

# Stingray Alert;

## Shuffle Your Feet!

By Ed Bertha

The Stingray name returned to Corvette in 1969. The same year saw the introduction of the ultra rare, all aluminum, ZL-1 427 cubic inch engine (only 2 Corvettes were built with the ZL-1 motor). At the time Chevrolet's ZL-1 was the most powerful engine ever offered in an American built automobile. A descendant of the legendary L-88 427 engine and the aluminum Can Am racing engine of the same era, it was factory rated at 430 HP. Actual output was more like 585 HP after the installation of tuned headers.

Fast forward 42 years to 2012. You're looking at a 1969 Corvette with an S/S Motorsports 565 cubic inch, hand built power plant, producing 1,200 HP. The Bomber Corvette was constructed as a statement piece, showcasing the ultimate in custom car fabrication by S/S Motorsports. Introduced at the 2008 Las Vegas SEMA (Specialty Equipment Market Association) show, the Bomber Corvette walked away with a Top 10 award.

How exotic is the Bomber Corvette? It could pass for a daily driver; running on pump gas and only requiring scheduled oil changes. Just like the vehicle in your garage, but much more fun!

Completely custom built from the ground up, this original 69 Corvette body was modified extensively, and sits on a custom tubular chassis. The body sports flared wheel wells, a trick rear fascia and tastefully done rear lip spoiler. The perfected bodywork lent itself to a wicked paint scheme in ultra black draped with a brilliant white S/S stripe.

The car rides on a hand built chrome moly tube frame. An absolute requirement as the 1,000 ft lbs of torque generated by the 565 big block would literally twist and tear the stock frame chassis from the car. Peering into the engine bay one finds an artistic display of polished chrome plumbing forcing air into the twin turbochargers. With no room under the hood for the turbo's intercoolers, the S/S team put their know how to work. The Bomber features direct methanol injection into the intake plenum. Far superior to the hot forced air delivered by conventional intercoolers, the methanol injection drops the ambient air temperature increasing horsepower production. Running a very low boost the 565 could easily generate upwards of 2,000 HP.

Slipping into the cockpit you find yourself luxuriously surrounded by leather, alcantara and carbon fiber; a huge departure from 1969. With an instrument panel resembling that of a jet aircraft, one easily finds the ignition. A turn of the key produces the heart pounding throb associated with a Chevrolet big block. The sound is very reminiscent of the late



sixties' 427s, with one exception; the slight whine of the turbochargers. With the choice of engaging the drive train via the Formula 1 paddle shifters or more conventional automatic shifter, the choice is easily made. F1. We're off Bombing; making noise, turning heads and laughing.

After 3 years of service as S/S's flagship creation, its tour of duty is complete. In order to find a new home for the Bomber, the S/S team is eager to find the perfect match of machine and driver (pilot), and make way for another stunning creation at S/S.

What will the S/S Motorsports team dream up next? It's anyone's guess.



1969 565ci Twin Turbo Corvette.

A One-Off Show Winner from S/S Motorsports. 1200HP 'Bomber Vette'.

Show-stopping, head-turning, one-of-a-kind, extreme Corvette. Built exclusively to debut at SEMA 2008 in Las Vegas.

Power everything, including AC.



\$299 Thousand. Shown by appointment only  
Car is not on display at S/S Motorsports

For additional photos visit [www.the-real-magazine.com](http://www.the-real-magazine.com)

**Steve White**  
S/S Motorsports  
5705 Jason Lee Road | Sarasota, FL 34233  
(941) 921.7223 | [www.carsbyss.com](http://www.carsbyss.com)

