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2012

Vette Gazette

Member - National Council of Corvette Clubs (NCCC)

Volume 44

January 2012

Issue 1

2011 OFFICERS

President:	Bob Berkebile*
Vice President:	Tom Folk*
Governor:	Jeff Walker*
Treasurer:	Forrest Allison*
Secretary:	Brenda Heckener*
Membership:	Anita Reigart*
Publications:	Stu Jones*
Circulation:	Stu Jones
Historian:	Jerry Heckener
Program Chr:	Mike Boyer*
Parade Coord:	Norma Triplett

* YOUR BOARD OF DIRECTORS

WEB SITE

<http://www.york-vette.org>

CLUB ADDRESS

York County Corvette Club
P.O. Box 3033
York, PA 17402

MEMBERSHIP MEETINGS

2nd Wednesday Each Month @ 7:00 p.m.
The Great American Saloon
20 Dairyland Square, Red Lion
(717) 246-9548

CLUB SPONSOR

Thornton Chevrolet
180 S. Main Street
Manchester, PA 17345
717/266-8800 or 866/966-8800

CLUB CHARITIES

The Chip Miller Charitable Foundation and the
York County Children's Advocacy.

FROM THE DRIVER'S SEAT

By YCCC President Bob Berkebile

2011 was a good year, let's make 2012 a great year.

We have about four months to have our Corvettes cleaned up and ready for our Thornton Show May 6th.

Enjoy yourself in the coming winter months and think about what good you can do for the club for the coming year. It's your club, let's all make it great. **Keep on Vett'n - Bob**

YCCC Calendar

Upcoming events and beyond

11 Jan 2012 - Wednesday - YCCC Monthly Meeting - The menu for the upcoming meeting will be: Plated Salad, Baked Ziti with Meat, Broasted Chicken, Scalloped Potatoes, Buttered Corn, Coffee, Tea, Iced Tea and Soda. Please come out and enjoy dinner before the meeting. Doors open @ 5pm, buffet dinner @ 6pm, meeting @ 7pm. **Note: Drinks provided with dinner are only for those who have paid for meals.**

25 Jan 2012 - Wednesday - YCCC Board Meeting - at Hoss's East @ 7pm. (Come at 6pm and have dinner. Any member is welcome to attend. Call any board member if you plan to attend.

Note: We are looking for members who are willing to host a board meeting (see 1st hand what goes on). Normally about 10 people attend for a +/- 2 hr meeting with soda,

coffee and snacks at break. Call any board member if interested.

12 Feb 2012 - Sunday - Duck Pin Bowling with Topper Noel in Hampstead MD, details later. Sign-up at January meeting.

25 Feb 2012 - Saturday - YCCC Awards Banquet - Mark your calendars. This will be held at Heritage Hills resort. Over forty members have earned a free meal (see below). Others will pay a subsidized price of \$25 per person. The event will start with a cash bar with Hors d'oeuvres from 6 - 7 pm, followed by dinner from 7 - 8 pm. When you sign up you will be asked to choose between Roast Prime Rib, Chicken Oscar and Stuffed Salmon. The meal will include: Salad, Warm Rolls, Fresh Steamed Vegetables, Twice Baked Potatoes, Coffee, Tea, and Iced Tea, followed by Dessert. A DJ will spin favorites from 8 - 11 pm. There will be awards and Gifts. ***Please sign up at January meeting so plans can be finalized.***

Members eligible for free banquet meals: (for Perfect attendance): *Norma Triplett, Brenda Anstine, Anne Berkebile, Bob Berkebile, Steph Folk, Tom Folk, Jill Heindel, Mike McGurk, Donna Miller, Rich Miller, Carol Plowman, Anita Reigart, Shawn Reigart, Jack Rodgers, Peg Stauffer, Vera Slagle, Don Zullinger, Linda Zullinger;* (for Attending 75% of meetings and 2/3 of shows): *Forrest Allison, Barb Boyer, Mike Boyer, Sue Briddell, Carol Brillhart, Terry Brillhart, Bill Dobos, Greg Gable, Evelyn Chronister, Richard Chronister, Barb Gary, Joe Gary, Teena Jones, Stu Jones, Rick McIlvaine, Mary Myers, Wolfie Myers, Ed Naylor, Glen Reigart, Tom Ranc, Dan Slagle, Kathy Walker, and Jeff Walker.*

06 May 2012 - Sunday - Thornton Show, (NCCC Sanctioned) details later.

26 May 2012 - Saturday - Corvette show within St. Joseph's Car Show (NCCC Sanctioned). Details later.

09 Jun 2012 - Saturday - Markets at Shrewsbury, Funkhana and Show (NCCC Sanctioned) details later.

16 - 19 - Jun 2012 Saturday - Tuesday - Museum and Factory Tour of Corvette Plant in Bowling Green, KY. Tom Ranc is arranging. Details later.

13 - 14 Jul 2012 - Vette Show @ Muscle Car Madness, (NCCC Sanctioned) details later.

24 - 26 Aug 2012 - Friday - Sunday - Corvettes @ Carlisle, (NCCC Sanctioned) more details later.

07 Oct 2012 - Sunday - (NCCC Sanctioned) Hooters Show details later.

Potential additions to Calendar -

March 2012 - Bowling with members of the Cumberland Valley Corvette Club in York, details later.

Jun 2012 - **Corvettes on the Bay @ City Docks Annapolis**, details later.

Sep 2012 - NCCC Annual Convention - Topeka, KS.

Sep 2012 - Lap America Mike Boyer is planning.

Spring 2013 - **Charlotte Motor Speedway.**

Oct 2013 - Thousand Islands - a "fun trip," not a car event. Forrest Allison planning.

2013 - Alaska bound again.

For YCCC and more NCCC events check: http://www.ernccc.org/comp/points/Doc_points/cal.pdf?token=f7f0fb54400a70e4487af699b1d38e9c04933c50/1302976500#PDFP

For the National Corvette Museum list check: http://www.corvettemuseum.com/calendar/nccm_events_2011.shtml.

Notices

Nametags - When you sign in for the regular meeting Anita will have a sign-up sheet for any member wanting a new/replacement nametag. If a member has lost their name tag and wants a new one, they will have to pay the current price for the replacement nametag.

Sunday News Car Stuff - We are now updating our show information in the Sunday Paper. The Sunday News is always looking for input for their "Wheels of the Week" feature. If interested submit a picture of your car with a short caption to Caryn Rupert @ cshaffer@ydr.com.

Parade Needs by Norma Triplett (487-2091)

Please check YCCC Website, select Forums and check out Parades and Homecomings section under members only. If you have interest in joining a parade or any questions call Norma e-mail @ na.triplett@hotmail.com.

From Publisher: This is the member's newsletter. Suggestions for content and contributions of material are welcome. Occasionally, there will be Corvette "Stuff" of general interest to members too lengthy to be included with the mailed edition of the newsletter. These will be e-mailed to those receiving the newsletter by e-mail. If you are not on that list and would like to have these "bonus" files, E-mail or call Stu Jones.

Note: New photos posted on YCCC website. Go to our website, on the opening page (before signing in) click photos and click the new galleries. Recent New Postings:

BARGAIN FOR KIDS

(See <http://www.corvettesnccc.org/fcoa1.html>) - The NCCC sponsors the Future Corvette Owners Association for kids. This is a great deal for your kids, grandkids, nieces and nephews who are under the age of 16. It's a unique "Corvette Club for kids" formed to interest the younger generation in the Corvette hobby. The website will explain the benefits and provide an application to join. A total \$10 fee (new 2011 price) which covers membership for date of application until age of 16. Check it out.

Corvettes/Corvette Stuff for Sale

This space is available to advertise member's Corvettes and Corvette stuff. *Contact Stu Jones @ 717-755-4586.*

New Member Profiles: When you join YCCC we ask for a new member profile and you get your picture taken resulting in the member profiles. New Member Profiles will be printed here as time permits.

Judi Goughnour York, PA

We all know Judi, constant traveling companion of Mo Ranc and embedded reporter on their long trips. Judi was born and raised in Quakertown, PA and is enjoying retirement. In addition to riding in Mo's Grand Sport, she enjoys decorating, crafts and animals.



Sold my C5 - Stuff for Sale

- **Car Cover** - C5 (1998 - 04) very nice, w/mirror pockets and front nose embroidered emblem - \$75
 - **Garage Storage Rack** for C5 (1998 - 04) Removable Hardtop for convertible, hang the top on your wall when not using - \$30.
 - **Rotating Carousel** for car replica, battery operated (1 size D) Mint Condition - \$15.
 - **Black Leather Jacket (LG)**, C5 emblem embroidered front and back - \$50.
- Contact Evan King - 717-764-8672**



This is a local (East Berlin) 1979 Corvette. 40k miles, V-8 with Heat/A/C. I am only the second owner. The car is in very good condition. This car was serviced by a local mechanic for all oil changes and inspections. Car runs very well and is certainly a looker! My asking price is \$11,000. A great price for such a car. Please call 717-968-5905 for more information or photos.

ELECTRONICALLY DISCONNECTED: We are not able to e-mail the following members at the addresses shown:

Repair in Progress: If any club member knows of a member who is in the hospital, has had surgery or has lost a loved one; please notify Tom Folk (717) 767-5575, tomgeman67@gmail.com or one of the other Board Members.

January Birthdays - Happy Birthday to All!

1 st	John Dinsmore
1 st	Kathleen Griffith
6 th	Gladys Herre
7 th	Teena Jones
8 th	Joseph Ginnetti
10 th	Mike Feeser
11 th	Richard Chronister
11 th	Cheryl Dobbs
13 th	Brenda Heckener
22 nd	Norma Triplett
22 nd	Skip Voucht
24 th	Pat McIlvaine
24 th	Lonna Emig

**Membership Meeting Minutes
Wednesday, December 11, 2011
Submitted by Sue Briddell**

President, Bob Berkebile, called the meeting to order at 7:10 P.M.

Officer's Reports

Secretary - Sue Briddell, the Minutes were

approved as printed in the Newsletter.

President - Bob Berkebile, Bob read the names of members celebrating birthdays in December.

He thanked Board members for their help during the past year and thanked out-going members, Sue Briddell and Rich Miller, for their service.

Bob is looking forward to another successful year in 2012 and he reminded everyone that the Club is only as good as its members and their participation.

Vice-President - Tom Folk, Tom conducted the 50/50 drawing. Winners were Jeff Walker, Brenda Anstine and Tim Emig.

Tom reminded everyone of the Banquet to be held at Heritage Hills on February 25, 2012. The cost is \$25 per person. Payment is required by the January meeting. A sign-up sheet was circulated. Those who plan to attend need to choose one of three entrees (listed in Calendar). Members, who are eligible for a free banquet are listed in the calendar as well.

Governor - Rich Miller, Rich stated that at the Governors' Meeting on December 3, all requested sanctioned show dates for 2012 were confirmed.

Jeff Walker presented awards from the Boalsburg Show to Mo Ranc - 2nd place (C6) and Steve Wagner - 1st place (C5).

Treasurer - Forrest Allison, Forrest reported that since 2008, the Club has given more than \$16,000 to our two charities.

The check has been received from Carlisle and a full accounting will be given at the January Membership Meeting.

Membership - Anita Reigart, the Club has 174 members and 101 members were present for the Christmas buffet.

Publications - Stu Jones, it is becoming increasingly expensive to mail Newsletters to members each month. Last year's postage and printing cost was approximately \$720. Please notify Stu if you are willing to have your name removed from the mailing list for a printed Newsletter and receive the quicker color e-mail version only.

Parade Coordinator - Norma Triplett, the Club

received a total of \$410 from the school districts that requested Corvettes for their parades.

Programs - Mike Boyer, in the spirit of a "Merry" Christmas, Mary Myers and Mary Trocki held the flag for the Corvette Cheer.

Mike thanked the members for their participation in Club activities in 2011. "It was a great year!"

He reminded everyone of Duck Pin Bowling in February and the bowling challenge with the Cumberland Valley Corvette Club in March.

Mike will continue as Program Coordinator in 2012 and many fun activities are being scheduled which will be delineated in January. He encouraged members to continue to drive their cars as weather permits to reach the goal of one million miles.

Old Business - None.

New Business - The date and location of the January Board meeting will be announced at the January meeting.

Adjournment - The meeting was adjourned at 7:33 P.M. Following the meeting was the annual gift exchange with Santa, Dan Slagle.

Miscellaneous:

Story (submitted by Don Z.) - THE DUEL - A duel was fought between Alexander Shott and John Nott. Nott was shot and Shott was not. In this case it is better to be Shott than Nott. Some said that Nott was not shot. But Shott says that he shot Nott. It may be that the shot Shott shot, shot Nott, or it may be possible that the shot Shott shot, shot Shott himself. We think, however, that the shot Shott shot, shot not Shott, but Nott. Anyway it is hard to tell which was shot and which was not.

A guy is driving around the back woods of Montana and he sees a sign in front of a broken down shanty-style house: 'Talking Dog For Sale ' He rings the bell and the owner appears and tells him the dog is in the backyard. The guy goes into the backyard and sees a nice looking Labrador retriever sitting there. 'You talk?' he asks. 'Yep,' the Lab replies.

After the guy recovers from the shock of hearing a dog talk, he says 'So, what's your story?' The Lab looks up and says, 'Well, I discovered that I could talk when I was pretty young. I wanted to help the government, so I told the

CIA. In no time at all they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping.'

'I was one of their most valuable spies for eight years running.. But the jetting around really tired me out, and I knew I wasn't getting any younger so I decided to settle down. I signed up for a job at the airport to do some undercover security, wandering near suspicious characters and listening in. I uncovered some incredible dealings and was awarded a batch of medals. I got married, had a mess of puppies, and now I'm just retired.'

The guy is amazed. He goes back in and asks the owner what he wants for the dog. 'Ten dollars,' the guy says. 'Ten dollars? This dog is amazing! Why on earth are you selling him so cheap?' 'Because he's a liar. He never did any of that ****.

19 Dec 11 - Gary Miller's New Garage - Today, your editor had a chance to tour Gary's refinished garage. His Haines Acres home is a fairly standard attractive Epstein rancher from curbside but it's sort of like a stock '40 Plymouth having a Hemi under the hood. Today, we're going to skip the recreated Sherlock Holmes room and library and the high end back yard landscaping with waterfalls and Koi pond and go right to the garage.

Gary's garage is more livable than most living rooms, especially if you are car crazy. Complete with flat screen TV, AC and heating and



other creature comforts it is easy to spend time there. The floor is RaceDeck. Gary and a friend installed it in seven hours. This tour starts with a view through the garage door and finishes with a collage on the last page of this newsletter.

The 2004 Commemorative Edition Z06 - "The Best of the C5 Vettes?" - source: Vette Magazine - The C5 came out of the box in 1997 more complete than any other new Corvette to that date. Within a few years, engineers realized that, short of starting with a clean sheet of paper, they had done nearly everything they wanted to do to the C5 platform— so much so,



that by 1999 talk began about the C6. Along the way, the Z06 came out of left field. Shortly after

the C5's debut, Corvette marketing people pondered whether there might be a niche for a less expensive "starter Corvette." Various combinations were evaluated, and in the end, we got the '99 Corvette hardtop. By the time the numbers were crunched, though, the hardtop was only \$394 less than the base C5 coupe. So much for the "cheap" Corvette.

But it turned out that the hardtop was 12 percent stiffer than the coupe, because the fixed roof was bolted and bonded to the body. It didn't take long for Team Corvette to realize that a



more rigid platform called for an enhanced engine.

The resulting '01 Z06 package was as close to a street/racer Corvette as Chevrolet had ever offered - very much in the tradition of the L88, but streetable. In 2002, the Z06's LS6 engine jumped from 385 to 405 hp, making it the baddest street Vette ever offered by Chevrolet to that point.

While all this was going on inside Chevy, the C5-Rs were dominating the road-racing scene. Corvette Racing took First in class at Le Mans in 2001 and 2002, Second in 2003, and First again in 2004. Even more impressive, the team took First in eight out of 10 races in 2001, and followed that up with top finishes in nine out of 11 events the following year. So in 2003, when Corvette product planners were sorting out how to celebrate the end of the C5 line, the conclusion was obvious: the '04 Commemorative Edition had to be a salute to the wildly successful C5-Rs.

Since Le Mans is always the season's biggest race, it was decided that the C5-Rs competing there for 2004 would have an event-specific paint scheme consisting of a Le Mans Blue body with silver and red stripes; the Commemorative Edition street cars would get the same color pattern. Unlike the '96 Collector Edition C4s, which were available with the optional LT4 engine, the '04 Commemorative Editions did not receive any power enhancements. That's a shame, as a little extra grunt would have made the cars even more desirable.

The Commemorative Edition option was available on all '04 Corvettes. The \$3,700 coupe and convertible packages included the special

paint and stripes, model-specific front and rear emblems and wheel centers, and crossed-flags embroidery on the headrests. Convertibles received the aforementioned items, plus the special emblem on the waterfall panel between the seats. Interiors were two-tone Shale with light-gray seats and carpeting, along with a darker gray-beige finish for the console, dash, and upper door panels.



The \$4,335 Commemorative Edition option for the Z06 had two subtle distinctions. First, the cars had all-black interiors. The second special feature was something drivers could "look over" every time they drove their car: a carbon-fiber hood. While the unique hood piece shaved 10.6 pounds from the front end, that difference wouldn't be noticed on the road. But if you looked closely, you could see the carbon-fiber weave in the space between the wide silver stripes and the smaller red ones. It was a subtle look, but it gave the owner a few extra bragging rights. The Z06 also had slightly revised shock-absorber valving and different sway-bar bushings. Then chief of Corvette engineering Dave Hill was very proud of what he called the "technology transfer" from the C5-R racing program to the production Corvette. Hill's objective was to make the Z06 the quickest Vette ever produced.

So what was the '04 Commemorative like on a racetrack, compared with a C5-R? ALMS champion Ron Fellows drove both cars at GingerMan Raceway in Michigan to find out. The C5-R, with its 7-liter, 600-plus-hp engine; sequential manual trans; and racing slicks turned in a 1:15.07 lap time. The Commemorative Edition Z06, with its 405hp LS6, managed a 1:33.9. While 18 seconds is a huge difference, the Z06's run was very impressive for a street machine. Fellows reported, "I was surprised by the general balance. To really get an appreciation of what this thing's capable of, you need a racing seat. I found myself being tossed around quite a bit, the cornering capabilities are that good." While it's unlikely that many of these special Z06s were raced, just the knowing what the car was capable of was worth the additional cost for many owners. Of the 6,899 '04 Commemorative Edition Corvettes (20 percent of the production total), 2,025 were Z06s, making them the rarest of all the '04 Commemoratives - and arguably the best of the C5 generation.

06 Dec 11 - Russo and Steele to Auction Noland Adams 1953 Stamp Car

- Russo and Steele Collector Car Auctions has announced that this 1953 Corvette owned by Corvette restoration guru Noland Adams will cross the auction block next month at their Scottsdale event which runs from January 18th - 22nd. Noland purchased the C1 in 1955 and in 2005 the car was featured on the popular Corvette stamp.

The noted Corvette historian and Hall of Fame member is best known for his restoration guides: Corvette Restoration & Technical Guide, Volume I, 1953-62 and Corvette Restoration & Technical Guide, Volume II, 1963-67. Other works of his include Corvette, American Legend discussing 1953 development and the addendums covering 1954-1960 topics.

In addition to being an accomplished author, Noland has created a series of restoration videotapes, penned countless Corvette-related magazine articles, and has given numerous Corvette presentations. He was the technical advisor on Monogram's 1953 Corvette model kit as well the Franklin Mint's 1953 model. He owns NCRS membership #4.

Adams bought his 1953 Corvette, VIN 284, in 1955. In 1999 he completed a ten year restoration of the car and hit the judging circuit with it. The awards came flooding in including Bloomington Gold, NCRS Top Flight, NCRS Performance Verification (PV), and a NCRS Duntov award at 99.8%. Anyone familiar with the judging process can attest to the fact that a PV and a



Flight score that high is beyond difficult to achieve.

Early in the 2000's Mid America Motorworks led a successful charge to get 100,000 signatures on a petition for the United States Post Office to create a Corvette Stamp to celebrate the car's 50th birthday in 2003. Out of 50,000 stamp proposals submitted the Corvette stamp was one of 20 ideas that was approved.

To help in the creation of the stamp, Noland served as a top secret technical advisor to the

USPS using his car as a guide. He even located the proper white to duplicate the Polo White on his VIN 284. After much hard work the stamp was released to the public in 2005. We're sure most of the readers here (including your author) have affixed one of the Corvette stamps to an envelope or two in the past.

A quick tour of the Corvette Market auction database shows that over the last few years sales of 1953 Corvettes have averaged right around \$200,000. Some have sold for more and some have sold for less. Given the history and condition of this car we expect it to sell comfortably above that \$200k mark. We're just not sure if you can pay for it in stamps or not. Source: Russo and Steele

25 Oct 2011 - Dreaming Big: Five Cool Corvette Concepts - Concept cars are designed to give the public a glimpse into the future. A taste of what could be, if the brass upstairs should happen to feel generous. So let's have a look at the Top 5 Corvette Concepts, and dream about what might have been.

1968 Corvette Astro II XP-880

Unveiled at the 1968 New York Auto Show, the Astro II was Chevrolet's mid-engined answer to Ford's GT-40. It featured a reverse-mounted 427, with a 2-speed PowerGlide transmission, and a center-backbone frame. This unusual arrangement



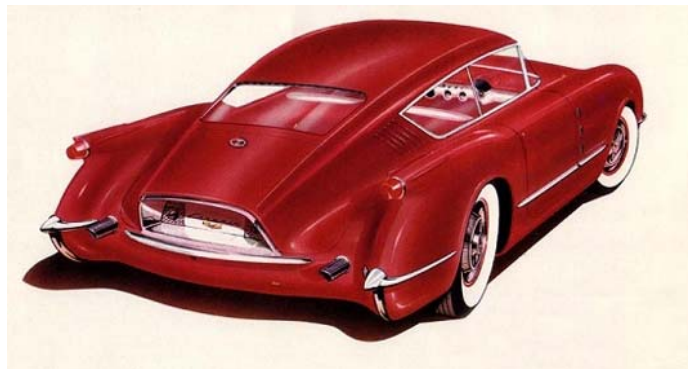
allowed the car's 20-gallon fuel cell to be mounted in the center of the frame, for optimal weight distribution. And the backwards-mounted engine was able to hide its starter and ring gear in a space under the reclined seats.

The Corvette Astro II was able to pull an impressive 1.0g of lateral acceleration, and it even weighed 300 lbs less than a production 427 Corvette (3,300 lbs). At the time, many people expected GM to launch a mid-engined Corvette like the Astro II, but that never came to be. Probably because the Astro II's PowerGlide transmission proved too weak for such a powerful car.

1954 Corvette Corvair Concept

That's right, Corvette Corvair. Barely nine years earlier, the entire world was at war. Hitler had

attempted to take over Europe, and Hirohito killed 2,350 Americans stationed in Hawaii. We wound



up winning the war, but not before paying a heavy price.

America bounced back shortly after, and we were looking forward to a future free of oppression. It was an optimistic time, and that was clearly evident in American car design. GM's chief designer Harley Earl, wasn't afraid to take chances. So he put tail fins & a metric-ton of chrome on nearly every car in GM's line—even its new sports car, the Corvette.

Corvette sales had slumped for 1954, and Chevy's new sports car line needed a shot in the arm. So Earl's team took a production Corvette and added a sleek fastback body. Complete with large chrome tail pipes exiting through the fiberglass body's hind end.

It wasn't the most practical design, but it had the European flair that most customers of the time favored (remember, our GI's had just spent a lot of time over there). And while the Corvette Corvair never made it into production, the name would eventually find its way onto Ralph Nader's favorite car!

1969 Manta Ray



You were probably expecting to see the famous Corvette Mako Shark on this list, but we're going to do one better. This 1969 concept car was actually the original 65' Mako Shark II with a slightly different body.

Chief designer Bill Mitchell had been using the 65' Mako as his daily driver, but he surrendered it in 1969, to make an updated version of the car that inspired the current (C3) Corvette.

The Manta Ray Concept retained many of the Mako Shark's original features including; a digital speedometer, headrest-mounted speakers, and a deployable rear bumper. But after Mitchell's Makeover, the new concept had the new all-aluminum ZL-1 427, rear-mounted flaps that deployed under hard braking, and bodywork that emulated a massive Manta Ray.

1959 Corvette Stingray Racer: XP-87

Though manufacturer sponsored racing was officially banned, Chief Designer Bill Mitchell decided to build a concept Corvette race car using



his own money. So he enlisted the help of fellow designer Larry Shinoda, then he procured Zora Duntov's 1957 SS test-mule chassis as a base.

The resulting Stingray Racer was powered by a 315-hp, fuel-injected 283 cid V8, and was successfully campaigned by SCCA driver Dr. Dick Thompson—aka "The Flying Dentist". He actually wound up winning dual consecutive class championships in 1959 and 1960, and the Stingray Racer was detuned and retired to show-car duty.

While the Corvette XP-87 helped Mitchell and GM test improvements to the 4-speed manual transmission, and discover new uses for aluminum, it's best known for influencing the design of the C3 Corvette.

2009 Corvette Sting Ray (aka Sideswipe)

Detroit has been a suburb of Hollywood for most of the last century. And while the two cities may be separated by many acres of fruited plains, the products produced by these two cities are very intertwined. Case in point; the Transformer movies.

Hollywood producer Michael Bay relied on GM's styling department to come up with the look for



the AutoBots—mankind's robotic saviors. This is why Bumble Bee was a Camaro, the medic-bot was a Hummer, and the one that got ripped in half by Megatron was a Pontiac Solstice (how appropriate). So for the second installment of the popular movie franchise, GM allowed Bay to use their Corvette Sting Ray Concept for the part of Sideswipe.

Meant to pay homage to Bill Mitchell's Sting Ray Racer, and the famous Stingray Split-Window Coupe, the 2009 Stingray Concept has dramatic body lines, draping huge wheel arches like a little black dress on the backside of Angelina Jolie. And while we don't know what engine powered the autobot, we sure hope that Sideswipe gets transported to our local Chevrolet dealer real soon.

Source:

[Corvette Forum](#)

