

JAN / FEB / MAR 2021

# **AMERICA'S** *Sports Car*

A PUBLICATION OF THE NATIONAL CORVETTE MUSEUM



## IN THIS ISSUE

THE BATTLE TO BE  
AMERICA'S SPORT CAR

SEMI-AUTONOMOUS  
ARROW CORVETTE

1961 AWARD-WINNING  
CORVETTE DONATED







# EVERYBODY LOVES LUCY

WORDS KATIE ELLISON // PHOTOS COURTESY OF ALAN WILSON

**K**inzie ('KiKi') Wilson is not your typical Corvette enthusiast and her path to being a car and racing enthusiast starts before she was even born.

"My dad got into cars with his stepdad," she shared. "They would fix up older cars, having one to work on, and one donor car for parts. When I was born, my dad would take me to a drag strip two miles from my house and we'd be there every night. We would guess which car would win."

KiKi's step-grandfather owned multiple Corvettes. "Every time we would go to a car show we'd look at the Corvettes and dad would say 'we should get one of those someday.' He would quiz me, too, asking whether the cars had big or 'little' blocks. Nine times out of 10, I knew the answer."

So, KiKi started saving up.

"I've been saving money from a little bit of everything – birthdays, Christmas, small jobs, chores."

It was a 1996 Collector Edition that she would buy when she was only 13 years old.

"We got a steal on that car - \$5,500. There was a check engine light that nobody could figure out what the problem was. It was only like \$100 to fix it, and it was a very small, minimal fix. We got really lucky! I named her Lucy because everybody loves Lucy."

KiKi knew she wanted to race her Corvette, and with there being an NHRA drag racing class that allowed 13 to 16-year-olds to bracket race street cars, she was ready to get her car track-prepped.

"The first thing we did was change the tires to drag radials. We still had to drive the car to the track, so the tires are legal

for street driving and drag racing. One time down the strip is all it took. I knew this was what I wanted to do."

"When I started in the NHRA's Junior Street class there were certain regulations, like I had to stay above nine seconds in the eighth mile and dad had to ride with me. The car also could not be loud. I couldn't really do much to the car until I turned 16, and actually had to slow it down to fit the rules," KiKi shared. "Since then I've done quite a bit. My present for my 18th birthday was nitrous. But as soon as I put the nitrous on, the transmission broke. I'm now on my fourth set of tires. We do a little maintenance here and there, and little modifications."

KiKi's racing experience isn't limited to drag racing – she also enjoys autocross. "Back home the Lone Star Corvette Club hosts autocross each month at a small community college. We heard about them and thought that it would be fun to participate. My dad has a Viper, but we were like, we can't take that out there. So, we took my car – plus that's what the C4 Corvette was built for. I became a member, started autocrossing with them, they let my dad autocross, too."

KiKi has also participated in the Hot Rod Power Tour, partaking in their autocross and drag racing opportunities in various city stops.

She shared that she has visited the National Corvette Museum twice – once when they flew north to pickup her dad's Viper, stopping on the way back to Texas at the Museum, plant and even for laps at the NCM Motorsports Park with the Viper. "The Museum was crazy. We got to the sinkhole part and I started tearing up a little bit."





KiKi joined the Museum as a member in early 2020 after hearing about the scholarship opportunity offered in partnership with NCRS. "I just started college and was on the scholarship search. I heard about the Museum scholarship and decided to apply. You have to be a member, or relative of a member to apply. After having previously visited the Museum I was like 'well, I should be a member anyways, it's really cool!'"

KiKi is currently pursuing a degree in Motorsports Management from Belmont Abbey College. "Best of all, there's a four-lane drag strip right down the street from the college! I want to be a Top Fuel Dragster or Formula One driver, but realistically it would be kind of cool to be a test driver for Corvette or Lamborghini. My family is from Italy, so it would be cool to go there and work somewhere in the racing industry."

With 13 sponsors on her racing resume, KiKi is already off to a great start. "I don't have a set plan but am excited for opportunities that come my way! I always try to lead by being a good example, and encourage everyone to dream big, and work hard to make their dreams come true."

Keep up with KiKi by following her on Facebook – Kinzie Wilson Racing.

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## National Corvette Restorers Society announces Concours Judging of Modified Corvettes



NCRS, long known as the "Originality Club," has created a new judging category for modified Corvettes. The modifications can be as low key as replacing a damaged original engine with a crate motor, or can be as wild as placing a Corvette body on a tubular-framed chassis with a blown Mopar engine. Originality is **not** considered in this judging category.

All candidates must have been born as a Corvette, must have a legitimate GM Corvette VIN Tag (or proper state-issued VIN Tag), and must have a title (or registration that says it's a Corvette)  
 That's it; the rest is up to you.



**NCRS will judge your modified Corvette in either the Stock Division or the Modified Division.**

**Appearance is the only factor the judges will evaluate. The five sections to be judged are: Functionality, Interior, Exterior, Mechanical and Chassis.**