

The Queen City Corvette Gazette



Official Newsletter of NC's Largest Corvette Club

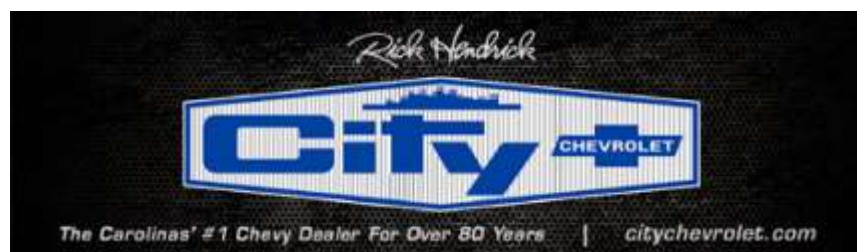
July 2019

Next Meeting:
Saturday, July 13, 2019



SRI Performance
122 Knob Hill Road
Mooresville, NC 28117

Social Time — 3:00 PM Meeting Time — 4:00 PM



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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 electronically published and distributed monthly by volunteers and members of QCCC.. Additional information regarding QCCC is available at our website: www.queencitycorvette.com . QCCC is a non-profit club (501(c)(7)) 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. After an initiation fee of \$10.00 per person, club dues are \$100 per year to be paid semiannually or annually. These dues go to cover the cost of programs, events, running the club, and subsidizing the cost of our meetings. Club officers and supporting staff serve as volunteers. To become a member of the QUEEN CITY CORVETTE CLUB, you must be at least 21 years of age, own a Corvette and attend at least three (3) monthly business meetings within a twelve-month period. Come check us out – we love to meet fellow Corvette Enthusiasts! For additional membership information, visit https://queencitycorvette.com/?page_id=330 or contact our Membership Director at membership@queencitycorvette.com . We would love to have you join us for a monthly business meeting. If you can't join us, please WAVE!

QCCC's mailing address is: Queen City Corvette Club, PO Box 574 Paw Creek, NC 28130



Queen City

Corvette Conversations

~ *Paul Mitchell, President*

Well, 2019 is half over, but QCCC is just now cranking up with trips, activities, meetings, meals (as always!) and planning for the QCCC Car Show on October 12. Look at Tommy Loftin's article in this newsletter and review all the activities that will be going on at the show. It is an amazing list of all Corvette things to do, things that you will be able to do ONLY at this show. But you must register your Corvette for the show to participate in all of this. And when you do, your car is entered in the show at no cost to you. Just do the things Tommy has outlined, and you are all set. So, GET YOUR CAR REGISTERED TODAY. Or at least at the July meeting coming up this Saturday at SRI Performance in Mooresville. You will also have the opportunity to look at the beautiful cars on display and for sale at Shelton Classic Cars next door.

Our August meeting is the annual birthday meeting, the one that was so amazing last year as we celebrated our 50th Anniversary. While this year's meeting will not be as special as last year, it is still an amazing celebration as we reach 51 years of QCCC Cruising! We will have a special picture taken of all the cars there, cake and ice cream, and maybe some other very special things to see. Be sure to attend this one.

Corvette Racing continues to have some tough luck at the races, especially the #4 car. But with the best car, best team, best strategy, don't ever count them out. The #3 car is in second place in the points count, and they are always a factor. When you read this the Canadian race will have been run, and I hope both cars had a great run.

So get out in your car in this summer weather. Go to a QCCC dinner, go on the day trips planned, go to the Cars and Coffee type events that are almost every weekend in our area. Let's show off our beautiful cars and our amazing QCCC camaraderie as we enjoy these events together. And as always.....

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

Social Scene



SOCIAL DIRECTOR

- Carolyn Zimmer -

Happy July!!

Well, summer is certainly here! After enjoying a number of low humidity days in June, July is really turning up the heat. Of course, this is summer in the South so no big surprise. Great sunshine and 'warm' weather for lots of Corvette fun!!

All the social events in June were well attended and we all appreciate those who coordinated these events!! Thanks to **Peggy Wood** for coordinating the Pasta Bar Dinner after the June 8 meeting at the Speedway Club. This event was very well attended and as always, the food was fabulous. Thanks to **Paul Mitchell** for hosting the group that attended the *Too Much Sylvia* Concert, on June 15, at the Kannapolis Village Park. Beautiful night for a concert and of course the music was outstanding.

Thanks to **Ron and Donna Berst** for leading the Mountain Top Day Trip to Little Switzerland Inn and Mount Mitchell on June 22. We had a FABULOUS sunny lunch overlooking the mountains – and then drove through the heaviest and longest thunderstorm I've seen in years on our way to and from Mt. Mitchell. Great fun despite the weather!!! Thanks also to **Tommy and Brenda Loftin** for coordinating the QCCC participation (29 cars!) in the always fun Troutman Independence Day Parade on June 29. Such a patriotic town whose residents always give us a warm welcome. Weather was sunny and of course hot, but everyone enjoyed the experience, and the lunch afterwards at Sports Page in Mooresville.

The rest of the summer also looks pretty busy!! Hope you can participate in some of the upcoming events!!

Saturday, July 13, 2019 – Dinner after Meeting at Lancaster's BBQ – Event Leader **Tommy Loftin** is hosting a dinner after the Club Meeting at Lancaster's BBQ in Mooresville. **Peggy Wood** is handling reservations for the event. There are four dinner/sides/dessert options on the pre-fixed menu with a cost of \$20 (exact cash) each including tax and tip payable at the dinner. Such a deal!! Please contact Peggy Wood, chrisowood@att.net if you wish to participate. Note: July Club Meeting starts at 4 PM at SRI in Mooresville.

Wednesday, July 17, 2019, Day Trip to Historic Mt. Airy, NC. - Event Leaders **Joyce and Norm Lontz** will lead a Day Trip to Historic Mt. Airy, NC—the boyhood home of Andy Griffith – with Lunch at the Old North State Restaurant and Winery. Joyce has reserved parking for QCCC right on main street, and a tour of this wonderful mountain town is always fun. As of this writing, there was still room left on this trip. Contact Joyce Lontz nllontz@aol.com to register!!

August 10, 2019 – QCCC Anniversary Party prior to the August Monthly Meeting at Hendrick Motorsports complex. Event Leader is **Valerie Cunningham, assisted by Misty Fisher**. As usual we plan to have our ice cream social, soft drinks, cookies, etc., with the ice cream and toppings provided by members Roger and Dee-Dee Winge from Carolina Cones in Cornelius. Volunteers will be needed to assist with this event. If you are willing to help with the event, please email Valerie, valeriehayesc@gmail.com, or me, carolynz77@yahoo.com.





August 17, 2019 - Day Trip to North Wilkesboro – Beach Music and Vettes – Music by *The Embers*.

EVENT LEADER NEEDED!!!! – This is an easy trip to lead. Just select an initial staging place and lead the group to North Wilkesboro in time for the Concert. Dancing and food are available up there. Let me know if you are willing to lead this one.



Date TBD - Kannapolis Intimidators – Baseball game outing. EVENT LEADER NEEDED!!!!. You can pick the date!!! Please contact me if you are willing to host this event.



September 20-22, 2019 – Oktoberfest Trip to Helen, GA. Event Leader Steve Bonino is planning a great trip and the original number of rooms filled up quickly. However, Steve has been able to reserve some additional rooms so contact him asap if you wish to participate.

Are you willing to lead a Day Trip? Please? Weekend or Weekday. One hour or a whole day. The great Corvette weather will be around for a few more months and folks are always interested in driving those Corvettes and having fun – even a trip to the nearest ice cream parlor would be great!!!! Let me know!

Thanks so much, as always, for all your support for QCCC and the great Social Events!!

Enjoy the Summer!! Look forward to seeing you soon!!

Carolyn Zimmer
QCCC Social Director



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Queen City Corvette Club Discount Pricing

Rick Hendrick City Chevrolet

Having been with the Hendrick Automotive Group for over 18 years, my career started at City Chevrolet. As the flagship store, we strive to not only represent, but set the benchmark for the culture of the organization. We often say, “City people make City Chevrolet,” and that’s why I’m excited to not only come back to where I started (my “home”) but also to rebuild the City pride in our teammates, customers, vendors, and partners alike.

I’m dedicated to rebuilding the relationship between the Queen City Corvette Club and Rick Hendrick City Chevrolet. Our team is looking forward to further fostering the connection through the mutual support of our organizations. You have my commitment. Chris Boone, General Manager

NEW VEHICLES

Members pay “Dealer Invoice” or “Supplier Pricing,” whichever is less from Chevrolet. Rebates or incentives will be applied. General Manager may limit this offer to “in-stock” or “on-order” vehicles. Extra costs may apply for locates, transportation, or specialty vehicles.

PRE-OWNED VEHICLES

Retail in-stock vehicles may be purchased for \$500 over inventory amount. Extra costs may apply for transportation or specialty vehicles. Vehicle must pass NCSI through our service department. Over 7000 pre-owned vehicles available through our Hendrick network. Shipping costs may apply.

PARTS & SERVICE

15% discount off posted customer-pay rate for GM original equipment parts and service labor. May not be combined with other coupons or specials.

REFERRAL BONUS

We’ll thank you with a \$100 gift card when you refer a non-QCCC member who purchases a vehicle. Friends & Family of QCCC Members will receive a 10% Service discount.

QCCC MEMBER CONCIERGE

Rick Accurso

Inventory Manager & Corvette Specialist

704-566-7447

Rick.Accurso@hendrickauto.com

CAR SHOW UPDATE

Queen City Corvette Club Corvette Show

October 12Th, 2019

“Help Me Members, Help Help Me Members, Help Me Get This Show a Rollin”

Just a recap from last month, *it is time to register your car, sign-up for a work detail and bring your items for door prizes, goody bags or silent auction.* By doing these three things you will not be required to pay an entry fee for your Corvette. If you have already signed up for your work area and registered your car then all you have to do is bring your items to any of the next 3 meetings. If you haven't responded by the August meeting, I will be giving you a call and assign you a task at the car show. I do understand there are circumstances that would keep you from being at the QCCC Car show, such as vacations, family commitments, out of town trips, Etc. and a number of you have already discussed it with me, however this is our club and I am sure you want to be a big part of it. If you have any issues or problems with this, please let me know so I can take you off the list.

By registering your Corvette, you will be eligible for a QCCC Car Show T-Shirt, QCCC Dash Plaque, dozens of door prizes, a chance at 1 of 20 QCCC Car of Distinction Trophies, Jim Perkins Award, Hendrick Award, City Chevrolet Award, a \$8,555.00 Corvette C7R Watch, Hendrick's Race Team signed sheet metal, free vender giveaways, a chance at the 50/50 raffle if you participate, first look at silent auction items, meet General Motors Executives, Meet Mr. Rick Hendrick, Meet the Jim Perkins family, see one of General Motors special car displays, see Bloomington Gold in action, be involved with the National NCRS special announcement, have a chance to rub elbows with the Dr. Sean Preston, President of The National Corvette Museum and his staff, see a display of over 20 rare and special Corvettes in the Team Center, have a chance for a behind the scenes tour of the Race Shops and Heritage Center, tour the Team Store and Race Museum:

Most of All Be a Part of The Largest Corvette Gathering in The Southeast.

Don't miss out on this chance of a lifetime Corvette Event by being lazy and just staying home!!!

Tommy Loftin, 2019 Car Show Coordinator

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Rick Hendrick



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VeeP's View with



Hello QCCC, well the 3 Hs of summer are upon us. HOT, HUMID, and HAZY.....and the time that most are on the roads. We had a jam packed month of June with the Dale Earnhardt Car show, our meeting at the Speedway Club, the Troutman 4th of July parade, and a mountain day trip headed up by the Berst's!! We will be meeting on July 13th at SRI, and be reminded that **we will be starting 1 hour earlier at 4pm this meeting.** That is so we have time to make it over to the post meeting BBQ!

For Corvette Racing, it was a rough day in Canada. The pair of Corvette C7Rs finished seventh and eighth in the GT Le Mans (GTLM) class of the IMSA Mobil 1 Sports Car Grand Prix.

I thought I would share a little bit of "What Happened in**1967**";

Average Cost of new house \$14,250.00!!

Cost of a gallon of Gas 33 cents

Average Cost of a new car \$2,750.00

Evel Knievel fails in his attempt to jump the fountains at Caesars Palace in Las Vegas.

Israel also went to war with Syria, Egypt and Jordan in the six day war.

But the most important Corvette Racing event was;

"1967 Corvette Le Mans - Drivers Dick Guldstrand and Bob Bondurant drove this big-block Corvette from the airport near Paris to Le Mans for the 1967 24-hour race. The car proved potent, able to top 170 mph on the Mulsanne straight. This put Guldstrand and Bondurant well in the lead in their class until a broken wrist pin doomed the big V-8 halfway through the round-the-clock race."



Smoke'em if you got'em.....(tires that is!)



C&VA Caravan Volunteers Needed

COORDINATOR / CONTACT EMAIL:

Carolynz77@yahoo.com



To: All Members and Prospective Members of Queen City Corvette Club

Would you be willing to volunteer to assist with the August Carolinas & Virginia Corvette Caravan Events in Concord?

As most of you know, the Carolinas & Virginia (C&VA) Caravan (this year including West Virginia, Maryland and Delaware) will kick-off at the Hampton Inn & Suites in Concord, NC on Sunday, August 25th, 2019 and depart on Tuesday, August 26, 2019 for Sevierville, TN and then to the National Corvette Museum 25th Anniversary Celebration in Bowling Green, KY. We expect over 300 cars will register to participate in the C&VA Caravan (close to potentially 600 people). QCCC will once again this year act as the Host Corvette Club for many of the local Caravan events.

While in Concord, there will be a number of fun Caravan Events scheduled for all the participants on Sunday, Monday and Tuesday (August 25, 26, 27), and the Caravan Committee is asking for Volunteers to assist with coordination of these Events. Volunteer teams will include **Registration Check-in, Welcome Reception, Checking Wristbands, Lining up cars at the Charlotte Motor Speedway Track, Parking and Staging Cars at Various locations, General Assistance, etc.**

I will once again serve as the Volunteer Coordinator for the Charlotte/Concord Area Caravan activities. If you have not already signed up, please consider Volunteering to assist the Caravan Committee with this fun event. Whether you are registered for the Caravan or not, we would appreciate your volunteering to serve!!

To volunteer, or for additional information, please send me an email to carolynz77@yahoo.com.

Thanks in advance for your support.

Carolyn Zimmer

2019 C&VA Caravan Volunteer Coordinator



AUTOMOTIVE INSIDER

The **Dale Earnhardt Car Show** turned out great, fantastic weather, and a great QCCC turnout [21 club members attended]!! Thanks to all the club members that participated.



The next two events will be the **Hearts of Honor Car Show** on July 27 <https://queencitycorvette.com/wp-content/uploads/Hearts-of-Honor-Car-Show-Flyer.pdf> [blast with details coming soon] and the **VIR IMSA Race** on August 25. If you plan on attending the race, please get your Corvette Corral and Race Tickets ASAP as they will sell out. <https://virnow.com/events/imsa50/> We will caravan to race on the day of the event as a QCCC group; details will be in a future blast.



UPCOMING 2019 AUTOMOTIVE EVENTS

[See the QCCC Events Calendar on our website for details]:

2019 EVENTS

- Hearts of Honor Car Show – July 27 [Blast with details coming soon]
- VIR IMSA Race – August 25
- QCCC Car Show – October 12
- Fall Auto Fair – October 19 [Saturday only]
- Americarna Live Car Show – November 30

Cars & Coffee

- Cars & Coffee – Charlotte – First Saturday each month
- Waterbean Coffee - Cornelius 2nd Saturday each month
- Cars & Coffee - Charlotte Motor Speedway 3rd Saturday each month
- Streetside Classics Last Saturday each month
- Hot Rods & Hops – 3rd Friday, check Hot Rods & Hops Facebook page for details [July 19, & August 16 will be at Z Max Dragway.]

Roger Winge

Automotive Events Director

MEMBERSHIP DIRECTOR'S NEWSLETTER

JULY 2019

PAUL SCHMITT

“Building a GREAT Corvette Club One Member at a Time”

Well it's been a very active month of June! We started out with the Dale Earnhardt Car Show and those of you that participated, know it was a GREAT event. The Show gets bigger and bigger every year! QCCC came in with 30+ cars and we were the largest participating Car Club there. Thank You Roger Winge for putting that great event together. QCCC even took home some trophy's that day. Congrats to the winners!

The following weekend, we took a day trip to Little Switzerland, NC which was hosted by Ron & Donna Berst. The trip was magnificent but the drive was one of the BEST I've ever been on. The curvy roads and the Appalachian Mountains were spectacular! We had lunch on the patio at the Little Switzerland Hotel and the view was simply beautiful! From there we headed up to Mt. Mitchell & the beautiful weather turned into a torrential rain storm. Oh well we all made it down the mountain and returned home safely. Thank You Ron & Donna for an outstanding day trip and a great time.

To top off the month, we had the famous annual Troutman Parade last week hosted by Tom Lofton. A great turn out from QCCC Members and a very good lunch after.

July is even going to be busier!! Buckle up and get involved!!

WELCOME OUR NEWEST ASSOCIATE MEMBERS

Doug and Marlene Nester

7495 Blakeley Ridge Drive

Spanish Fort, Alabama, 36527

2015 Night Race Blue Z51 Coupe

NCM Members

(no picture available)

JULY MEMBERSHIP NUMBERS

Total Members- 354

Total Families- 192

Total Prospective Members- 18

NEW Members through June- 30

Average Meeting Attendance- 125

CARE AND COMPASSION-

- **George Manghis- home recovering from knee surgery. Please pray for a quick recovery.**
- **Chuck Solland- home recovering. Feeling much better. Came to the Men's luncheon last month and thanked everyone for the Cards, Notes, Emails and prayers.**
- **Fred and Gloria McCoy- continued prayer for small chronic illnesses.**
- **Diane Smith- illness- home recovering. Thanked all members for the Cards, Notes, Emails and prayers.**

All the Best,

Paul Schmitt

Membership Director



National Corvette Museum



NCM CORNER

A word of caution to you husbands out there that happen to find evidence in your check book that your wife bought a raffle ticket from the NCM and then scold her for it. It is best you wait until after the raffle is held before passing judgement. She just might win a new Corvette. Lance Bernhardt is now enduring the humiliation of that transgression. I'm sure Becky has forgiven him now that she is the proud owner of a 2019 Corvette coupe but others may not have such a forgiving spouse. All that aside, the collective QCCC Club is most happy for you and proud that you are part of us.



By the time you are reading this newsletter, the announcement for the new president of the National Corvette Museum will have been made. He is Dr. Sean Preston and is a former resident of Concord, NC. Without getting too wordy here regarding his bio, sufficient to say he has an extensive background in educational leadership and non-profit enterprises.



He was the head of The John Crossland School in Charlotte, president of Edison High School in Oregon and launched the American School of Zhengzhou in China. Plus, he is a car

guy owning several classic cars among them two Corvettes. In future club meetings I can elaborate on how the selection process and his eventual hiring took place. It is a fascinating story.

Good news travels fast, especially regarding QCCC. I received an unsolicited e-mail from Dr. Preston saying he would like to attend our car show in October as he didn't want to miss anything "exciting". He is anxious to meet our club members and become acquainted with our club and its mission. He and his wife will be around that weekend to interface with all our members so let's have a tremendous turnout of both people and cars to show who we are. The NCM Chairman of the Board of Directors, Lon Helton, has also indicated that he and his wife plan on attending the show. We will start working on Mary Bara, GM CEO, to get her to drop in for a visit.

Have you purchased your raffle tickets for a C8 Corvette? The first year allocation is sold out so the raffle may be your only chance for a year or two. There are two raffles in progress; 1) VIN 25 Corvette @\$25/ticket or 2) a build your own C8 @\$250/ticket (1500 tickets only). See me if you have questions on how to enter.

Yes, there will be C8 Corvettes at the 25th Anniversary Celebration in August. Additionally, a traveling display of related items will be available. Don't miss out on the caravan.

There are several NCM membership anniversaries to celebrate this quarter. Celebrating **ten year** anniversaries are **Brian & Barbara Kruse, Allen & Magi Pritchett** and **Jane Burt**. Those with **twenty years** of support are **John & Linda Meadows, Ralph & Betty Snow** and **Ken Brown**. Thank you all for your continued support of the National Corvette Museum.

BOX SCORE

No. of QCCC Family Units	-192
No. of NCM Members (52.6%)	-101
No. of Lifetime Members	- 44
No. of Duntov Society Members	- 4
No. of Spire Members	- 5

Save the Wave
Paul Mariano
NCM Ambassador

NCM Recurring Gift

Date _____

Name _____

Address _____

City, State, Zip _____

Phone _____

Email Address _____

NCM Member Number _____ Club Affiliation _____

Total of Recurring Gift _____

Recurring Gift Frequency mnthly qrtly annually

Begin date _____ End date _____ (optional)

Type of Credit Card _____ Exp Date _____ Sec Code _____

Signature _____

Credit Card Number _____



THE CAROLINAS & VIRGINIA CORVETTE CARAVAN OVERVIEW

2019 National Corvette Museum Caravan

The National Corvette Museum (NCM) Caravans have become an integral part of the National Corvette culture. The following provides some background information on these caravans.

A nationwide caravan was organized in 1994 to celebrate the opening of the National Corvette Museum and again in 1999 to commemorate the NCM's 5th anniversary celebration. In 2003, a 3rd National Caravan was organized to celebrate the 50th anniversary of the Corvette marque. The 2009 and 2014 National Corvette Caravans were held to celebrate the NCM's 15th and 20th anniversary. Our own **Paul Mariano** served as the NCM's National Corvette Caravan Chairman in 2014. The 6th National Corvette Caravan in 2019 promises to be the largest caravan yet.

Twenty-nine+ local caravans will be organized across the country and, in most instances, merge with other local groups as they proceed to Bowling Green, KY. It is anticipated that the approximately 300 Corvettes departing Charlotte, NC will join 7500+ other Corvettes in Bowling Green at the conclusion of the caravan.

Our local caravan covers Corvette enthusiasts in North Carolina, South Carolina and Virginia. It will originate in Charlotte, NC days before with our own events and depart for Bowling Green with an overnight stop in Sevierville, TN. Our local caravan festivities include catered meals, track laps at Charlotte Motor Speedway, ice cream socials, raffles for valuable prizes, a great goody bag for each Corvette entered, NC/SC/VA Caravan T-Shirt and more. After combining with other caravan participants, the caravan will arrive in Bowling Green, KY on August 28, 2019 for the weekend festivities, vendors, events, concerts, and more..

In addition to caravan participants from the Carolinas and Virginia, Corvette enthusiasts from the surrounding area will be converging in Charlotte to participate in the kick-off activities at designated locations. Many who cannot participate in the actual caravan will attend our festivities throughout the Charlotte metro area. Our NC/SC/VA Caravan Chairs, Frank & Laura Sancineto have a fun experience planned for us.

CARAVAN FUNDRAISING

Each caravan is left to its own resources to raise the funds required for the activities at the origination site, overnight stops, Route Books, and caravan materials. The NC/SC/VA Corvette Caravan will offset some of the costs through business and personal sponsorships. Sponsorships will be available at various levels in an effort to fit a variety of businesses wishing to advertise to local Corvette enthusiasts and support the caravan and NCM. Any monies remaining after the caravan will be donated to the National Corvette Museum. But time is very limited. Sponsorships and Ads must be in by March 31st.

Again, for this caravan, we will highlight **Corvette Vanity Plates**. The cost is \$35 for one plate, or \$50 for two (2) plates. If you're interested in submitting your plate(s), please see **Chris Wood** or email at 2RedVettes@att.net. Again, time is short. Deadline for submission of a good quality photo (JPEG or PDF) is **March 31st**. You can take it with your smartphone.

Our NC/SC/VA Corvette Caravan's primary fund-raising tool will be to sell ads in our **2019 Corvette Caravan Route Book**. The Fee Schedule is available if you are interested. We can also show you samples of previous Caravan Route Books produced and discuss other options for extended exposure. Our Corvette Caravan participants will show their appreciation for your support by utilizing the services of our sponsors. The National Corvette Museum is a 501(C)(3) non-profit foundation.

Thank you for your consideration and support of the local participants in the 2019 Carolinas and Virginia Corvette Caravan. If you would like more information about the Corvette Caravan, please see the following – **General questions:** Carolyn Zimmer, Wade Stickels; **Sponsorship & Vanity Plates:** Chris & Peggy Wood;

Is a National Corvette Caravan worth your time: Ask any previous Caravan participant!





From Track to Street

CORVETTE RACING AT LE MANS: From Hopes to Heartbreak

JUN 16 2019 [RANDALL SHINN 2019](#), [LE MANS](#), [LE MANS](#), [NEWS](#) COMMENTS OFF ON CORVETTE RACING AT LE MANS: FROM HOPES TO HEARTBREAK

CORVETTE RACING AT LE MANS: From Hopes to Heartbreak

LE MANS, France (June 16, 2019) – Corvette Racing’s hopes for a magical victory in its 20th straight appearance at the 24 Hours of Le Mans didn’t come to pass, but the effort of the program was never stronger than what the team displayed Saturday and Sunday in the world’s biggest endurance race.

The No. 63 Mobil 1/SiriusXM Chevrolet Corvette C7.R of Antonio Garcia, Jan Magnussen and Mike Rockenfeller finished ninth in the GTE Pro category on a day where the trio was firmly in contention for the first 20 hours. Three unlucky safety car periods and an untimely late trip to the garage for repairs following a spin put a dent in the plans for a ninth class victory in 20 years.

Le Mans struck hard at both Corvette Racing entries. The No. 64 Mobil 1/SiriusXM Corvette C7.R retired following a heavy crash for Marcel Fässler near the six-hour mark. The incident happened in the lightning quick Porsche Curves toward the end of the lap. Fässler – driving with Oliver Gavin and Tommy Milner – was hit from behind after making a pass on a slower car with the impact sending the Corvette hard into the wall on driver’s right.

The damage was too extensive to repair and return the car to the race. Fässler was evaluated at the track medical center and was sent to a local hospital for a CT scan, which came back normal.

The No. 64 Corvette was up and down the order early with Gavin climbing from 11th at the start to fourth in class during his opening two stints. Debris on his tires made it challenging for him to maintain his early pace but he and Milner had relatively calm stints before handing over to Fässler, who was matching the pace of his teammates before in incident.

The No. 63 led early and often. Garcia began the race from the third position but needed less than 20 minutes to move to the point in a frantic start.

All three drivers of the No. 63 Corvette took turns in the lead early. The first safety car period of the race during the sixth hour brought the top nine GTE Pro entries to within 15 seconds of each other at the six-hour mark. Another safety car near the 10 hours running split the two lead cars from the rest of the GTE Pro field, effectively taking what had been a nine-car battle down to two with the Corvette part of the second group.

The early-morning period saw the leading GTE Pro entry run into trouble, allowing the remaining Corvette – which had chipped away on the lead pack for a number of hours – to move back into contention. By the 16-hour mark, the C7.R had moved back into the lead and a strategic game of chess developed between the No. 63 Corvette and the eventual winning Ferrari.



Corvette Racing's lineup is a carbon-copy of last year's Le Mans roster and this season's endurance group. Antonio Garcia, Jan Magnussen and Mike Rockenfeller will drive the No. 63 Mobil 1/SiriusXM Chevrolet Corvette C7.R. The trio finished third in class at the Mobil 1 Twelve Hours of Sebring earlier this year in the IMSA WeatherTech SportsCar Championship. In addition, Garcia and Magnussen are coming off a runner-up finish in their last race at Mid-Ohio.

In the No. 64 Mobil 1/SiriusXM Corvette, the trio of Oliver Gavin, Tommy Milner and Marcel Fässler will team together at Le Mans for the third year in a row. Gavin and Milner have a third-place class finish to their credit at Long Beach in April.

Le Mans is the final race in the FIA World Endurance Championship Super Season. There is a total of 17 entries from five manufacturers in the GTE Pro category.

The momentum seemed like it was swinging permanently toward the side of the Corvette when disaster struck with three-and-a-half hours to go. Rockenfeller pitted for fuel, tires and a driver change to Magnussen during a safety car period. The pit stop was excellent – as they had been all race – but the pit exit was closed, which once again prevented the Corvette from catching the safety car queue that included the GTE Pro leader.

Once under way, Magnussen spun late in the lap at the Porsche Curves on cold tires and contacted the outside wall with the front-left of the Corvette. The crew repaired the suspension on that corner of the Corvette, losing just six minutes but two costly laps. A final late-race visit to the garage thwarted any hopes of gaining additional positions.

There is little rest for Corvette Racing with the team returning to IMSA WeatherTech SportsCar Championship competition in two weeks at Watkins Glen International for the Sahlen's Six Hours at The Glen.

ANTONIO GARCIA, NO. 63 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "It was super tough all race, especially for being all the way up at the front for 21 hours. The early safety car around five hours really put us down, and I got pretty upset about that. For me, I thought the race was lost but you never know at Le Mans. A few more stints in and we were back in the lead. It's a shame that we didn't put it together all the way to the end because I think everyone here deserved to win. The team made a fantastic effort. The preparation was really good, and we proved that to every other team out there – the preparation of the cars, the pit stops, the brake changes and the way we could go for a win instead of waiting for the race to come to us. I felt like we had everyone afraid of us. Most of the teams at Le Mans probably feel that we had the car to beat, and I think that's right. But Ferrari did a perfect run and they won. All we can do is congratulate them. Then we will come back and win it."

JAN MAGNUSSEN, NO. 63 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "Up until it all went wrong, we did the best we could and that put us in front. The guys did a fantastic job all race – the crew, the engineers and the drivers... everybody. But the safety car came out there late, we had to pit and effectively that took the win away. P2 was in the cards; that's not what we came here for but for sure we would have taken that with the win not being on the table any longer. Unfortunately I clipped a curb on cold tires and hit the wall. I can't begin to describe how horrible I feel for the guys and all the hard work they have put in for the past year. We had the car in front and a mistake like that takes it all away. I don't know how to apologize for that but hopefully I can make it up to them someday."

MIKE ROCKENFELLER, NO. 63 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "Thanks to Corvette Racing for giving me the opportunity to race here at Le Mans again. I always love it even though as we saw this weekend it can be one of the toughest races in the world in that you can be a bit unfortunate. We had a really good car... the Corvette was running super nice, especially at the end of the race. The track and everything evolved in the right direction; when it rubbered in and our car came alive... I think we had everything to fight for victory, but obviously the rules with these safety cars are a bit unfair. We've known this since years past and it has been proved it is not the good way of doing it. I think we need to think about it, but that is obviously not our job."

"Again, the car was prepared well and I always enjoy it to race here with Corvette Racing. Personally I was really happy to drive the car. I felt confident at the wheel, I felt I could get the most performance out of the car and really push hard and fight for it. So personally I was super happy with my own performance, but obviously the results are not what we wanted. Both cars were super unlucky... our sister car and Jan on our car, but that's racing you know. We always push to the limit and sometimes things go wrong. And this also is something special within the Corvette team: there is no bad word about anything. And I've seen it different in my career, I can tell you. Here, from top to bottom, they all work together and they consider it a sport. It's racing, you try hard, and you win and you lose together. And this is what you feel at Corvette, and this is a good feeling for a driver. Because one day you make a mistake and it's not nice if people drag you down when they should say, 'Hey, it happens. we've won so much together and sometimes things go wrong,' which for me again shows I'm in the right team here and I hope we'll have some more opportunities in the future to win this together."

OLIVER GAVIN, NO. 64 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "This has without a doubt been a tough Le Mans 24 Hours for Corvette Racing. On the 64 Corvette side, we had a promising start with good pace. We got ourselves up to fourth place, which ended up being the high-water mark as it turns out. Some little bits and pieces didn't go our way but the race got reset with a safety car, and we were looking good again. But it wasn't to be. Marcel had the incident with the GTE Am car... it was such a big hit. We're all so happy he's been able to walk away. It's a testament to the work that Corvette Racing and Chevrolet have done on the C7.R – our driver cell, the impact structure. Those all really helped protect Marcel. Then it was all eyes on the 63 Corvette and it was looking so well for so long. This race can bite you so hard sometimes and it can be tough to take. Everyone at Corvette Racing put so much into this for months and months. It's very special but it does take a lot of preparation. When you that chance of winning taken away, that's really hard for the guys to take. They worked so, so hard over the last few months. We can be proud of what we achieved over this race but unfortunately we weren't standing on the top step of the podium."

TOMMY MILNER, NO. 64 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "It definitely was not the 24 Hours that we were hoping for. We can all be super proud of all the efforts from everyone at Corvette Racing. We had two fast, reliable Corvettes – all ingredients that you need for a good race. Unfortunately what ends up being the most important piece – the luck – ...we didn't have that today. It's a cliché but that's racing. Everyone is pushing at 100 percent, and when it is this close and the competition is this fierce, the margin for error is razor-thin. It's unfortunate to have had our race end early. We can be proud of the effort of this whole team. We're all proud to drive for Corvette Racing and Team Chevy."

"We're happy that Marcel is OK, and that's one of the reasons I'm proud to drive these cars like we do. We know things happen sometimes but we know we are safe. I feel bad for the 63 team too. They showed how competitive we can be with a seven-year old car. It's just too bad that today was not Corvette Racing's day."

MARCEL FÄSSLER, NO. 64 MOBIL 1/SiriusXM CHEVROLET CORVETTE C7.R: "It was a tough weekend for us. It definitely was not what we were hoping for. It was an early end to our day. Everyone did a double stint, and I was on my last lap before I was to hand off to Olly. Unfortunately I got hit by a GTE Am driver that took me out and I hit the barrier quite hard. For us the race was over. I'm happy Corvette is the safest GT car we have in the field. Every system worked well and I have no issues...feeling well even though the impact was hard. I'm happy I'm OK but on the other hand I am sad because we were taken out of the race. For sure we wanted to achieve a good result on Corvette's 20th year at Le Mans. For sure that's kind of racing but it's still sad for the team that all the preparation we did ended all of a sudden. It is difficult to take."

Source:

[Corvette Racing](#)

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Vintage QCCC with the vintage gang Bill Cruthis, Bill Ingram, Darrell Kirkley, and Travis Meredith

\$520 million dollar paint booth, 40 years in waiting, but well worth the wait.

With the Bowling Green Plant adding new paint operation in time for the C-8, we need to look back at paint in the 60's and 70's. Nitrocellulose lacquer dominated the market up to the mid 50's when it was replaced by acrylic lacquer.

Lacquer using acrylic resin, a synthetic polymer, took over in the mid 50's. Some acrylic was used in enamel paints thus ending in, a not needing buffed to shine status. Lacquer remained popular due to its quick drying time. But its use fell to the wayside when tougher, more durable, weather and chemical resistant polyurethanes were developed. The system usually consists of a primer, color coat and clear topcoat, commonly known as clear coat finishes. In laymen's terms, lacquer was the first choice in the 60s as it gave a quick drying finish that could be buffed to a great shine. However the color layers were thin and caution was needed. Lacquer began being replaced by polyurethane in the mid 70's. Trade name Imron, was dominate, but was known to be hazardous. It was thought at the time to be a harder finish so it was supposed to eliminate the dreaded spider web cracks in the paint due to the body flexing during driving. We remember all the members wanting to repaint the whole car to switch to polyurethane. It was so sad to polish your mid-year and those cracks just would not go away. Factory cars starting with the c-4 were the first to have a clear coat. It was a failed experiment as I can attest, as the clear coat was prone to blow off in chunks while driving. Today's paints are remarkable and yet we put x-pel, which is like another clear coat, to protect the paint. I can name at least 10 members that changed the color rather than trade in the car for the newer color. In most cases we would strip the paint to bare fiberglass, so color changing was only difficult in door jams and close to trim work. Most color changes had the in-avoidable overspray somewhere on the project. How often did we hear that is a great repaint but the factory paint was baked on in the oven and you can't duplicate that process. Others would brag about their polyurethane finish. In the end most cars got repainted by the 10 year mark. With this opportunity it was the time to change color if you saw something you liked better. Many members had more than a little cash tied up in the engine, and suspension. Thus painting the car even with a color change allowed the member to retain the engine/suspension. By the early 70's the range of colors became larger and metal flake colors were starting to become the norm.

Painting your car was a long process and with little money, quite a few found themselves driving around with various fenders in primer for long stints at a time. Correctly done, once the paint was stripped the car should sit in the bright sunny south for quite a while to let the stripper action dry out of the surface so that there would be no shrinkage with the color coat. The paint on our cars today from the factory with a nice clear coat on them probably eliminates any desire to remove the paint for a color change. Factory paint was really bad on the C-4 cars that clumps of clear could come off under any pressure washing. When I first noticed this on my 87 I thought I had gotten behind some kind of truck dripping fluids on the road. The more clear that I found missing, the more I understood just bad paint. Take the 78 pace car. Photos from the plant in St. Louis prove the cars were painted black then taken outside to have the bottom painted silver. St. Louis weather between March and May is way too cold to paint. This happened as Pace Car press leaks grew in popularity. Gm raised the production number from 300 to 6500 or one for every dealership. These cars were to be delivered to the dealers in time for the parade and to pace the Indy 500. Inside the plant was not set up to hold 6500 cars to apply decals etc. If we saw a car today being painted outdoors we would think it was a fly by night deal. In the old days to change colors it meant every piece of chrome (and there were many) had to come off. All the weather stripping had to be replaced. In a proper method the doors had to come off to clean and paint the upper hinge area. Look here for over spray to see if any color changes show up. A close exam can spot a painting hastily done with overspray where items were taped off that should have been removed. Compared to cars today a color change in the old days would be simple.

So why no repaints of C-4, C-5, C-6 and C-7 to speak of. First the factory has upgraded quality control to where it should have been all along. Remember that most of these cars are now Trailer Queens, (driven only on pretty days and kept garaged otherwise). A good portion of the cars today are carbon fiber hoods, fenders, etc. so that we don't have all the shrinkage after application that we used to have. Some may need painted from sun shine fading at a future date. With today's water-based paints spider webbing is non-existent. These cars are seldom given to harsh driving conditions. They have a full belly pan keeping dirt from the engine compartment and replacement of the x-pel every 5 years keeps all the rock chips from doing any paint damage. I would think with technology today you might see a car get a complete wrap for color change before you would see new paint.

In the old days, there was very little of the metal flake that you see today. Most of the paints were a solid color until you got into silver, marina blue, gray, gold, and Daytona blue. Today with almost all cars having some metal flake it is hard to get an exact color and how many layers the factory put on the car. Price is a factor. I removed most of the chrome and most of the paint on my 63 coupe before I gave it to Travis to make it fresh Daytona Blue. He only charged me \$5,000 to get a great new paint job. Today that would probably be \$25,000.

So then I came into this idea thinking in the old days we just worked on the cars more and we would therefore get our car paint ready to save money. After talking to Travis, I have a whole new outlook. Today the cars have a high quality of build. The new paints are light years better than in the old days. Of course, technology comes at a price. Just a pint can of today's paints can wholesale at 3 digits to the left of the decimal. Since most are garage queens the paint is protected from the environment. The build is much more complicated that removing the paint with all the electronic gizmos it's a risk in itself. Heaven forbid if today you bought a racing yellow Corvette when you really wanted let's say a Jet Stream Blue, you would be better off trading.

Not in the old days, you just jumped in feet first to strip that yellow off. The old days were a lot of work, but you could do it. By 1978 we had about 30 members and I can think of at least ten cars that were in some sort of paint improvement. And lastly the money was in the engine. That left trading the car in for a new one a problem.

The old days, so different than today, but the friendships created then are the same as today. The Corvette Cult. So, I am good with the new extra huge paint department at Bowling Green. Just don't make me strip the paint off any Corvette anytime soon.

Respectfully submitted: by Bill Cruthis, Technical input by Travis Meredith



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"Maybe if I gained 2,000 pounds and painted myself red, he'd actually spend some time with me."