



VETTE NEWS SINCE 1981



**STAY HEALTHY, STAY
SAFE, and Save the Wave!**

THE PRESIDENT SPEAKS:

One of the things I hear from members that I talk to is when can we get together with everyone and that they miss seeing their friends. Well after a long winter, things are starting to look up. As of now we are 2 weeks away from the beginning of daylight savings time and 3 weeks from the start of spring. There has been great news on the COVID front as the WNY infection rate is down to approximately 3% and things are starting to open up safely. Many of our members who have chosen to do so have had or in the process of receiving their vaccinations and this will give all of us a sense of security.

In the past month the church has contacted me asking what our intentions are for meetings going forward. I advised them that I have made the decision to hold a board meeting in March with the possibility of resuming regular board/club meetings in April following board approval. Meetings would be of course held with the usual safety protocols in place.

I have asked the board members to present their ideas for safe outdoor events to kick off the season that most members would be comfortable attending and I am asking you the membership to do so also. I know all of us are ready to get out and enjoy the corvette season, it has been a long time coming.
Bob Joseph



Editor: And for the newer members, here's a shot of the club's First Lady, Norma Joseph

EDITOR'S NOTE:



Note: If you find any mistakes in this newsletter, please bring them to my attention. This is a quality document and, as editor, I expect nothing less than perfection.

Though they may still be tough to get, I urge everyone, that is able, to get a Covid shot to do so. Our organization is large and growing. These shots help protect both that person and the public around him/her. Many health professionals have labored to make our country safe and we owe it to them and our families to help them help us. This pandemic has touched all of us in ways we could not have foreseen and my heart goes out to those that have suffered and also lost friends and family members to it. In the coming months, we will hopefully be able to safely resume monthly meetings.

WNY COVID guides

Corvettes of Buffalo will continue to meet all guidelines to keep our members safe, with general meetings remaining cancelled. We will make an announcement when we are able to resume.

Watch for "COB UPDATES" and check Members Only Section of the Web Site.

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Marty Link:

Ever wonder why my 2012 Grand Sport Convertible has “The Last Open Road” on the back?



This logo came about from a book written by BS Levy over two decades ago. Burt is a writer/author/accomplished now sometime racer/story teller/shameless self-promoter from Chicago, IL. The logo and the book are both now cult classics. **TLOR** is an easy and worthy read even if it is fiction as it covers the early days of road racing. This story takes place in the fifties. It was a time in America where anything seemed possible and the horizon was wide open. These were the times when open road races would take place all the time and enthusiasts would take their European sport cars and put them to the test in places like Elkhart Lake, Bridgehampton, as well as Watkins Glen. A good portion of the book mixes fact with fiction as it illuminates early 50’s racing venues like Watkins Glen, WNY, plus a number of other real racing venues. Over the last decade I have conversed with Burt Levy a number of times by email and in person at his Watkins Glen booth during the September US Vintage Racing weekend. Burt mooches race car rides and wife Carol sells their books and associated items that are also available on www.lastopenroad.com website. An article on Burt written by female racing legend Denise McCluggage is attached as well as Burt’s two-page Vintage Motorsports article on Denise. She was a pioneer in opening doors for women in racing and I thought even though these articles are not about Corvettes, they might liven up a pretty dismal winter solstice! Let me know if you can somehow use these jpegs in a good size article for the January newsletter. If anyone would like to sample of Burt’s monthly newsletter I could forward one to avoid being placed on the mailing list! Best regards, Marty

Open Road begins in the '50s. *Montezuma* starts with the Mexican road race. There's more to come—six novels in all, including one that's a fictional draw on Ford at Le Mans. The later books will cover that transitional time when “the art of racing becomes the science of racing.”

Bert weaves his fiction into real history. That takes planning. He creates five color-coded time lines: one for the racing world, one for cars (i.e. when a sweptback windshield appeared on what car); one for news (wars, headlines and governments); one for culture (the music scene, TV shows, the price of milk); and one for what is happening to his characters.

Cool. But I don't think gonzo covers that.



Comments about “Open Road” by Denise McCluggage, known as “The First Lady of American Motorsport”.

Denise McCluggage

THE FIRST LADY OF AMERICAN MOTORSPORT

By Burt Levy

Photography by
Hal Crocker

I will never forget that Sunday afternoon at Meadowdale. It was July of 1961, and I was out there with some of my car-geek high school friends—I think it was the first race we ever actually drove to rather than being chauffeured by somebody's dad—and the highlight of the day was surely the big-boze production race. It turned into an incredible, back-and-forth scrap between Don Yenko in one of the immaculately (and, umm, "creatively") prepared Grady Davis Corvettes—easily the fastest Corvette on hand—and an electric blue Ferrari Berlinetta with a crude No. "7" taped on its doors. They went at it hammer-and-tongs, and you could tell from the fences that they were both trying as hard as they could and yet enjoying the bloody hell out of it. Sure, the Ferrari was the more exotic machine, but the 'Vette had a 54% edge in sheer cubic inches. Not to mention a lot of development work. But the Ferrari was covering the Corvette driver's every move, including leaving a bit of distance when necessary in order to exploit the Ferrari's better handling and turn it into momentum. "That guy in the Ferrari really knows what the hell he's doing," I said to no-one in particular.

The guy on the fence next to me gave me a Cheshire-cat smile. "That's not a guy," he said simply.

And that was my introduction to Denise McCluggage.

Like Dorothy in "The Wizard of Oz," Denise came from the flat Kansas plains



When Denise McCluggage first started driving she did not wear seatbelts or use the sweet fragrance of Cadillacs. She passed away on November 12, 2015.

with a unique combination of intelligence, integrity, wit, charm, inquisitiveness and imagination that turned her life into an adventure better than any work of fiction. Her father was a lawyer and prosecutor (they played viciously competitive games of ping-pong together as she was growing up) and she ultimately headed off to Mills College in California, graduated Phi Beta Kappa and set about becoming a journalist by relentlessly begging an editor at the *San Francisco Chronicle* for a job. They already had a woman on staff to do the requisite sob-story features on missing children and heartbreaking family disasters, so they gave her a shot at sports reporting. And this at a time when women were simply not allowed (let alone welcome) in ball-game press boxes.

Or in Gasoline Alley.

But Denise persevered. And caught the sports-car bug along the way when she met Briggs Cunningham while covering a yacht race for the paper. Soon enough she was hanging around Kjell Qvale's new British car dealership in San Francisco, and fell hopelessly in love with a black MG TC that "looked like a loose roller skate." She borrowed \$1800 from her father and bought it, and that set her entire life off on a road less traveled. She relocated to New York, went to work as a sports journalist for the *New York Herald Tribune*, upgraded to an XK-120 and concentrated her reporting on mostly skiing and motor racing. She appreciated their shared similarity in challenge, concentration, speed, control and occasional fluid grace, and her book *The Centered Skier* beautifully captured the Zen essence of both endeavors.

And she did both very well.

Over the years she owned, loved and lived with a lot of the cars we all adore. Like the Alfa Giulietta she drove in her first-ever money race at the Nürburgring in Germany. The SCCA was devoutly, even fanatically simon-pure amateur at the time, and she wrote a hilarious piece in *Road & Track* about losing her amateur status—she almost made it sound like losing her virginity!—in a race where recurring generator gremlins kept her from doing any actual racing! And then there was that SWB Ferrari. She stretched to buy it, drove it on the street and raced it while living the frugal, semi-bohemian lifestyle that allowed her to afford such a wild extravagance. "The Ferrari's not just my most treasured possession," she once told an interviewer, "it's my only possession."



Denise's insights and instincts were always spot-on, and her precise choice of words and economy of language always rendered her subject matter down to its true essence.

But she used that Ferrari the way Enzo intended. Including hooking up with neophyte racer, accomplished skier and excellent jazz saxophone player Alan Eager to finish 10th overall and 1st in the GT class at Sebring in 1962. Denise worked her way into the male-dominated world of motor racing by being talented, resourceful and unbelievably determined, and yet her approach was always friendly, cordial, bemused and practical rather than strident or confrontational. "When you run into a brick wall," she often said, "it's usually better to try walking around it."

As a driver, she wasn't quite in the

ethereal top class with the Dan Gurneys, Phil Hills and Stirling Mosses of this world—I think she'd be the first to agree with that—but she was surely in the next echelon, and Denise found full acceptance in that world and shared in its challenges and adventures thanks to merit, skill and character rather than novelty value. Her road-trip story about traveling through the fog-bound Alps in the back seat of a VW Beetle with Phil Hill at the wheel and a new-to-Europe Dan Gurney next to him is a rare and delightful vision of motor racing as it used to be. But although her memories of the past were always sharp, accurate and marvelous, Denise was always more interested in the present. And the future. One of her favorite quotes was always: "The past is a foreign country. They do things differently there."

But as skillful and savvy as Denise was as a driver, she was even better as a writer. She was one of the founding staff members of *Competition Press* back in 1958 (which ultimately morphed into *Autoweek*), and her insider's perspective combined with her deceptively simple and yet oft-lyrical writing style to put her readers in the shotgun seat. Denise's insights and instincts were always spot-on, and her precise choice of words and economy of language always rendered her subject matter down to its true essence. She was honored with both the International Motor Press Association's Ken W. Purdy and the Motor Press Guild's Dean Batchelor awards, but Denise was never much interested in trophies or awards. The work itself was her reward, and her column-and-essay collection, "By Brooks Too Broad for Leaping," is a lovely and evocative example of it.

Perhaps the highest compliment to her extraordinary life, talents, accomplishments and pioneering spirit is that Denise was always looking ahead, never backwards. While she enjoyed the rose-tinted nostalgia of the past as much as anyone, she was always up-to-the-minute on whatever the latest new thing was from speed to safety to sanctioning-body silliness to electronically-controlled differentials on SUVs. Denise was always fascinated, curious and captivated by whatever was going to come next.

No real pioneer ever sets out to be one. It's just something that happens along the way while pursuing those compelling interests, opportunities and challenges that take utter command of one's mind, heart and spirit. And that was Denise. ~*~



2021 Corvettes of Buffalo Member Benefits

Sales Benefits

- New 2021 & 2022 Corvettes at MSRP
- \$500 off the Van Bortel price on used Corvettes
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- \$500 off any used vehicle at any of the Van Bortel Dealerships



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- 1 Free oil change for 1 Corvette per year, excluding Corvettes with a dry sump oil system where the first 6 quarts will be free (5w30 Dexos or Mobil 1 engine oil and AC Delco engine oil filter)
- 1 Free NYS inspection for 1 Corvette per year
- 15% discount on Corvette Labor
- 15% discount on OEM GM Corvette Parts
- 15% discount on Enclosed Trailer Service
- 15% discount on OEM parts and labor for all other vehicles at any Van Bortel dealership



-Must present your COB Membership card to receive these benefits

**For any questions or more information
Please contact your Corvette Team at 585-22-CHEVY**

at Van Bortel Corvette



If you think performance Corvettes are just a guy thing, think again! Meet Amelia Hartford, who has a 1200 hp twin turbo C8 that lists as a world's horsepower record. She has her own YouTube videos and can also be seen on Facebook, Instagram, and others. She thrives on horsepower and has grown up with hot cars.

Amelia can be seen in many videos working on her C8 Corvette (as well as earlier ones with other exotics). It has not been without serious problems, including once when it caught fire. Another episode highlights her modifications that end with a blown engine. She points out that GM has been very cooperative in working with her to fix the problems. Maybe they too are interested in just how much abuse a heavily modified LT2 engine can take. None the less, googling her name will bring up a lot of videos that show just how much she loves horsepower and speed. And you may have guessed, while no shrinking violet, she also has done some modeling gigs....





For up-to-date info,
check online at:
[The National Council
of Corvette Clubs, Inc.
~ NCCC](http://TheNationalCouncilofCorvetteClubs,Inc.~NCCC)
corvettesnccc.org

Visit one of the NCCC Regional Web Sites

Carolina	East Region	East Ohio	Florida
Indiana	Michigan	Midwest	Northeast
Northwest	Roadrunner	Rocky Mountain	Southeast
Southwest	West Region	West Coast	West Ohio

NCCC News: Ray Schafer(our NCCC representative)



The Future Corvettes Owners Association (FCOA) was developed by NCCC for the under 16 Corvette enthusiasts and is the youth organization of NCCC. It is a unique "Corvette Club for Kids" formed to interest the younger generation in the Corvette hobby. FCOA is the foundation of NCCC's 21st century!



The National Council of Corvette Clubs, Inc. (NCCC) was founded in the United States as an all volunteer, non-profit organization in 1959 by a small group of Corvette owners/enthusiasts! In 2009 we celebrated our 50th Anniversary and look forward to many more years of fellowship. The purpose of NCCC was (and still is) to promote interest in Corvette ownership and operation, to publish information on the use and operation of the Corvette and to establish an organized effort to encourage others to participate in the enjoyment connected with the use and ownership of the Corvette ~ America's Sports Car!

In the early days, the number of Clubs was rather small with all of the them being located East of the Mississippi. Today, there are about 250 Clubs in 16 Regions both East and West of the Mississippi! The membership in NCCC is comprised of more than 19,000 Members and is the largest non-profit, all volunteer Corvette organization in the United States! Come join us!!

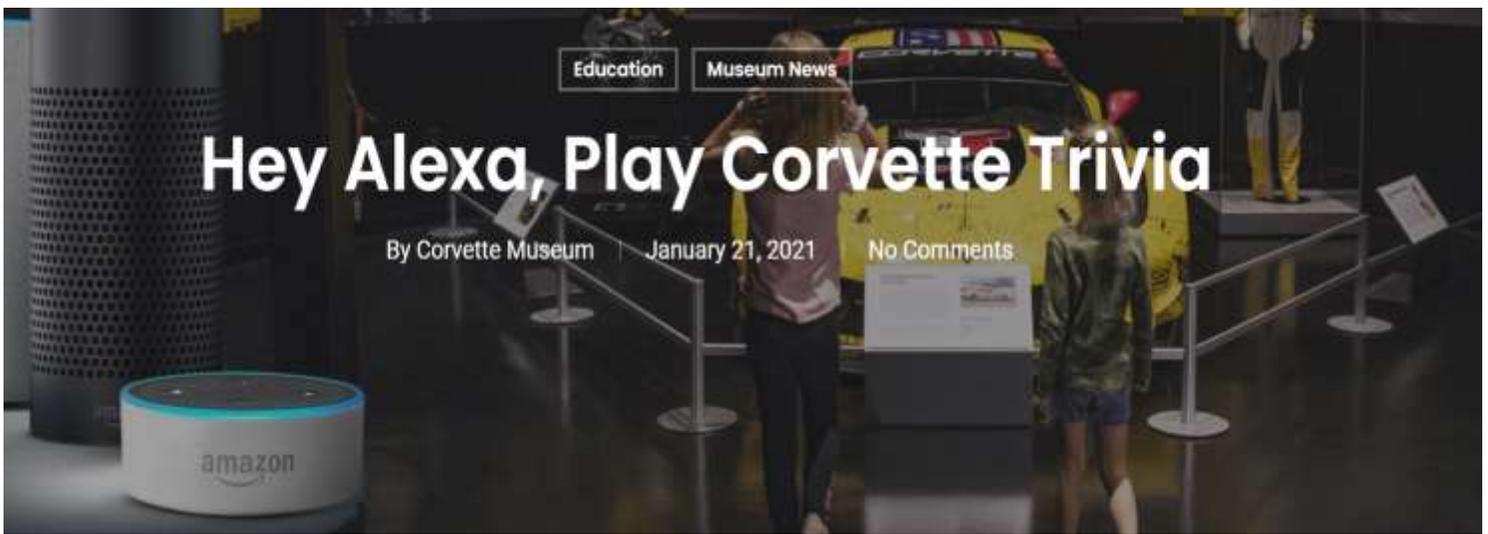
 **E-mail NCCC for more information** 



Chevrolet vehicles paced all three NASCAR national touring series races at Daytona International Speedway. The season-opening races were paced by different Chevrolet models powered by Chevrolet Cup Series racing engines. Chevrolet's three pace vehicles produce a cumulative 1370 horsepower.

small block V-8 engine with ties to

Corvette Museum News: John Meyerhoff



Part of the National Corvette Museum's mission is to educate the public on Corvette, and that mission is now offered in the form of a game with the help of Amazon's Alexa. Anyone with an Alexa-enabled device can participate in the new Corvette trivia game simply by saying "Alexa, Play Corvette Trivia." (note: on some devices you may have to enable or turn on this feature within your Alexa app)

Alexa will ask you a series of Corvette history questions and the game keeps up with your points as you play. After each question are additional facts and details, allowing you to dive deeper into the various stories behind Corvette through each question. Players get three wrong answers before they are out... but don't worry, you can play as many times as you like.

"The tech committee was brainstorming ways to engage with our enthusiasts and we were talking about different games you can do through Amazon, so we looked up what it would take to build some skills," shared Chris Huffman, IT Operations Manager. "One thing led to another and we create the trivia game."

Museum Educator Deb Howard plans to help in updating the trivia questions periodically, with some of the answers available through the [Vettecademy YouTube](#) series. "We think our audience will enjoy mastering the questions and answers, so we're excited to freshen those up, giving them the opportunity to broaden their knowledge of Corvette and keep them entertained."

Chris says they're working on some additional new interactive applications for use in the Museum including augmented and virtual reality. "Over the years a lot of new, affordable options have become available for Museum use and we've been testing some of those out. We're excited and hope to roll out some new interactive offerings for our exhibits later this year."

MUSEUM NEWS

Mobil 1 Corvette Joins Museum



Thanks to Official Fuel, Oil and Lubricant partner Mobil 1, the National Corvette Museum will have a sporty new ride to hit the road in. The 2021 Stingray has a much different role than many of its siblings at the Museum, earmarked for a variety of uses including leading event road tours, Museum in Motion trips, parades and other driving functions. Up first for the car is to represent Mobil 1 and the Museum at the Mobil 1 12 Hours of Sebring, helping to lead parade laps on the iconic track and being displayed at the race at Mobil 1's event booth. The IMSA race's festivities are slated for March 17-20.

Thanks to our partner, [Mobil 1](#), for this opportunity!

EDUCATIONAL VIDEO

Vettecademy S2 Episode 17: VIN Numbers

Every car is assigned a unique combination of numbers and letters. This "fingerprint" is known as a VIN Number. In today's episode of Vettecademy we break down what each of those characters means.



Editor: this video can be found at [\(243\) Vettecademy S2 Episode 17: VIN Numbers - YouTube](#)

More news from Gary in the UK:



Editor - A few facts about Pete:
He's a retired tool and die maker, is married to Rose, and is regarded as a very knowledgeable gearhead by both the Corvette clubs he is in. He was in our prior club when I joined in 1971-72 and is a heck of a nice guy.



From: Gary Watts Removals <garywattspianoremovals@gmail.com>
To: @EMAIL ALERT! <peterricigliano@aol.com>
Sent: Sun, Feb 7, 2021 11:11 am
Subject: Test drive

Hi peter, semi dry roads so went for 35 miles round trip, cut short because the salt trucks are out gritting the roads. Running really smooth now she has had plugs and a run to clear her pipes out. She handles well, flat in the curves, plenty of power and plenty fast enough. Starts without even turning over when hot. Love the car pete you did a great job. A few niggles i need to sort, I need to adjust driver's window as can see a gap at top when fully wound up, i think that is adjustable. The worst thing and I wonder if the shippers have damaged the shift lock by forcing it as the shifter or shift rods or linkages rattle really loudly especially under acceleration. I wonder if they had been forced by someone not reading your notes in the car. I may be able to buy a bush kit or stop movement somehow once I get underneath it. Box seems lovely though and all shifts well, the exhaust note is perfect and I just love the car, random guy asked for a pic and loads double take as it is a rare car over here... can't wait to get out again but will be icy and salty for a few days. She's a beaut Pete! Thank you again.



Your uk vette friend, Gary

When Pete gets tired of this one and decides to get something different, will we see this going to Australia?



A LOOK AT MEMBERS JOHN MEYERHOFF AND MARY CAROL PLOTT (in Florida):



Top (left) the couple and (right) John's Jetstream Blue 2008 Z06, one of 5 Corvettes he owns

Middle: Mary Carol's 2001 Torch Red Z06, one of 3 Corvettes she now owns after trading in another for a C8

Next: one bay in her garage with John's '69 Conv (on the left), , and John's '08 below it, and her '81 coupe

Bottom left: In another bay she has a '71 Warbonnet Yellow Conv. that she is designing a special cover for.

Bottom right: the car and color that Mary Carol has coming. Sylvester Stallone bought this one.



The home Mary Carol shares with John: The pepper plants grow quite enormous there. Also displayed are some of the trophies and mementos received over the years.



And now a word from John Meyerhoff: Hi Folks. People here in Lake Placid, Florida (named by Melville Dewey of Lake Placid, NY and the creator of the Dewey Decimal System we all learned in school) don't like to brag about this beautiful part of Florida on the south end of the Lake Wales Ridge, loaded with 59 fresh water, Bass filled lakes, because we're selfishly trying to keep it this way!!! But I was lucky enough to meet Cleveland native Mary Plott back in 2005 at a car show. She found the place while looking for a retirement home for her and her late husband back in 1997.

She lost her husband in 2002 and I was swinging in the wind after losing the love of my life several years earlier, we are both Corvette enthusiasts, so it was a match made in heaven and we are a couple!!

MC, as she is known, became a member of COB, and helped me out several summers with the COB shows and Caravans that I chaired. Between us we had a total of 10 Corvettes of all the existing generations We're down to 8 now, but the big news here is that MC sold her gorgeous 67 Marina Blue 427 tri-power coupe and is about to turn it into a Rapid Blue 2021!! The order is now at the factory and we're told she'll have the car in 30 to 45 days!!

MC and two of her friends started an open car club show known as the Lake Country Cruisers nearly 20 years ago. When they decided they had had enough, 6 or 8 years ago, I stepped up to keep it going. I maintain an email list of 86 members and function as communicator and master of ceremonies for the shows. and we have several volunteers who help put the shows on!! In recent years, we have moved the monthly show to The American Legion Post 25 parking lot and it has worked out well for the club and the Legion Post!! Last year before the Virus took over, we had a couple shows with over 100- cars registered!! Then the Virus struck and the Post was closed down from March till June. Our car show schedule in Florida is basically from October to May. During the day in the summer, it's just too hot!!

We were glad to host Kevin and Holly Wyse for a visit several weeks ago and were able to direct them to a very capable mechanic and friend of ours at an auto repair shop nearby on RT 27. If you ever need that kind of help and you're in our area, call Tom at Tech Automotive, at 1 863-385-1988.

Two weeks ago we held our February Lake Country Cruisers show at the Legion. We had 64 cars register, our biggest show so far this season. Our numbers this year have been cut in half as a result of peoples' hesitancy to go out. Dave Spencer and Bernie came over from Sarasota and enjoyed the show, meeting people and taking pictures. They spent the day with us and it was really great to see them. They are only an hour and a half away, so I'm hoping we'll get together again...

We feel very fortunate to be in Florida!! It has been a great winter, weather wise and life has returned to some degree of normalcy. Yes, we still put on masks when we go to Wal Mart or a large grocery store, but not for outdoor activities. We have had several friends who contracted the virus, but they have all recovered and our Friday night Dominos group, (three other couples who are all Vette owners) has continued with only one missed week!

I hope all is well in Western New York and that COB will be back at full speed by summertime. More about Corvette activity in Highlands County next month!! Save the Wave! John M.



Okay.... Dave saved this photo for last. It is me with a showroom car like the one I'll be getting. Stallone, that will be my taillights you see! MC



Editor's Note: Car shows for me are always a pleasure. As you know, a camera is pretty much a body part when I'm walking around. All kinds of vehicles interest me, with Corvettes near the top (the exotics and the truly one of a kind unique are at the top). But, equally important are the owners and builders that have created them. Listening to what they have to say is priceless!



Meet Rhoni and Chris: Rhoni with the Sebring Orange C7 and Chris with the Maroon C1 (1961). When Bernie and I arrived at car show, sponsored by the Lake Country Cruisers in Lake Placid, Florida, we saw a sea of faces, almost all without a mask. It wasn't until I saw this couple, who hail from the eastern coast of Florida, that we actually felt more comfortable talking to close up. They brought both the cars you see and Rhoni has family here, that we met while "dining" in the onsite American Legion cafeteria. Both of them are aerospace engineers and it's refreshing to see a young couple observing mask protocol even though it was a mainly outside event. During the event, it did start raining, which prompted a mad dash for some to put up their convertible tops and for others to head for the Legion building, tent or whatever. This prompted Chris to mention his C1 top is not the best for keeping the driver dry, a problem pretty much solved in later years. Chris and I must shop at the same place, because I have that same shirt. Rhoni and I have something also in common too, besides the Sebring Orange color choice you see, since we both have a Chevrolet C8 on order and expect them within a couple months. She promises to send us photos when her new C8 beast shows up.

More about the show: it was our own John Meyerhoff (who helped continue the Lake County Cruiser club started by Mary Carol and friends) that was on the microphone announcing things. Both he and Mary Carol Plott brought two of their Corvettes to the show. Later Bernie and I also got share pizza at Mary Carol's nearby canal side home, where she and John live with a number of Corvettes.



Tire Shortage Currently Impacting Corvette C7 Owners

- BY [DAVID FINLAY](#)
- — FEB 20, 2021

Owners of some [Chevy](#) Corvette C7 models who require replacement rear tires may face delays due to low supply, *GM Authority* has learned.

Here's what happened: all tire manufacturers were affected by factory shutdowns in 2020 due to the COVID-19 pandemic. As a result, tire supply worldwide fell to sub-optimal figures. Once production started back up, tire manufacturers began to focus on replenishing stocks at resellers and distributors.

As it stands, tire makers currently seem to be prioritizing refilling stocks of mainstream tire sizes, rather than the comparatively niche sizes used on the C7 [Corvette](#). As a result, most tire companies that typically supply tires for the C7 are either not producing tires that would fill most variants, or have only recently started to do so. Luckily, not all models of the Corvette C7 are impacted by the situation. For instance, the C7 Stingray and its 285-30-20 rear tires are not affected. However, supply of rear tires for all other C7 model variants – the C7 [Z06](#), [C7 Grand Sport](#) and C7 [ZR1](#), is minimal, if not non-existent. All three models run on 335-25-20 rears.

The problem here is that the 335-25-20 is a very unusual size when taking into account the auto industry. Understandably, the manufacturers have decided to focus on replenishing stocks of smaller, more popular tires which are in outstandingly greater demand.

Luckily, not all models of the Corvette C7 are impacted by the situation. For instance, the C7 Stingray and its 285-30-20 rear tires are not affected. However, supply of rear tires for all other C7 model variants – the C7 [Z06](#), [C7 Grand Sport](#) and C7 [ZR1](#), is minimal, if not non-existent. All three models run on 335-25-20 rears.

As of this writing, the only rear tire suitable for Corvette C7 models other than the Stingray that's not on back order appears to be the Michelin Pilot Sport AS3+, which has returned to production only within the last month. Other tires in this size made by Michelin, Bridgestone and Continental are simply not available at most, if not all, tire retailers and resellers around the United States.

"The issues are related to our spring shutdowns and higher than expected demand in the fall," a spokesperson for Continental Tire told *GM Authority* in a statement.

Luckily, the situation should be changing very soon, as those familiar with the matter tell us that production of the 335-25-20 rear tires suitable for the Z06, Grand Sport and ZR1 could be restarted as soon as as mid-March, meaning owners will have to wait patiently for delivery.

Be sure to [subscribe](#) to *GM Authority* for [Corvette C7 news](#), [Corvette news](#), [Chevrolet news](#) and high-performance [GM news](#) coverage.

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**Editor's Note: Local Small Businesses are the backbone of our
Communities and are hurting in these Covid times. Please use them!**

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look what they did with the Corvette!

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