



Corvette Club of South Australia Inc.

SEPTEMBER 2013

Vice President's REPORT

Hi to all. As our leader is floating around Australia somewhere, it is up to the VP's to welcome you to this months newsletter on his behalf..... hee, hee... Isn't he in trouble....!

Welcome!

August has been a little quiet with the run being cancelled due to lack of a Cruise Captain. The dinner this month will be hosted by Dave and Karen Nitschke at the Wakefield Street Hotel. This is in the entertainment book, for those of you who have one. Thanks Dave and Karen.

September we are in the hands of our president again for a run. Reading about last months run, we will just say, won't be a dull moment, I am sure!

We are also able to confirm the residence for our Christmas Show. A big thank you to Gary and Cathy McPhee who have very kindly opened their home for our annual Christmas show. Put it in your Diary's now. 30th November at Hallett Cove.

Also, the Convention Committee for Vette's in the Vines are looking for more committee people to help ease the workload. If you would like to be involved in arranging this exciting event, please see one of the Convention members, or Catherine or Rob.

That is about it from us. Stay warm and see you all soon!

Love the VP's

Car of the Month

Roydn & Louise Bailey, Members No: 138

Now calling Pinnaroo home is this 1972 Corvette coupe, in Sunflower Yellow, 454 engine, 4 speed manual, Factory air conditioning, power steering, power brakes, power windows, tilt steering, 454 big block. The car has been recently restored in the USA. The engine, trans, brakes and suspension has all been rebuilt. All the numbers are matching.

In November 2012 it was in the Mecum auto auctions in Anaheim California. From there the car went to GM down under in California, then to Classic and American imports at Royal park where we purchased it in May 2013.

Other than that, we don't know any of the previous history.

Since purchasing the car we have done lots and lots of small stuff including making all the vacuum system work. Adjusting nearly everything that opens and closes. Tuning the engine etc etc.



Some of the air conditioning components are missing so that's my next project.

We are yet to have outings in our Corvette as we have only just finalised the historic registration but we are looking forward to driving it regularly.

I have been looking for a chrome bumpered Corvette for a while and luckily this one turned up in our own state.

We look forward to driving it regularly and meeting club members.

Cheers, Roydn Bailey

Search for the Corvette Club of SA.





CORVETTE CLUB OF SOUTH AUSTRALIA Inc

PO BOX 230, FINDON SA 5023

PH: (08) 8353 2933



www.corvetteclubofsa.com.au

MEETINGS HELD ON THE **FIRST WEDNESDAY** OF EVERY MONTH (except January TBA)

AT SEATON RAMBLERS FOOTBALL CLUB, SOUTH PARADE, SEATON. AT 8:00PM

CLUB RUNS are usually held on the Sunday, the weekend immediately after meetings

Sister club to Corvettes West, Southern California—www.corvetteswest.com

'Lone Star Corvette Club, Texas' - www.lonestarcorvetteclub.com



About Us

Foundation Shine Inc is a newly formed fund raising organisation which has been established to create awareness and assist organisations that are dealing with the broad issues associated with mental health. The name deriving from the idea of helping people to overcome issues with the view to reach their full potential and to shine.



Corvette Club of South Australia Inc.

Position Vacant

Newsletter editor required, fulltime executive committee position
Monthly dead line, great editorial licence, excellent backup by staff and printer, previous editor prepared to assist with articles & instruction apply by AGM. This is one of the most fulfilling positions in the club let alone most important, plus you make sure your never in there yourself !!. Talk to a committee member about it or Neil at nca Bailey@dodo.com or Catherrine at Catherine.Neagle@jlta.com.au

President :	Rob McConnell	☎	0408 820 819
Vice Presidents:			
	Catherine Neagle	☎	0418 828 354
	Kathy Stanojevic	☎	0402 380 121
Secretary :	John Randell	☎	0428 394 710
Treasurer :	Peter McBride	☎	0417 857 153
Public Officer :	Laurie Witts	☎	0418 855 226
Membership Officer :			
	Daryl Drummond	☎	0415 257 878
Conditional Registrars (LHD Historic Rego):			
	Arthur Hasse	☎	0414 299 439
	...Mark Dixon	☎	0412 834 012
Club Historian :	Gerry Brine	☎	0418 842 099
Events Co-ordinator :			
	Dave Schrapel	☎	0413 621 972
Newsletter Editor :			
	Catherine Neagle	☎	0418 828 354
	email: Catherine.Neagle@jlta.com.au		
Fundraising :			
	Lynda McBride	☎	0408085566
Merchandise Officer :		☎	
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	Peter McBride	☎	0417 857 153

Emailing of Newsletters will reduce costs to the Corvette Club. For those members who are happy to receive their newsletter via email, which means you will get it quicker too, please send an email to neagc@jlta.com.au

Memberships—due by 1st January every year

Membership Fees:	New	Renewal
Financial Member	\$85.00	\$80.00
Associate Member	\$20.00	\$20.00
Country Member	\$40.00	\$40.00

We want to keep you informed, but to do that, if you have had a change of address, please advise the Memberships Officer Daryl, to ensure you continue to receive copies of the newsletter and advice on club events.

If you are making a payment by cheque or direct deposit please include your name and the reason for the payment. **BSB: 105 900 Acct: 9543 73840**

Historic Rego A \$50.00 inspection fee is applicable each year of inspection. This **does not** include a log book if required.

Newsletter The Corvette Club of South Australia Incorporated and its committee, is not responsible for statements (excepting their own) which may appear in any publication of the Corvette Club of SA Inc. newsletter, nor for the integrity of individuals buying or selling goods or services. We welcome the contribution of newsletter articles from members. Contributions should be either neatly hand written or a printed copy, or in a file compatible with MS Word. Photocopies must be good quality in either colour or black and white.

Note: Contributions may be edited for reasons of space. The editor has the right of refusal to publish.

Corvette Club of SA—General Meeting held: 7/8/2013

Meeting Opened 8.25 pm

Present: As per attendance book

Apologies –Rob & Karen McConnell, Kathy & Larry, John & Jenny, Karen & Dave Nitschke, Neil & Chris Bailey, Ruth & Stuart, Mick & Wendy Turner, Vic & Sheila Olley, Hans & Val, Faye Beer-Smith, Tina Bayers, Rudy & Kay, Breck & Helen, Goof

Minutes of Last General Meeting:

Accepted as read, true and correct. Moved; Frederick Welsh
Seconded: Daryl Drummond

Treasurer's Report:

Balance 1 st July 2013	\$12,503.26
Cash & Cheques in	\$ 2,206.00
Cash & Cheques out	\$ 3,206.24
Closing balance 31 st July 2013	\$11,503.02

Accepted as true & correct. Moved: Jim Dornan
Seconded: Barry Koski

Secretary's Report:

Mail received

- Noarlunga swap meet 18/8.
- 37th National Chev Festival Goulburn NSW 20th – 23rd 2013. Entry forms available
- Corvette America Road Tours. 60th Anniversary Tour starting Las Vegas travelling Route 66 to Grand Canyon, Zion & Bryce Canyon National Parks. October 6th – 14th 2013. Web site details available.
- Strathalbyn Swap Meet Sunday 20th October.
- Victor Harbor Rock N Roll Festival - 14/15 Sept
- Bay to Birdwood – Classic Cars – Manufactured 1956 – 1977 - 29th September

Newsletters from other club available at the front desk for review... Any over 3 months old will be forwarded to Club Historian (Gerry Brine).

Historic: Still looking at SMASA getting legally modified cars onto historic registration. Mr Mulligan, transport official, needs to make sure it's only enthusiasts not daily drivers. Letter is available for perusal

Membership:

As of this meeting 149 Full members 38 Associate members

Total 187

Merchandise: In process of changing suppliers. Some stock to be bartered for.

New lines. Ladies jacket. Mens vest. Windcheater with zip front. L/S polo shirt or rugby top, poly cotton (Can have contrast collar). Ran an early bird raffle with prize being \$25 club merchandise.

Bob thanked those members who contributed to his effort during Dry July. He raised \$1700.

Newsletter: Nothing to add

Past Events:

- 7/7/ Rob McConnell's Run to Williamstown.
- 20/7 Bad Taste dinner. You had to be there.

Future events:

- Run for August 11th cancelled as no cruise captain offers.
- Dinner Wakefield Hotel 23/8. 7.30 per Dave Nitschke
- Run to Marion Bay 8/9. Depart Bolivar Caltex 8.30. Per Rob McConnell.
- Sept 8 Art Exhibition Signal Point. Chris Chambers
- Sept 15 Grease & Gawk @ Engine Bay. 49 Saints Rd Salisbury
- Sept 20 Dinner @ Spice & Ice Port Adelaide. 7.00 for 7.30 per Peter & Lynda
- Oct 5 Zippel run
- Oct 18 need dinner volunteer
- Oct 19 Mark Dixon looking for any interest in Abba tribute event \$50 per head
- Oct 20 Collingrove Hill Climb car display
- Nov 2 Rock n Roll show at Whiteline transport, raising funds for Shine

General Business:

- Karina & Lindsay responded to email request from a person who wanted to supply a ride in a Corvette as a Birthday gift.
- Rob McConnell received an email from the owner of Gourmet Cake shop @ Murray Bridge. He would love to have us visit & do photo shoot in front of his shop. May arrange for November run.

Convention committee had a person resign & requires a new member to fill the position, please

Membership Draw: \$50 this month.

David Forrest not present. Jack pot to \$60 next month.

Raffle draw winners. Meat Tray; Jenny tevens

Supper Platter of lavash rolls, dip & crackers, cakes

Meeting Closed: 9.10pm

Model Corner



Recently I was able to view a couple of models in 1:43 scale at a certain Koala's house. From what I had read, seen and perceived both model manufacturers Franklin Mint and Danbury Mint were supposed to be the ducks guts in models. They command a very high price for a very small scale and offer a lot of diversity in vehicles. All models compared here were the same year, same scale and almost the same size. The first thing I noticed was that the Franklin Mint models were out of proportion, not only were they longer but the head lights were out of plumb and didn't fit into the front bumpers correctly. They had a smaller size for the actual lights and they were fitted farther forward into the front bumper area. All models compared were C3's of the same year. The front nose cone seemed to be longer as did the back deck. They also seemed to be off in alignment. The paint on the Franklin Mint cars left a lot to be desired it just wasn't up to scratch. The Interiors on both models were very substandard considering the price. The Danbury Mint cars had a nice over all look feel and shape, and came with flip up head lamps. They all had removable tops and opening doors all aligned on the Danbury cars. The Franklin Mint cars seemed to be cheap and nasty in comparison, over all they were out of plumb and generally the lift off roofs didn't fit. They were both supposed to be 1:43 scale but someone can't measure because neither car was the same size. I have to say considering the price that both of these manufacturers command I was very disappointed in the quality of either product. Having said that all models reviewed were the C3 Stingrays, I haven't had the opportunity to review a later model from either manufacturer, so their newer stuff might be better.

Danbury Mint was founded in Westport, Connecticut by Ralph Glendinning and Ted Stanley in 1969, as a subsidiary of Glendinning Companies. their first product was a series of medals commemorating the Apollo 11 moon landing. The Danbury Mint has since created many commemorative items figurines, collector plates, dolls, die-cast cars, etc. Based on historical events and people, examples include, Shirley Temple, Princess Diana, Barack Obama's inauguration, Corvettes, Hummel figurines, and gold Christmas ornaments.



The Franklin Mint was originally a private mint founded by Joseph Segel in 1964 in Wawa, Pennsylvania. The company is now owned by private equity firms in New York City. Franklin Mint manufactured and marketed coins, jewellery, diecast vehicles, dolls, sculpture and other collectibles. In 1983 Warner Communications purchased Franklin Mint, the company and entered the diecast vehicle market.

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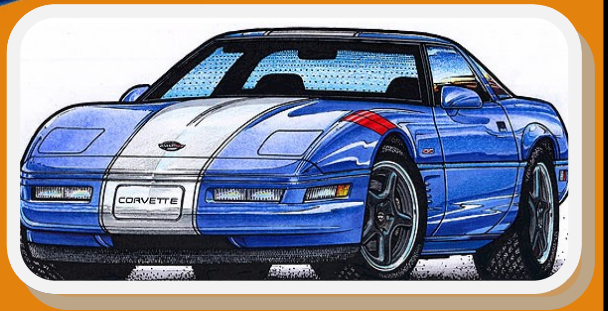
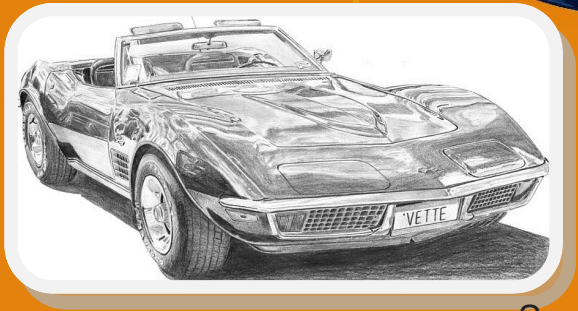
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Autocross Anyone ?

After a successful Mallala day we have come up with the idea of having a club Autocross Day.

I have been out to Adelaide International Raceway and spoken to Andrew Russo who now runs the track.

We can use the track on a Sunday for \$1000 (gst included), if we have 20 participants that works out to \$50 each. There are a couple of Sunday's left in November at this stage.

The track cannot be used as a circuit due to unfinished repairs, but the western end of the circuit has a loop that is suitable to set up as an autocross track.

Autocross is basically a lower speed timed course, using cones to set slow points and requires the use of braking, steering and controlled acceleration to set a good time. Each participant completes one timed lap at a time. This type of event is not too harsh on the vehicle itself.

For people who have clauses in their insurance, this will be a driver training skills day.



Before we book it in I need numbers to make sure it is viable, if we get more than 20 the price comes down, we will take interest from members and if we need to increase numbers, friends of members with corvettes or non corvettes.

email me at seanhayterpng@yahoo.com.au if you are interested.

Sean Hayter. 0412 446084 or Catherine Neagle at Catherine.Neagle@jlta.com.au

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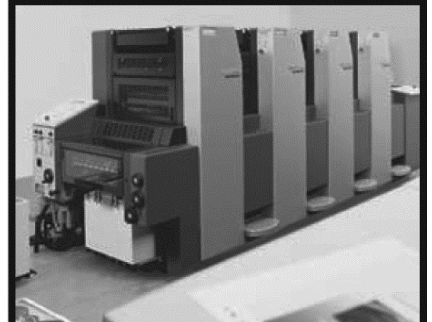
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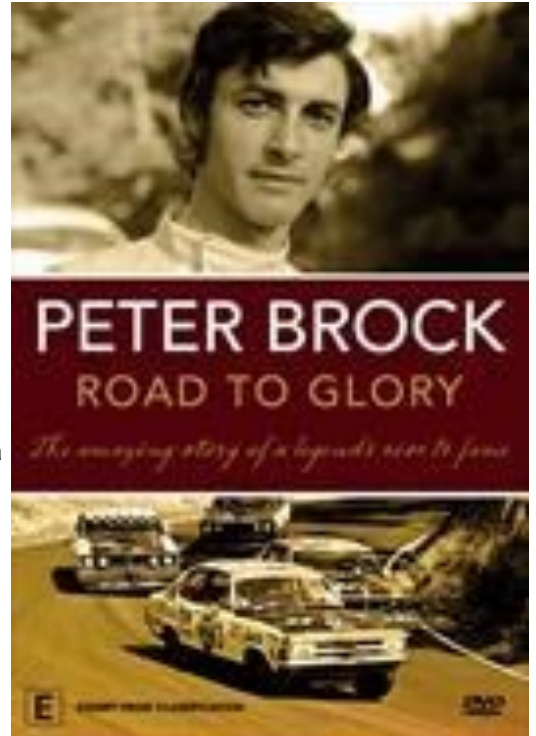


peopleinprint

05

PETER BROCK 'ROAD TO GLORY' Written by Colin Fulton and

photographs by Terry Russell this hard back covers the formative years of the young rising super star of motor racing in Australia. Covering the period from his birth through to 1972. A close up look at an Australian icon, well written and with some magnificent photographs of his early days. At 200 pages in length it covers in depth the formative years and development of Peter Geoffrey Brock the man God wanted to be. Okay so I am biased I grew up watching and worshipping this man and envied his car skills I am an unashamed Holden and Brock fan.. Starting with the short to the point forward written by his eldest brother Neil (Must be a nice guy has a great name) the book is to the point and doesn't pull any punches. In eight chapters it begins with the car that created and formed the legend, the boy who became so driven by anything with wheels and having to master everything with a motor. Through to the first stint at the Holden Dealer Team and the mighty XU-1 torana that made him a household name. Followed by a two page list of the early racing Brock achievements. This book covers it all from the desire to get his hands on his first car an Austin 7, his competitive streak in all things sporting. The author obviously having access to the inner circle of the Brock family and social circles, this is a well researched and insightful look into what made this young man tick. From his adoring relationship with his father Geoffrey to the spats with his hardliner mother Ruth, his relationships with his other brothers through to his failed early marriage and relationships. The chapters covering the early Austin 7 days where the core group of boys roared around the back roads of country Victoria testing their engineering ability and honing their driving skills prior to



even being eligible for a drivers licence let alone the road worthiness of their machines. Through to the vehicle that launched a legend the mighty Austin A30 with Holden motor gear box and wheels in his own words a real pig of a car that he managed to tame. The last three chapters covering his years with the Holden Dealer Team and his other mentor and adopted second father Harry Firth a racing legend in his own right. These pages give us an insight into why this normal Aussie bloke was able to capture the hearts and minds of several generations of Australians. Groomed by a PR machine and taught the niceties of social arts and how to perform like a monkey without the organ grinder he was a sales delight for this countries biggest car manufacturer. The author Colin Fulton has worked as a journalist for several major Australian television networks, been a media manager a government adviser and in his own right an avid motor racer. Published by Allen and Unwin of Sydney this is a great book, as you

know I'm a critic of books size and shape and these guys got this one right it's not one of those gigantic difficult to manage tomes or a coffee table piece. The writing style is simple and informative covering everything that needs to be covered and not skimping on detail. As usual I found this one on E-bay for the princely sum of \$18.00 (new) and is a book I will re read a few times. As an un a bashed Brock fan it is a book my library couldn't live with out. There is also now a DVD version of the book, a documentary by the same author produced by the ABC available Included are interviews with Terry Russell, Harry Firth, Colin Bond, Peter Janson, Bob Jane, Bill Tuckey and Ian Tate (Chief Mechanic for HDT). This is a fascinating journey, with never before seen stills and family home movies, together with classic Bathurst footage from 1969, 70, 71 and 1972.



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1000hp Hennessey Stingray

This 2014 Chevrolet Corvette Stingray will have supercar-slaying performance with a HPE1000 Twin Turbo upgrade from Hennessey Corvette.

Tuning powerhouse Hennessey is getting the 2014 the Stingray ready for a complete makeover, even before the all-American sports car hits dealerships later this year. The completely revamped C7 Corvette will be available with upwards of 1,000 horsepower, thanks to Hennessey's tire-melting twin-turbo upgrade package.

As you'd expect, the bulk of modifications are centred on the Corvette's powertrain. In addition to being fitted with twin ball bearing turbochargers, Hennessey has added dual waste gates, an air-to-air intercooler, forged aluminum pistons, high flow cylinder heads, custom camshafts and an electronic boost controller. The car also comes with a thoroughly revised exhaust system. The price for this package is \$67,950 installed and includes a 1 year/12,000-mile warranty. Keep in mind that this figure doesn't include the price of the Corvette itself, which will start at \$51,995 including destination. The model in the photos the HP700 adds on an Eaton supercharger for the extra power rather than turbochargers. This package is \$18,450 and includes a three year/36,000-mile warranty. This includes a custom carbon fibre body kit, Brembo carbon ceramic brakes, and Hennessey wheels



wrapped in Michelin Pilot Super Sport tires. The models available range from the HP600 through to the monster HP1000. Hennessey work out of Texas, John Hennessey told *Autoblog* that his company has been planning the C7 upgrades "for over a year" and that his team is "confident that we will be able to adapt the same types of upgrades that we have been doing for the C6 models over the past several years." While he was unable to offer any performance estimates, Hennessey reminded us that his HPE700 upgrade on the C6 Grand Sport ran 0-60 in 3.3 sec. and 10.7 sec. @ 128 mph. "I would expect similar performance on the C7 or possibly a bit quicker," he said. "We prefer to be cautious on performance estimates and promises until we know for a fact what the numbers are." Hennessey Performance plans to have the first cars in customer's hands by the end of the year.

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Driveline parts		Steering column parts	1967-82
Exhaust bezels and tips	1968-73	Speedo cables	
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Front and rear fibreglass bumper bars	1973-82	Various electrical switches	1968-82
Front springs	1963-82	Various emblems	1968-82
Fuel pumps S/B & B/B		Various front grilles	1968-82
Front spoilers	1968-82	Various tail light lenses	
Head light parts	1968-82	Various front park light lenses	
Manual Gear shifters		Various mouldings	
Park brake levers	1967-82	Wiper door parts	1968-72
Radiator hoses	1967-82	Wiper motors	1968-82
Rear fibreglass spring	1963-77		

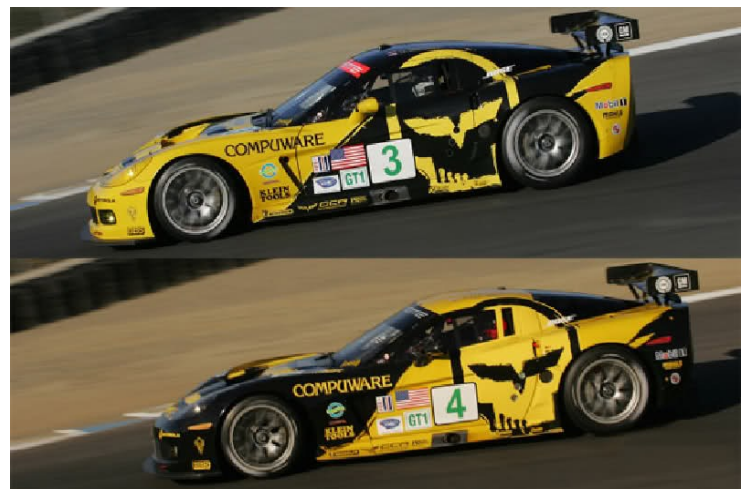
JAKE

The C6.R Racing Mascot was inspired by a flaming skull drawing and a "Take no Prisoners" message scrawled on the Corvette pit wall at Le Mans in 2004.



At Le Mans the next year this Mascot, called "Jake" by the team, was proudly displayed on the two C-6 Racers as they triumphed again in their GT-1 class. Jake has been on the winning 'Vettes ever since - both at Le Mans and in the American Le Mans Series (After 2004, the 2005 season was quickly approaching with a new Corvette C6-R race car in the midst of development, the Corvette Racing Team needed to make their aggressive mentality known. Luckily for them, graphic designer Eddie Jabbour of Kick Design was in the stands during the C5-Rs final 24 Hours of Le Mans race and witnessed for himself the skull logo and the unrelenting drive the Corvette Racing Team portrayed. Also in the stands was the crew from BadBoyVettes, a dedicated group of fans that have brought a viral approach to racing. They had an opportunity to sit down with the Corvette Racing Team to discuss how they could help make the unofficial skull logo into something more. BadBoyVettes and Corvette Racing contacted Kick Design and with the team's mentality in mind, Jabbour sketched on a cocktail napkin what would eventually become one of the greatest automotive marketing logos of our generation, the Corvette crossed flags within a dark skull outline. Thus, Jake was born. How Jake truly received his name has been kicked around quite a bit, but the one story that comes up frequently is that a former New York City cop, Gary Claudio, named the skull after notorious movie badass, Jake, from the *Blues Brothers* film. We've also been told that the name was given after being thrown around the Corvette Racing Team's garage for a few weeks, but either way, it's pretty damn fitting.

albeit in small form, underneath the XM Radio sponsorship decal on the B-pillar of the new Corvette C6-R racer during the 2005 24 Hours of Le Mans race and also as a spray painted stencil on the ground outside of Corvette Racing's pit stall. From there, Jake really took off, landing himself on team uniforms, driver's helmets and memorabilia with BadBoyVettes at the helm of this genius viral marketing scheme. ALMS). The Corvette Racing Team took their "Take No Prisoners" approach and Jake through next four ALMS seasons, battling the Prodrive Aston Martin DBR9s for three of them and leading the pack by themselves in 2008. Jake had become a racing success. In 2007, Corvette Racing was approached by BadBoyVettes to design a new racing livery for the Laguna Seca race, something that would really push Jake to the forefront of racing and give his enthusiastic followers something to celebrate. The livery design featured the now famous Corvette Racing yellow with a splash of black across the rear 3/4s of the C6-R. Jake was then applied in yellow in a sort of brushed appearance on the sides as well as splashed across the hood in black of the number 3 car.



The number 4 car was the inverse of this design and both cars really packed a visual punch racing down the Corkscrew with the help of their screaming 7.0-liter V8s. The Jake livery was even duplicated in Forza Motorsport 2 using the over complicated customization paint shop and made its debut in the in-game auction house on the eve of its Laguna Seca race debut. Jake also surfaced on numerous European series GT1, GT2 and Z06R Corvettes showing that Corvette Racing's symbol of determination and power could transcend borders and enter into various other international racing series. In 2008, the C6-R took on a whole new look, utilizing what's now referred to as the "Jake Scrape." The team created a single black stripe down the center of the C6-R with visual scrapes following the design of Jake's teeth who himself, hid in the waterfall vent on the hood, while smaller versions adorned the front and rear fascias as well as the familiar B-pillar location. Realizing the huge success of the Corvette Racing program GM decided to give a nice little nod to the team and to BadBoyVettes in the company's most powerful and, potentially, most iconic Corvette ever. The 2009 Corvette ZR1

features an embossed Jake on the intake snorkel instead of the usual Corvette cross-flag logo of lesser models. Corvette Chief Engineer, Tom Wallace, explained to BadBoyVettes why; "I saw the crossed flags on the ZR1's supercharger along with the conventionally placed ones on the nose and the intake snorkel and balked at the 3x arrangement. "Related Prior to this official addition, Jake was transformed into Elwood (*get it? Jake and Elwood...*), the unofficial mascot of the ZR1 "Blue Devil" vehicle program, and was featured on numerous ZR1 captured test fleet vehicles that we spotted during the Woodward Dream Cruise in 2008. The Elwood decals were made up in blue to represent "Blue Devil" and featured horns and a more demonic grin than the humble Jake.

For the 2009 ALMS season, Corvette Racing released another Jakegasmic livery, this time placing him front and centre on the C6-R's hood along with a 2008-inspired "Jake Scrape." This season marks the end to the C6-R GT1 car as Pratt & Miller and Corvette Racing prepare for the new C6-R GT2 racer and to celebrate, GM has released the 2009 Corvette GT1 Championship Edition featuring a 2009 C6-R livery-inspired decal package with Jake sitting proudly upon the raised fiberglass hood as well as stitched into the special edition's headrests.

Congratulations

Members Chris and Jane got hitched on the 3rd Aug at Waialae Beach , just behind Diamond head at the end of Waikiki in Hawaii



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ROAD & TRACK

Proud Americans: Tony Stewart drives the 2014 Corvette Stingray By Larry Webster
July 24, 2013 / Photos by Josh Scott

The singular car parked trackside wears a deep emerald-green paint job. The hue is called Lime Rock Green, a version of British Racing Green that's been infused with a carpet of fat-flake metallic. It's pretty but oddly subdued, even on this big-sky day, until you see it through polarized glasses, at which point it positively explodes. The new body, composed of carbon fibre and various types of plastic, looks even better up close, the angular mashup switching to a mass of one or two great lines. Stewart runs his hand along the car's shoulder, stopping at the grille over the left-rear tire.

"That feeds air to the transmission cooler," says Tadge Juechter, the Corvette's chief engineer. Like Stewart, Juechter is no wallflower. A GM lifer, he started his career as a co-op in the raucous Lordstown assembly plant and made his way to the Corvette team in 1993. As Juechter explains the Vette's technical details—the new stiffer aluminium frame, the electrically assisted steering, the two sole parts that are carried over from the sixth-gen car (cabin air filter and a roof latch)—his obsession is obvious. There's nothing about the Corvette that this man doesn't know intimately. Stewart smiles and nods. It's all too easy to think Stewart is just another car guy. He's not. He's now a mogul. In addition to being part owner of his NASCAR team, Stewart-Haas Racing, he owns USAC and World of Outlaws teams, a motorsports-PR firm, and a radio-controlled-car company. Stewart immediately floors it and we plunge down the hill to the first corner. Rounding this tightening left-hander, Stewart's already sliding the car, which feels taut, more stiffly sprung than the Corvette it replaces. And praise the Lord, Juechter and crew have finally given the car proper, rigid seats. The side bolsters hold me in place well enough that I attempt to scrawl notes. These musings will later prove unreadable save one word: aggressive.

MRC's first section contains a pair of third-gear hills with apexes at each crest. These rises are so steep that you don't see where the track goes until the summit. I've been around MRC enough to know the layout, so I realize—before Stewart—that he's going too fast as we charge up the first hill. I can't help shoving my feet to the firewall, hoping for an invisible brake pedal.



We drift to the right, heading straight for the knee-high grass that lines the asphalt. He hasn't lifted. Just when my back starts to tense up, he jumps off the throttle for a millisecond before getting back on it. Damn this guy. The car just brushes the tall grass. Maybe a second or two later, we dive into a steeply banked left-hand bowl, a Talladega-esque oval, but one small enough to be stuffed into your living room. Thanks to the traction-enhancing effects of the banking, the car generates over 2 g's in this turn, which means my head effectively doubles in weight. I can't keep my helmet from banging the window, but I can't stop giggling, either. A lap or

so later, Stewart's hit a groove. He doesn't just drive aggressively, but decisively. In some of the longer corners, where the car is cutting a broad, fast arc, his style is what I've come to call the American way of driving. The Europeans constantly jiggle the wheel, cranking in more steering to get the required yaw and then quickly correcting. These are small movements, maybe 10 degrees each, but the drivers stay busy. Stewart, by contrast, turns in and holds the wheel in one place. The car still dances around, but I can't see him doing anything to cause it. I yell a few questions, but Stewart waves his hand. "After 35 years of racing, I can't hear a thing."

"I like that as soon as I picked up some understeer, I could feel it through the steering wheel. Hydraulic steering [might] bring more feeling into it, but this system is much better than I anticipated."

The full article is available by clicking on the link below and apparently in a few weeks time the author Larry Webster will be let loose in a C7 to do his own road review. So at this point in time this is as close as we get to a road test on the C7



Parting Shot!



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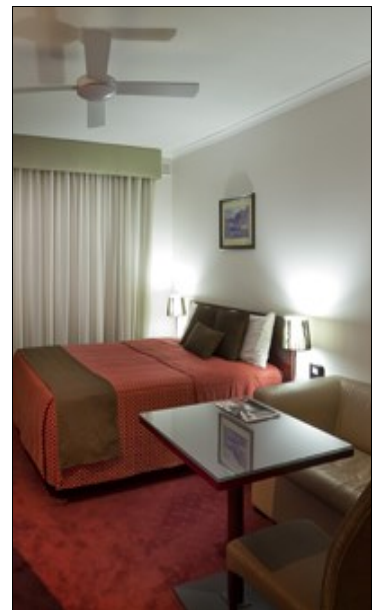
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