

## BACK TO SCHOOL

**➔** I own an '00 Corvette that I like to drive hard and modify. I recently read one of your articles ("Technically Speaking," Nov. '11) in which it was stated that the best investment I could make to help my Corvette go faster was to attend a good driving school. Of course I thought you were crazy, because my driving skills were already pretty good. Nevertheless, I enrolled in the Sports Car Driving Experience (SCDE) in Palm Beach, Florida, in part because the school uses Corvettes exclusively. Boy, was I surprised by what was in store.

We started the day in the classroom with Henry Gilbert, the school's chief instructor and owner. After having coffee and some fruit, we were introduced to an outstanding group of instructors. Among them was GM factory driver Andy Pilgrim, who had stopped in to say hello. I was even able to have Andy take me for a few laps around Palm Beach International Raceway in one of the school's Grand Sports. Awesome!

The rest of my day consisted of more classroom time, on-track activity, and car-control scenarios on the skidpad. Mr. Gilbert brings in an impressive team of instructors to ride with each student throughout the day. This

allows for one-on-one instruction to ensure understanding and retention.

I was fortunate enough to get instruction and advice from several top-name drivers, including Shane Lewis, Chris Hall, Chris Festa, Lawson Aschenbach, Nigel Greensall, Michael DeFontes, and John Zuccarelli. Also working the track was Terry Borcheller, who was instructing one of his private clients.

I can't remember when I had so much fun! This was one of the best experiences I've had behind the wheel, and I just wanted to thank the magazine for prompting me to attend. I will be going back in the spring to try to get my SCCA license. I recommend this experience to anyone who's even remotely interested in cars.

Red  
Via email



## PLANNING A TRANSFORMATION

**➔** I have a '79 C3 with a 400-horse 350. The transmission is a Turbo 350 that is currently blown. I would like to replace it with an upgraded overdrive trans. Will a 700R4 work, and what would I have to do to put it in?

Carman Clark  
Via email

The 700R4 swap is a popular one among C3 owners, and for good reason. While the job

itself is relatively straightforward (you will need to modify your car's crossmember and driveshaft), the resulting performance and fuel-efficiency improvements are considerable. Our recommendation is to contact the transmission experts at TCI ([www.tciauto.com](http://www.tciauto.com)), who can recommend a package tailored to your specific requirements.

## YOU SAY, "PO-TAY-TO..."

**➔** I would like to comment on the "Designer Series" article (No. 176) in your February issue. I own an '04 Commemorative Edition convertible, which I bought new in April 2004. In the article it states that the

interior has light-gray seats and carpeting. My Vette does not have anything like this. Rather, the seats are one solid color: Shale. The floor carpeting is in the same color range. The car was assembled on 10/03/03.

Peter Young  
Weymouth, MA

You're correct: The '03 Commemorative cars did indeed come with Shale interiors. In our defense, we'll simply note that the reliably unimpeachable *Corvette Black Book* describes this shade as "[blending] a lighter value of gray-beige for the seats and carpeting with a darker gray-beige for console, instrument panel, and upper door panels."

## LEFT-COAST LAMENT

**➔** C'mon, guys! Show a little love and coverage of us Vette owners on the West Coast. It appears that you only feature cars from Pennsylvania, New York, New Jersey, and Florida (and they are fine cars, admittedly). While I realize your office is located in Florida, I'm confident you can establish a regional office of sorts here in California. Heck, you probably wouldn't even have to pay a lot of us, due to our passion for Corvettes. I'm in!

"Hoss"  
Via email

While our geographically challenged West Coast Editor currently resides in Reno, he mounts frequent incursions into the Golden State to scout feature cars and impersonate an oenophile. If you know of a Cali-based Corvette you feel would make a good article subject, write to us at the address below and we'll pass along the information. **VETTE**

## ➔ WHAT DO YOU SAY?

Got a question, comment, or complaint? Log on to [www.vetteweb.com](http://www.vetteweb.com) and share your thoughts. We can also be reached by email at [vette@src.com](mailto:vette@src.com) or through our postal address at VETTE Magazine, 9036 Brittany Way, Tampa, FL 33619. All letters must be typed and are presumed to be for publication. VETTE reserves the right to edit letters.