



*The*  
**Queen City Corvette**  
**Gazette**

*Official Newsletter of NC's Largest Corvette Club*

**July 2015**



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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**





## ***President's Message TO BE OR NOT TO BE***

Bill Cruthis

First : A few more loose ends. I failed to mention at the June meeting that Cam Stewart at City Chevrolet is rebuilding their website and wants our logo on the front page which will be a direct link from their website to ours. Also, we will build that in reverse.

Streetside Classic Car Show was a winner for QCCC. We had at least 8 cars entered. Kelly Cross kept her winning ways as her 61 trophied again and the Black's are on a streak. This time winning with their family heirloom 48 Chevy. Then to make the day even better, Reggie Black's ticket was drawn awarding our club the \$500 grand prize for the day. QCCC hit another home run.

For those that did not go, Paul's mountain trip was to say the at least a very spirited drive, up on the wheel and stay focused. Man those C7's can corner.

The Earnhardt Car Show. We had a great day of camaraderie and as usual it was a great show. QCCC walked away with 5 trophies, won by Brian Moore, John Arands, John Meadows, Eric Matthews, and Bill Cruthis.

An ah ha moment. Volvo had the debut of their newest driverless model last week. They turned it on and instead of going to the right it went straight ahead and ran over two of the reporters covering the event. Karma Karma Karma, we don't want no stinkin driverless cars!

Next for the elephant in the room, the Zora ZR-1 mid-engine corvette, will they or won't they. I have been reading everything I can on this and related issues so I could present my worthless opinion. Here are the issues as I understand them.

1. GM announces a \$439 million dollar building approval for the Bowling Green Plant to update the paint room. They only spent \$150 million putting in the line for the C7. Pretty fancy paint shop. Score one for yes, it is coming.
2. All, and I mean all, of the car rags (mags) say it is coming. Hard to believe they all have bad sources. Score two for yes, it is coming.
3. Drawings of the car plus at least one mule photo are out there. Score three for yes, it is coming.
4. GM admits it cannot get more power to the ground than the current C7 Z06. Score 4 for yes, it is coming.
5. Recent articles point to the future of the demise of the V8 (think this is sad but true). New materials are coming that are lighter than carbon fiber and stronger. The future will be a lot of 4 cylinder twin turbo motors producing a ton of HP in much lighter cars that = faster cars. GM would probably go this route. Score 5 for yes, it is coming.
6. The only track problem we see is the heat from the super charger which could be avoided along with less cockpit heat via a smaller engine twin turbo. Score 6 for yes, it is coming.

Now, what are the difficulties?

1. First, with a mid-engine, a rag top is almost out of the question. The top cannot fold back with the engine back there and that is a large % of the customer base. Score one for no not coming.
2. Early reports would price the car around \$200,000 making it very limited production and not profitable. It would also disappoint the customer base to not be able to afford it. Score two for no not coming.
3. GM readily admits the current car, when not restricted on the track, is more competitive and actually faster than current mid-engine exotics at 1/3 to 1/2 the price. Score 3 for no not coming.
4. Regardless of the hype for a mid-engine, the current car has a 50/50 weight balance and at 650 HP would be just as fast as the new mid-engine Corvette for 1/2 price, a sales killer. Score 4 for no not coming.
5. There has never been a Corvette as widely accepted or praised as the C7. The most perfect Corvette ever built. Why mess with success and happiness of your customer base. Score 5 for no not coming.
6. Right or wrong almost to a person, the Corvette base is sold on big V8 noise and performance. A smaller engine is just another reason to say we don't want one. So would GM go that route just to appeal to younger buyers? Score 6 for no not coming.

So will GM yield to the pressure of the press and non-Corvette base buyers to build a car that makes no profit just to go toe to toe with European mid-engine cars?

My guess is a mid-engine Zora built alongside a new XLR Cadillac mid-engine at the Bowling Green facility. The base Corvette continues for the customers loyal to the brand. The Zora and the XLR will be higher priced but will be below the ProscHeye and the prancing horse. There will be about 1500 enthusiasts that will pony up \$180,000 large for a Corvette only marginally faster than the Z06. The combined sales of the Zora and the Caddy will be enough to satisfy GM that it is worth it to take on the world.

Personally, right now, I am not in favor of two separate Corvettes. Reminds me of the Volkswagon, Porsche panorama etc. Remember the 914, 924, 944, 911, 911s, 913, 913s, 995, 996, 997, 998, and the awesome 999.

That is my vision. Your turn.



**CARNACK THE MAGNIFICENT, LEFT LANE AND HAMMER  
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## Club Sponsor

City Chevrolet, our club sponsor, has a new General Manager. Mr. Cam Stewart has been in the position just 30 days and has already reached out to QCCC to start building his vision of a symbiotic relationship.

Cam is an admitted Corvette junkie being on his 23<sup>rd</sup> Corvette now, which is a 2014 Vet with a Mallett Supercharger. We have met with Cam and you will find the attached sheet which is his promotional promise to all club members. We know you will like it and it opens up opportunities for you to save.

In addition, Cam is rebuilding the City Chevrolet web site which has countless viewers as they have over 7000 cars listed. As he builds the new site, he is adding the Queen City logo which will be a direct link to our web site. We will be asking Bob Becker to make that reversible so that those visiting our website can click on the City Chevrolet site.

We welcome Cam into his new position and look forward to a strong relationship that benefits both parties, QCCC and all of our friends at City Chevrolet.

## LEFT LANE AND HAMMER DOWN!

365 HP---505 HP---650 HP

Bill Cruthis, President



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### New Vehicles

- QCCC members pay "Dealer Invoice" or "Supplier Pricing" whichever is less from Chevrolet. Rebates or Incentive's will be applied to reduce the purchase price. Affiliate and Commercial rebates may also apply to further reduce the purchase price.
- The General Manager reserves the right to limit this offer to "In Stock" or "On Order" vehicles. Extra costs may apply for Locates, Transportation, or Specialty Vehicles.

### Pre-Owned Vehicles

- Vehicles in-stock and available for retail sale may be purchased for inventory amount plus \$500. Extra costs may apply for Transportation, or Specialty Vehicles.
- All vehicles sold to QCCC members must first pass NC State Inspection through our service department. We service every retail vehicle sold at City Chevrolet prior to sale.
- City offers over 7000 Used Vehicles online that can be transferred in for delivery. The prices of these vehicles are on our website CityChevrolet.com. Shipping costs may apply.

### Parts & Service

- Parts or Service Labor will receive a 15% discount off the posted Customer pay rate. 15% discount may not be combined with other coupons or specials. We also offer Restoration Parts and services through GM, ZIP, Ecklers, and Corvette Central.

### Referral Bonus

- If you refer a non-QCCC member and they purchase a vehicle, we will thank you with @\$100 referral Gift Card for supporting the partnership.



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# ***TALES AND TRAILS FROM UP YONDER***

**Paul Mitchell, Vice President**



What makes an automaker successful? Is it simply the product? Can one car make such a big difference that it can save a company? We've heard that the minivan saved Chrysler years ago. Maybe the Ford Taurus helped them in the mid-eighties. But what about all the other factors – the general economy, the price of gas, consumer confidence. For General Motors, business is booming. First quarter profit for 2015 was \$945 million, compared to \$125 million for Q1 2014. That's an impressive recovery. And we all would like to think this huge improvement is because of our beloved Corvette. And while the fantastic sales of the C7 has certainly been a significant factor, we can't take all the credit. Mid-size Chevys are selling well, Buick is doing well in China, and Cadillac is getting great press on their cars. As always, trucks are making money. Just look at a Cadillac Escalade. A loaded Platinum model sells for \$95K. Wow. And they sell more than 25,000 of them. I just tried to calculate the total dollars on that and my calculator just said "ERROR". So I don't even know how much money that is. But these premium models are very important for all manufacturers. They account for 11 percent of all vehicles sold, but they make up 50 percent of the profits.

The good news for us is that sales of all these other units keeps our Corvette alive. While we have had some specific heroes credited with saving the car over the years, without good overall profits, we might not have a C7. Or a C6. Or even a C5. So whenever you are admiring your beautiful Corvette, keep in mind all the things that had to be just right over the last 62 years to make it possible. We are very lucky to have a Corvette in our lives. Let's just keep in mind that the Car Gods have blessed us by making it all work out. I sure am thankful. I know you are too.

Love 'em, cherish 'em, drive 'em. It'll make you and your car smile!



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

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

**Web Site Updates :**

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

*Snapshot of Planned Events in the next few months:*

**July**

11	QCCC Business Meeting	<a href="#">Details &amp; Information</a>
18	Beach Music & Vettes, <a href="#">Flyer</a>	<a href="#">Details &amp; Information</a>
16-19	National Corvette Museum, Corvette Plant, and Motorsport Park, QCCC Visit	See Paul Mariano

**August**

8	QCCC Business Meeting	
15	Greater Charlotte Corvette Club Ball Park Show	<a href="#">Details &amp; Information</a>
28-30	Corvettes at Carlisle, <a href="#">Details &amp; Information</a>	On Your Own

**September**

3-5	*National Corvette Museum - Anniversary Celebration & Hall of Fame Induction*	See Paul Mariano
12	QCCC Business Meeting & BBQ	
19	4th Annual All Chevy Charity Car Show - <a href="#">The NCM Store will be at the Show</a>	<a href="#">Details &amp; Information</a>
26-27	AutoFair at Charlotte Motor Speedway	



## ***Bonino Banter***

### ***– The Social Scene***

#### **If Cars Could Talk**

This story is by Jack and Dor DeLong of Huntingdon Valley, Pennsylvania that has such a car!

“I am a Nassau Blue Corvette and was ordered on May 4, 1966 from Forsyth Chevrolet in Homestead, Pa. I was pretty expensive at \$4,900. My first owner was Glenn Dicken (name changed) who had just returned from the Army, married Joan (name changed) and was planning a family. Glenn thought an Impala would be practical, but Joan said, get the Corvette now, or you’ll never have it. So that’s how I came into the Dickens family-I replaced an Impala.

My life was not easy. Glenn used me all the time and I even commuted to his job at the steel mill on snow tires. Along came the kids and I carried them also. By the mid-70s, I was getting a little tired, but Glenn could not help me much since things at the steel mill were not too good. I kept on going though, all original except for a heater hose and some spark plugs.

In 1979, I knew my situation was in peril. Unfortunately, I needed brakes and Glenn was laid off. There was talk of mortgage payments, and on Christmas week I was gone from the only home I knew. Guess the house was more important, but I can’t believe they sold me! I think it hurt Glen a lot.

I ended up in a dealer’s lot, then another and finally a third one. Guess no one wanted a tired old gal. Didn’t anyone see that I was all there, but just needed a helping hand?

My second owner had never owned a Corvette. He was an engineer and a very practical guy who owned a station wagon and rode a bike to work – a lot different than Glenn. He wasn’t even looking for a Corvette! But I could see a spark in his eyes when he saw me-loved the color. Chatted with his charming wife and bought me on the spot. I was heading to a second owner-wonder what it’s going to be like.

The new guy turns out to be a car enthusiast and has a hot Camaro in the garage. Maybe I got lucky. He cleans me up-I haven’t been that clean in years. Fixes a lot of stuff too and the next thing I know, I’m in a car show. Boy, look at all those beautiful Vettes, bet they never spent their working days at a steel mill. Not bad, first time out and a third place award. I’m starting to feel pampered. This guy is spending a lot of time with me, but underneath I’m still a tired old gal.

Oh my, heavens above, he is going to operate and I'm only 16 years old (1982). Every nut, bolt and screw comes apart and I end up scattered from one end of the house to another. My body hangs in one bay of the garage, my seats are in the guest bedroom, some of me is even under his bed. At first it hurts, those western Pennsylvania winters were not easy on me and I needed a lot of care, more than I can remember now. But he is patient, he even replaces every nut, bolt and washer just like when I was new. I am apart for three years, and he watches his time, spending almost 3,000 hours in the process. Off comes the old paint and my scars show. Forgot to tell him about the fender bender on the way to the mill in the snow. He has a buddy, good body shop man, who gives me a new coat of paint in an old garage. Who says it can't be done! Then comes the magic day when my engine goes back in (1985), and it's just in time for a big car show. Boy would I like to show myself off, just in case any of the guys from the mill are around. They were not, but I did get top flight. Not bad for an old workhorse!!!

For the next 12 years, I lived like a queen. I scored 98.9 points out of 100 in prestigious National Corvette Restorer's Society judging. Won a lot of blue ribbons, but I missed the old days on the road. In my heart, I was still a steel mill lady. Guess my owner knew that also. We went out for drives more often. Oh how I love the sound of those side pipes at six grand, and I can still do it!

That's where I am now, pampered yes, but ready for those sunny days and back country roads. Just like it was back in 1966. Life is good!!!

I had a scare a few years ago-my second owner was going to sell me. I was sick, how could he do this to me? The buyer was ready; I was on the sales floor ready to go. For some reason, he got in for one last seating. Then he hit the key and I fired right up, boy did I make those pipes sing, as Corvette as ever! Oh was I lucky. He took me home and put me back in my bay, you know the one with the blue carpet on the floor. I told you I was pampered, even us steel mill gals like a little of that.

Well that's my story, two families that loved me, one that lost me but will always remember me and still know where I am, and a second family that kept my Corvette heritage alive. Yes, I'm an older lady now, but I can run pretty good and a few of them sound like me. You know, I don't look so bad either!!"

See all of you soon,

Pat

# *Automotive Director's Report*

Gary Cunningham

*Oh, say does that Star-Spangled Banner  
yet wave, o'er the Land of the Free and  
the home of the Brave.*



**July is here**, the weather is hot, and the club is hot with activities. Let me highlight the July, August and September Auto Events. As you read this, Gwen and I are in Las Vegas, hanging out at the pool at the MGM Grand for the Fourth of July holiday.

**July 8<sup>th</sup>** is the **Beach Music and Vettes Party** in Wilkesboro. Keith Cross is heading up this event. Meeting time and details are on the QCCC event calendar.

**August 15<sup>th</sup>** is the **Greater Charlotte Corvette Club Ball Park Show**. This takes place on Saturday night, August 15<sup>th</sup>. Cost for this event is \$19/couple. I'll be collecting for this at the July club meeting at Roush because I have to order tickets. We have two other clubs participating in this with us, please sign-up and order your tickets at the July meeting, let's represent QCCC well to the other clubs.

**September 19<sup>th</sup>** is our Event of the Year, the **Fourth Annual All Chevy Charity Car Show** at Hendrick Motorsports Complex. We need the QCCC Community to step up and participate. The flyer is on our website. Please register early so we can focus on dealing with other registrations that come in at the last minute.

We also need you to volunteer to help out the day of the show. We need help with the registration table, judging, and parking cars and others. I'll go into great detail at our July meeting. But, let me share with you the heads of those committees for the show:

**Registration** is being headed up by Michelle and Brain Moore.

John Callahan is the **Head Judge** again this year.

Bill Houck is going to head up the team of people that will **parking cars**.

Darrell Kirkley is in charge of **trophies** and taking them to new levels of excellence.

The **Silent Auctions** are being led by Pat Bonino's Social Committee.

Kay Weisberg is overseeing the **Vendors and 50/50 team**.

Gwen will be coordinating the groups visiting the **Heritage Center**.

Brian and Cindy Peoples are soliciting **goodie bag items** from car care companies.

Keith Cross is in charge of our procuring **volunteer t-shirts**, dash plaques and day of show volunteer organization.

The car show is a big task and getting bigger all the time. We have people and cars coming from all around the Southeast and as far away as Pennsylvania. We have 10+ car clubs from NC/SC coming to the show. This will really be BIG. I look forward to a successful event because of the strength and unity of the Community of QCCC.

In closing, I thank you in advance and have a few quotes to share with you:

*The only person you are destined to become is the person you decide to be.....*Jalen Rose

*Be the person your dog thinks you are.....*Jimmy Buffett

*Change is a constant and Success is never final.....*Russell Wilson

*If you drink, don't drive; don't even putt.....*Dean Martin

*Enjoy the little things, for one day you may look back and realize they were the big things...*Robert Brault

Not gonna let them catch, no; not gonna let them catch the Midnight Rider.....Gregg Allman

## Gary and Gwen



## ***Membership Director's Report***

*Darrell Kirkley*

### **Building a Great Corvette club One MEMBER at a time**



There are three kinds of men: The ones that learn by reading. The few who learn by observation.

The rest of them have to pee on the electric fence and find out for themselves.

----- 0 -----

Good judgment comes from experience, and a lot of that comes from bad judgment.

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

### **Phil & Diane Smith**

*They have a 2015 Shark Gray Coupe.  
Their hobby is golf.*



### **John & Nataliya Arends**

*They have a 2015 White Coupe Z06.  
Their hometown is Princeto, NJ*



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.*



## National Corvette Museum



### NCM CORNER

HOT! Yes it is – tried washing the car but only steam came out of the hose. You will just have to look at a dirty Corvette until it gets cooler.

It will be a busy weekend for our QCCC club trip to the NCM in July. It appears a few other organizations have selected that weekend to visit Bowling Green. It's okay though as we have our reservations for the plant tour and time on the track. We have our reservations at the local restaurants for the three nights, so all is good for us.

Time to make up your mind if you want to tag along with the club for the Birthday Celebration in September. Just let me know if you plan on going and I will put you on the e-mail.

The sinkhole repairs are almost complete. The floor has been polished and the final cleaning inside the skydome is almost complete. As soon as all the dusting is done, the Hall of Fame portraits will be re-hung and then the display will be re-staged. Completion is scheduled for early July so let us hope all will be in place by the time the QCCC contingent arrives on the 17<sup>th</sup>.

I'm sure others will be writing in their section about the great evening we had welcoming the Lone Star Corvette Club to Charlotte. Approximately fifty members of their club enjoyed pizza with QCCC Board Members at their hotel in Concord. We were cordially invited to attend their huge car show in Dallas next May. Sounds like a road trip.

The last 2015 C7 rolled off the assembly line on June 17<sup>th</sup> and the final figures are now in. The yearly production was 34,240 Corvettes and the NCM delivered 1,049 of them. The favorite color was Artic White (18.9%)

Stingray Coupe	- 60.6%	Z06 Convertible	- 4.9%
Z06 Coupe	- 20.4%	Z51 Option	- 53%
Stingray Convertible	- 14.1%	Automatics	- 68%

For all the final numbers go to:

[www.corvettemuseum.org/specs/2015/2015CorvetteFINALYearEndHWC.pdf](http://www.corvettemuseum.org/specs/2015/2015CorvetteFINALYearEndHWC.pdf)

Save the Wave!

*Paul Mariano,*

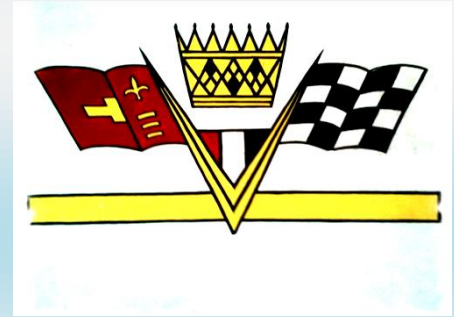
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# *Vintage QCCC*

With the Vintage Gang:

*Bill Cruthis, Richard Craig, Darrell Kirkley & Travis Meredith*

*More "Adventures" from QCCC of Decades Past*



## **SIZE DOES MATTER**

To those who remember this story please bear again. Looking out over the speedway last Saturday night reminded me of one great story. It was the fall of 1975, Tommy Mitchem was President of QCCC and we were heavy into racing. The past spring we had begun to rent the speedway for \$200 a weekend for the first Corvette/Porsche challenge race. We knew we were onto something good so we signed up to host the southeastern sectional speed event for NCCC Corvette Clubs. What we overlooked was we did not have \$200, and so a deal was struck. The details: after the fall NASCAR race in October we would take the next weekend and we would clean the entire infield of trash for which we would be given free rent of the speedway for our event in November. Why would a club of 27 couples take on such a challenge? First consider that 1/2 (the left side) of the infield was one gigantic crater from whence the dirt for the high banks was derived and had now become a land fill. Therefore, from ground level it made the infield look much smaller than it appears from the Speedway Club. Also, since there was a landfill in house and the Speedway gave us use of their end loader, how much easier could it get? Another set of reasons we agreed, we were all in our late 20's and felt pretty invincible, we had Danny Shaver's pickup, we had 54 shovels with which to procure the RV waste, vienny wiennies, and chicken bones from the turf to the pickup, and we probably had been at the clubhouse drinking beer when we decided it was a good idea. A good idea it was not. Anyone know how big 1/2 of the infield at CMS is, especially before they built all the buildings on it. We arrived on time at daylight and set about our daunting task. By noon, we had dumped many loads into the truck and shoveled from the truck into the landfill. At this time two things were apparent. First, Shaver's truck was never going to smell the same again and next we were in way over our heads. I know this is hard to fathom, but some of the QCCC members were ready to throw in the towel. President Mitchem gathered us around and firmly stated we were not quitting. It was a very impressive speech especially when you think of the renegades in that group. So we had lunch and got after it. We worked non-stop until around 4 p.m. on Sunday afternoon at which time the Speedway was returned to its glorious former self. I will not list the many different ingredients that the campers toss out when they leave the infield after a race. For once, I shall remain politically correct, but don't get used to it. Then since all stories have a good ending, here is ours. The sun did not set until about 5:30, and we were the only ones there. Now there was a 2 foot high pile of dirt over the back straight so garbage trucks could get over the track to dump in the landfill. Therefore, the pit road, the front straight and the road course were not obstructed. Keep in mind, no one at the Speedway had said we could not race if we got it all cleaned up before dark. We had not asked and they had not declined that idea. So we lined up the Corvettes, went backwards down pit road, made a 180 degree turn onto the front straight, left onto the road course, came off the road course and back down the front straight, then

thru the pits and got back in line. Some of the most fun I have ever had and I was in a split window coupe.

It was a well deserve release after all the hard work. We did not plan to do it, but when someone said let's do this, well it just seemed like the right thing to do. So sometimes even a blind hog finds an acorn once in a while. So now you know, when it comes to speedway infield, **size does matter**. The good old days. We wish you had all been there, and with your shovels.

Respectfully submitted

By Bill Cruthis

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







## ***From Track to Street***

### **NEXT EVENT**

The next round for the TUDOR Championship is the Mobil 1 SportsCar Grand Prix presented by Hawk Performance on Sunday, July 12 from Canadian Tire Motorsport Park. The race will air live at noon on FOX Sports 1, with radio coverage available on IMSA.com.

### **CORVETTE RACING AT WATKINS GLEN: Westbrook, Valiante Repeat at Six Hours**

Richard Westbrook and Michael Valiante are repeat winners at Watkins Glen International. The VisitFlorida.com Racing Corvette Daytona Prototype won the Sahlen's Six Hours of The Glen on Sunday as rain wreaked havoc on the sixth round of the TUDOR United SportsCar Championship. Corvette DPs took two of the three spots on the overall podium on a successful - albeit wet - day for Chevrolet.



Westbrook and Valiante, in the No. 90 Corvette DP, reclaimed sole possession of the TUDOR Championship's Prototype Driver's points lead with the victory. The result also increased Chevrolet's advantage in the Manufacturer standings.

Action Express Racing's Joao Barbosa and Christian Fittipaldi finished third in their No. 5 Mustang Sampling Corvette DP and stand second in points. The also maintained their lead in the Prototype standings of the Tequila Patrón North American Endurance Cup - a collection of the TUDOR Championship's four long-distance races.

In GT Le Mans, Antonio Garcia and Jan Magnussen in the No. 3 Chevrolet Corvette C7.R led the Corvette Racing effort with a fourth-place class finish. The pairing drove a loaned Corvette from Larbre Competition while the original No. 3 car is being repaired following the 24 Hours of Le Mans two weeks ago.

## **CORVETTE RACING: TRIPLE CROWN WINNER**

Corvette Racing's victory at the 24 Hours of Le Mans two weeks ago completed the team's Triple Crown of sports car endurance racing with the Chevrolet Corvette C7.R. Corvette Racing is the first team since 2000 to win the Rolex 24 At Daytona, Mobil 1 Twelve Hours of Sebring and 24 Hours of Le Mans in the same season.



**See you at the next Corvette Race.**

*Boyd Kurt*



# *Other Interesting QCCC Stuff*

Anyone interested in a QCCC Calendar, please send a check made out to QCCC for \$15 per calendar plus \$1 postage and mail the payment to Bill Cruthis at 4575 Rustling Woods Dr. Denver, NC 28037 or see Bill at the July meeting.

## Queen City Corvettes of Charlotte, NC

*Cruisin' the Carolinas since 1968*



# *“Heads-Up”*

## *Up Coming Events*



### **QUEEN CORVETTE CLUB JULY MEETING INFORMATION** For our meeting on July 11

Here is the schedule for the day.

- 12:00 noon - maximum of 5 Corvettes for dyno runs arrive. Any members interested in watching the runs arrive.
- 1:00 - break for lunch. \$5.00 charge per person.
- 1:30 - continue dyno runs.
- Members arrive at their leisure to tour DC Classic Cars and NC Auto Racing Hall of Fame.
- Also tour of Roush Yates Performance Products.
- 4:00 - QCCC social hour
- 5:00 - QCCC meeting begins 6:15 - meeting ends T
- The people at Roush Yates are looking forward to having our Club meet at their location, and are offering great hospitality. They are contributing items for door prizes, making lunch arrangements, and offering refreshments. I am sure this will be a very interesting and fun meeting, especially for the real car guys and gals in the club.
- If anyone has any questions, please contact Paul Mitchell at 336/580-8966 or paulmitchellncsu@hotmail.com.