



The
**Queen City Corvette
Gazette**

Official Newsletter of NC's Largest Corvette Club

October 2014



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On the Cover

One of QCCC checks for Charity

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.**

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 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

What a month September was! We started out the first weekend with our **3rd Annual All Chevy Charity Car Show** and this year was even bigger and more successful than last year. Thanks to all the members who worked as volunteers. The second weekend was the **16th Annual Burt's BBQ**. Yes, Eddie and Jane have been hosting a fall meeting with a BBQ at their home since 1999. This year the BBQ was delicious, as usual. Thanks to all the members that pitched in and helped prepare and bring side items. The third weekend was spent at **Charlotte Motor Speedway and Auto Fair**. We had a great turn out both days and plenty of fun just sitting and socializing. We were treated to pulled pork sandwiches and the trimmings prepared by Craig and Donna Smith on Sunday. Again the eats were delicious. Lastly the fourth weekend was spent on a **Mystery Day Trip Drive** that Pat Bonino. It was a fun trip and all enjoyed the drive which ended up in Lake Lure.



At the September Business Meeting the **1st Queen City Corvette Club Lifetime Service Award** was presented. This is a new award that will not be an annual award but one given out to recognize someone who has given many years of service to the club. The first award was presented to Eddie Burt. Part of the presentation read as: The board does respectfully presented the name of Eddie Burt for the QCCC Lifetime Service Achievement Award in our club. We propose this honor because Eddie joined QCCC in January 1995 and has been a member in good standing since. He served as VP in 1998, was Treasurer from 1999 through 2001 and was Membership Director from 2002 through 2011. He served on the QCCC Board for 14 consecutive years. He has hosted along with his wife Jane the QCCC Annual Burt's BBQ at his home since 1999. Eddie has volunteered to organize or assist in all aspects of the club including Day Trips, Car Shows, Charity Events, Club Business Meetings and other functions since joining. Eddie fully displays, exemplifies and perpetuates the principles and ideals of QCCC.



Congratulations Eddie!

Also our new **QCCC Pictorial Directory** has been composed and completed by Laura Pelchat. Laura started giving them out one per family at the September Business Meeting and will continue at the October Meeting. These are very nice so make sure you see Laura at the next meeting to get yours. Thank you Laura for all the time and work that you put into this project for the club. It was a job well done!

Now we are quickly approaching the **November Board Elections**. Please remember that all board positions are for a term of one (1) year. But a member can run for consecutive years if they want to. If you're interested in a position please let me know before the October Business Meeting. The board nominations will be closed at the end of the October Business Meeting and we will vote at the November Business Meeting. Also this year we will be voting on our **Rookie Members of the Year and Member of the Year** at our November Business Meeting. We will be announcing the candidates at the October Meeting so everyone will have time to think about their choices before November.

October brings us cooler weather and a great time to get out and enjoy those Corvettes. I know we have several events at the beginning of the month that you may not want to miss so go check out calendar on the website. The next several months are a perfect time to get out and take a leisure drive before the weather turns bad or you start on that winter project. So take some time off, relax, and take that drive and...

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

Keith Cross



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the View is Always Nice.*



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V P Report Bill Cruthis

THE GOOD OL DAYS

Part of what makes the good ole days so good, is we never think about the bad parts. Back in the mid 70's we had a ritual in QCCC. It was probably replicated geographically in the club around the Charlotte area, but for me in was a pocket of us in the Mint Hill, Matthews, Independence Boulevard area. It was a given that anytime one of us traded for a new or used hot rod, the first stop on the way home was at Dollar Bill Ingram's basement garage. Often times it was he that would call with a new purchase, like a 67 coupe, or a LT1 72 with air. We would arrive as soon after work as possible. There were no rules, no time table. Somehow there was always plenty of the golden brew to drink and we might order a pizza. So what was the purpose of these get-togethers? It was bench racing of course. The new vehicle was like a piece of red meat to a lion. We would dissect every button on the interior and then under the hood for a close look. I recall one such night when my 78 ElCamino was delivered, burgundy over buckskin, what a beauty. That was a tough nite as the significant other, after much beer, proceeded to stick our 74 big block in the ditch. I should have known then that the "till death do us part" was not going to work out. I can't count on my fingers and toes how many times we smoked over someone's new ride, and what fun we had. Ingram and Kirkley were the main contributors as they were always trading and making money. Other cars I remember were, a 77 black over Buckskin Corvette, a 308 red Ferrari, then the Ferrari was sold to a pro golfer and in exchange was a 65 red roadster, then I contributed with a 65 red roadster and later an 85 red coupe. There were many 78 pace cars and even more silver anniversary cars and clones. As you can see this became a regular ritual and part of our social lives.

The reason I bring this up now, I had a major event last month when I plunged onto the internet and sight unseen purchased a 71 454 air car from a doctor in Michigan. When the carrier called me and said he would be here in 90 minutes, I called Richard Craig. We watched as he unloaded it and then pulled it in the garage. First we checked the paint, then the interior and finally under the hood. Very soon we were taking apart the left headlight bucket which was stuck up. After several brewskies, we had made a list of parts needed to fix it and were on the computer to Corvette Central ordering. Two days later Ron Worley emailed me to meet for breakfast and look at the car. At the same time Darrel Kirkley was also coming up to view it. So we had breakfast then time to bench race the new (old) 71. New sets of eyes, new things found to fix, new ideas of how to best fix them. We smoked it over so long it was time for lunch, off to Midtown Sundries. I was left with a very full belly, lots of compliments and some sympathy. The next week, after the wine tasting at our floral and wine shop, we were off to a late supper with Ben and Jamie Hinson. Of course, after a great meal, what else was there to do at 10 p.m. but let's go look at the new (old) car. More bench racing more issues found, more compliments, more sympathy. Finally last Friday the doorbell rang and it was Clark Belvin stopping by to check out the new (old) ride. Amazingly after six sets of eyes had reviewed the car, Clark still brought attention to some new issues but with more compliments and more sympathy.

All of this got me thinking of the old days and how we would gather to view one of our new additions. The only difference had been we did it in little groups now instead of all at once. I think it was better this way as I got to enjoy everyone's visit so much more than if they had all been here at once. So maybe the good ole days were

not as good as today, and when I drive this car I am reminded that today's cars sure are great cars. This car's beauty is in its nostalgia. I bought it to replace my 70 Corvette that I probably should never have sold. It is a good car and just needs a friend. It will take a while but it can be a pretty good car in the end. How do I know? Because many of my great corvette friends have already bench raced it. Just like in the good ole days. See ya' soon, not sure which Blue Corvette I will be driving.

LEFT LANE AND DOWN.....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*



Volunteer Crier was sent out this last month to everyone in QCCC. It is a way we can let you know when we occasionally need some specific help at a meeting or an event. We do not want to burn out a small group people, but spread the load around so everyone can have a chance contribute something.

WOW!!! We have been so thrilled with the reception to this request! Lots of you have stepped forward to specifically say you WANT to help certain times doing certain things. We will get back to you as we go along with the needs as they arise. In the meantime, the plan is, to let you know details about the task when you have volunteered. Then you will not be caught off guard and will feel more comfortable.

Let's remember that the bottom line is....we are part of QCCC to have fun! So as we have meetings and events lets remember what Mark Twain said
“The Human Race has one really effective weapon, and that is laughter”!

Recap

We had a perfect day to go on our Mystery Trip up to the mountains. I know this was easy to figure out this time. Many of the group, though, had not been up to Lake Lure. We had lunch at Larkin's on the Lake, took a boat trip on Lake Lure and visited “The Flowering Bridge”...a neat old bridge that has been planted and embellished for everyone to enjoy.
Best part ...listening to Bill's funny stories and being together!!!

Remember to check dates and details on the event calendar on our QCCC website for upcoming meetings and outings.

Still being “Social”

Pat

The Ride

Tommy Loftin, Automotive Director



Queen City Corvette Club All Charity Car Show 2014 turned out to be more than any of us could have expected. I would like to thank our sponsor, City Chevrolet, The Hendrick Facility and all their volunteers, all the vendors, and most of all Queen City club members for your help and support in making this car show such a success. We had over 105 club members help with the event and most people were there at 6:00 AM eager to get started. We had over 75 items for our silent auction which netted \$1,905.00 and all items were donated for our cause. Pat Bonito and her team did a great job collecting items, putting the items together and promoting the sale. The 50/50 Drawing was handled by Bill Cruthis and his team who promoted ticket sales by the car length. The team collected \$1,824.00 and the winner walked away with \$912.00. The Heritage Center Museum Tour had 173 people go through in a five hour period and brought in \$4,425.00 in donations. We had 275 Corvettes, Camaros, Chevy cars, Chevy trucks and rods displayed at the Hendrick facility with an estimated crowd of over 800 people. A special treat for the show was the display of the 1953 Corvette owned by Kevin Saxton, 1954 Corvette owned by Tommy Loftin and the 1955 Corvette owned by Paul Meyer. The total income for our car show was \$15,979.00 and we netted \$5,178.00 which will go towards next years charities. Our two charities for 2014 were Pilgrim's Inn and Blessed Assurance Adult Day Care each of which received a check from our club for \$3,000.00 each. QCCC also donated \$4,425.00 to The Hendricks Marrow Project as part of their 2014 charity project.

Our car show had five classes QCCC Corvettes, Guest Corvettes, Camaros, Chevy Cars and Chevy Trucks. We had 68 trophies to be given out to the top winners in each class and generation. Arnold Walker won Sponsors Choice Award with his red 1957 Chevy Belair and his trophy was presented by City Chevrolet. The following list are the trophy winners by QCCC; Best C-7 Chuck DeWitt, Best C-6 Jack Brunton, Best C-5 Craig and Donna Smith, Best C-4 Jack Goodison, Best C-3 Fred Rice, Best C-2 Travis Meredith, and Best C-1 Tommy Loftin. The Best of Show Queen City Corvette was won by Tommy Loftin with his 1954 Vette, the Best Of Show Guest Corvette went to Blain Polk, The Best Of Show Camaro went to Dale Hinson, The Best Of Show Chevy Cars went to Arnold Walker, and the Best Of Show Chevy Trucks went to Ray Dupont.

All of our club members are already preparing for next year's event so keep your eyes and ears open for information about Queen City Corvette Club All Chevy Charity Car Show 2015.

AutoFair was held September 20th and 21st at Charlotte Motor Speedway and QCCC had 28 cars participate on Saturday and 29 cars on Sunday. Craig and Donna Smith supplied the club with Craig's famous Bar-B-Q and Donna's most wonderful pecan pies for the Sunday lunch. Winners of the AutoFair Car Show were C-1 by Tommy Loftin, C-2 by Travis Meredith, C-3 by Fred Rice, C-4 by Corinne Smith, C-5 by Craig Smith, C-6 by Don Smith and C-7 by Barney Peterman. Don Smith took the AutoFair Best of Show Trophy with his near perfect score on his 2012 C-6 Corvette. Fred Rice was QCCC Participants Choice winner with Brenda Loftin as 1st runner-up and Tom Rockhold as 2nd runner-up. Keith Cross presented Steve Pelchat with the President's Choice Award for his long term love for his 1960 Corvette and participation in our club.

Again I would like to thank all of QCCC members for their help and dedication towards our car show. Till next time,

Tommy Loftin

QCCC Cornerstones

Building a Great Corvette Club
One MEMBER at a time



"There are two kinds of people in this world; 'I' people and 'we' people. I've always tried to be a 'we' person.

~ Clint Eastwood

"Act as if what you do makes a difference. It does." ~William James

As I drove into the Hendrick Motorsports complex for our Queen City Car Show, it was still very dark. From the time my alarm jolted me out of my deep sleep to the moment I drove up to the facility, my body and mind kept asking me "what were you thinking?" Starbucks wasn't even open yet. As my eyes tried to make out what my headlights were revealing, I realized why I was up at that hour. This is what we do. Like Clint Eastwood, Queen City Corvette Club members are 'we' people. This was reinforced by what I saw in the headlights. There were members everywhere putting up tents, moving tables and setting up an enormous silent auction. Folks in bright green vests were standing in the parking lots motioning for me to follow their direction to park, others were unloading trucks, preparing goody bags, and many other tasks to prepare for the show participants to arrive. I also recognized that many were new members who had answered the call to get involved. Everyone did what they could do to make a difference. Bright green volunteer shirts were everywhere. That is what sets QCCC apart, has contributed to its longevity, and will keep it going for




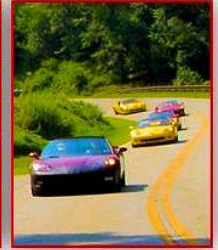
many years to come.

They say it takes a village to raise a child. Likewise, I believe it takes all its members doing their part to make a Corvette Club successful. Whether we realize it or not, anything and everything we do, no matter how small, goes a long way toward contributing to QCCC's overall success. Thank you for doing your part in contributing to that success.

During the October meeting, we will recognize our newest members to prepare for **"Rookie of the Year"** voting which will take place in November. "Rookie of the Year" candidates are those new members voted in to QCCC from October 1, 2013 through September 30, 2014. To prepare for voting, please take a moment to visit the QCCC website and look at the **2014 New Members** <http://qcccphoto.smugmug.com/New-Members/2014-New-Members/>.

To the right is the **"Rookie of the Year"** ballot you will receive at the October meeting. Your vote is important. Thanks for helping make our newest members feel welcomed!

|  2014 ROOKIES of the YEAR - | | | | Please vote for one male & one female | | | |
|--|--|--|--|--|--|--|--|
| Christian Sayles | | | | Dawn Sayles | | | |
| Gary Cunningham | | | | Gwen Cunningham | | | |
| Mike Finney | | | | Darry Finney | | | |
| Clib Abare | | | | Bronwyn Abare | | | |
| Don Conover | | | | Peggy Conover | | | |
| Harold Crockett | | | | Suzanne Crockett | | | |
| Don Smith | | | | Corrine Smith | | | |
| Bob Terry | | | | Beverly Terry | | | |
| Mark Smets | | | | Nancy Jewell | | | |
| Vinny Vettorino | | | | Patricia Vettorino | | | |
| Jimmy Connell | | | | Pamela Connell | | | |
| Danny Bass | | | | Elaine Bass | | | |
| Ken Aycock | | | | Hazel Aycock | | | |
| Mal Speer | | | | Helen Speer | | | |
| Richard Gwilt | | | | Mary Ann Gwilt | | | |
| Bill Houck | | | | Anne Houck | | | |
| James (Skeet) McKee | | | | Polly McKee | | | |
| Alan Wilkes | | | | Deborah Wilkes | | | |
| Ron Berst | | | | Donna Berst | | | |
| Gerald Yarborough | | | | Carolyn Yarborough | | | |
| Chuck DeWitt | | | | Margo DeWitt | | | |
| Hank Farrior | | | | Teresa Farrior | | | |
| Steve Morris | | | | Lynda Morris | | | |
| Norm Lontz | | | | Joyce Lontz | | | |
| George Manghis | | | | | | | |
| John Robinson | | | | | | | |



National Corvette Museum Corner

The 2014 NCM Caravan is over, all the little left over details are being tidied up and life is returning to normal. So, now it's time to begin planning for the NCM Bash next April. I know, I know, give it a rest Paul, but it's time to get the hotel rooms blocked and plans made for the lunch stops. You can never start too early, so please let me know if you have intentions of attending so I can start the head count. You never know what will pop up at the Bash.

The first High Performance Driving Experience (HPDE) sessions were held at the Motorsports Park over the last weekend of September and by the looks of all the videos, it was a smashing success. Even saw a couple of Vipers trying to keep up with the Corvettes. Our own track rat, Brian Kruse, was in attendance so you will have to ask him for the inside scoop of the event.

As you can see in the scoreboard at the end of this article, we have reached another milestone in QCCC. Our NCM membership has passed the 50% mark for the first time. As club we should be proud of what we have contributed to the Corvette world. QCCC is on the map as a club that is involved in Corvette activities both locally and nationally. Or maybe I should say internationally as the Canadian clubs have expressed their admiration for our group. Thanks to our past boards and presidents for leading the charge to make QCCC a life member of the NCM, the purchase of a memorial bench and an acre at the Motorsports Park. What a club!!

Just about everything you need to know about upcoming events is available on the NCM website. Go to www.corvettemuseum.com and use the pull down "Events" at the top of the page. Click on the event of your choice and the agenda and registration process should be available. If not, it will be posted later in advance of the event.

There has been some confusion lately regarding the various levels of NCM membership, i.e. single, family, senior, life. If you have any questions regarding the benefits, costs, status of family members, etc., please let me know and I can get you the answers. It is best that we do it one-on-one rather than during the meeting or me trying to explain all the variations in this newsletter.

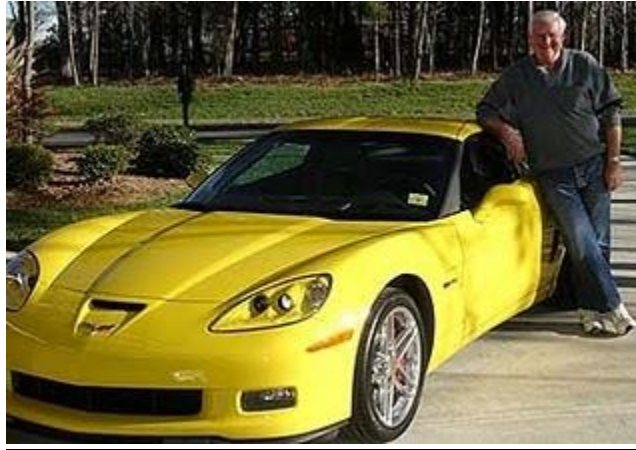
| | |
|------------------------------|----------|
| Number of QCCC Family Units | 162 |
| Number That Are NCM Members | 83 (51%) |
| Number That Are Life Members | 22 |

Save the Wave!

Paul Mariano,
NCM Ambassador



WANTED



NAME: Paul Mariano, NCM Ambassador of Queen City Corvette Club

AKA: That guy in yellow, Barbara's husband, Big guy, Head dude, Big kahuna, Crazy or **2014 National Corvette Caravan Chairman**

Distinguishing Features: Big, Pretty good size, In mule standards about 18 ½ hands high.

Last Seen: At National Corvette Museum in Bowling Green, KY wearing a yellow shirt, straw sombrero and a tight fitting pair of ballet looking tennis shoes waving in Corvettes.

Wanted For: Being a possible national homeland trouble maker.

Recent Activities:

Developed and organized a plan to use up all the High Test fuel available during a recent 7 day period by mobilizing over 5000 Corvettes all across the nation to try to cause a fuel shortage.

Developed and organized a plan to attack the National Transportation System Infrastructure during a recent 7 day period by mobilizing over 5000 Corvettes to cause a national gridlock of the nation's highways.

Developed and organized a master plan to stop for a 5 day period in the Bowling Green, KY area all one night stands, rendezvous, hookups, booty calls and marital affairs due to there not being any hotel/motel rooms available for such torrid activities.

Use Caution If Approached: Suspect has been known to talk too long when given a mic.

If Seen: **Thank him for a job well done and tell him QCCC is proud of him!**

Vintage QCCC

With the Vintage Gang:

Bill Cruthis, Richard Craig, Darrell Kirkley & Travis Meredith

More "Adventures" from QCCC of Decades Past



YE OLE MEETING SPOT

Sometimes our monthly meetings may be a little long in the tooth. I hope they are informative and enjoyable in a relaxed sort of way. In the mid 70's things were much different. Remember from 73 thru 79 we had the clubhouse at Westover and Independence, but we had no money. Therefore the meetings were held in the attic of the 2 bedroom brick house which was about 1000 square feet. Obviously with a house that small the attic was even smaller. The attic was attainable through a narrow stairway up from a back bedroom, and I do mean narrow, barely one person wide. The stairway was dark and the attic had 2 exposed 60 watt incandescent light bulbs. It was rather like being in a dark alley. There were 27 members in 1974, such that if each brought a spouse or date it meant 54 folks up in that attic. I might mention that if fire had ever broken out there would have been 27 Corvettes for sale, as there was no way out. The attic was home to an attic fan to dissipate heat. Seating was available via a bunch of Cracker Barrel type barrels. There were no chairs with backs and this was before camping chairs were an image in the inventors mind. There was a small table up toward the front eave for the president to use. Other board members had a Cracker Barrel.

Now let's think about last Saturday nite when it was 90 degrees at the picnic. What do you think it was in that attic heat wise. I would say a minimum of 110. So we would gather as now for social and a few beers in the downstairs bedroom bar, then the president would call everyone upstairs for the meeting. It was like I would imagine the old sweatbox at the prisons when you had violated rules. Up the narrow stairs we would go like lemmings headed over the cliff. Travis reminds me we could not turn the fan on as it sounded like an airplane taking off and the wind would suck all the board's papers off the table. We would try to hurry through the meeting but as today, sometimes there were issues that took time. Then there was always Linda Pace. Linda at that time was married to past president Melvin Pace (who was so instrumental in keeping QCCC going, an absolutely wonder person.). During every meeting Linda would find some issue to object to. We all remember that voice from the back of the room "I object". I guess heat never bothered Linda. You always came out of the attic drenched in sweat then it was off to dinner.

Now think of the reverse in winter. The upstairs turned into an icebox. You always wore two layers of coats just to survive. Depending on the outside temperature and if the sun was out that day, it could range from cold to very cold. But business went on as usual, reports, minutes, old business, new business. Since we raced a lot back then, we spent a lot of time on the competition chairman's report. As we sat, there with our teeth chattering, many times each meeting from the back of the room would come that voice "I object". Someone move to adjourn---"I object". What are you objecting to now Linda. I am not ready to adjourn.

For me, I never spend time thinking about the length of the meetings today, as long as they are informative, relaxed, and we have a few laughs. I look at it as my chance that month to see some of the best people in the world and talk about my favorite thing—Corvettes. I look today as we have an average of 140 folks who have gathered to keep abreast of our activities, in a comfortable setting and with anticipation of great food and fellowship to follow..... And we no longer hear "I object".

I wish you all could have been there. If we were not in our 20's we surely could not have done it. Great memories from the early days of QCCC..... The best has really gotten better

BILL CRUTHIS

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





From Track to Street

CORVETTE RACING AT ROAD ATLANTA: Action Express, Wayne Taylor Racing Big Winners

Saturday was a landmark day for the Corvette Daytona Prototype program as Action Express Racing and Chevrolet clinched TUDOR United SportsCar Championship's Prototype titles, and Wayne Taylor Racing's Jordan Taylor, Ricky Taylor and Max Angelelli won the 10-hour Petit Le Mans at Road Atlanta in their No. 10 Corvette DP.

In GT Le Mans (GTLM), Tommy Milner and Oliver Gavin posted one of their strongest showings of the year en route to a competitive fourth-place finish in the No. 4 Corvette Racing Chevrolet Corvette C7.R. The pairing led four times in class before just missing the class podium.

Other Corvette Related Items of interest.

Editors Notes of the Petit Le Mans:

Corvette Racing is an event that all Corvette lovers need to attend. We just got back from a fantastic final race of this year at Road Atlanta. One of our club members attended his first race and he said "I loved it, when can I do it again" I do believe that the #3 car would of won the race if there wasn't an accident on pit road. The #4 car was in the lead several times but the other cars with bigger gas tanks, more downforce and more power got ahead due to fewer pit stops.

We saw more Corvette flags flying than any other brand. Corvette had the longest lines at the autograph sessions than any other team. Yes even longer than Patrick Dempsey. The Corvette Coral was sold out even before the race began. Corvette won 4 races this year even with a brand new car the C7R. Come to a race in 2015, you will be a fan forever.

“Heads-Up”



**October 11, 2014 Business Meeting
Announcement**

****Notice to Bring Chairs****

Streetside Classics – Charlotte

Streetside Classics is an automotive company that offers purchasing and selling of Classic and Muscle Cars. They have graciously agreed to host our October meeting at their Charlotte Showroom. So come early as you like and take some time to look over the cars. Who knows, your next dream car could be in their showroom right now! Chairs will **NOT** be provided so, **bring your own folding chair**. If you are curious about what Streetside Classics is all about – check out their website to learn more. Plus to get directions to their Charlotte location, visit them at <http://www.streetsideclassics.com>

The address for Streetside Classics, Charlotte is as follows:
Streetside Classics – Charlotte
5400 West WT Harris Blvd.
Charlotte, NC 28269
704-598-2130

Please utilize navigation systems or [http://www. Mapquest.com](http://www.Mapquest.com) for exact directions from where you are coming.

PLEASE TAKE NOTE OF TIMES

*****REMEMBER TO BRING YOUR OWN CHAIRS*****

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| Loud-off Championship | 5:00 pm |
| Social Time: | 5:30-6:00 pm |
| Meeting Time: | 6:00-7:00 pm |

Eddie Burt's Corvette Fever

When I think of "Corvette Fever", I without a doubt think of my Dad, Eddie Burt Sr. He has had Hot Rod fever since the 50's which turned into Corvette Fever in the early 1960's. My Grandparents Willard and Rubilee Burt owned a service station in Shreveport, LA. This gave my Dad an opportunity to learn about cars and how to Hot Rod them which led to his passion for Drag Racing. He started off Drag Racing with one of his favorite cars, a 1957 Ford Fairlane. He has told me many stories of racing his '57 Ford on the streets of Louisiana...He loved the way the torque would push him back into the seat. That car had him hooked on Drag racing "even though it was a ford" as he would say.

In 1962 my Dad had a friend by the name of Billy Shepherd. Billy had just bought a brand new Black 1962 Corvette and rushed over to my Dad's house to show off his new prize. It had a bright red interior, a 327 with 2 4bb's and a 4-speed transmission. It was love at first sight. He and Billy soon decided that they would take this black beauty on a road trip to California. So they left out of Shreveport one morning and set their sights on the West Coast. They took turns driving day and night. They cruised Route 66 from Amarillo TX all the way to San Bernardino CA, taking in all of the sights the mother road had to offer. This trip set in motion a series of events that would fill my Dad with the ultimate case of Corvette Fever.

In 1965 Dad was driving and racing a 1963 409 Impala with some success, the only problem was that there was a Pontiac Catalina with a 421 that could beat him. My Dad, being the competitive person that he is, could not let that continue. So he went down to the local Chevrolet Dealership, Red River Chevrolet, and set out to buy the baddest Corvette that GM had to offer. In 1965 the biggest power plant that was available was the 396 with 425hp. He filled out the order form checking off the options boxes. At that time he had a racing buddy that was his salesman and he suggested that he wait a little while, that the 427 would be coming out in the 1966 model year. So understanding that bigger is better he waited a few months to place his order. When October came around he was ready to order his first of many Corvettes. He order a 1966 427ci 450 hp (early model) Corvette Roadster, Tuxedo Black with

Bright Blue Interior. He opted for the close ratio Muncie 4-speed, 4.56 rear gears and HD suspension. Everything you would need to have the baddest Corvette around. My Dad drove the '66 on the streets of Shreveport for the first few of months he had it. Then lower elapsed time slips took over the daily driven Corvette and it became too much to handle on the street. He towed it behind a 1967 Impala that had the same color scheme, Black with Blue Interior, across Northern Louisiana and East Texas. He won trophies and just about every track he took the car to like Shreveport Drag way, White House Drag way in Tyler TX, 'Ol Gator Speedway and many more across the AK, LA, TX area. He raced the car in A/SP or A-Sport Production, the fastest class a mostly stock car could run in. He enjoyed racing the '66 until corporate sponsorships took over the drag racing world and it was no longer feasible to race without big name sponsorship. So the Corvette went on the trailer and has not been restored, changed or driven since. It still has the 1966 inspection sticker, the original top, wiper blades and M&H racemaster slicks that it had when he parked it. It only has 25,000 miles on the odometer that he always jokes are "a quarter mile at a time".

In March of 1975 he was given two gifts, me and a 1975 Corvette. Since the '66 was no longer being raced, my Dad needed to fill his need for driving a Corvette. So he ordered a 1975 roadster, Classic white with a Bright Silver Interior. This was a very rare color combination that even his friend at Red River Chevrolet thought was odd. When the car arrived everyone was ecstatic over this car. The combination of the bright silver with the white gave it a look of sophistication and elegance that my Dad had seen in his visions of the car. This was in the middle of the oil embargo so fuel efficiency was a must so he opted for the L48 350 and an automatic transmission. First he added Dayton true knockoff wire wheels which added to the look of elegance. Soon after he added sided pipes which didn't stay on the car very long after a few burnt legs. This car was a cruiser, something he could drive every day, and he did. This car was his daily driver until around 1990. He drove this car through snow, rain, sleet and hail. He drove it across the country many times, from Connecticut to Florida, from North Carolina to Colorado and everywhere in between. There is no telling how many times the odometer has rolled over on this car. Dad guesses it has 250,000 miles on it, all with the original engine...200,000 miles of it with the top down.

In 1993 Dad bought his third Corvette. This had been his longest stretch without driving a Corvette, so he and Jane bought a Black 1992 LT-1 coupe with Light Gray interior. They added chrome factory wheels to accentuate the shine of that beautiful black body. This car has been across the country as well, with fuel economy that is incredible at more than 30 miles per gallon. This Corvette purchase led to their membership of the Queen City Corvette Club which

was a life changing event for them. They dove into membership head first, attending meetings, car shows and as many events as they could. Wednesday night dinners were a must! Shortly thereafter Dad would become a board member and offer his many business talents to the club. He has been active in the club ever since and it has become an extension of our family.

In 2004 my Dad decided it was time to upgrade his Corvette Collection. He really liked the look of the C5 Corvette and it would make a great addition. Again he picked a color combination that looks incredible, Medium Spiral Gray with a light Gray Interior. And of course he had to fall back to his roots and get a roadster so he could ride in style with the sun shining down on him along with a Z51 performance package for his inner race car driver. Shortly after, we installed a Z06 exhaust and beautiful chrome Ronal wheels to emphasize the metallic paint. He and Jane have driven the C5 to countless car shows and events as well as trips to the Florida and Eastern Coasts. This car loves the beach just as much as Dad and Jane.

One of the coolest things about all of these Corvettes and what adds to his Corvette Fever is that he still owns them all! He was never able to let go of any so he has been collecting them over the years. They are members of our family and I feel fortunate to grow up in a home with so many treasures. Not many people can say that they still own every Corvette that they have ever purchased. Not only does my Dad exhibit all of the symptoms of Corvette Fever but he is highly contagious. He has given me and my sister Corvette Fever as well. My sister now has a Victory Red 2008 Coupe that she loves. I have a Matte Black 1986 Coupe and my son and I are restoring my Dad's '75. One day my son and I will bring the '66 back to its original glory and show it off along with all of its trophies. My Dad has taught me the love of these cars and what pride of ownership is. My Dad has had a lifetime of Corvette Fever and infects every one he runs into with this wonderful illness. He has had a passion for these cars that is unrelenting and undeniable. Growing up, if I mentioned a Chevelle, a Camaro or Nova or any other car other than a Corvette, he would just say "It just ain't a Corvette though".

Eddie Burt Jr.

