

road test

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★ NOTABLE HIGHLIGHTS

Compared with the Corvette ZR1's R1900 blower, the Z06's R1740 supercharger spins faster (20,000 rpm versus 15,000), displaces less air per revolution (1.7 liters versus 2.3), and produces less peak boost (9.4 psi versus 9.7).

CHEVROLET CORVETTE Z06

▼ SPECIFICATIONS

PRICE AS TESTED \$97,595
BASE \$78,995
VEHICLE TYPE: front-engine, rear-wheel-drive, 2-passenger, 3-door targa
OPTIONS: Z07 Performance package, \$7995; visible carbon-fiber ground effects, \$3995; competition sport seats, \$2495; navigation and Performance Data Recorder, \$1795; automatic transmission, \$1725; black aluminum wheels, \$495; spoiler and mirror caps painted in carbon flash, \$100
STANDARD: power windows, seats, and locks; remote locking; cruise control; tilting and telescoping steering wheel
AUDIO SYSTEM: satellite radio; minijack, USB, media-card, and Bluetooth-audio inputs; 9 speakers
ENGINE
 supercharged and intercooled V-8, aluminum block and heads
BORE X STROKE ... 4.06 x 3.62 in, 103.3 x 92.0 mm
DISPLACEMENT 376 cu in, 6162 cc
COMPRESSION RATIO 10.0:1
FUEL DELIVERY SYSTEM direct injection
SUPERCHARGER Eaton R1740 TVS

MAXIMUM BOOST PRESSURE 9.4 psi
VALVE GEAR pushrods, 2 valves per cylinder, hydraulic lifters, variable intake- and exhaust-valve timing
REDLINE/FUEL CUTOFF 6500/6600 rpm
POWER 650 hp @ 6400 rpm
TORQUE 650 lb-ft @ 3600 rpm
DRIVETRAIN
TRANSMISSION 8-speed automatic with manual shifting mode
FINAL-DRIVE RATIO 2.41:1, limited slip

GEAR	RATIO	1000 RPM	MAX SPEED
1	4.56	6.8	45 mph (6600)
2	2.97	10.7	71 mph (6600)
3	2.08	15.5	102 mph (6600)
4	1.69	19.1	126 mph (6600)
5	1.27	25.5	169 mph (6600)
6	1.00	32.6	185 mph (5675)
7	0.85	36.1	180 mph (4975)
8	0.65	49.7	175 mph (3525)

CHASSIS
 aluminum space frame
BODY MATERIAL: fiberglass-reinforced plastic, carbon-fiber-reinforced plastic, injection-molded thermoplastic
STEERING
 rack-and-pinion with variable ratio and variable electric power assist
RATIO 16.4-12.0:1
URNS LOCK-TO-LOCK 2.5
TURNING CIRCLE CURB-TO-CURB 37.7 ft

EXTERIOR DIMENSIONS

WHEELBASE 106.7 in
LENGTH 176.9 in
WIDTH 77.1 in
HEIGHT 48.6 in
FRONT TRACK 63.0 in
REAR TRACK 61.7 in
GROUND CLEARANCE 4.8 in
INTERIOR DIMENSIONS
SAE VOLUME 52 cu ft
CARGO 15 cu ft

SUSPENSION

F: ind, unequal-length control arms, transverse composite leaf spring, 3-position cockpit-adjustable electronically controlled magnetorheological dampers, anti-roll bar
R: ind, unequal-length control arms with a toe control link, transverse composite leaf spring, 3-position cockpit-adjustable electronically controlled magnetorheological dampers, anti-roll bar
BRAKES
F: 15.5 x 1.4-in vented, cross-drilled, ceramic disc
R: 14 x 1.3-in vented, cross-drilled, ceramic disc
STABILITY CONTROL fully defeatable, traction off, competition mode, launch control
WHEELS AND TIRES
WHEEL SIZE/CONSTRUCTION **F:** 10.0 x 19 in
R: 12.0 x 20 in/cast aluminum
TIRES Michelin Pilot Sport Cup 2 ZP
F: P285/30ZR-19 (94Y)
R: P335/25ZR-20 (99Y)

CAR AND DRIVER TEST RESULTS

ACCELERATION

ZERO TO	SECONDS
30 MPH	1.3
40 MPH	1.7
50 MPH	2.3
60 MPH	3.0
70 MPH	3.8
80 MPH	4.7
90 MPH	5.6
100 MPH	6.8
110 MPH	8.1
120 MPH	9.6
130 MPH	11.9
140 MPH	14.5
150 MPH	17.8
160 MPH	22.9
ROLLING START, 5-60 MPH	3.2
TOP GEAR, 30-50 MPH	1.7
TOP GEAR, 50-70 MPH	2.2
1/4-MILE	11.1 sec @ 127 mph
TOP SPEED (C/D EST)	185 mph

TEST NOTES: Launch control keeps cold-tire wheelspin to a minimum, but once the rubber is warm, the rears have the stick to take an aggressive stab of the throttle without any electronic assistance. Oddly, the trans upshifts short of redline in automatic, but this is quicker than shifting manually at redline.

WEIGHT

CURB 3558 lb
PER HORSEPOWER 5.5 lb
DISTRIBUTION **F:** 49.5% **R:** 50.5%
TOWING CAPACITY 0 lb

BRAKING, 70-TO-ZERO MPH

FIRST STOP 139 ft
SHORTEST STOP 128 ft
LONGEST STOP 139 ft
FADE RATING NONE

TEST NOTES: We did eight stops because we didn't believe what the test equipment was telling us after the second sub-130-foot stop. All but the first stop were less than 135 feet. This redefines braking performance. Unbelievable.

HANDLING

ROADHOLDING, 300-FT-DIA SKIDPAD 1.19 g
UNDERSTEER MINIMAL

TEST NOTES: Aside from breaking our production-car skidpad record, the Z06 exhibits almost zero understeer and clearly communicates the limit with progressive breakaway at the rear. Whatever fancy compound Michelin has cooked into these tires, we want more.

FUEL

CAPACITY 18.5 gal
OCTANE 91 (required)
EPA CITY/HWY 13/24 mpg (C/D est)

INTERIOR SOUND LEVEL

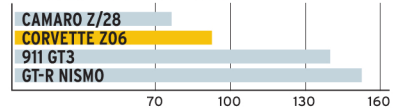
IDLE 54 dBA
FULL THROTTLE 59 dBA
70-MPH CRUISING 76 dBA

▼ COMPETITORS

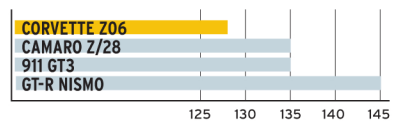
CHEVROLET CAMARO Z/28 (7.0-L V-8, 505 HP, 6-SP MAN)
 CHEVROLET CORVETTE Z06 (6.2-L V-8, 650 HP, 8-SP AUTO)
 NISSAN GT-R NISMO (3.8-L V-6, 600 HP, 6-SP AUTO)
 PORSCHE 911 GT3 (3.8-L FLAT-6, 475 HP, 7-SP AUTO)

CURRENT BASE PRICE* dollars x 1000

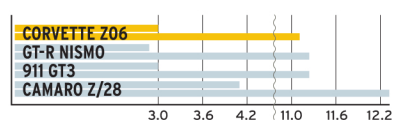
*Base price includes freight and performance options.



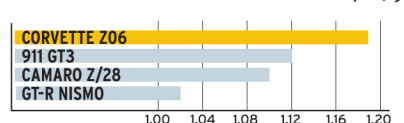
70-0 BRAKING feet



ACCELERATION 0-60 & 1/4-mile, seconds



ROADHOLDING 200- or 300-foot skidpad, g



tested by K.C. COLWELL in Chelsea, Michigan



Shell V-Power Premium Gasoline

The Official Fuel Partner of CAR AND DRIVER