

Within days of getting my C4, aka “Black Rose”, I went to Marie Callender’s for a dinner order Wendy had placed. When I came out there was a business card stuck in my door handle. It read “[Corvette Shop](#)”, and it was a rather unique business card. Now I had taken note of the people coming into the restaurant, while getting the dinner and I felt I could deduce who it was. So I took the card and went back in. That is how I met Larry Hofer. He has done the serious repairs for every Corvette I have ever owned. Additionally, he is so well versed in things “Corvette”, it is not uncommon for him to “fix things” with just a phone call for a guy out on the road and miles from home – he’s that good.

As it turns out Larry and I are kindred souls when it comes to the “special” Corvettes we like, although I must say that Larry’s favorites span a much wider range. There are two that I am focused on. My C5 was virtually identical to his C5. And now they even share some parts. Just before I got Calypso, and the C5’s ownership days were numbered, Larry was envious of the great shape the door panels were in. So we swapped door panels. His C5 was just a tad better, and well my C5 was ready for sale.

BUT none of that has anything to do with Calypso, really other than the imminent ownership. This paper should be about Larry’s contribution there – and I must tell you Larry has not touched Calypso yet. Pretty much based on the following story. BTW the picture here shows Larry between Calypso and his C5.



SO, it was early in 2013, and on one of my visits to the Corvette Shop under needed circumstances. I brought up the subject of the new C7 as Larry had just attended some training on the new generation.

I asked the question, “So what do you think about the new C7?” He didn’t answer. He just got up (we were in the office settling my bill), and walked out to the extended shop area where his C5 was up on the lift. The entire drive train of his car was sitting on carts directly below the car. He ducked underneath the car and pointed upwards and said, “Do you see that?” I answered yes, it’s the torque tube. He started waving his hand up and down the torque tube from front to back; “It took me half a day to drop this drive train down onto the carts. It is one of the finest engineering aspects of the C5 and the C6 – the C6 being slightly better done than the C5. BUT, do you know how long it took them to drop this stuff down on a C7?” No came my answer. He said, “About 30 minutes. The C7 is perhaps the best engineered Car, I repeat CAR ever made. If you buy a C7 Corvette buy the extended warranty and you will **probably never see me again.**”

I would like it noted that I only see Larry at car shows, and the occasional social visit to the shop now.