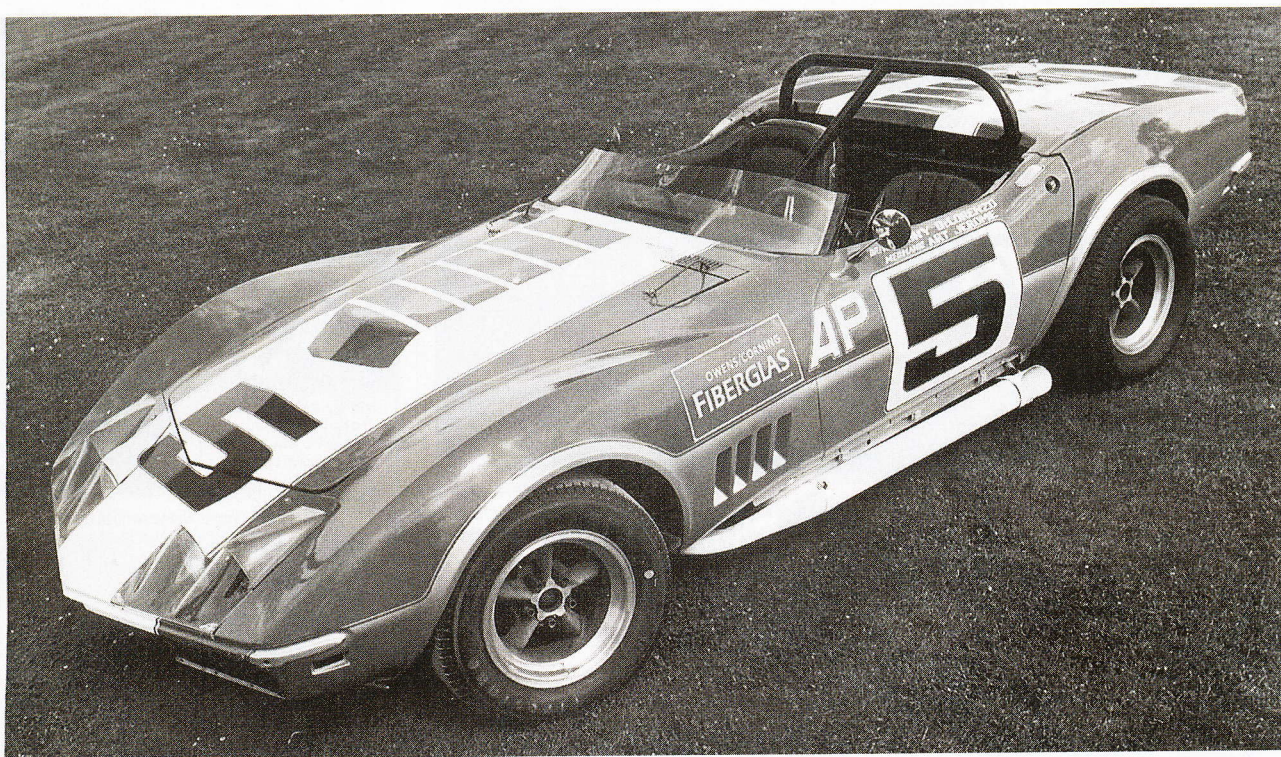


BROWSING SPEED

A NEW WEBSITE PUTS THE WORLD OF
CORVETTE-MOTORSPORTS HISTORY
AT YOUR FINGERTIPS COMPILED BY TEAM VETTE



We recently visited with Jan Hyde, one of the founders of the Registry of Corvette Race Cars (www.registryofcorvetteracecars.com). The site boasts the world's largest database of authentic Corvette race cars, along with a system that classifies every model year of Vette that has competed in a major sanctioned race series, from the very beginnings of the car to the present day.



VETTE Magazine – How did this project get off the ground?

Jan Hyde – In late 2006 I got an Excel file from Jim Gessner, who had compiled a massive survey of straight-axle (C1) race cars. It was too big for my screen, and the hard copy was unwieldy. An electronic platform seemed like the best bet. A website would support all the later models, appeal to a greater audience, and we could manipulate data, add photos, and features. Wayne Ellwood, a longtime pro who has written about Corvettes,

graciously accepted our invitation to join us.

VM – Other sources cover Corvette racing. Why develop this website?

JH – This was a great chance to innovate with an iconic marque like the Corvette. We've followed these cars and felt we knew them as well as—or better than—anyone else.

VM – How does the site compare with what's already available?

JH – Let's say you're a racer, collector, or hobbyist buying a car. Or you've heard about Corvette

race cars, been to races, and are thinking about getting involved. Our registry lists Corvettes by the series they raced in, the drivers who drove them, chassis numbers, owners, race histories, and photos. Series include FIA (Daytona, Sebring, Le Mans), IMSA GT, Trans Am, Corvette Challenge, ALMS, SCCA Run Offs, Grand Am, Speed World Challenge, and others.

VM – That's an impressive list of ways to find and research a car. How about an example?

JH – The first Owens Corning Corvette was

Sunray DX No. 30, which ran at Daytona in January, 1968. Another car was built later. Both swapped out flared fenders, fat tires, and sometimes frames when moving from FIA endurance racing to SCCA club-racing specs. From their various looks, it's easy to believe there were more than just the two cars.

VM – Aside from its entertainment value, would you argue that information like this contributes to a car's value?

JH – No question about it. The chase never ends.

VM – Why hasn't a comprehensive resource like this existed until now?

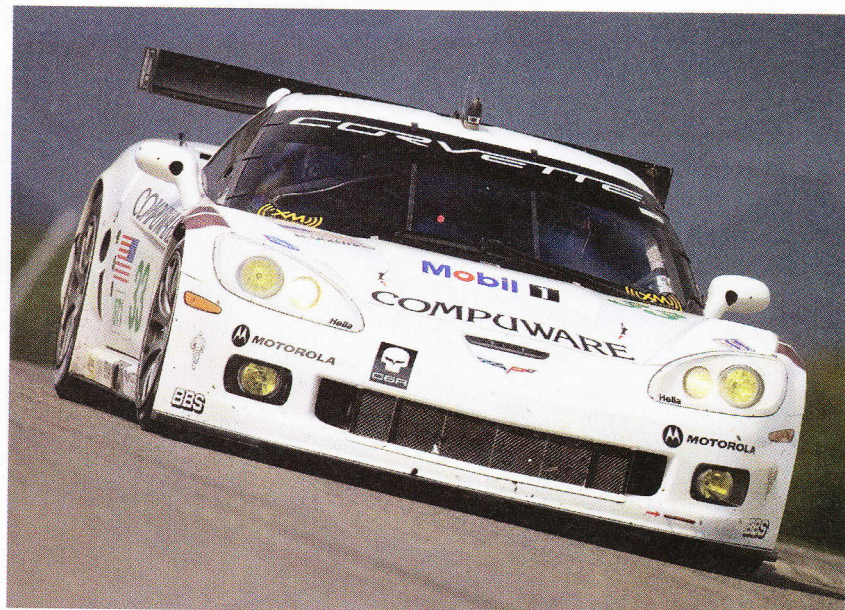
JH – Whether you're talking Ferraris, Porsches, or Corvettes, you need a group of people who care about the cars and have been around long enough to know what they're all about. That first Excel list ignited our interest.

VM – What were some of the specific challenges?

JH – We had to agree on a philosophy. I talked with the Shelby Registry folks and looked at websites like Historic Trans Am and others. Our website designer has an intuitive feel for our requirements. Our database was spec'd out and built with his guidance. The result is that the "roster" pages are grouped by generations—C1 through C6—and list cars by model year. There are car details and a photo for most of the 600-plus listings. The second section is our proprietary Corvette Race Car Series Chronology, with access to photo galleries, driver lists, and other data for members who have signed up. It's easy to do via prompts on the website.

VM – Are there any new developments you're working on?

JH – So-called "Web 2.0" features include vid-



eos, blogs, social networking, and more. Vintage racing is fragmented among SVRA, HSR, HMSA, GRL, SOVREN, and other groups, so we're working on an "open" section for Corvette racers, including photos, profiles, and a forum.

VM – How do you plan to accomplish all that work?

JH – We're a bit compulsive and love what we do. We've also had help from plenty of experts in the field. Pro and amateur photographers have contributed material as well, and we created a special home page with contact info for them.

VM – How do you expect a niche website like this to distinguish itself among the millions of others out there?

JH – Corvette racing seems to attract plenty of interest. A Google search for "Corvette race cars" puts us at the top. There's also word of

mouth, and we try to get around to shows and races. For example, last October we assisted the Petersen Automotive Museum in Los Angeles with its "Tribute to Corvette Racing" fundraiser. There were 12 Corvette race cars on display and a panel discussion anchored by John Fitch, who led the first Corvette racing team at Sebring in 1956, along with Doug Fehan, who runs the current team. We were also at the Carlisle Race Reunion in August.

VM – Will your work ever be finished?

JH – I suppose if interest dies out, which we don't expect anytime soon. A Grady Davis Gulf Oil Z06 sold for \$1.1 million, and the Bob Mouat and Herb Kaplan cars will have sold by time this is published. Newer cars are changing hands. Boom or bust, we believe Corvette race-car action and the hobby will live on. 