



The
*Queen City Corvette
Gazette*

Official Newsletter of NC's Largest Corvette Club

November 2014



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Please visit the [QCCC web site](#) for previous issues of the Gazette

On the Cover

QCCC members enjoying Kings Mtn National Park

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.

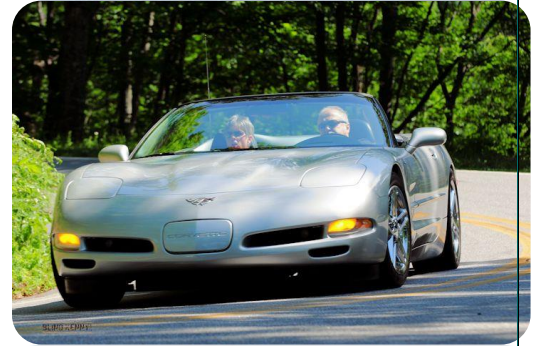
To become a member of the [QUEEN CITY CORVETTE CLUB](#), you must own a Corvette and attend at least three (3) monthly business meetings within a six-month time period. *Come check us out – we love to meet fellow Corvette Enthusiasts!* Express your wishes for membership during a monthly business meeting and be voted in, begin paying dues and having fun! If you can't join us, **please WAVE**



Crossroads

With the President Keith Cross

Our President wanted me to remind you of a very important meeting Saturday November 8th. We will be electing our officers for the year 2015 and we will also be electing our 2014 Rockies of the Year. It is important that you be there to vote. Let's see if we can beat the national average of voters that came out for the election this week. Fall is a great time to drive your Corvette so get out and drive. Boyd



...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

GEORGE JETSON ARRIVES

You should all remember George and his son Elroy from the cartoons of our youth. We are getting closer to the Jetsons' generation. I will condense an article by Frank Markus in the last motor trend to inform you of George's upcoming arrival.

Ever wonder why we have not replaced asphalt with a more effective and longer lasting product. I have, usually when I hit a pothole. Well Julie and Scott Brusaw have spent a \$750,000 federal grant working on an enormous vision. They have developed textured glass photovoltaic solar panels and have built a 12 x 36 foot proof pad in Sagle, Idaho. It is reportedly showing to exceed the traction of asphalt (stopping an 80 mph vehicle in the required distance even when wet)). It has the hardness of steel and can support 13,000 pounds of weight per panel. (the panels are 2 feet wide and hexagonal)

So let's look at how this would work. Consider the following, no painted lane lines, since it is all solar, you have power available, therefore you would have LED lights for lane markers, traffic warning could show up in the road, heating elements included to melt the snow and ice, pressure sensors could warn of animals in the road, and when power is disrupted in one the next cell over would message safety crews to repair. The road, as now, would have a slight slope to drain water. There would be a cable that carries power and smart roadway wiring. Keep in mind these are all solar panels so a huge amount of electricity is being produced. The Balso envision an end dream of how the roads could power electric cars as they travel along so they stay recharged.

Realistic cost estimates are not in yet, however the goal is to provide roadways that more than pay for themselves over their expected 20 to 30 year service life. Here are some hurdles yet to be conquered, cost, security, flood, safety, animals sleeping on the warmed road surface, and how about a surface harder than steel and rougher than asphalt making tire noise unbearable. They have now received a 2.2 million grant to continue. Expect this idea to surface first in parking lots and sidewalks around Sandpoint, Idaho. The estimate is, assuming all 31,000 square miles of pavement was done in solar panels, it would generate 21 billion kilo watts of green energy.

Now here is something ole George Jettson better think about. The reason our roads fall apart now is the substrate gives way or washes away under heavy truck and car traffic. This causes weakness and the asphalt sinks or the concrete cracks. So I am thinking under these solar panels better be a darn good solid level foundation that is not going to sink or shift, because if it does Mr. J. is going to have some messed up panels to drive over.

I think George better put his fly-mobile back in the garage, we are not ready for this just yet. However, there is no doubt that a future generation will know nothing of the fun of driving a Corvette

on an uncrowded asphalt strip of road. I guess one day we will be like a world war I photo , and those viewing will look at a C-6 Z06 at speed and think, can you believe they drove those.

As we often have said, if you were born too late for the Korean War, and lucky enough to survive Vietnam, then you won the lottery of life for cars and music. For in all the history of mankind, so far, these were the best years of all to grow up. So I send the best of luck to all those people navigating around with your solar cells in your electric cars, with the GPS controlled by the government. I will be room temperature and looking down on you smiling.

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.

Web Site Updates :

Added a "Utube Channel" for QCCC Videos. Accessible from the Top Left of the Main Page.

Added an "Awards Bowtie" to the Toolbox. Past Award recipients.

Add Brian Kruze's C5 Engine Mods to the Tech Tips Bowtie.



Bonino Banter

– *The Social Scene*



This is a great time of year to get out and drive our cars. We had a wonderful Fall trip into Cleveland County to drive through Battleground National Park and see the Museum, have BBQ at Red Bridges in Shelby then head over to the downtown to make a visit to the Earl Scruggs Center. 58 attended the day activities and 42 continued on to enjoy the evening Dinner and Bonfire at the Bonino /Rockhold properties. A big thanks to those who pitched in to help out on this event....the ladies pitched in and we even had Skeet McKee help with his special “small” tractor and get wood rounded up for the Bonfire!!!



Now not to rush the seasons but PLEASE let me know if you will be attending The Christmas Dinner at our regular business meeting December 13th. There will again be a sign-up sheet at the meeting or email me (sbonino@carolina.rr.com). We need to get a clearer picture of the numbers to plan for the food. Check the website for the more details.

Sign-up or email me to attend the road trip down to Camden, SC to the Ross E. Beard’s Gun Collection and lunch on Saturday November 15th

Remember you will get more enjoyment from our club if you join in and come to events and meetings. We will continue to send out, via our Volunteer Crier, needs for help along the way. Also any of you who have ideas for outing, events, etc. can contact me so I can research to see if we as a club can plan going into 2015.

Your enthusiastic Social Director!!!

Pat

The Ride

Tommy Loftin, Automotive Director



October was a fun filled month with the infancies on The Run To The Colors Fall Tour hosted by the Foothills Corvette Club in North Wilksboro. The ride started at Empire Chevrolet on a rainy Sunday morning and proceeded to Shatley Springs for one of the best lunches ever. After lunch the main group continued on through the North Carolina and Virginia mountains to Jeff Johnson Chevrolet in Galax, Virginia. The Queen City group decided to head back east towards Charlotte, so we traveled the back roads of Wilks County, Catawba County and Iredell County through tight turns, long steep hills and fog with plenty of rain. We did stop at the local apple house for fresh apples, honey and cider.

Foothills had a total of 122 Corvettes participate from over two dozen clubs and Queen City had 22 Corvettes make the trip. We had a police escort for the entire ride and Corvette participants took all the seating capacity for Shatley Springs. What a fun time had by all even if Mother Nature rained on us. If you didn't get a chance to go on this year's tour you need to mark your calendar for next year.

A big event for November is Rocky River Elementary School Fall Festival and Car Show on Saturday November 8TH with registration from 10:30 AM to 12:00 PM and trophies at 2:30 PM. This is to support Don Smith and his daughter who are helping host the car show for the Rocky River PTO. Registration at the door is \$15.00. This is a meeting night which will be at Auto Barn in Concord and the school is just a short distance away, so you have plenty of time to take in the car show and come to the meeting afterwards.

The next big event for November is the Corvette Angles Toy Drive on November 22ND. Bill Miller will be coordinating this event for our club as well as all other Corvette clubs. This is a good time to show off your corvette, have a fun ride, eat lunch and help a child have a better Christmas this year.

Thank you to all the people who help support and sponsor all of the events for QCCC. All the fun we have with our cars and fellowship with our Corvette friends is only a part of what the club is all about; after all we are so fortunate and to give back a little to our community is a privilege we all should be proud of.

Tommy Loftin

QCCC Cornerstones

*Building a Great Corvette Club
One Member at a time*



"There are some people who, if they don't already know, you can't tell 'em." ~ Yogi Berra

"We are all here for a spell, get all the good laughs you can." ~ Will Rogers

Happy November! The chill is in the air, the trees are past their peak and Walmart and Costco both have their Christmas decorations on display. At this time of year, we all give thanks for our many blessings. One of the blessings I am thankful for is that I live in an area where we do not have to put away our Corvettes for the winter like folks in other areas of the country. We can drive and enjoy them year round and we don't have to squeeze all our club activities into a few months of the year.

Speaking of driving and enjoying our Corvettes, I always have to chuckle when I hear about those folks who say they are not old enough or have enough gray hair to own a Corvette! I can't imagine having my head so far in the clouds (*or somewhere else for that matter*) that I would deny myself all the fun and excitement of owning America's Sports Car and being a member of the Corvette family. One of our club members told me long ago that he had been a member of many different clubs but Queen City Corvette Club was by far the most fun of all of them. As far as I'm concerned, he is right. If Corvette ownership appears to only appeal to an older crowd, there is probably a very good reason for that. With age comes wisdom. So, when you hear someone say they don't have enough gray hair to own a Corvette, just smile and feel a little sorry for them. Maybe someday they'll figure it out.

Don't forget during our November meeting, we'll vote for our **"Rookie of the Year"**. "Rookie of the Year" candidates are those new members voted in to QCCC from October 1, 2013 through September 30, 2014. In preparation 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/>.

Chris Wood, Membership Director

PLEASE WELCOME OUR NEWEST MEMBERS!

Thanks for choosing Queen City Corvette Club!



Rick & Linn Erdman

2007 White Coupe

Mike & Eileen Ormand

2006 Blue Coupe

John & Sharon Shaw

1991 Red Coupe



AUGUST 28 - 30, 2014 ALL ROADS LEAD TO BOWLING GREEN THE NATIONAL CORVETTE MUSEUM ALL ROADS LEAD TO BOWLING GREEN THE NATIONAL CORVETTE MUSEUM

National Corvette Museum Corner

Maybe it's just me, but it now seems like the Corvette doldrums. The Vets 'n Vettes event at the NCM is the last museum gathering of the year and all the car shows have wound down. So now we enter into the party season with the QCCC Christmas party and banquet coming up on the agenda along with the many private parties. What does all this have to do with the NCM and this article? Well, there is much more to the NCM than just the events they host each year. Those things that keep the museum afloat are the raffles of new Corvettes and the Corvette Store. Your support of those two programs will keep the NCM alive. And you can also do your Christmas shopping on line and get your member discount. Or better yet, if it's a real good friend, give them a NCM membership as a gift. They'll love you for it.

We now have thirteen (13) couples signed up for the Bash in April. It looks like we are going to have a good group for this event. Let me know if you want a room for the occasion.

Let me remind all of you buying those shiny new C7s that there is a card in your info package that is good for a free one year's membership in the NCM. If you are already a member, no need to mail it in, if not, welcome to the clan.

Wishing everyone a Happy Thanksgiving.

Number of QCCC Family Units	165
Number That Are NCM Members	83 (50%)
Number That Are Life Members	22

Save the Wave!

Paul Mariano,
NCM Ambassador

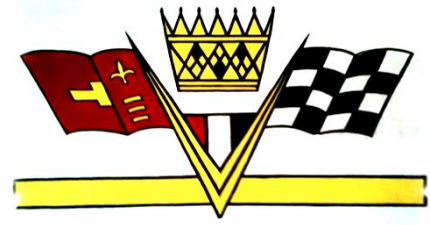


Vintage QCCC

With the Vintage Gang:

Bill Cruthis, Richard Craig, Darrell Kirkley & Travis Meredith

More "Adventures" from QCCC of Decades Past



THE DIRT PILE

(Since we have so many new members that have missed most of the vintage articles from back in 2010 we will occasionally revisit one. Today is one such article)

Back in the spring of 1975 Charlotte Motor Speedway was pretty rudimentary. Although large, the grandstands were more similar to the state fair than today's ultra-luxury seating. As you face the front of the pits, that whole side behind them was an enormous hole in the ground. That hole came from displacing the dirt to build the high banks in the turns. Humpy Wheeler made a terrific deal with the city of Charlotte that allowed the city to use this crater as a garbage dump. The money from that deal along with the future Nascar TV contracts is what put the speedway on the map. Every year after the October 500 Nascar race, they covered a 12 foot strip of the back strait with about 18 inches of dirt. This was done so that the garbage trucks coming thru the back gate would not damage the track. That left only the tunnel entrance to the infield.

As we go back in time with QCCC think about this. There were 27 member couples but they all loved to race. So the entire speedway was rented for \$200 for a weekend. On one such weekend we hosted the Southeast Sectional. This was a pretty big feat to host Corvette clubs from all over the southeast at the speedway for a timed event. Our insurance would not cover wheel to wheel racing so we acquired cones and timing equipment. We would set up one lap track where you went backwards down pit road, then did a 180 around a barrel, down the front stretch, onto the road course, then off the road course and back down the front strait to complete your lap. We could not go all the way around do to the dirt on the back strait.

Now enter Charlie Nash. Charlie was always jovial, a Hee-haw lookalike. He had a 66 coupe that in 1975 he had just gotten painted a bronze color with a gold stinger hood, new mags and side pipes. On this particular Saturday morning we had arrived about 6 a.m. to set the course cones and get the timing calibrated and working. We had all come thru the tunnel and the sun was just breaking thru the dark night. I believe about 10 of us were there and it left the speedway very quiet and as always in the a.m. cold. All of the sudden, thru the tunnel, came the roar of side pipes then down pit road and out onto the track came Charlie. As he launched that 66 into turn one, it became obvious what he had in mind was a hot lap of Charlotte Motor Speedway. Yikes, did he not know about the dirt?? The only noise we heard was Charlie going thru the gears. The light was barely enough to see him start down the back stretch. Then, there was the sound of brakes screeching and a sickening dull thud. That would be fiberglass contacting moving parts (tires). He slowly tried to move his way back around to the pits. When he got there the front fenders were pretty much destroyed by the tires when he landed. Many other parts were not well off. Ole Charlie was gripping the wheel pretty tight. It was not a good day for him. But he was un hurt, not so the Corvette.

Travis has found Charlie living back in West Virginia which is where he had gone after his stay in Charlotte. He remembers hitting the dirt head on and fast. Charlie was a fun loving fellow, always smiling, and today he looks back at that incident and smiles sheepishly and says, "yeah, I really messed my car up that day". Hopefully we can get Charlie back for our 50th reunion in 2018. Such was the craziness of QCCC back in the 70's, but what a memory.

BILL CRUTHIS

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





From Track to Street

Some interesting web sites to learn more about Corvette Racing.

Next event is “The Roar before the 24” Jan 9-11, 2015 Daytona and the the Rolex 24 on Jan 24th and 25th.

<https://www.facebook.com/CorvetteRacingFans> Corvette Racing Facebook Page

www.corvetteracing.com Official Corvette Racing Web Site

www.imsa.com/teams/corvette-racing TUDOR Official United Sports Car Site

Other Corvette Related Items of interest.



Future Corvette Racing Driver “ Who is He? “ First correct answer given to the Editor at the meeting wins a prize. (Parents and Grandparents are not eligible.)

“Heads-Up”

November 8, 2014 Business
Meeting
Announcement

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

AutoBarn Classic Cars is an automotive company that offers marketing, selling and storage services for classic cars in their 60,000 square feet of showroom. They have invited us back and agreed to host our November meeting at their Concord Showroom. So come a little early and take time to look over the cars. Chairs will **NOT be provided, so bring your own folding chair. If you are curious about what AutoBarn is all about, check out their website to learn more – <http://www.autobarnclassiccars.com/default.aspx>. The address for the AutoBarn Classic Cars is as follows:**

**AutoBarn Classic Cars
325 McGill Avenue Northwest
Concord, NC 28027**

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

BRING YOUR OWN CHAIRS

Social Time and Car Viewing 5:00 pm - 6:00 pm

Business Meeting 6:00 pm - 7:00 pm

Looking forward to seeing everyone there!!!

“Corvette Fever”

I'm 15, my friends and I are riding bikes on Washington Street from Hingham to Norwell, Massachusetts and a 1966 Corvette drives by. I remember the license plate PM 427. I didn't need to touch body fluids to catch the fever. I was infected at the sight and the infection grew deep within me until the C5 was introduced.

I saw my first one at the Chevy dealer in Wilmington, NC. We were headed to UNCW to visit our son and it caught my eye. We pulled into the dealership, I walked around the car and the infection that had slowly grown for 31 years rose to the surface. I broke out with Torch Red fever. For two years I read articles, visited showrooms, sat in cars, dragged Sue to the National Corvette Museum, Corvette assembly plant and in 1999 I told Sue I was going to order a Corvette. She said no you are not. I went to Cross Chevrolet in Huntersville and ordered a 99 Torch Red, 6 speed coupe. The fever must have baked a few brain cells. I should have discussed this further with Sue. The car arrives and I sign us up for the 99 National Corvette Caravan. This is no cure. Being with thousands of other infected people at the NCM's 5th anniversary celebration and plant tour only spreads the infection.

We return to Charlotte and I need help, or as Bill says treatment, so I look for a support group. I find QCCC and Eddie Burt sends me information. The club helps treat my fever but Sue becomes infected through the wonderful people we meet and she wants a convertible.

In January 2001 we attend the Rolex 24 Hour Race at Daytona and run a parade lap in our 99 coupe. The yellow C5R driven by Dale Earnhardt, Dale Earnhardt Jr. and Andy Pilgrim must have been contagious because I can't get that color out of my mind and several months later we buy a 2001 Millennium Yellow convertible.

We've driven this car northeast to Prince Edward Island, Canada, south to Florida, northwest to British Columbia, home from California and through many states in between. The fever grows but after 13 years I've found the cure to Yellow Fever. Trade it in on a Laguna Blue Z51 coupe. It appears this Corvette Fever is becoming a Pandemic. So many people have become infected, Bowling Green can't build them fast enough and we have to sit patiently in the waiting room for our Museum Delivery.

You're right Bill. There is no cure, just treatment.

Wade & Sue Stickels

More Corvette Fever”

Pendleton Trip – 25 SEP 2014 – Return to Dealership that sold our '69 Corvette to Owner #1, Dan Baker

At approximately 9:15 AM on Friday, September 25, 2014, Dave Buchanan (a good friend and fellow classic car enthusiast) and I departed Davidson, NC and headed south to Pendleton, SC. The purpose of the trip was to drive my 1969 Can AM White/Bright Blue interior Corvette to the location of the former Mauldin Chevrolet dealership located in Pendleton. In researching the ownership history of this “South Carolina Corvette”, I had learned that Owner #1, Dan Baker (now deceased) had purchased this Corvette in Pendleton, SC. Owner #2, Melvin Sutherland, a resident of Anderson, SC advised me that Mr. Baker had purchased the car from a dealership in Pendleton, but could only remember that the dealership had some WW II Quonset Huts as the “Service” department buildings but didn’t remember who the dealer was. I contacted a Corvette Forum member who indicated that he was from Pendleton, SC to see if he knew about such a dealership. He sent me a Google Map that depicted such a building on Mechanic Road (US 28 Business) in Pendleton. I observed an “Auction” sign on the building and located the owner of the Eagle’s Basket Auction. He provided a bit of history on the “Mauldin Building” and directed me to Buddy Durham at Buddy Automotive Parts in Pendleton. It turned out that Buddy Durham senior or “Daddy” as he was referred to, had been the Service Manager at Mauldin Chevrolet, working at the dealership from 1962 to 1982. The Durham’s were able to fill me in on how the dealership was sold, how the showroom had burned to the ground afterward, and how the building came to house an auction today. The major thing was that they confirmed the existence of the Mauldin Chevrolet Dealership in Pendleton in 1969. NCRS has this dealership identified in its records as Dealer # 419, Zone 08.

The '69 fired up and we were off to Pendleton with our fingers crossed that we would get there without “too much in the way of automotive adventures”. The distance to Pendleton is 145 miles from Davidson. The side pipes were roaring as we speed down the road with '69 running pretty good at 70-80 MPH on I-85. We stopped to check into a hotel in Duncan, SC, as we had plans to attend the ‘Art in Motion” classic car show on Saturday in Spartanburg. We planned to meet a former work colleague from Unisys who was showing a 2007 C6 Z51 SSVETT. We then proceeded to Pendleton, arriving at the Eagle Basket location around 12:30 PM. We parked the '69 out front and snapped a few pictures. The auctioneer, Jamie McDowell, came out and met with us to share some information about the history of the “Mauldin Building”. He pointed out the outline of the showroom foundation that had burned down. Technically, we had parked the '69 on the “showroom floor” one more time!





Andy and the '69 at the Mauldin Chevrolet Building in Pendleton, SC where it was sold

As it was lunch time, Jamie advised that we could get some good Bar B Que at the Smoking Pig BBQ on Business 28. He said it only opened up 3 days a week and would be packed. We figured if it was only open 3 days a week, they'd probably do a good job with the BBQ. Jamie was right, the PIG was packed and we had to park in the 3rd parking lot. And we were right, the pork BBQ, Brunswick stew, and ice tea were large in portions and very tasty.



Dave Buchanan and Andy out front of the Smoking Pig BBQ in Pendleton, SC

We fired up the '69 and headed to North Mechanic Road to find Buddy's Automotive. We pulled into a very busy store lot and went inside. Behind the counter, was a gentleman who looked to be in his late 70's or early 80's. I asked him if he might know something about Mauldin Chevrolet. He laughed and said he knew a thing or two about that dealership. We introduced ourselves and I explained that I was the guy who spoke to him and his son in March of this year about a '69 Corvette purchased in Pendleton at the Mauldin dealership. It turned out that he was very familiar with Owner #1, Dan Baker, as Dan had run a towing and auto parts store in Pendleton as well. He said that Dan was a good person to work with who could be counted on to keep his word. He also advised that you wouldn't want to get on Dan's "bad side". We met his son, Bud Durham junior and learned about Bud Durham III. I noted that if you were to yell the name Bud in that store, someone was bound to answer you! He told about how he had started out as a mechanic at the dealership and eventually became the Service Manager. After the dealership was sold, he bought the buildings and rented them out while he started his auto parts business at a gas station in Pendleton. He noted that it was a shoe store's equipment that caught fire and burned the show room down, leaving only the Quonset huts from the service center standing. I asked him if he had anything left from the Mauldin dealership that would have its name on it or a logo. His son advised that several years back, "he finally cleaned out their storage area of all those old dealership papers and manuals that Daddy had kept". He did have the "new car models" that the dealership received from GM as marketing material each year that Daddy had brought home to him and his brothers. He was keeping those! I talked Buddy senior into posing with me by the '69 for a picture. I told him that I would tell people that "the only way I could get good service on the '69 was to take it to the original Service Manger where it was sold!". We thanked the Durham's for their time and headed back to Duncan for the night.



Buddy Durham, Service Manager – Mauldin Chevrolet

I had hoped to visit Melvin Sutherland, owner #2 whose lives nearby in Anderson, SC. Un-fortunately, he was away for the week and we missed him. I'll catch up to him to tell him about the trip. Now that I know the '69 can get to Pendleton and back, I may take another trip down there to let him see his old ride.