THE Spinner

NCRS ONTARIO CHAPTER NEWSLETTER

SUMMER 2015

INSIDE

TECH

64-65 COUPE REAR DRAIN HOSE

Why is there a T-BIRD in the SPINNER?

STINGRAY

The best Vette yet, no matter what your destination

Eastern Canada's exclusive Callaway Dealer supercharging your Corvette, Camaro and full size GMC/Chevy trucks.

wilson niblett Performance

GMC CALLAWAY

The Source.....Canada's # 1 Corvette Store!

10675 Yonge St. Richmond Hill • 905.884.0991 • 1.888.379.8888

wilsonniblett.com • corvettecanada.ca • camarocanada.ca

At Trailcon, trailers are our only business.

Whatever your needs – rental, leasing, expert service and maintenance – we can meet them.

TRAILCON LEASING INC

www.trailcon.com • sales@trailcon.com

15 Spar Drive, Brampton, ON L6S 6E1
Telephone: (905) 670-9061 Toll Free: (866) 939-9061
Fax: (905) 670-9066 Service: (905) 670-1500
Parts & Warranty: (905) 670-7003

LANT INSURANCE BROKERS
(A Division of Wayfarer Insurance Brokers Ltd.)

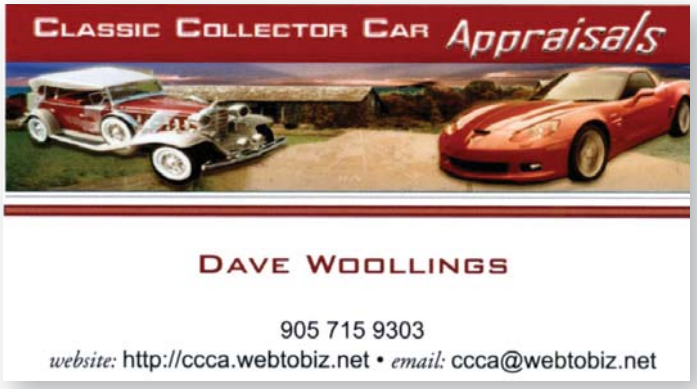
Canada's Leader in Classic Vehicle Insurance Since 1979

Offering The HAGERTY CLASSIC CAR INSURANCE PROGRAM

Antique, Classic, Special Interest and Modified/ Street Rod Automobile Insurance.

1 800-461-4099

37 Sandiford Drive, Suite 100, Stouffville, ON L4A 7X5 Tel: (905) 640-4111 • Fax: (905) 640-4450 • www.lant-ins.ca



The Spinner newsletter was designed by:

SANTA MARIA DESIGNS

Nat Santamaria (905) 339-3612
santades@cogeco.ca
Packaging & graphic design, logos, brochures.
Personal car brochures & car photo illustrations.

Your Ad Here

Annual Rates
- 1/2 page $500
- 1/4 page $250
- Business card size $125

We'll things are heating up and by the time you read this the Chapter Meet will be over and some of you will be on the road to the "Rocky Mountain High" Denver, CO

I wish everyone participating in the adventure to have a safe and enjoyable trip.

Things are moving along in the chapter as well. The Regional Committee is progressing with the planning and has signed the contract for the Host Hotel, The Homewood Suites. We made the trip to the CWH on May 21st to investigate any possible shortcomings and how we plan to utilize the volunteers for the event. At this time everything is a go. If you plan on volunteering, please contact **Doug McClure at dougmcclure@sympatico.ca** with the dates and times you are available.

The Chapter Meet t-shirts will have the Regional logo and our primary sponsors on the sleeves, so, please wear them when you are at car shows or another Corvette events. We need the exposure. We have flyers printed and will distribute them at other NCRS events. The WNY Chapter is giving us a page with the flyer in their next newsletter. The plan is to make fellow NCRS members and Chapters aware of the great location.

We just ordered new jackets for the Chapter which I had hoped would be ready in time for the chapter meet, but there was insufficient stock at the supplier. I hope to have them in time for the National Road tour folks. At this time we are not able to take any more orders, but we may be able to purchase more later this year.

astro marketing **VIRTUAL**

Our next planned event is a BBQ at Andy Goodman's cottage in July so I hope you can make it. It's a nice drive with a beautiful view of Crystal Lake. We had a great time last year and hope to see you there.

Enjoy your summer

When I started to re-assemble my 59, I wanted to use the service replacement silver emblems instead of the gold ones to better compliment the silver paint. I had the original bezels re-plated many years ago, but the studs were pretty chewed up and the special speed nuts would no longer hold.

I had the gold reproductions emblems and bezels on the car prior to the restoration, which were made by Trim Parts an original GM supplier for emblems.

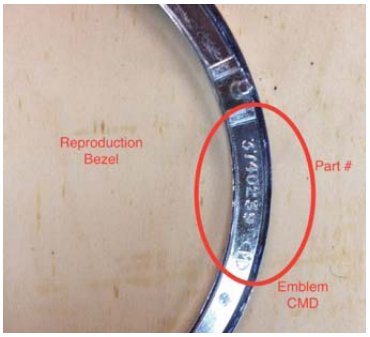
When I tried to get the reproduction bezel to fit the GM service replacement, (silver emblem), it wouldn't fit as the bezel had a slightly smaller opening. I even had a GM service replacement bezel Photo 6 and it did not fit the GM service replacement emblem.

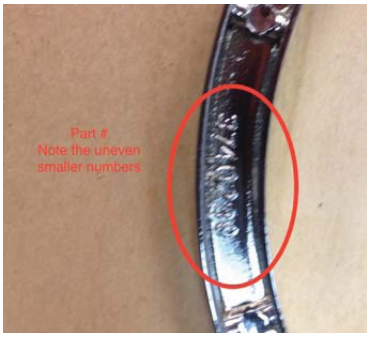
I couldn't understand why it would fit until I flipped them over and noted the difference, Photo 1, shows the two bezels, the one on the top is the reproduction one which is identical to the GM service replacement Photo 1A. The one on the bottom is an original. How do you tell the difference? The reproduction part number spacing and characters is slightly larger than the original. Photo 2. The original bezel part numbers have a smaller font and the numbers are closer together. Photo 3. Also note the CMD next to the part number on the reproduction. The original bezel has a marking in a small oval at the 1 o'clock position with NMP and 3 stars. Photo 4

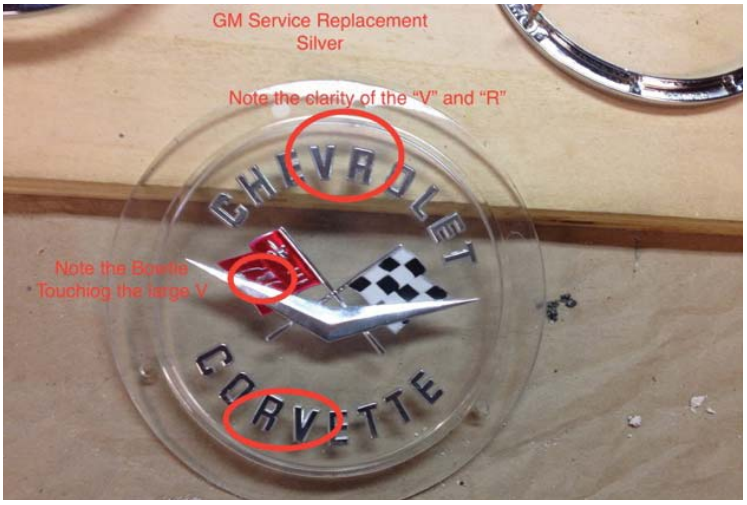
Once on the car, can you differentiate between the two? Look at the emblems closely. Photo 5 Original emblems are gold with the Bowtie in the left flag touching the gold "V". The "V "and "R" In Chevrolet are almost filled in with gold. Photo 6 left. The silver replacement emblem is an exact duplicate of the original, except the color is wrong. Photo 6 Either way it is a 1 point originality deduction unless you have an original.

I managed to obtain a used set of originals with re-plated original bezels, but I bet there will be a condition issue because they are aged. Photo 7

If you happen to come across some original pieces like these for your C-1, buy them.







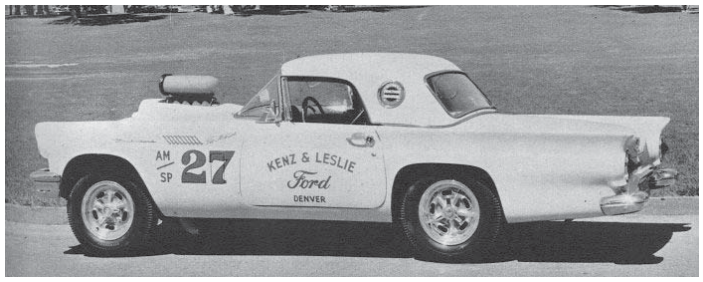
What was the first T-Bird you saw that made you want to buy a Thunderbird?
I saw my first baby bird when I was about seven years old. A friend of mine that lived across the street had a dealers model. When he showed me the model car I tried to trade anything I had to get the car but he would not let it go. So I waited 41 years and got my own car in 2006.

Pick one area of the hobby you enjoy the most and tell us a funny story about what happened to your car? Choices are restoration, driving, racing, showing, and social activity.
When I first bought my car, it was all about the car. Driving the car, washing & waxing the car, working on the car. Once I started going to the cruise nights, I realized it was not about the car at all but where I went with the car. You meet and talk with some interesting people not to mention all the new friends I have made.

How do you feel about the new T-Bird?
I think from a design stand point the new T-bird (2002 - 2007) was not very impressive. They really missed the mark. The car in my opinion did not have the styling like the old T-bird had that made it an iconic car. They really needed to give it more of a retro look. It needed those beautiful subtle fins worked in but in a modern way. If you removed the badges from the car you would be hard pressed to know that it was a T-Bird.

What is your dream T-Bird to own and why?
I have the beauty. I would like a beast. A T-bird Resto-Mod with modern running gear. Keep the body stock from bumper to bumper, large tires & wheels, Ford 302.

Is there an aspect of the hobby you have not been involved with but would like to some day? For example, I would like to race and never have had the right car.
Vintage drag racing for sure. I love looking at the old drag racing pictures and videos. Thats when the cars actually looked like the cars you saw in the showrooms.



It wouldn't take much to get my car to look like this would it?

For those who attended the Charlotte Regional, it was great experience. The opportunity to view Rick Kendrick's private collection as well as touring the NASCAR build shops is something that is readily unavailable to the public. The track is unbelievable in size and looks completely different from the TV version. If you've never been, then it well worth a visit. If you really have a hankering for speed, then take the "Ride Along" at the track. You get 3 laps around the track in an actual NASCAR car driven by a professional driver. The car available on the day several of us took the ride was Jimmy Johnson's # 48. Just the feel of the speed and the G-Forces makes you want more, but that's can get real expensive in a hurry.

Here a few shots from the event. Dan Adie waiting his turn to get into # 48, myself trying to get into the car, and we missed Ron Langlois taking his turn earlier in the day.

The judging event was held in the XFinity Garage with each car having is own door for easy entry and exiting.

I have a Corvette friend who uses the word “mucket” to describe anything that looks like a round or oval shaped lid. When looking inside the left rear wheel-well of my 1965 Coupe, he used this term to describe the 1964-1965 Corvette coupe rear vent outlet. I didn’t think his description was all that helpful, so I looked at the Paragon catalog. I was specifically interested in a replacement for the cabin drain hose.

Paragon sells Part number 14736 as “Hose, 64-65 RR Blower Drain Replacement Style”. I bought one, and wondered why they called it “replacement style”. For comparison, I used my original 1965 “OEM” part.

After I took some photos to show you the difference, I took a look at what Corvette Central had to offer. Their part number 482011 is described as a “Correct Reproduction”. Corvette Central’s photo shows a part just like the one I got from Paragon.

My reaction was Paragon didn’t need to use the term “replacement”. I do not blame Corvette Central for saying “correct reproduction”. It is pretty close.

I measured the outside diameter of the flange with the three lower mounting screw holes. The “OD” is three inches on the reproduction part and three and one quarter inches on the used original. This may be from expansion over the years. (The ’65 coupe turned fifty on May 1st, 2015.)

I think the most obvious difference between the original and the reproduction would be the “parting lines” visible at “12 o’clock” and at “6 o’clock” on the outside hose surface. These lines continue on to the outside surface of the mounting flange. Parting lines on the reproduction part are nice and smooth, yet quite visible. The lines on the original part are taller and have ragged edges.

While the mounting holes look different on the original part, they may have been pressed into an odd shape by the j-nuts that were put behind the flange in the left rear wheel-well. (The j-nuts are just like the ones used on the rectangular hole for body mount access. The three screws have a unique “tall” head.)

As I implied above, I think this is a pretty good reproduction. I am not sure who the maker is, but I know that Paragon does not claim this one as one of their manufactured parts. (You can tell this by the color of the number in their catalog.)

According to the 1965 Assembly manual (AIM), the GM part number was 3849219. I have also seen one for 1968-1975 Corvettes numbered as 3958729. That part is a longer version, and MAY have been offered by GM as a replacement for the 1964-1965 version.

As often happens, I found more information after I thought my article was finished. Looking on line, I learned that Paragon was representing the above reproduction part, but using the out of date photo shown below. They were at one time selling the item pictured below as a “replacement”. It looks like a thinner rubber part, and was said to have a spring inside. It may have been the 1968-1975 GM version, offered as a replacement before the reproduction for 1964-1965. Please let me know if you know this to be true.

This explains the out of date Paragon description that started my interest in this part. I have informed Paragon of my findings.

If by chance you used the replacement part (with or without the spring inside) on your 1964-1965 Coupe, note that a much better reproduction is available!

Article by Tom Dingman, NCRS member 4889.
Call my mobile (810) 338 0307

Photo 1. – The reproduction version of 3849219 next to my original. The repro is not longer. It just appears that way in my photo.

Photo 2. – Paragon’s old photo of the earlier “replacement” version of part number 14736. They are using the same number for the newer reproduction for 1964-1965 coupes.

NCRS
Ontario
2016 REGIONAL
CANADIAN WARPLANE HERITAGE

Book your Flight for the 2016 Regional

September 22 – 24, 2016
Canadian Wartime Heritage Museum
9280 Airport Road
Mount Hope, Ontario

Plan to attend this once in a lifetime event hosted by the Ontario Chapter of the National Corvette Restorers Society (NCRS) featuring a sensational venue and the perfect blend of speed and aerodynamic design

You will never forget the breathtaking images of Classic Corvettes nestled amongst historically preserved vintage warplanes

www.ncrsontario.org

May 23 turned out to be another spectacular day for our spring road tour.

Once again we started in Etobicoke and made our way up through Caledon and then through Bruce County on mostly quiet paved concession roads arriving in

Thornbury at 12:30 for lunch at The Dam Inn Pub. The day started out cool but by 12:30 it was very comfortable for a two hour lunch on the patio. Our group was approximately 17 driving 10 cars. It was good to see a few older cars out for the drive. Thanks to everyone that participated and keep the calendars open for our Fall cruise.

Dave Daawson

Ron dreaming of all good things

Ontario NCRS Judging Session

An Ontario Chapter Judging Session was held at Barrie Schram's shop in Brantford, Ontario on Sunday May 3rd, 2015.
The nice weather once again contributed to the number of members that drove their corvette's to the meet.

There were 36 Ontario NCRS members in attendance as well as a number of invited guests.

Our session commenced with some announcements of the upcoming Ontario Chapter Judging Meet at Wilson Niblett in Richmond Hill. There was a also a request for commitments for the NCRS Ontario Chapter jackets.

The judging session subject was a 1959 corvette hardtop which was partially disassembled.

There are a number of specific items that the judges look for:
1. Hardtop paint colour must match the car colour
2. The headliner must be specific for the car year, pattern, and colour
3. The month and year date appears on the lower left side corner of the rear window as well as both side corner windows at the lower back corner.

4. The date shows as 2-59 for the rear window and 1-59 for the side windows. This would be considered correct for the date of the car, late March 1959.

5. The stainless steel trim, the rubber mouldings, hardware, and latches are all judged for originality and condition

Pop rivets are sometimes used in the restoration of a hardtop but are considered incorrect and are subject to a deduction.

The tech portion of our judging meet covered the subject of having the hardtop professionally restored at a cost of $4,000 - 6,000, or do it yourself. The cost of the replacement parts, painting, and polishing could reach 2/3 of this amount.
Unless you have extensive restoration experience you may not want to attempt a hardtop restoration yourself.

Another significant consideration is: Why have a hardtop at all? They mostly go unused to the difficulty of removal and installation. You should consider getting help to avoid scratching your paint. However, the rarity of solid access corvettes with hardtops installed are very noticeable and attractive at corvette shows and judging sessions.

Ron and Wes Froman brought their latest project: a 1962 silver roadster with a black interior. The car featured rack and pinion steering, Ford 9 inch rear end, and modern electronics.

The meet concluded with members socializing and admiring Ron and Wes' remarkable creation.

Article submitted by Barrie Schram member #27211

The Bloomington Gold Indianapolis Experience:

On Thursday June 25th 2015, Bloomington Gold kicked off at its new venue at the Indianapolis International Motor Speedway. My first attendance at Bloomington was last year when it was held in Champagne, Illinois. Let's just say that the college campus venue in Champagne was tame in comparison to the Indy location.

I attended Indy with seven other London mid-year owning, wrench turning, swap meet haggling, beer drinking Corvette lovers. We

drove down, crossing in Port Huron and arrived in Indianapolis at 4 pm on the Wednesday. We went straight to the track, signed our waivers and got our wrist bands and mirror tags for the "Gold Laps" on Thursday morning. Months earlier, we had registered on-line for these Gold Laps – two laps around the 2.5 mile oval track in our own Corvettes... for a mere $25 USD. Who could pass that up? I have attended this Motor Speedway four previous times when I was in my 20's, and saw the likes of Mario Andretti and Al Unser Senior, and then their sons Michael and Al Junior

battling it out. To be able to drive on the same track that has had such great racing personalities competing wheel to wheel was a privilege and an honour. We knew in advance that there would be a pace car holding us back from enjoying all the ponies our late models had to offer...what we didn't know was just what speed they would restrict us to....more on that later. There was also an opportunity to be a passenger in a two-seater Indy car for $300 USD. Open cockpit and open wheels is not for me. After picking up a map and program, we walked around the swap meet area as some vendors had already arrived and had their wares displayed for sale. I scored four chrome hockey sticks for the seats of my '64.

We left the track and headed for our hotel which was in the heart of the downtown. After a fantastic Angus burger at the Slippery Noodle we walked the downtown and had a pint or two at the Tilted Kilt and Howl at the Moon. Then off to bed early as we had an early morning scheduled. However, Mother Nature decided that sleep was over rated. At 3 am she brought on a rain storm that made me want to build an ark and collect animals in twos! Incredible thunder and lightening, and heavy rains would not let up till 8 am. Some of the city was flooded. Although up at 6 am, we did not dare venture out on the roads till a little after 8 am. When we got to the track, things were messy. The rain was down to a drizzle now, but the Vendors had all their wares under tarps.

The parking field was sloshy with puddles everywhere. And yet, despite the light drizzle, there was this incredible noise emanating from the infield road course....first gear...blip, crackle... second gear... blip, crackle, third and fourth, heavy braking, tire noise, and four gears again? What the...? Who and what was running hard on a wet track? We went trackside to the straightaway section of the road course. We watched in awe as 2015 Z06's blipped past us, braked, drifted a 180 around a cone and disappeared again away from us. The sound was inspiring. The traction seemed impossible...and yet it simply "was"...each and every time! The cars were marked with Ron Fellows logos, and there were four of them in different splendid colours...bringing happiness to our dreary day. We noted passengers in each car and wondered what kind of coin they were paying for this treat. After drenching our senses with the Z06's array of sounds, we headed back to the swap meet area. We had time for one quick pass through before we had to stage our 2012 at Turn 1 for our Gold Laps. No purchases were made on this run through. Half of

the items were still under tarps. Vendors were conspicuously not present at their vending locations...somewhere else staying dry I presumed. The drizzle was off and on...this was likely going to affect the speed the Pace car was going to hold us to. Sheesh! A chance of a lifetime...following another car's spray at 30 MPH was not what I had originally envisioned. We went trackside over to the

oval. An earlier slotted group was running past. The pace car was doing...what...a measly 40 MPH? The cars were bunched up... maybe twenty of them in single file. Yikes! Perhaps these "Gold Laps" were highly over rated? Deep breath. No one said you were going to go FAST...you knew that coming in!

Okay then. Off to get our car...a red 2012 base model. Don't want to show up for staging late. Don't want to be at the end of the line with all that spray. We get there at 11:00 for an 11:30 track time.

Good grief! There are already seventeen cars lined up in front of me. I am 18th, and my road warrior travelling buddies from London are 19th and 20th! And that's our full lineup...twenty cars for our time slot. We have to sit in our cars for 30 minutes. The rain stops just after we stage at 11:00. The 11:00 group goes out and runs around the track at an impossible 40 MPH. The 11:15 group goes out and does the same. By 11:20 the sun is trying to break through. I don't see spray on the track anymore! I am thinking, "This just might work out after all". It's 11:32 and the flagman waves our line out. We enter the track from turn 1. By the time I get on the track, I can't even see the pace car...it is likely already entering turn 2. We are well spaced out back here? I take it up to 60 MPH. The guy in front of me is doing the same. The track is relatively dry – no spray – no wipers needed. I come into turn 2 and ease off, letting the guy in front of me open up some distance between us. I exit turn 2 and hammer it. The car hooks up and goes. Within no time I am a shade under 100 MPH and closing fast on the guy in front of me. Oh blessed Mother of Deceleration, don't fail me now...I am on the binders, no slip...no slide...just nice planted smooth deceleration. Hmmm! Maybe being in the back is not so bad. I look up the track at turn 3 and the pace car is just disappearing with cars tightly bunched up behind it. We coast through turn 3, and go low into the infamous turn 4 that has claimed more cars than any other turn. Again I let the guy in front of me get away, and again as I emerge from the turn, I hammer it onto the front straightaway, taking it up to 95 MPH. And again I say a prayer for dry pavement, and mentally run over the inverse rule of tire width to hydroplaning potential...but all to no avail, as our car heels well, yet again. I get to do it one more time down the back straight, and then into the pits we go, following the pace car through winners circle. We park and there are high fives with my road warrior buddies as they did pretty much the same. It was just freagin' awesome...a bucket list item that I never even had on my list. Wow!

After we gained our composure, we headed again to the swap meet area. The sun was getting more consistent...heck it may even turn out to be a nice day! I score a couple small items. Those Z06's are still singing 6,500 notes over on the road course, and

now squealing tires has joined in the melody as the roads dry out. So what is with that deal anyway? We see a Ron Fellows tent. We make our inquiry. Turns out Chevrolet has supplied the cars, and Ron Fellows has supplied the drivers – each getting some PR from the marriage....and the price for a short road course ride,

running flat out in a 2015 Z06, driven by a Ron Fellows driving instructor is....drum roll pleeease....FREE! Yep...you heard me right. I tightened my one loose shoe lace and bee lined for the far side of the track where the pick up/drop off location was located. After a short registration and waiver, I was given a helmet and got in line...there were SIX people in line in front of me...SIX! Apparently this venue was not advertised well enough? There is a car pulling up about every 30 to 40 seconds. I am in a car meeting my driver in three minutes. I ask if I can video the run. He laughs and says, "Sure, if you can". He asks if my seat belt is properly adjusted, and as I am getting out the "es" part of "yes", he hammers it. My helmet smacks the back of the seat. I recover, and reposition the camera. He shifts from 1st to 2nd. My helmet snaps forward and then smacks the seat behind me again. I think I have whiplash! "Okay, not doing that again", I think...and I stiffen up my body. He hits 3rd..."that was better" I think, and then 4th..."I am a pro now" I think. Bamm...he is on the binders...I can't hold my head back...it dives for the dash area. My legs actually lift from their resting position on the floor and are suspended and hanging weightless in the foot well. I think, "this is like being on a midway ride'... I have never experienced deceleration like this...not on a jet plane that reverses its engines after landing, not in any vehicle... ever! I am pulling my head and helmet away from the dash...I think, "Just how heavy are these helmets anyway? How heavy is my head?". Okay I am upright again, but we are in a 180 left hand drift around a cone, and I am getting a close view of the passenger's window glass...like my cheek against the glass! We are through the turn, and 1st winds out, blip...crackle, 2nd...blip...crackle, 3rd, and deep into fourth... we hit 135 MPH...then a tap of the brakes and a quick deak left through some cones, I see the pavement going to the right but there is no way we are going to stick to the track at this speed... but "stick" she does... up on the right apron...and then a long sweeping left with the left front tire up on that apron and what feels like about a two foot rear end drift as he burps it through the slide. I can't believe the tenacity of the tires, the cornering ability, the braking ability. It's a rocket... a missile! I am thinking..."I want one!"..."I gotta have one!" ..."How can I get one?" At that moment, I am willing to sell the '64 and 2012 to have one! And I'll throw in my left arm, and all my worldly possessions. We hit a few more turns...but I truly can't remember them. He brings the car to a stop. I shriek, "Ohhh my Gawd! Is this thing stock?" He advises it is right off the lot...completely stock – not one thing has been done to it. I ask him what breaks on these cars...Answer: "Nothing". They replace tires and brake pads as needed and NOTHING breaks...NOTHING! We roll up to the unloading point and I stagger like a drunken sailor from the car. I am grinning ear to ear. People are looking at me. "Stop grinning" I think. I can't! ...I get stern with myself now..."Stop it!"... I still can't...my cheek muscles are starting to cramp. My buddy runs up and says "Well?" and I burst into a tirade of babbling comments. The helmet comes off. My neck hurts a little...really! So does my back! I feel like I have been fired out of a cannon. I am beat up! And I liked it! I liked it so much, I returned the following morning to do it all over again... but this time there is a line of about 40 people...damn – the word is out! I don't care...I queue up and wait my turn for one more run...different driver, different car...but same result – fired out of a frickin' cannon! Wow...no words can accurately describe it...Wow! Wow! Wow!

After that second run, I head over to the judging square. I am a midyear follower...my apologies to the C1 and C3 folks. There are about 20 or so 1963's lined up for judging. There are no '64's (which disappoints me), and there are a handful of '65's and '66's. Then there are about 23 '67's. They are beoootiful... all of them! The judges have already started the judging process with several of these cars. In the next courtyard are several C1's, and at the edge of the mid-year gathering are about 15 C2's. Did I mention they were beeoootiful! I walk about the cars and duck inside the Gold Year room where several notable 1965 vehicles are positioned and recognized for their 50th birthday. I am back outside now and a big black cloud is looming on the horizon...I ask my buddy, "Is Indianna part of the tornado alley region?" but I already know the answer. Yep...and it is not looking pretty. My

buddy, Alex and I, had intended on leaving at dinner and get back to London so we could catch the Corvette drags in Sparta on Saturday. We had wanted to stay for the Burn-Out competition at 3:30 pm, but we are now thinking we should git goin' while the gittin' is good! We meet up with the other guys. They are staying till Saturday. With no '64's to follow through judging, I have less motivation to stay. We walk through the swap meet area again and get in our car and hit the road. About fifteen minutes outside Indianapolis we hit rain on the highway...and I mean the skies opened up. People were pulling off the Interstate onto the shoulder. I had not had the 2012 in heavy rain before and expected it to hydroplane...it proved me wrong again. At 60 MPH she was sure footed and stable, and so we plugged through it and broke out to the other side within thirty minutes. However, that rain subsequently hit the judging field and swamped the event. I was later told spare tire tubs that had been dropped were overflowing with water.

We got home safely only to have the same storm front reach the London region during the night and scrub out the Saturday drags. Goes to show ya...you can run from Mother Nature, but you just can't hide!

Bloomington Gold has signed a three year contract with the Indy Speedway and will be back again next year. Next year is the 100th anniversary of the Indianapolis International Motor Speedway. They will run the Indy 500 about three weeks before Bloomington Gold is held. The '66's will be the Gold Year vehicle on display. Despite the rain, this event rocked. Next year, I will be there front and centre...and so should you. It will not disappoint.

Cheers.

On Thursday June 25th 2015, Bloomington Gold kicked off at its new venue at the Indianapolis International Motor Speedway. My first attendance at Bloomington was last year when it was held in Champagne, Illinois. Let's just say that the college campus venue in Champagne was tame in comparison to the Indy location.

I attended Indy with seven other London mid-year owning, wrench turning, swap meet haggling, beer drinking Corvette lovers. We drove down, crossing in Port Huron and arrived in Indianapolis at 4 pm on the Wednesday. We went straight to the track, signed our waivers and got our wrist bands and mirror tags for the "Gold Laps" on Thursday morning. Months earlier, we had registered on-line for these Gold Laps – two laps around the 2.5 mile oval track in our own Corvettes... for a mere $25 USD. Who could pass that up? I have attended this Motor Speedway four previous times when I was in my 20's, and saw the likes of Mario Andretti and Al Unser Senior, and then their sons Michael and Al Junior battling it out. To be able to drive on the same track that has had such great racing personalities competing wheel to wheel was a privilege and an honour. We knew in advance that there would be a pace car holding us back from enjoying all the ponies our late models had to offer...what we didn't know was just what speed they would restrict us to....more on that later. There was also an opportunity to be a passenger in a two-seater Indy car for $300 USD. Open cockpit and open wheels is not for me. After picking up a map and program, we walked around the swap meet area as some vendors had already arrived and had their wares displayed for sale. I scored four chrome hockey sticks for the seats of my '64.

We left the track and headed for our hotel which was in the heart of the downtown. After a fantastic Angus burger at the Slippery Noodle we walked the downtown and had a pint or two at the Tilted Kilt and Howl at the Moon. Then off to bed early as we had an early morning scheduled. However, Mother Nature decided that sleep was over rated. At 3 am she brought on a rain storm that made me want to build an ark and collect animals in twos! Incredible thunder and lightening, and heavy rains would not let up till 8 am. Some of the city was flooded. Although up at 6 am, we did not dare venture out on the roads till a little after 8 am. When we got to the track, things were messy. The rain was down to a drizzle now, but the Vendors had all their wares under tarps. The parking field was sloshy with puddles everywhere. And yet, despite the light drizzle, there was this incredible noise emanating from the infield road course....first gear...blip, crackle... second gear... blip, crackle, third and fourth, heavy braking, tire noise, and four gears again? What the...? Who and what was running hard on a wet track? We went trackside to the straightaway section of the road course. We watched in awe as 2015 Z06's blipped past us, braked, drifted a 180 around a

cone and disappeared again away from us. The sound was inspiring. The traction seemed impossible...and yet it simply "was"...each and every time! The cars were marked with Ron Fellows logos, and there were four of them in different splendid colours...bringing happiness to our dreary day. We noted passengers in each car and wondered what kind of coin they were paying for this treat. After drenching our senses with the Z06's array of sounds, we headed back to the swap meet area. We had time for one quick pass through before we had to stage our 2012 at Turn 1 for our Gold Laps. No purchases were made on this run through. Half of the items were still under tarps. Vendors were conspicuously not present at their vending locations...somewhere else staying dry I presumed. The drizzle was off and on...this was likely going to affect the speed the Pace car was going to hold us to. Sheesh! A chance of a lifetime...following another car's spray at 30 MPH was not what I had originally envisioned. We went trackside over to the oval. An earlier slotted group was running past. The pace car was doing...what...a measly 40 MPH? The cars were bunched up...maybe twenty of them in single file. Yikes! Perhaps these "Gold Laps" were highly over rated? Deep breath. No one said you were going to go FAST...you knew that coming in!

Okay then. Off to get our car...a red 2012 base model. Don't want to show up for staging late. Don't want to be at the end of the line with all that spray. We get there at 11:00 for an 11:30 track time.

Good grief! There are already seventeen cars lined up in front of me. I am 18th, and my road warrior travelling buddies from London are 19th and 20th! And that's our full lineup...twenty cars for our time slot. We have to sit in our cars for 30 minutes. The rain stops just after we stage at 11:00. The 11:00 group goes out and runs around the track at an impossible 40 MPH. The 11:15 group goes out and does the same. By 11:20 the sun is trying to break through. I don't see spray on the track anymore! I am thinking, "This just might work out after all". It's 11:32 and the flagman waves our line out. We enter the track from turn 1. By the time I get on the track, I can't even see the pace car...it is likely already entering turn 2. We are well spaced out back here? I take it up to 60 MPH. The guy in front of me is doing the same. The track is relatively dry – no spray – no wipers needed. I come into turn 2 and ease off, letting the guy in front of me open up some distance between us. I exit turn 2 and hammer it. The car hooks up and goes. Within no time I am a shade under 100 MPH and closing fast on the guy in front of me. Oh blessed Mother of Deceleration, don't fail me now...I am on the binders, no slip...no slide...just nice planted smooth deceleration. Hmmm! Maybe being in the back is not so bad. I look up the track at turn 3 and the pace car is just disappearing with cars tightly bunched up behind it. We coast through turn 3, and go low into the infamous turn 4 that has claimed more cars than any other turn. Again I let the guy in front of me get away, and again as I emerge from the turn, I hammer it onto the front straightaway, taking it up to 95 MPH. And again I say a prayer for dry pavement, and mentally run over the inverse rule of tire width to hydroplaning potential...but all to no avail, as our car heels well, yet again. I get to do it one more time down the back straight, and then into the pits we go, following the pace car through winners circle. We park and there are high fives with my road warrior buddies as they did pretty much the same. It was just freagin' awesome...a bucket list item that I never even had on my list. Wow!

After we gained our composure, we headed again to the swap meet area. The sun was getting more consistent...heck it may even turn out to be a nice day! I score a couple small items. Those Z06's are still singing 6,500 notes over on the road course, and now squealing tires has joined in the melody as the roads dry out. So what is with that deal anyway? We see a Ron Fellows tent. We make our inquiry. Turns out Chevrolet has supplied the cars, and Ron Fellows has supplied the drivers – each getting some PR from the marriage....and the price for a short road course ride, running flat out in a 2015 Z06, driven by a Ron Fellows driving instructor is....drum roll pleeease....FREE! Yep...you heard me right. I tightened my one loose shoe lace and bee lined for the far side of the track where the pick up/drop off location was located. After a short registration and waiver, I was given a helmet and got in line...there were SIX people in line in front of me...SIX! Apparently this venue was not advertised well enough? There is a car pulling up about every 30 to 40 seconds. I am in a car meeting my driver in three minutes. I ask if I can video the run. He laughs and says, "Sure, if you can". He asks if my seat belt is properly adjusted, and as I am getting out the "es" part of "yes", he hammers it. My helmet smacks the back of the seat. I recover, and reposition the camera. He shifts from 1st to 2nd. My helmet snaps forward and then smacks the seat behind me again. I think I have whiplash! "Okay, not doing that again", I think...and I stiffen up my body. He hits 3rd..."that was better" I think, and then 4th..."I am a pro now" I think. Bamm...he is on the binders...I can't hold my head back...it dives for the dash area. My legs actually lift from their resting position on the floor and are suspended and hanging weightless in the foot well. I think, "this is like being on a midway ride'... I have never experienced deceleration like this...not on a jet plane that reverses its engines after landing, not in any vehicle... ever! I am pulling my head and helmet away from the dash...I think, "Just how heavy are these helmets anyway? How heavy is my head?". Okay I am upright again, but we are in a 180 left hand drift around a cone, and I am getting a close view of the passenger's window glass...like my cheek against the glass! We are through the turn, and 1st winds out, blip...crackle, 2nd...blip...crackle, 3rd, and deep into fourth... we hit 135 MPH...then a tap of the brakes and a quick deak left through some cones, I see the pavement going to the right but there is no way we are going to stick to the track at this speed...but "stick" she does... up on the right apron...and then a long sweeping

left with the left front tire up on that apron and what feels like about a two foot rear end drift as he burps it through the slide. I can't believe the tenacity of the tires, the cornering ability, the braking ability. It's a rocket... a missile! I am thinking..."I want one!"..."I gotta have one!" ..."How can I get one?" At that moment, I am willing to sell the '64 and 2012 to have one! And I'll throw in my left arm, and all my worldly possessions. We hit a few more turns...but I truly can't remember them. He brings the car to a stop. I shriek, "Ohhh my Gawd! Is this thing stock?" He advises it is right off the lot...completely stock – not one thing has been done to it. I ask him what breaks on these cars... Answer: "Nothing". They replace tires and brake pads as needed and NOTHING breaks...NOTHING! We roll up to the unloading point and I stagger like a drunken sailor from the car. I am grinning ear to ear. People are looking at me. "Stop grinning" I think. I can't! ...I get stern with myself now..."Stop it!"... I still can't...my cheek muscles are starting to cramp. My buddy runs up and says "Well?" and I burst into a tirade of babbling comments. The helmet comes off. My neck hurts a little...really! So does my back! I feel like I have been fired out of a cannon. I am beat up! And I liked it! I liked it so much, I returned the following morning to do it all over again...but this time there is a line of about 40 people...damn – the word is out! I don't care...I queue up and wait my turn for one more run... different driver, different car...but same result – fired out of a frickin' cannon! Wow...no words can accurately describe it...Wow! Wow! Wow!

After that second run, I head over to the judging square. I am a midyear follower...my apologies to the C1 and C3 folks. There are about 20 or so 1963's lined up for judging. There are no '64's (which disappoints me), and there are a handful of '65's and '66's. Then there are about 23 '67's. They are beoootiful... all of them! The judges have already started the judging process with several of these cars. In the next courtyard are several C1's, and at the edge of the mid-year gathering are about 15 C2's. Did I mention they were beeoootiful! I walk about the cars and duck inside the Gold Year room where several notable 1965 vehicles are positioned and recognized for their 50th birthday. I am back outside now and a big black cloud is looming on the horizon...I ask my buddy, "Is Indianna part of the tornado alley region?" but I already know the answer. Yep...and it is not looking pretty. My buddy, Alex and I, had intended on leaving at dinner and get back to London so we could catch the Corvette drags in Sparta on Saturday. We had wanted to stay for the Burn-Out competition at 3:30 pm, but we are now thinking we should git goin' while the gittin' is good! We meet up with the other guys. They are staying till Saturday. With no '64's to follow through judging, I have less motivation to stay. We walk through the swap meet area again and get in our car and hit the road. About fifteen minutes outside Indianapolis we hit rain on the highway...and I mean the skies opened up. People were pulling off the Interstate onto the shoulder. I had not had the 2012 in heavy rain before and expected it to hydroplane...it proved me wrong again. At 60 MPH she was sure footed and stable, and so we plugged through it and broke out to the other side within thirty minutes. However, that rain subsequently hit the judging field and swamped the event. I was later told spare tire tubs that had been dropped were overflowing with water.

We got home safely only to have the same storm front reach the London region during the night and scrub out the Saturday drags. Goes to show ya...you can run from Mother Nature, but you just can't hide!

Bloomington Gold has signed a three year contract with the Indy Speedway and will be back again next year. Next year is the 100th anniversary of the Indianapolis International Motor Speedway. They will run the Indy 500 about three weeks before Bloomington Gold is held. The '66's will be the Gold Year vehicle on display. Despite the rain, this event rocked. Next year, I will be there front and centre...and so should you. It will not disappoint.

Cheers.

Submitted by Lino Prelazzi

Welcome our new members

Peter Klutt, (61289)
8220 Fifth Line, Halton Hills, ON L7G 4S6
905-875-4700
shellie@legendarymotorcar.com

Michael Lo Cicero, (61285)
43 Worthview Drive, Woodbridge, ON L4H 0H9
647-502-2548
michaelclocicero@gmail.com