



# MR. Y2000

Email questions to: [c5dan@c5registry.com](mailto:c5dan@c5registry.com) with "Mr. Y2000" in subject line

**Q:** I'm so confused. I just looked at my VIN on my 2010 Corvette and I have no idea what it means. What happened to the easy to read VIN that I used to understand?

**Mr. Y2000:** Dear Confused: Corvette changed the VIN just a little, but it seems worse than it really is. The first four digits are the same as in previous years: "1G1Y" represents a US built GM Chevrolet Corvette. The fifth digit is really what throws everyone off. It provides information on model, trim level and transmission. The 5th digit of the Corvette VIN breaks down as follows:

A	Corvette Standard-1LT (Manual)
B	Corvette Preferred-2LT (Manual)
C	Corvette Premium-3LT (Manual)
D	Corvette Custom-4LT (Manual)
E	Corvette Standard-1LT (Automatic)
F	Corvette Preferred-2LT (Automatic)
G	Corvette Premium-3LT (Automatic)
H	Corvette Custom-4LT (Automatic)
J	Corvette Z06 Standard-1LZ (Manual)
K	Corvette Z06 Premium-2LZ (Manual)
L	Corvette Z06 Custom-3LZ (Manual)
M	Corvette ZR1 Standard-1ZR (Manual)
N	Corvette ZR1 Custom-3ZR (Manual)
P	Corvette Grand Sport-1LT (Manual)
R	Corvette Grand Sport-2LT (Manual)
S	Corvette Grand Sport-3LT (Manual)
T	Corvette Grand Sport-4LT (Manual)
U	Corvette Grand Sport-1LT (Automatic)
V	Corvette Grand Sport-2LT (Automatic)
W	Corvette Grand Sport-3LT (Automatic)
X	Corvette Grand Sport-4LT (Automatic)

Digit 6 now represents the body: 2 is a Coupe and 3 is a Convertible.

Digit 7 will be "D" which is the restraint system.



Digit 8 is still the engine code: "W" is the 6.2L LS3, "E" is the 7.0 LS7 and "T" is the 6.2L Supercharged LS9.

Digits 9 - 17 are the same as always: (9) Check digit, (10) model year ("A" is 2010), (11) the number 5 is GM's code for Bowling Green Assembly Plant, and (12-17) the last six digits are the sequence of the produced Corvette.

**Q:** I was looking at a new Grand Sport and the salesperson couldn't explain the difference between the Convertible and the Coupe.

**Mr. Y2000:** The Coupe with the manual transmission is designed to be the track car. Most tracks will not let a Convertible run on the track without an approved roll bar and, believe me, that makes the vette a little difficult to get in and out of. While there are many folks that use their Corvette with an automatic transmission for autocross, the manual transmission is the choice for most of the true track hounds. The Corvette Grand Sport Coupe with a manual transmission is able to withstand the cornering forces in a longer sweeping turn because of the addition of the dry sump system. So you get the brakes, tires, and most of the suspension components of the

Z06 on all Grand Sports. With the Coupe's manual transmission you also get the dry sump system of the Z06; so it not only corners better, it maintains oil into and through the corners as well. The difference in cost allows for the dry sump system and the additional expense of moving the battery to the rear.

As a side note, even though all the Corvette Grand Sports have the "W" engine code for the LS3 engine, the Grand Sport Coupe with the manual transmission has a different crankshaft. The crankshaft is steel and it has to be a bit longer to drive the oil pumps. It is also hand assembled in the Wixom build center right beside the Z06 LS7 and the ZR1 LS9. That is quite an impressive package!

**Q:** I remember seeing a post on the internet last year where Nissan was canceling the warranty for customers that were using their launch control. How is Corvette going to handle their warranty?

**Mr. Y2000:** Using Launch Control on any 2010 manual transmission GM vehicle, including Corvette, will NOT nullify your GM factory warranty. In fact, Tadge Juechter, Corvette Chief Engineer, announced at the 2009 C5/C6 Bash that the Corvette Team actually wanted the customer to use the launch control. He said it would provide the best 0-60 times and even used a Grand Sport in a demonstration. I watched one of the Grand Sport demonstrations and I have to tell you, I was impressed!

Launch Control is very easy to engage. Simply depress the clutch pedal and place the vette in first gear, hold your steering wheel straight ahead, then reach down and press the traction control button twice (the first press disables traction control and the second press turns on Competitive Driving Mode). Now quickly press the accelerator to the floor (Yes, all the way to the floor and hold it down there. DO NOT LET UP). The tachometer will go to about 4,000 to 4,500 RPM (different for each engine) and the engine's computer will keep it there, not allowing it to go to Red Line. Then slide your foot off the clutch pedal and hang on! I mean drive! Depending on the road surface you may notice a small bit of tire slip, but then it will hook up and it's off you go! When it comes time to shift into second gear, keep your right

foot planted on the accelerator pedal (again, DO NOT LET UP), then clutch and quickly shift. Launch Control will continue to be engaged through second and third gear, if you have enough room. NOTE: Once the driver lifts off the accelerator pedal, its back to Traction Control Off only mode, so be careful! Caution: Some wearing of the tires may be experienced, which may NOT be considered normal wear and tear.

**Q** I purchased a new Grand Sport and I love the looks. One thing I'm disappointed with is the amount of brake dust on the front wheels. It seems like there is a lot more than on my old Z51. Do you have any advice?

**Mr. Y2000:** One of the best attributes of the Grand Sport is the mammoth brakes from the Z06. The only difference from the Z06 to the Grand Sport is the color of the



calipers. The brakes are made for high performance and they are made to stop the car on the track. The pad area is larger than what was on the Z51 and there are six pads instead of the two pads you had before. So, yes, you will see more brake dust. The brakes are larger, better, and work extremely well. They are high performance brakes for a high performance car. You can't have high performance brakes without brake dust, unless you want to step up to the ZR1 and its Ceramic rotors. You will have very little dust there, but a very large price difference!

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