. All things a 30 something never thinks about. So today like a horse put out to pasture the old 85 sits in his driveway covered by a tarp, rotting away, a distant memory of a great past. Ole Dickey Doo bleeds racing blood and one thing for sure QCCC could always count on him to be there. It was his passion. Today he still talks about dropping a big motor in her with a supercharger and whippin up on some of this new stuff. If he was still 30 something I would bet on him. But alas like the car getting worse instead of better, he and I both are doing the same. But we sure do have good memories of the early days of racing in QCCC. Maybe that is why he changed his name. Maybe he went from Racin' Dick to Social Richard just like QCCC.

BILL CRUTHIS



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





From Track to Street

NEXT EVENT

The next round of the TUDOR Championship is set for Sunday, Aug. 10 from Road America in Elkhart Lake, Wis.

CORVETTE RACING AT INDIANAPOLIS: Action Express Kisses The Bricks

Joao Barbosa and Christian Fittipaldi made history Friday by taking the Corvette brand to Victory Lane at Indianapolis Motor Speedway for the first time. The duo drove their No. 5 Action Express Racing Corvette Daytona Prototype to a win in the Brickyard Grand Prix for the TUDOR United SportsCar Championship.

The Action Express team chose to gamble on fuel at the end of the race and went the last 52-plus minutes on the same tank of fuel as Barbosa took the win by 48.964 seconds. It was the first win at The Brickyard for the Corvette DP program.

In GT Le Mans, Corvette Racing's two Chevrolet Corvette C7.Rs finished fourth and fifth in their first race at Indianapolis.

[more »](#)

Other Corvette Related Items of interest.

**Pre-Caravan Car Care Day
at Brian Kruse's Garage
August 16 at 8:00AM till 4:00PM**

“Heads-Up”



QCCC 46th Birthday Party
August 9, 2014 Meeting
Hendrick's Motorsports

**Don't forget this is a special
meeting to honor us!!!**

Special refreshments

**Pictures of everyone with the same
car model**

And more surprises!!!!

Party and pictures
Meeting

5 p.m.
6 p.m.

“Corvette Fever”

Small Oklahoma towns are not necessarily hotbeds of automobile activity. However, in the early fifties, the art of customizing the family sedan and hot rodding the coupes was making its way Eastward from California via the “Mother Road”, Route 66. These were the days of 1950 green Oldsmobile Rocket 88 coupes, Fordillacs, Hudson Hornets, and Pan American Lincoln racers. Chevrolet was not a “runner”. But the Ford-Chevrolet debate raged among those of us already polarized by our fathers. Unfortunately Ford had not only the image but the V-8 also.

Weekends were spent sitting on the corner of the main drag, which happened to be a U.S. highway and the only paved thoroughfare in town, identifying the model year (a lot easier then than now), type of engine and making real and imaginary assessments of top speed. A leaded-in 1950 Ford in primer, lowered and sporting twin turned down spotlights was high excitement. Anything with just two doors and not a pickup was cool.

While updating the automobile census in town during a warm summer day in 1954, a small white car, the likes of which had not been even imagined, came speeding down the street driven by an Oklahoma Highway Patrolman with the local Chevrolet dealer riding shotgun. *“It’s headed for the Chevy dealership”* yelled someone and four young teenagers broke all local track records for the three block distance between the hangout corner and the dealership. We arrived before the two passengers could exit this machine from who knows where. **The first Corvette.** It was resplendent in white with red interior. Time, heartbeats, and breathing stood still. A vow of future ownership was sworn on the spot that we knew would be fulfilled. A passion in life had been kindled which will never be extinguished. That first sighting is still vivid and as nourishing to the senses now as it was then and I have no doubt it shall always be. Growing older is not an event to relish but to have been able to watch the beloved Corvette grow up with me from its adolescent years to tough kid on the block to man-about-town to world class bon vivant’ has indeed been glorious.

Paul T. Mariano

TEST DRIVING THE NEW C7
(at VIR-full Course)
By: Brian Cruse

Two weeks ago, I had a chance to take a new C7 around VIR. I was registered at the June Hooked on Driving HPDE event. (<http://www.hookedondriving.com/>) A good friend of mine, Dave Auer is the owner of the HOD franchise for our region, and he has a GM sponsorship that includes a package that puts a C7 in his care and custody. The intention of this car is to provide on-track driving experience for marketing purposes.

Before I go further with this tome (and to those of you that have nothing better to do that read what I write), let me say that the C7 is one awesome automobile. The base package, even at 450 HP, is enough to take on the C6Z06 on the track, case closed. This car has awesome handling and power capability.

That glowing statement concluded, I'll now share MY experience in the car. My kids and grandkids are starting to treat me like an old geezer. At first, I was flattered by them being my wait-staff: "pop would you like a drink? Can I change the channel for you?" Then it dawned on me, they think I'm getting old. Little do they know, I'm actually an adolescent, cleverly disguised as a mature adult. My glands still make the substantial and important decisions in my life; my brain has a struggle just attempting to provide a little advice now and then.

The previous paragraph needed to be declared in order to set the stage for the driving experience with the C7. This new C7 was clean and shiny; the car Dave spec'ed out was a silver one with black accents, and all the bells and whistles one could possibly want in a car. It is one good looking car and just sitting there it creates the vision that you need to cover your ears to protect from sonic boom.

There was a registration table and I filled out the usual waivers and signed away my important bodily accoutrements in the event I caused any damage to the car on track. Dave, then immediately said "let's go"! I wasn't emotionally prepared to go at the moment, so I said to Dave I had to go get my helmet. That gave my brain a little time to intervene and convince the glands that this is Dave's car and take care.

Got back to the table with the helmet; hopped in the driver's side of the car. Dave hopped in the passenger seat, and immediately began to go through all the features on the C7 display. My glands were only able to process 10% of the info and intel Dave was offering, but I can tell you, there are more information displays on a C7 dash than lights on the White House Christmas Tree.

Dave gave me stern warning: "this is a NEW CAR, keep the revs to 5000", "drive at 5/10ths, PLEASE" and "we're putting it in sport mode". By then, my eyes were glazing over, and I was happy, I found the important stuff; steering wheel, brake pedal, clutch pedal, GO PEDAL. Now to be sure, I was intending to fly SOP (seat-of -pants), Dave was in full instrument flight.

Push-button start, engine has a nice sound, gear box: total butter-smooth, clutch nice, really exquisite instrument cluster. We drive out to the grid, Dianne the grid marshal waves us on to the track.

Now for those of you that know VIR, when you come out on a hot track, there are cars passing to your left at a buck-thirty plus, so you have to stay track-right well into turn one. But, the blend-in section of the track is a nice long straight. I usually hit 3rd gear and 90 as I blend in with my old C5. When I dropped the hammer on the C7 I was at 70 under the timing tower, which meant there was much more to offer and a good test of the brakes coming up.

I must confess that C7 has one beautiful exhaust note as you get to 5kRPM (and beyond). However I got a scolding from Dave BEFORE turn 1 to tone it down. Now we were close to 100 mph when I

came down on the brakes. I felt the system sport-mode kick in during braking as I probably exceeded threshold. Out of the corner of my eye, I saw Dave looking at me. There wasn't much of a smile on his face. There was no one in my left mirror so we proceeded through the turns.

The balance and capability of the C7 is totally impressive. As we got to turn 4, where I use the throttle to rotate my old C5, I drove it as I normally would. The sport-mode setting said "no-no", "I'm in charge here, not you". I must say, even though I could feel the system taking over, the car rotated through that turn and the esses smoothly and deftly. This instrument flying stuff is pretty cool.

As we passed under the bridge, we were just north of 100 bucks and that was 5/10ths for the C7. In my C5 I'm about 90 at the bridge. After the bridge you enter the climbing esses. Dave knew well that I experienced a bit of chaos there a few years back. He was looking straight ahead, and I noticed his knuckles were just beginning to show white as he reminded me: "5/10ths!" I glimpsed at the speedo and I was a good 5-10mph faster through there. That C7 absolutely straightened out the climbing esses. The balance of the car is noteworthy.

As you approach the braking zone to the Oak Tree turn (no longer an Oak Tree there), a downshift is needed to 3rd gear. You need a "throttle blip" to match the engine revs with the car speed; what the old timers call "heel-toe". The C7 does this automatically. It senses you are on the brake and you push in the clutch and move the shifter. Instantly you get a nice 1000-1500 rpm throttle blip. The shift is so smooth that you are better able to focus on turn in.

Now the back straight was cake. My old C5 lets me know of every dip in the track. There is a nice one right where you go past the "Bitch" turn-in (the Bitch turn that is the entry to the Patriot Course section of the track and not used during the full course). I'm usually at a buck-35+ in my C5 and I can really feel that dip because it takes just a bit of weight off my front end. The C7 just flattened out that dip and made it un-noticeable.

Entering the Roller Coaster section of VIR requires another downshift. Again the throttle-blip feature worked absolutely flawlessly and made for a smooth transition to a lower gear. Down the Roller-coaster and through the "Hog Pen", the C7 was on rails.

The C7 gobbled up the front straight like it was a drag strip (did you know at one time in the distant past, that section was used as a drag strip when VIR fell on hard times). We were in to the braking zone for T-1 before you could spit a wad of Sun-Maid out the window. For those of you that don't know what Sun-Maid is, it is plug-chewing tobacco, not iced-tea made in the sun, or a brand of raisins.

EPILOGUE

We did one more lap on VIR in the C7 and I am here to tell you GM got that car RIGHT. I've been to other unveilings of the C7 and listened to the blather of the GM engineers and sales guys. I've even sat in them at the Museum Bash. Their blather and bragging is totally warranted. You just have to drive this car on the track to appreciate the diligence in engineering and manufacturing that went in the production of the C7.

I don't know how much longer this C7-drive offering will last, you will have to look at Hooked on Driving's schedule and sign up for one of the events to get this unique chance to REALLY, REALLY drive one of these magnificent cars.

Thanks, Dave for the opportunity.

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