

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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Corvette's 50th Anniversary

Enthusiasts celebrate in Arizona, join New Mexico owners in Caravan to Bowling Green

PLUS...

- ADVENTURE CAPITALIST JIM ROGERS BRINGS HIS 'ROUND THE WORLD MERCEDES TO ARIZONA
- ORANGE FEST : NISSAN CREATES A BROAD PALETTE OF ONE OF THIS YEAR'S MOST POPULAR HUES
- FUZION ZRI TUNER TIRES ■ TEEN DRIVER : CELL PHONE USE AND DRIVING ATTENTION
- GULDSTRAND 50TH ANNIVERSARY CORVETTE AND AVAILABLE 427 ENGINE ■ AND MORE!

VEHICLES • EQUIPMENT • SAFETY • PERFORMANCE • MAINTENANCE • MOTORSPORTS • EVENTS • DESTINATIONS • ATTRACTIONS





These 1950s-era "Little Red Corvettes" are among more than 5000 on display at The Coliseum in Nashville for Corvette's 50th, June 28, 2003.

Photos: GM • Event photos: Joe Pollmer/GM



Thousands lined the streets from The Coliseum to downtown Nashville for the 50th Anniversary parade of Corvettes from 1953 to 2003.

50 Years of Kicks on Route 66

Arizona was arguably put in the nation's consciousness by two guys, a Corvette, and US Route 66.

The Corvette always has been a design trendsetter. No matter which generation, its bold, curvaceous shape is uniquely, unmistakably Corvette, never to be confused with another. The long flowing lines, voluptuous, round fenders, quad taillights and the once-maligned split window are but some of Corvette's trademark cues. Remaining true to the heritage always has been a priority for Corvette's designers, and is quite evident when looking at 50 years of Corvette. The car has inspired a series of one-offs created by dozens of independent tuners who take stock Corvettes and build on them, adding high horsepower engines, high-performance suspensions and various accessories.

One could say Corvette owns the roadways that once made up Route 66. Surely, Tod and Buzz would agree. And today's C5-R more often than not owns the tracks on which it races, giving the fans yet another venue to soak up the lore. Those serious about motoring technique and skill trek to Corvette driving schools.

After 50 years, one thing is clear, people love their Corvettes, and they embrace anything that relates to the car. It has survived five decades of fluctuating economies, changing markets, and tightening governmental regulation. Still, it remains a symbol of pure driving pleasure and pure American grit, perseverance, ingenuity and spirit. Through it all, it's retained its M.O. as an

accessible dream car. It's not haughty nor stuffy, snobby nor temperamental, it's as down-home, grassroots, heartland American as it gets. That's the appeal of Corvette, and one of the reasons its following has remained so strong.

It's been said that the ability to inspire passion is the single most significant measure of a vehicle's success. If that's true, then Corvette surely is one of the most successful cars ever. Relatively low volume aside, it remains an icon after 50 years. Uniquely American, it's a symbol of independence, exuberance and driving pleasure.

Certainly, few cars have inspired as much passion, loyalty and excitement as Corvette. Corvette's following has inspired thousands of car clubs, an official national museum, scores of events, conventions, rallies, ride and drives, swap meets and even a cross-country cancer fundraising tour undertaken by a single loyal fan. Corvette has appeared in

countless movies, songs, books, magazines, and video games. It's inspired Corvette art, cologne, cookies, board games, trinkets, wearables, even its own unique wave, shared by fellow owners as they pass one another on the road. Some decorate their garages or basements to honor Corvette, with signs, banners, posters, spare parts and other memorabilia.



The Fifties

When it first debuted in 1953 at the GM Motorama at the Waldorf Astoria in New York, the Corvette immediately made a huge impression. The breakthrough 46-piece fiberglass body, nearly devoid of chrome in an era of maximum brightwork, the two-toned exterior, the silver shark's-tooth grille, the silver mesh



1953



1957



1958



1961



The latest model, the 2003 50th Anniversary Corvette, meets up with its ancestor, the original 1953 roadster.

headlamp covers and the sleek styling added up to an elegant package. It retained this basic design for several years and then underwent a redesign that featured quad headlamps with chrome bezels, a louvered hood and wraparound bumpers.

The Sixties

By the time the 1960 model debuted, the Corvette was almost entirely chromeless. During this decade, GM's stylists tweaked the design nearly every year, giving just about every model year a fresh, distinctive look. Model year 1960 brought standard blackwall tires and the end of the shark's tooth grille. A blacked-out chrome mesh screen replaced it, and then, in 1963, thin, horizontal grille bars graced the front end that remained until '66. A ducktail rear end offered more trunk space.

Engineers designed the first CERV-1 experimental model in 1962 that pushed the boundaries of Corvette design. Two-toned paint exited by 1962, and the trademark hidden headlamps

appeared in 1963. Model year 1962 also brought the Bill Mitchell Mako Shark I, which led to the controversial split rear-window '63 Sting Ray coupe. At the time, critics derided the split window for its limited visibility, but today, these models are among the most highly coveted, collectible Corvettes. The '63 model marked the first time the car came as a closed coupe, and it featured a sleek, aero look and the introduction of hidden retractable headlamps. The Grand Sport Corvette racecar debuted in 1963.

In 1964 the split window disappeared and was replaced by a new one-piece window. Designers also removed the faux air intakes in the hoods and the functional air-exhaust vents on the pillar. In 1965 Chevy showed the Mako Shark II. Built on a Sting Ray chassis, with styling similar to Mako I, the II had a lower stout and shorter tail. It proved to be one of most famous Corvette showcars and the Sting Ray forerunner.

The following year, an eggcrate insert replaced the horizontal grille bars, and Corvettes gained ribbed rocker moldings and a side

mounted exhaust system option and, in 1967, the last of the Sting Rays rolled off the line.

GM restyled the '68 model, called the Shark, with a long, low profile, blunt design, bulging fenders, a tunneled roofline, and added the Mako Shark II's close-to-the ground snout. Larger fender louvers improved cooling, and removable roof panels and rear glass added convenience. The car kept the quad taillights and hidden quad headlamps. In 1969 Chevrolet resurrected the Stingray name, now as one word. The Mulsanne show car appeared, with high, side view mirrors and exposed headlights. It paced the Can-Am race series.

The Seventies

In 1970, Corvette's chrome eggcrate grille returned and stainless steel sill moldings debuted. A special Aero Coupe model combined the '69 Corvette design with a crosshatched grille and vent, one-piece roof, side exhaust and higher windshield. The XP-882 prototype appeared at 1970 New York Auto Show with a low, square front end, hidden headlamps, louvered boattail at the back, bulging rear fenders and a fastback.

Model year 1972 marked the final year for the front and rear chrome bumpers and removable rear windows. A mid-engined silver XP-895 prototype debuted, serving as a study in aluminum construction. The following year, 1973, Corvette underwent its first big redesign since 1968. A new bumper, created to meet federally mandated five-mph bumpers, added two inches to the length. The long, sleek V-shape front end, with a urethane plastic nose that bounced back into shape, neatly camouflaged the utilitarian nature of the change. Also in '73, an XP-898 prototype gave clues to the design of the C4 Corvette that was to debut 10 years later.

In 1974 Corvette added the five-mph rear bumper, a Kamm-style tail, new front and rear ends and new trim and scoops. The latter part of the '70s brought few exterior changes to the Corvette, save an exterior luggage rack on the convertible in '75 (the final year for a convertible until its return in 1986), a new fastback roof in '78, and the end of the Stingray name in '77. Corvette celebrated its 25th birthday with an Indy pace car and Silver Anniversary edition.



The fiberglass floorpan of the original '53 set the stage for a materials revolution.

The Eighties

In 1980, new front and rear spoilers improved aerodynamics and offered a more modern appearance. Most of the design changes lowered the mass of the car by 250 lbs.

GM produced exactly zero 1983 model year Corvettes, but mid-year the first all-new Corvette in 15 years debuted to much acclaim. This modern interpretation featured a lift-up rear window, one-piece lift-off top and a forward-opening clamshell hood. The '84 model grew two-inches in width, but was smaller everywhere else to improve handling. Also new was a birdcage uniframe construction with fully welded, galvanized steel.

In 1986, Corvette resurrected the convertible and showed a mid-engined, low-to-the-ground Corvette Indy concept car with scissor-hinged doors, glass-in cockpit, high back and a bubble canopy that flowed into a rounded nose.



1963



1968



1975



1979



2003 has also brought Corvette (and Cadillac) to the Bob Bondurant School of High Performance Driving in Arizona.



Generations: Corvettes C1 through C5.

During the late '80s, most of the changes to Corvette were largely technological in nature, and it earned reputation as a trendsetter in the Chevy lineup for new, advanced technology.

The Nineties

In 1990, the ZR-1, also known as the King of the Hill, debuted. A power and performance wonder, the primary design difference was in the convex rear end. Also in 1990, Corvette debuted the CERV III at the North American International Auto Show in Detroit. This descendant of the Corvette Indy proved to be a forerunner of certain fifth-generation design cues.

In 1991, Corvette underwent the first design refresh since 1984, bringing rectangular taillights, horizontal front fender louvers, wraparound front cornering lamps and a smooth, tapered lower nose.

By 1995, the ZR-1 ended its run. The following year, Chevy released a limited production Grand Sport package with a blue

exterior and white dorsal stripe.

In 1997, of course, the long-awaited, highly anticipated fifth-generation debuted to much fanfare at the North American International Auto Show in Detroit. It weighed 90 lbs. less than its predecessor and had more interior room, despite being larger in every dimension. It also had a much stiffer structure thanks to hydroformed frame rails and a drag coefficient of .29. The trademark hidden headlamps and quad taillights continued.

In 1998 a convertible model returned, with the first actual trunk since 1962. That same year, the new Corvette paced the Indianapolis 500, and Chevy released a special pace car version.

In 1999, a no-frills, high performance hardtop version



increased power and performance to even greater levels. The fifth-generation model, while paying homage to Corvettes of the past, has a sleek, modern shape and timeless design.

50th Birthday

The fans? Well, they are known to be loyal indeed. Even fanatical. They've memorized VINs, horsepower ratings, part numbers, trim changes,

engine evolutions, options and exterior colors. They soak up Corvette information like students cramming for their finals.

The celebration of the century got underway June 27-28 in Nashville to commemorate Chevrolet Corvette's 50th Anniversary. Thousands of Corvette owners, club members and enthusiasts gathered in and around Bowling Green and

Nashville to participate in the weekend's events, which included vintage car displays, parades, technical seminars, restoration clinics, heritage displays, racing exhibits, historic memorabilia, elements from the Chevy Rock & Roll Tour and, to top off the weekend, the legendary ZZ TOP performing on Saturday night.

In addition, the National Corvette Museum sponsored an owner-driven National Corvette Caravan, which hit the road on June 22 and included approximately 12,000 Corvettes dating from 1953 to the present and arriving from all corners of the US and worldwide, including over 60 cars and their owners from Arizona and New Mexico. The National Corvette Museum and the Corvette manufacturing facility are in Bowling Green, Kentucky, about 60 miles from Nashville. The procession then headed to Nashville for the Nashville Cruize Caravan and Corvette's 50th birthday party on June 30, the day the first Corvette rolled off the line in Flint, Michigan. More information on the AZ-NM National Corvette Caravan is presented in the following feature. ■



1984



1994



2000



2003

SPECIAL EVENT : AZ-NM NATIONAL CORVETTE CARAVAN



Event Corvettes line up at the GM Desert Proving Grounds, led by Dave Richter of the GMDPG, followed by Grand Marshall Bob Bondurant, and then Bob Kroener, Captain of the AZ-NM Caravan.

AZ-NM National Corvette Caravan

by Bob Kroener • Photos by Luis DeBonoPaula, Bob Kroener and Jim Pyle

GM created the car. Enthusiasts created the event, sponsored by the National Corvette Museum.

In response to interest from Corvette owners and enthusiasts nationwide and around the world, who wanted to make sure their marque's golden anniversary was properly celebrated, the National Corvette Museum organized a National Corvette Caravan, in which owners and their cohorts would drive from points worldwide to the GM assembly plant and National Corvette Museum in Bowling Green, Kentucky, arriving just in time for GM's anniversary events in Nashville, Tennessee. The Caravan attracted over 50,000 people, with over 12,000 registered Corvette owners and their cars, comprising 19

different Caravans in the US, Europe and as far away as Australia. Not about to miss an event of this magnitude, Arizona's Corvette owners and enthusiasts plugged in, in a big way. They joined forces with New Mexico Corvette owners, and Bob Kroener of Surprise, Arizona, was appointed Caravan Captain. Kroener extends his deepest appreciation to Roc Linkov, Chairman of the 2003 National Corvette Caravan, for his guidance, counsel and patience. Corvette Clubs throughout Arizona, including Desert Corvette Club and Sun Country Corvette Club, joined forces with owners and clubs in New

Arizona Corvette owners gather at Cracker Barrel for their launch breakfast. Cracker Barrel Restaurants handled the crowds the length of the route.



Photo: Luis DeBonoPaula

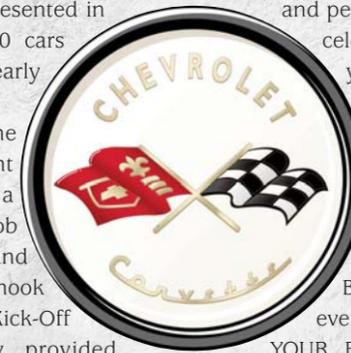
Mexico as the AZ-NM National Corvette Caravan, under the able guidance of Captain Bob Kroener of Surprise. All clubs in both states were notified, and at least half were represented in this event. The Arizona group quickly had 60 cars registered, with 54 going en masse and 6 going early or taking a different route, for various reasons.

Mayor Skip Rimsza of Phoenix proclaimed June 22-30 Corvette Caravan Week. The Bondurant School of High Performance Driving provided a race Corvette and, even more exciting, sent Bob Bondurant himself, to officiate as the event's Grand Marshall. Courtesy Chevrolet's Bill Gruwell shook hands with Kroener on his dealership's role as Kick-Off Sponsor. Gruwell and Courtesy graciously provided tremendous support and attended pre-event activities on Sunday, June 22, 2003, at the Cracker Barrel restaurant at I-10 and Chandler Boulevard, the first of a series of Cracker Barrel

restaurants the group visited along the route. The group then headed to the GM Desert Proving Ground in Mesa, for some track and performance events. The Desert Proving Ground just celebrated its own 50th Anniversary in March of this year, so they were certainly receptive to this event.

The Arizona contingent received Phoenix radio coverage and television coverage with Brad Perry on Channel 3 KTVK's *Good Morning Arizona*.

On Tuesday, June 24, everyone met early at Courtesy Chevrolet on East Camelback Road in Phoenix, for ceremonies and presentations. Bob Bondurant promptly spoke the famous words everyone awaited: "Ladies and gentlemen, START YOUR ENGINES." As Bondurant performed his official duties in Arizona, he was freshly back from being inducted into



KEEP RIGHT >>

Fighter Combat International provides an aerial salute..



Aircraft photo: GMDPG • VIP photo: Jim Pyle

Grand Marshall Bob Bondurant and Sponsor Bill Gruwell at Courtesy Chevrolet.



Arizona enthusiasts meet up at the GM Desert Proving Grounds.



Show photo: GMDPG • Track photo: GMDPG

A tire-smokin' performance cornering demo at the Proving Grounds.





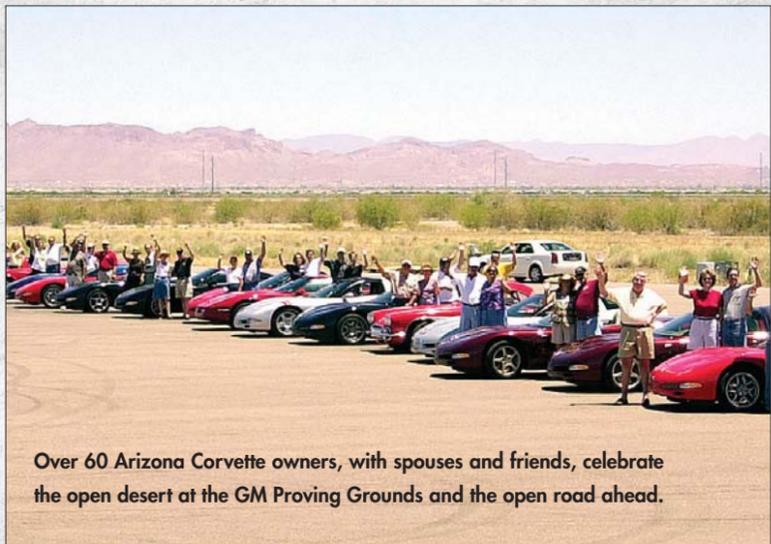
Arizona and New Mexico Corvette enthusiasts team up and head east on I-40 to Kentucky and Tennessee.



Destination: Bowling Green. Thousands of Corvettes arrive at the National Corvette Museum.

The AZ-NM National Corvette Caravan extends special thanks to:

- KICK-OFF SPONSOR: Courtesy Chevrolet
- GRAND MARSHALL: Bob Bondurant
- AERIAL DEMONSTRATION TEAM: Fighter Combat International
- CARAVAN ROAD SPONSORS: Galles Chevrolet & Bill Heard Chevrolet
- PRE-EVENT SPONSORS: Valley Chevrolet Dealers Association & General Motors Desert Proving Ground
- CHEVROLET SUPPORT DEALERS: Lou Grubb-Arrowhead & Camelback; Sands Chevrolet; Brown & Brown Superstition Springs
- Cracker Barrel Restaurants
- Earl's Family Restaurant-Gallup, NM
- Comfort Inns in Tucumcari, NM & Van Buren, AR
- BORLA Performance Industries
- B & B Motorsports
- XTREME Motorsports
- Checker Auto Parts, Southwest Region
- Flying J, Inc.



Over 60 Arizona Corvette owners, with spouses and friends, celebrate the open desert at the GM Proving Grounds and the open road ahead.

Photo: Luis DeBonoPaula

Photo: Luis DeBonoPaula

Photo: GMDPG

the Motorsports Hall of Fame of America, in Novi Michigan, in the Sports Car category. LOUD APPLAUSE!!!!!! to this legend of both sport cars and racing.

With the Phoenix Police Department handling traffic and a two-plane flyover compliments of Fighter Combat International, spirits were high as dozens of Corvettes ranging over a 50-year span headed east on Camelback Road, then off to the Piestewa Freeway northbound. One connection to the westbound Loop 101, exit to northbound I-17 and off to Bowling Green they headed, via I-40 from Flagstaff, through Winslow and Holbrook, and on into New Mexico. The group included Ray and Belinda Battaglini of Hobbs, New Mexico, Ray being well known as the original president of the National Corvette Museum Foundation; Tom Arazny of Phoenix, a broker who satisfies his clients' needs for specialty

cars nationwide; Wayne Cameron and Jerry Wich of Yuma, Wayne driving one of Jerry's two Corvette and Jerry the other; Luis DeBonoPaula, a C-130 pilot at Kirtland AFB in Albuquerque; Joe Endres, an America West pilot from Glendale; Butch Herman of Casa Grande, with his red 1960 coupe; David Krippner of Casa Grande with his black 1959 convertible; and dozens more.

The first day brought the Corvettes to a stop in Gallup at Earl's Family Restaurant, for a light lunch. From there, it was off to Albuquerque and Galles Chevrolet for dinner, Mexican-style. Galles hosted the affair, and the NM-AZ Caravan proudly contributed to a local charity.

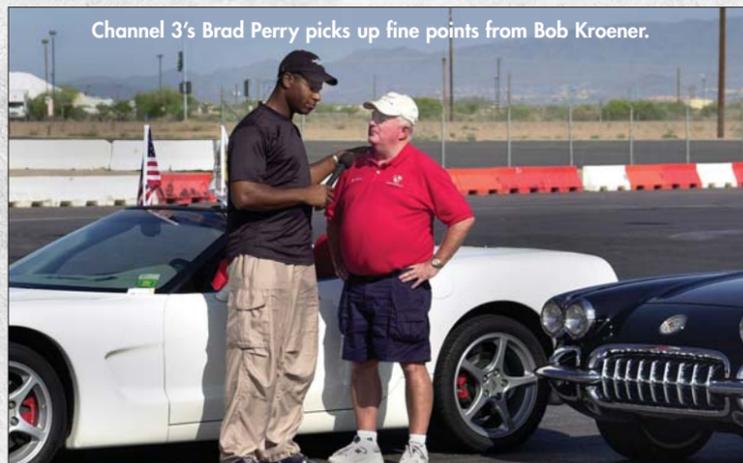
The next stop was in Tucumcari, to meet some of the others



Corvette photo: Bob Kroener • McGuire photo: Jim Pyle

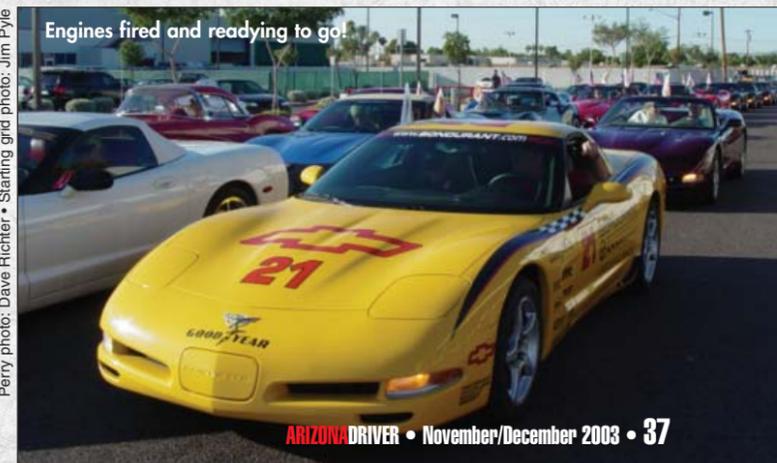


Jesse McGuire sounds off.



Channel 3's Brad Perry picks up fine points from Bob Kroener.

Perry photo: Dave Richter • Starting grid photo: Jim Pyle



Engines fired and readying to go!



Caravan Captains' cars from all across the US and some from overseas take a nicely-polished break in the Kentucky grass, with the National Corvette Museum as a backdrop.

Photo: Bob Kroener

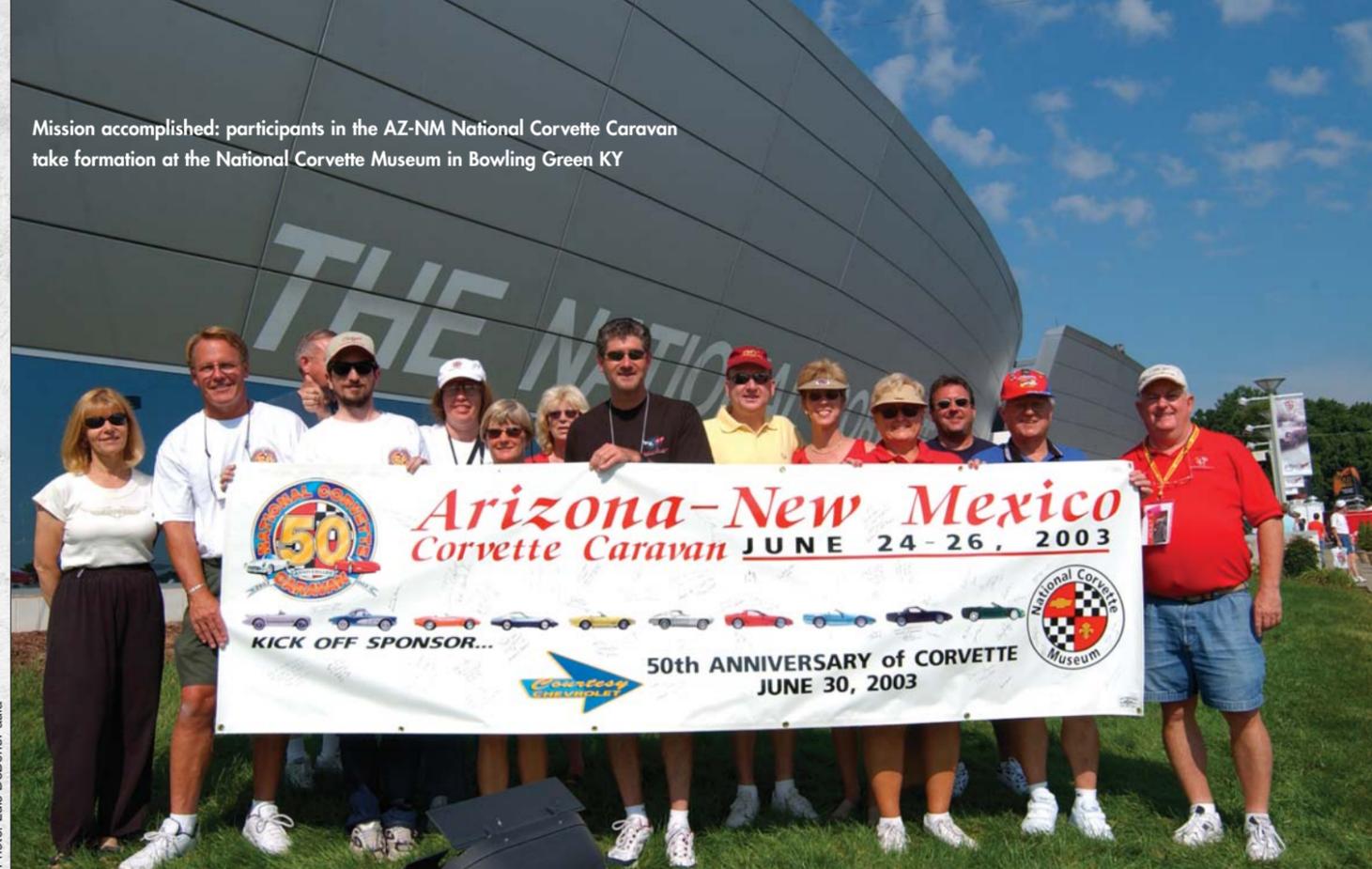


Photo: Luis DeBonoPaula



Daryl McClellan of Phoenix checks tire pressure on his 2001 Z06.

Photo: Luis DeBonoPaula



Roots: Bob and Donna Kroener arrive at he Corvette assembly plant in Bowling Green KY.

Photo: Bob Kroener

waiting at the Comfort Inn. The next morning, the group crossed the Texas state line, and headed off to Bowling Green, Kentucky, via Amarillo, Oklahoma City, Little Rock, Nashville and several other points between. (With over 50 Chevrolet dealers identified in the route book, everyone was assured of expert assistance in the unlikely event of mechanical or technical trouble.) The AZ-NM National Corvette Caravan arrived in Bowling Green on the evening of June 26.

50 years of Corvette as the premier America Sport Car Legend guaranteed a newsworthy event. No other automobile can make the claim of fifty years' production of the same model. The Bowling Green and Nashville events had over 12,000 registrants, making this the biggest and most historical gathering in US automotive history.

Again, LOUD APPLAUSE!!!!!! ■



Photo: Joe Polimeni/GM



Fueling up at Flying J.

Photo: Luis DeBonoPaula



License plates: Joe Polimeni/GM • Nashville: Luis DeBonoPaula



Nashville, Tennessee.

Guldstrand Signature Edition

427 V8 now available for Chevy V8 cars and trucks



GULDSTRAND SIGNATURE EDITION UNVEILED AT NATIONAL CORVETTE MUSEUM

Hall of Fame Corvette racer and tuner Dick Guldstrand unveiled his Signature Edition Anniversary Corvette at the 50th Anniversary Kickoff event held by the National Corvette Museum in Bowling Green, Kentucky. "I am very excited and honored to display to the public for the first time this special Corvette, at the National Corvette Museum's Kickoff for the 50th Anniversary year of America's sports car," said Guldstrand. "It seems like I've been associated with the Corvette for all my life, and this Signature Edition is the ultimate statement for all those wonderful years."

Based on the high performance ZO6, the Guldstrand Signature Edition features Dick's patented suspension modifications including specific wheels and tires, a high performance exhaust, plus a paint and graphic treatment by former GM designer John Schinella. As for the engine package, Guldstrand assures Corvette aficionados that it will perform in the manner of all the great Corvettes, and then some. Formally introduced to the world's automotive media in the fall, sales of the car began in early 2003.

Only 50 signed and numbered Signature Editions will be built – one for each year of the Corvette's history.

The Signature Edition Corvette is one phase of Guldstrand's plans to celebrate the 50th Anniversary of the Corvette. Guldstrand's program, entitled "50 Years of Corvette Thunder" has a national road show tour featuring historic Corvette race



cars and drivers, a commemorative book on the complete history of Corvettes in competition, a registry of past and present Corvette racers and much more.

"When the Corvette first came on the scene back in 1953, it had potential," says Guldstrand, "but it took racing to hone the car into the world class performer it is today. 'Corvette Thunder' is my way of thanking all those racers, amateur and professional, who made the Corvette the great American sports car it is."

On the Corvette Thunder website, www.corvettethunder.com, is the Racers Registry, a compilation of past and present Corvette race drivers. "The idea of the Racers Registry is to locate as many Corvette racers as possible and make them a formal part of the car's racing heritage," Guldstrand states. "If not for them, I don't think any of us would be here today celebrating this event."

PROTOTYPE BREAKS COLLECTOR PRICE BARRIER

The much publicized prototype of the Guldstrand Signature Edition Anniversary Corvette has sold for more than the list price of the car. Its new owner, recognizing the Guldstrand Corvette's collector car appeal and potential, paid well into six figures for the Anniversary Gold machine. Desirability of the limited edition high performance Corvette was further underscored when US Bank agreed to provide financing for the purchase of the Guldstrand Signature Edition package for customers with approved credit.

The car now carries a 12-month/12,000-mile warranty on the 500 hp 427 cu.in. V8 Katech engine. Such a warranty is a rarity in the world of high performance custom collector automobiles, but it emphasizes the total streetability built

into the Guldstrand Signature Edition package. As demonstrated by major magazine road tests, the Guldstrand Anniversary Corvette has both outstanding performance and reliability. Quarter-mile acceleration has been recorded at 12.4 seconds and over 120 mph, but it can also cruise on the highway averaging 27 miles-per-gallon fuel economy, while meeting current emission standards.

GULDSTRAND SIGNATURE EDITION 500 HP 427 V8 AVAILABLE TO CUSTOM INSTALL

Harkening back to the glory days of pavement melting big-block horsepower and torque, Guldstrand Motor Productions is making the New Generation 500hp 427 V8 from his Signature Edition Anniversary Corvette available for all Chevrolet V8 passenger cars built after 1997 and, with a special adapter, back to 1955.

With this year's SEMA show as a backdrop, Guldstrand announced: "For a major industry event like this, you need to make a powerful statement. We believe that offering one of the great performance icons from Chevrolet's past, the 427 cubic inch V8, is consistent with the fantastic array of power accessories on display at this show. Seeing all this great Chevrolet hardware in one place makes you appreciate what the brand has meant to American performance industry. In conceiving the Signature Edition 427," continued Guldstrand, "our goal was to connect to the engine's rich heritage with a thoroughly modern application. Using the 427 configuration based on the Gen III engine allows us to do exactly that."

The New Generation Signature Edition 427 is built by Katech, Inc., from unique specifications developed by Guldstrand. Katech also produces the engines for the Corvette C5-R race cars that won at LeMans in 2001 and 2002 as well as the American LeMans Series Championship in 2003.

Starting with the LS1 5.7-liter V8 block from the basic ZO6 Corvette in the Guldstrand Signature Edition car, Katech bores and resleeves the cylinders to a 4.12-inch bore and a 4.0-inch stroke. The block is remachined using billet steel for main caps and both head and main bearing studs. Katech pistons are inserted in the enlarged bores, and rings are file-fitted to exactly fit. Carillo rods connect the pistons to a 4340 forged crankshaft.



To maximize air flow through the stock Z06 heads, Katech ports and cc's the combustion chambers to emulate their Stage III cylinder heads. While the rocker arms and lifters remain factory stock, titanium retainers and stainless steel valves are employed with an adjustable

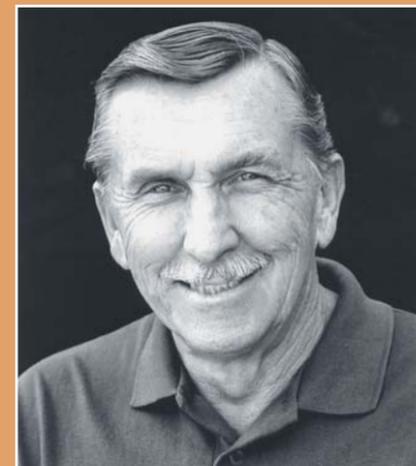
engine producing 500 horsepower at 5,600 RPM and 520 ft-lbs. of torque at 4,700 RPM. Yet, it remains totally suited to everyday street driving, even with its use of air conditioning and long periods spent at idle speeds in heavy traffic.

"The beauty of our Signature 427-powered cars," Guldstrand said, "is that the engine virtually drops right into all 1997 and newer General Motor product vehicles that use this basic block; Corvettes, Camaros, Chevy pickups, Firebirds, what have you. Plus, our special adapter kit makes it fair game for an even wider range of GM drive train vehicles." Retail price for a complete ready-to-run Guldstrand Signature 427 is \$19,950, plus shipping and core.

"Like the original big-block 427 engine, we wanted the Signature Edition 427 engine to deliver true high performance," says Guldstrand. "But it also had to have the civilized road manners expected by today's drivers."

"After driving Guldstrand Signature Edition 427 powered cars to Corvette events all over America this past summer," Guldstrand smiles, "I think we accomplished that."

For more details go to Guldstrand's Corvette 50th Anniversary Website, www.CorvetteThunder.com. ■



timing sprocket and a stronger high performance timing chain from the C5-R race car. The camshaft has a high performance profile with higher lift and longer duration, but remains totally streetable. The compression ratio is 10.8:1. Inlet air flows to the heads through a Katech ported throttle body.

All of this adds up to a 427 cubic inch