Dear Media Friend:

The best just got better.

Always challenging the bonds of convention, the Chevrolet Corvette team wasn't content with the unprecedented performance of the fifth generation Corvette introduced in the 1997. Corvette engineers have given America's sports car icon even more performance, more agility and more refinement for 2001. The improvements will be immediately recognizable to the loyal legion of Corvette owners -- and those who aspire to be.

Beyond those significant accomplishments, Chevrolet has a special treat for quintessential motoring enthusiasts -- the all-new Corvette Z06. Engineers have honored the father of the Corvette -- Zora Arkus-Duntov, Corvette's first chief engineer -- by creating the quickest, best handling Corvette ever. Zora first created a Z06 racing package in 1963 for purists who wanted a "Vette that was equipped to race on the track when they took delivery at Chevy dealerships.

So for 2001 the Z06 and all Corvettes maintain the marque's tradition of taking the best from the past and making the best for the future.

I hope you enjoy driving the entire lineup of 2001 Chevrolet Corvettes as much as we have enjoyed bringing them to you. Ladies and Gentlemen, start your engines.

Sincerely,

Tom

Tom Pyden, Chevrolet Communications

P.S. All 2001 Corvette information and photography is embargoed until July 1, 2000.

For Release: July 1, 2000

Contact: Chevrolet Communications

Chevrolet Media Online: http://media.gm.com/chevy

Phone: 1800-CHEVY-MI or: 313-667-9317

FAX: 313-667-4007

2001 CORVETTE OFFERS MORE IN SEVERAL DIMENSIONS

NEW Z06 Model Debuts

DETROIT - The Chevrolet Corvette has been America's favorite sports car for 47 years, with more than one million sales and counting. During that time the Corvette has continually evolved and improved, always with an eye toward delivering a maximum amount of driving pleasure to those valuing high performance. For 2001, Corvette takes high performances and refinement to another level. "Corvette for 2001 offers more in several dimensions ... more performance, more agility and more refinements," said Dave Hill, Corvette chief engineer. "Corvette owners will be surprised and delighted at the result. We've expanded the envelope in every direction, especially with the new Z06."

NEW FOR 2001

For 2001, Corvette coupe and convertible models get a healthy injection of power, especially at lower speeds where it is most noticeable. They also get more agility, with the enhanced Second-Generation Active Handling system - a system that is now standard on all Corvettes.

In the area of refinement, Corvette buyers will appreciate better noise isolation, better idle quality and many other changes made to improve the overall ownership experience - and 2001 Corvettes even offer reduced maintenance costs and better fuel economy.

Perhaps the biggest part of the Corvette story for 2001 is the introduction of the new Corvette Z06, a production vehicle that's ready for the racetrack. Based on the former hardtop model - already the lightest, stiffest and quickest Corvette - it is a car aimed directly at diehard performance enthusiasts at the upper

end of the high-performance market. It is very simply the quickest, best handling production Corvette ever, setting new standards in every part of the high-performance spectrum.

The Z06 designation was chosen to honor the efforts of Zora Arkus-Duntov, Corvette's first chief engineer, who in 1963 created the original Z06 package. Zora's special package was intended to make the then-new Sting Ray race-ready right out of the showroom, and today's Z06 has been developed with the same concept in mind.

MORE PERFORMANCE

Corvette coupe and convertible models for 2001 get more horsepower from the standard LS1 V8 - 350 hp (up from 345) - but the real story is a big boost in low-end torque.

Torque is what most customers really mean when they ask for "more power," and down low in the torque curve is where 2001 Corvette drivers will really feel the difference. Corvette engineers opened up the intake system, enabling the LS1 engine to pull in more air and the camshaft profile to be moderated in lift and overlap. The results are significant.

- •300 lb-ft is delivered at 1,000 rpm - 400 rpm earlier than before
- •320 lb-ft is delivered at 1,400 rpm - 800 rpm earlier than before
- •340 lb-ft is delivered at 2,500 rpm - an amazing 1,400 rpm earlier than before
- •Maximum torque of 360 lb-ft at 4,000 rpm for automatics, 375 lb-ft for manuals, arrives at 4,400 rpm.

Coupe and convertible owners will feel this added power when starting off, and when passing other vehicles.

The most noticeable difference will be felt by the 60-percent of customers who order their Corvettes with an automatic transmission. The "slowest" Corvette - equipped with an automatic transmission and the standard rear axle ratio - now accelerates from 0-60 a full quarter second faster. When equipped with the performance axle, the automatic is as quick as last year's manual gearbox.

NEW LS6 ENGINE FOR Z06

The new Z06 takes the term "performance" and raises it to a whole new level. At the heart of the Z06 is a new engine, the LS6, which delivers 385-hp and 385 lb-ft of torque. The LS6 is the only engine available for the Z06, and is not offered on other Corvette models.

The LS6 designation is another expression of appreciation for the accomplishments of earlier Corvette engineers. In 1971 Zora Duntov's team created a special 425-bhp (gross) big-block V8 for the Corvette - again with racing in mind. It was second only to the legendary full-blown L88 racing engine that was available from 1967 to 1969. Despite the fact that only 188 Corvettes were sold with the LS6 engine, it occupies a special niche in Corvette legend.

The new LS6 is based on the 5.7L LS1, the standard engine in Corvette coupes and convertibles. Its aluminum block has been modified for better management of crankcase pressures and speedier return of oil from the upper part of the engine during highspeed operation. The engine also has a more aggressive camshaft profile to take full advantage of the additional air that Corvette's new intake manifold provides.

New highcompression cylinder heads (10.5:1 vs. 10.1:1 on the LS1) have improved porting to get this larger volume of air smoothly into the combustion chambers. The new heads are equipped with stronger larger volume of air smoothly into the combustion chambers. The new heads are equipped with stronger valve springs to handle higher rpms, and larger fuel injectors to provide a healthier shot of fuel.

Exhaust gas backpressure is relieved by Z06's unique less-restrictive titanium exhaust system - the first-ever use of this exotic metal in a mass-production automobile. The new titanium system is 50-percent lighter than the stainless steel system it replaces. The LS-6 engine delivers 385 hp @ 6000 rpm and 385 lb-ft @ 4800 rpm.

In addition to giving both the LS1 and the LS6 more horsepower and torque, Corvette powertrain engineers also improved their environmental friendliness. EPA fuel economy labels will reflect a full mile-per-gallon improvement, city and highway, over the 2000 Corvette - whether the car is equipped with manual or automatic transmission.

All Corvettes, including the Z06, are now classified as National Low Emission Vehicles (NLEV), meeting stringent emissions requirements in all 50 states.

The recommended oil change interval has been extended for all Corvette models - from 10,000 miles to 15,000 miles or 1-year, whichever comes first. This means less dirty oil to be recycled, fewer dirty oil filters going into landfills and less maintenance expense.

Engineering development of the Z06 package resulted in several improvements for coupe and convertible models as well. LS1 engines get the same new intake and exhaust manifolds as the LS6, and a stronger clutch that requires less pedal effort will now be used in all manual transmission-equipped Corvettes. All Corvettes get a stronger, larger diameter aluminum driveshaft.

Unique to the Z06 is a new 6-speed transmission (M12) with more aggressive gearing to increase torque multiplication in almost every gear and allow for more rapid acceleration. Z06 achieves 0-60 mph in 4 seconds flat, and quarter mile in 12 seconds.

MORE AGILITY

In mid-1998 a new feature called Active Handling was introduced on Corvette. It is a sophisticated stability control system that utilizes on-board sensors to measure yaw, lateral acceleration and steering wheel position, then brings into play the capabilities of Corvette's standard ABS brake and traction control systems to smoothly assist the driver in maintaining vehicle control in oversteer or understeer situations.

For 2001 a Second-Generation Active Handling system, much enhanced over the original, becomes standard equipment on all Corvettes. With a new Bosch brake pressure modulator and many new or revised calibrations, Second-Generation Active Handling provides even more assistance to the Corvette driver.

Corvette engineers know how Corvette owners like to drive their cars, so a stability control system that would shut the car down too severely during enthusiastic driving was out of the question. Second-Generation Active Handling calibrations have been carefully developed to limit such intrusiveness. Aside from an "Active Handling" message on the instrument panel, drivers will not even realize they've been assisted in most situations.

Average drivers will find themselves capable of producing even lower elapsed times in autocross competitions. Above-average drivers will appreciate Active Handling's Competitive Mode, which allows

them to switch off the traction control part of the system.

In addition to making all Corvettes more agile, Second-Generation Active Handling adds a cushion of safety given its ability to help out in emergency situations. It deftly senses both over- and under-correction on the driver's part and adjusts to help bring the car back into balance.

As good as it is, Active Handling cannot overcome the laws of physics. It is offered only as an assist - albeit an assist that makes Corvettes a lot more agile, and even safer - but it is not a cure-all for every situation. Ultimately, drivers must still take full responsibility for control of their vehicle.

In addition to Second-Generation Active Handling, Corvette suspension systems are also key enabler of Corvette's considerable agility. Coupe and convertible buyers have three outstanding suspension systems to choose from:

- The standard FE1 suspension is designed to please the majority of Corvette drivers.

- The optional Selective Real Time Damping suspension (F45) has three selectable modes - Tour, Sport and Performance - each with its own set of calibrations. F45 senses road conditions and vehicle speed then modulates the damping efforts of the shocks to keep the car riding and handling smoothly on a variety of road surfaces.

- Also optional is the Z51 Performance suspension. It provides a level of control "at the limit" beyond what the other two packages offer while still maintaining enjoyable ride quality.

The Z06 features a suspension system all its own - FE4. It is standard on the Z06, not available on other Corvette models. It features a larger front stabilizer bar, stiffer rear leaf spring and revised camber settings - all calibrated with a bias toward maximum control during high-speed operation.

Special Z06-specific forged-aluminum wheels are an inch wider front and rear than those used on coupes and convertible.

New wider and stickier Goodyear Eagle F1 Supercar tires were created for the Z06. They feature reduced mass, an asymmetric tread design for better grip on wet or dry surfaces, a more compliant sidewall and better wear characteristics for on-track durability. ?

The Z06's FE4 suspension and its new wheels and tires allow Z06 to take full advantage of the additional power available. During development testing Corvette engineers were able to generate racetrack speeds that improved Z06 performance by an average of 3-4 seconds per lap over last year's hardtop model on typical 2-mile closed-circuit road courses.

MORE REFINEMENT

One of the things that most delights owners of the current C5 (5th generation) Corvette is that Corvette engineers have built so much refinement into the car in addition to its world-class performance and handling. For 2001, the Corvette Team has added further refinement in many areas.

The alternator has a new clutch pulley that allows a reduction of engine idle speed on automatic-equipped Corvettes. This seemingly-small quality upgrade makes the car smoother and quieter in city driving, reduces or eliminates "idle creep" at stoplights and helps enable the improved fuel economy ratings already mentioned.

Interior sound isolation has been improved on all Corvettes with the addition of expandable foam and/or new seals in strategic areas, and a new convertible top provides better sealing, better sound isolation and a smoother appearance. The result is an interior environment on the convertible that most buyers would expect to find only in a luxury car.

Several other enhancements such as chrome-flashed tips to improve exhaust outlet appearance, a slimmer remote function key fob and the new availability of electrochromic driver's-side and inside rear view mirrors for greater visibility demonstrate the Corvette Team's attention to detail.

Two new paint colors are available for 2001 - Speedway White replaces the former Arctic White, and Quicksilver replaces Sebring Silver.

Another enhancement, now standard on coupes and convertibles, is a new Absorbent Glass Mat (AGM) battery, which is lighter and more durable. The Z06 gets an even more compact lead-acid battery to reduce vehicle mass even further.

Mass-reduction efforts on the Z06 were particularly aggressive. In addition to its unique titanium exhaust and lighter wheel/tire sets, Z06 even has a thinner windshield and rear backlight. The Z06 option list is very short to maintain weight reduction gains. All told, Z06 holds the lightest test weight class position in the

Corvette lineup. It is more than 36 pounds lighter than the former C5 hardtop, and 117 pounds lighter than the coupe and convertible.The Z06 receives several other refinements, inside and out, that help it to be more functional and/or serve to differentiate its appearance.

On the outside, the center air inlets on the front fascia receive purposeful grilles. New air scoops on the rear rocker panels that funnel air to the rear brakes for better cooling are also unique to the Z06. New Z06-specific wheels are painted a light-gray metallic color. Z06 emblems are positioned on the front fenders, disc brake calipers are painted red, and the LS6 engine cover is red to differentiate it from the LS1.

Inside, the Z06 includes a unique instrument cluster with stylized graphics imparting a greater sense of performance and speed, as well as signifying the car's higher 6,500 rpm redline.

The Z06's solid-black leather-trimmed seating surfaces include additional side bolstering to hold driver and passenger firmly in place during high lateral load maneuvers, and the seats have Z06 logos embroidered into the headrests. An optional interior with Torch Red accents on the seat inserts, lower instrument panel and lower door panels is also available for Z06.

SUMMING IT ALL UP

As Dave Hill points out, Corvette for 2001 offers more in several dimensions. There are many significant and measurable product enhancements that will surprise and delight Corvette buyers.

"We've enhanced Corvette's performance persona and broken new ground with the new Z06," Hill said. "Second-Generation Active Handling and improved comfort and convenience add luster to America's most enduring high performance sports car."

The Fifth-Generation (C5) Corvette

Model Lineup

The C5 was introduced as a 1997 model (coupe only) in March, 1997. The C5 convertible followed in the fall of 1997 and debuted as a 1998 model. In the 1999 model year a fixed-roof hardtop model - the lightest, stiffest and quickest model in the Corvette family - came onto the scene. For 2001, the hardtop model becomes the Z06.

Sales & Market Penetration

Corvette has long been the leader in the U.S. High Sports market segment. The introduction of the C5 coupe, along with subsequent introductions of the convertible and hardtop models, has helped Corvette to maintain leadership, even in the face of strong recent competition. The following statistics, gathered from various sources by the Corvette Brand Team, serve to illustrate the battle that has been raging since 1995 in the U.S.

Model Year		1995	1996	1997	1998	1999
Corvette	Volume	18,224	21,660	16,116(1)	29,331	29,606
	% of Segment	37.6%	24.7%	24.7%	34.2%	31.6%
Dodge Viper	Volume	1,434	1,195	1,687	1,328	1,224
	% of Segment	3.0%	2.2%	2.6%	1.5%	1.3%
BMW Z3	Volume	–	10,305	19,432	21,075	19,604
	% of Segment	–	18.7%	29.8%	24.6%	21.0%
Porsche Boxster	Volume	–	–	4,608	8,954	11,964

	% of Segment	–	–	7.1%	10.4%	12.8%
Porsche 911	Volume	5,208	6,786	6,916	7,371	7,898
	% of Segment	10.7%	12.3%	10.6%	8.6%	8.4%
M-B SLK	Volume	–	–	4,548	10,152	11,313
	% of Segment	–	–	7.0%	11.8%	12.1%
Others	Volume	23,655	15,205	11,8468	7,554	12,055
	% of Segment	48.7%	27.6%	18.2%	8.8%	12.9%
	Total High	48,521	55,151	65,153	85,765	93,664
	Sport % of U.S. Car Industry	0.6%	0.6%	0.8%	1.1%	1.1%

(1)= Corvette C5 introduced in March, 1997

Styling

When Chevy Studio designers redid the Corvette for 1997 they took great care to be sure that the car included several styling cues from the past, while giving it a fresh new look with much better aerodynamic characteristics.

Four almost-round taillights, a Corvette styling signature evocative of many previous models, grace the rear of the car.

The design of the instrument cluster, with analog-style instruments, is also reminiscent of early models. It

includes unique black light illumination and a sophisticated electronic driver information center with readouts in four languages.

A passenger "grab handle", similar to that found in Corvettes of the mid-60's, is also included.

A stylized side "cove" in the bodywork behind the front wheels harkens back to the Corvettes of the 50's, and the famed Corvette "crossed-flags" emblem returned with a new, more modern look.

On the C5 convertible a sleek "waterfall" panel, another feature from the 50's, reappeared between the seats.

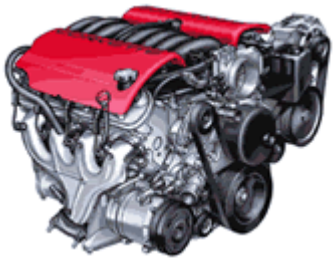
Last but not least, the Corvette's body is still made of fiberglass, albeit a much-improved variety that is highly crack-resistant and allows the Bowling Green plant to provide the smoothest, most blemish-free Corvette exterior finish ever.

Backbone Structure

The C5 Corvette structure, consisting of a strong perimeter frame combined with a center backbone, provides an impressive level of rigidity. This robust design allows Corvette's independent suspension to be tuned precisely for driver control and freedom from impact harshness.

The C5 Corvette was designed to be a convertible, even though the convertible didn't actually debut until a year after the coupe. As a result, the C5 convertible has received accolades for its structural integrity, great noise isolation and relatively low level of wind buffeting during top-down operation.

In 1999 a fixed roof hardtop model was added to the lineup - becoming the stiffest, lightest and quickest Corvette available. It was offered only with the 6-speed manual transmission and the Z51 Performance suspension. The Corvette Team indicated right from the beginning that the hardtop would be further developed in the performance dimension, and with the introduction of the Z06 that promise has been kept.



More Performance...

5.7L LS1 V8

When current Corvette owners are asked what they'd most like to see in future Corvettes they inevitably say, "more power." So, 2001 Corvette coupe and convertible models with the standard LS1 engine got a healthy injection of just that.

Horsepower is increased from 345 @ 5,600 rpm to 350 @ 5,600 rpm. Torque increases from 350 lb-ft @ 4,400 rpm to 360 lb-ft @ 4,400 rpm. (375 lb-ft for manuals)

Corvette engineers designed a new composite intake manifold with increased plenum volume and smoother-flowing intake runners. This increased volume of air, delivered to the combustion chamber with less turbulence, allows camshaft lift and overlap to be moderated. The result of the greater air volume is an immediate five-horsepower increase, and the modifications to the camshaft broaden the torque curve yielding a big boost in torque at the low end.

5.7L LS6 V8

At the heart of the new Z06 is an engine that delivers almost 12-percent more horsepower than the 2000 LS1. Called the LS6, it shares many components with the LS1, and would look the same externally were it not for its red engine covers.

The LS6 produces 385 hp @ 6,000 rpm, and torque of 385 lb-ft @ 4,800 rpm. The engine is redlined at 6,500 rpm (versus the LS1's 6,000 rpm redline), and its torque curve is slightly biased toward the upper end where that power will be most appreciated on the track.

LS6 power output is achieved as the result of dozens of refinements to increase volumetric efficiency and maximum rpm. The most important of these refinements are detailed below:

Improved Bay-to-Bay Breathing

The aluminum block casting on the LS6 deletes machined holes in the LS1 bulkhead and adds cast in

"windows" which allow better bay-to-bay breathing. On the downstroke, the pistons push air back toward the crankcase, creating backpressure or resistance, and that translates into parasitic horsepower loss because it resists piston motion. With the overtravel windows air is allowed to move more freely between crankcase bays thus relieving the unwanted pressure.

New Pistons

LS6 pistons are cast from high-strength M142 aluminum alloy and reshaped with a slightly different profile than those in the LS1. In side view, the LS6 pistons have a slight barrel shape, almost imperceptible to the naked eye. The new alloy increases engine durability at racetrack operating levels, while the shape reduces internal mechanical noise.

Increased Compression

The LS6's aluminum cylinder heads are cast with smaller pent-roof combustion chambers than the LS1. Compression ratio increases from 10.1:1 to 10.5:1, improving thermal efficiency and increasing horsepower. Intake and exhaust ports in the LS6 head are refined and more-precisely cast, contributing to the engine's overall increase in volumetric efficiency.

New High-Profile Camshaft

The LS6-specific, steel-billet camshaft contributes more than any single piece of hardware to the LS6's horsepower gain. In simple terms, the cam opens the valves quicker and allows more air to flow into the combustion chambers. Cam lift increases from the LS1's 12.7 to 13.3 mm.

Stronger Valve Springs

To accommodate valve operation with the high lift/high duration cam, the LS6's valve springs are stiffer and sturdier. They are made from the same steel wire as those in the LS1 but are wound tighter for a higher spring rate.

New Injectors

Additional air flowing into the LS6 heads would serve no purpose without an equivalent increase in the amount of fuel to take advantage of it. New injectors increase maximum fuel delivery from the LS1's 3.3 grams/sec to 3.6 grams/sec - a 10 percent improvement.

New Integral PCV System

The LS6's application on the Corvette Z06 creates additional demands on the crankcase ventilation system. The Z06 is capable of cornering at more than 1 lateral "g" requiring a special high-performance

ventilation system.

To prepare the Z06 for full-on driving, the LS6's PCV system is moved into the engine's V, or valley. The unique aluminum valley cover has composite oil separating baffles and PCV plumbing incorporated. All of this reduces oil consumption during high-performance driving - and as an added benefit also reduces the amount of external plumbing, eliminating potential oil leak sources.

Other Powertrain Enhancements

In addition to providing more power and better fuel economy, Corvette engineers also upgraded the operation and durability of the rest of the Corvette powertrain in many areas.

New Thin-Wall Cast Iron Exhaust Manifolds

Thin-wall cast iron exhaust manifolds replace the previous stainless steel manifolds to improve durability - especially on the LS6 engine given its potential for being involved in sustained high-speed driving.

Stronger Driveshaft

The driveshaft is upgraded from a metal-matrix composite to aluminum alloy 6061, and it is increased in diameter from 55 to 63 mm. Driveshaft couplings have also been upgraded on manual-equipped models for additional strength and durability.

Lighter Automatic Transmission Case

By optimizing the design of the automatic transmission case Corvette engineers were able to trim some material and reduce thickness in some areas to reduce mass by 3.3 pounds.

New Clutch

All Corvettes, when equipped with the 6-speed manual transmission (optional on coupes and convertibles, standard on Z06) feature a revised clutch with greater clamping power to accommodate increased torque. This new clutch design also provides for lower pedal effort, making manual-equipped Corvettes more satisfying to drive.

New Synchronizers

Carbon blocker rings have been installed on all manual transmission forward gears to provide for smoother shifts and additional robustness.

In the case of the Z06, a car that begs to be driven hard on the racetrack, most of the other components in the drivetrain were optimized for durability and improved performance.

New M12 6-Speed Manual

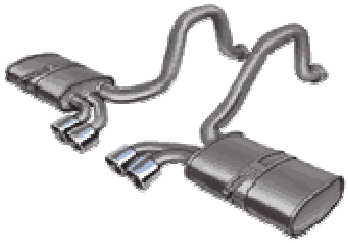
This transmission is unique to the Z06, is the only transmission available for that model and is not available on coupe or convertible. It has more aggressive gearing to increase torque multiplication in most forward gears, allowing for more rapid acceleration and more usable torque at higher speeds. The following comparisons serve to illustrate the differences between the M12 and MM6 (which is optional on coupe and convertible models):

Gear Ratios

	LS1/MM6	LS6/M12
1st Gear	2.66:1	2.97:1
2nd Gear	1.78:1	2.07:1
3rd Gear	1.30:1	1.43:1
4th Gear	1.00:1	1.00:1
5th Gear	0.74:1	0.84:1
6th Gear	0.50:1	0.56:1
Reverse	2.90:1	3.28:1

Vehicle Speed @ Redline

	LS1/MM6	LS6/M12
1st Gear	51	48
2nd Gear	76	69
3rd Gear	104	100
4th Gear	136	143
5th Gear	175	171



6th Gear	N/A	N/A
Reverse	–	–

Other M12 Modifications

A transmission temperature sensor was added to protect the M12 from higher thermal stresses. The sensor warns the driver via the Driver Information Center with a "trans over temp" light if thermal loads become excessive - meaning that the transmission could be damaged if not allowed to cool down.

Titanium Exhaust System

To further maximize the breathing capabilities of the LS6, and reduce vehicle mass significantly a new titanium exhaust system was developed for the Z06. This marks the first-ever use of titanium in the exhaust system of a mass-production vehicle. The titanium portion of the Z06's exhaust system starts just forward of the rear axle then goes over the top of the axle to the muffler. The entire muffler, all of its internal parts and exterior skin, the outlet pipes, including the exhaust tips, are constructed of titanium.

The Z06 muffler is a completely-new design, featuring larger diameter louver tubes inside the mufflers to reduce back pressure and provide less restriction for the exhaust gases flowing through the system. The exhaust tips are different too, with four 3.5-inch diameter tips to visually set the Z06 apart from the standard Corvette.

Titanium offers a lower density than steel, and higher strength than either magnesium or aluminum at all temperatures. It reduces the Z06's weight by 17.6 pounds - a whopping 50 percent reduction over the weight of the stainless steel exhaust system used on the Corvette coupe and convertible. In addition to easing exhaust gas restrictions, reducing mass and looking distinctive, this exhaust system sounds more "aggressive" than that of the standard Corvette. Considerable time and effort went into the design and tuning of the mufflers to ensure an exhaust note that would be unique to the Z06.

"Our first Active Handling system was very good, but for 2001 our Second-Generation Active Handling is even better. It's the most sporting stability system on the market, and it gives all Corvettes more agility and nimbleness - which translates into better performance at the limit."

-Jim Campbell, Corvette Brand Manager

More Agility...

Second-Generation Active Handling

For 2001 a Second-Generation Active Handling system, much enhanced over the original, becomes standard equipment on all Corvettes. Following is a summary of specific changes:

New Pressure Modulator

The original Bosch 5.0 hydraulic pressure modulator is replaced by an improved Bosch 5.3 modulator. It is reduced in size, transmits less noise, and works better at low temperatures. It weighs 3.5 pounds less than the previous modulator and provides better apply response at lower temperatures (-20 degrees Celsius), meaning that the system will become fully functional more quickly after a cold start-up.

Dynamic Rear Proportioning

The enhanced system has dynamic rear brake proportioning capability, electronically balancing rear brake pressure to prevent rear brake bias, or lockup. This new software feature eliminates the need for a rear brake circuit-proportioning valve, resulting in fewer assembly parts and fewer brake pipe connections. In addition, the master cylinder pressure sensor is now integrated into the new Bosch pressure modulator.

Sideslip Angle Rate Control

Another upgrade for 2001 is the addition of sideslip angle rate control to Active Handling's core software algorithm. It senses whether the driver has been too slow (or too fast) to react to changing vehicle dynamics during evasive handling maneuvers, then dials in just the right amount of control to help maintain vehicle balance.

Coefficient of Friction Estimation

Obviously, the rate at which a car tends to slip sideways is magnified on slippery road surfaces, so more sophisticated calibration algorithms have been developed to estimate the friction coefficient of the road surface and modify the second-generation active handling system's response accordingly.

Rear Brake Stability Control

One more software change results in better rear brake stability control. It assists the driver in maintaining control under light braking and high lateral acceleration conditions, such as might be encountered if a driver is caught off-guard by a decreasing radius turn. This new feature more precisely releases brake pressure on the inside rear wheel during high lateral acceleration maneuvers and allows for more predictable vehicle response so the driver doesn't have to work as hard to keep the vehicle on its intended path.

Better Coordination with Traction Control

As noted earlier, Active Handling works in conjunction with the traction control system, and for 2001 that part of the system has been much refined. A new control philosophy of targeting specific rear brake pressures and modulating engine torque around those points has resulted in fewer engine sags and superior vehicle acceleration when compared to the 2000 system. This new calibration allows drivers to enthusiastically experience Corvette's power and handling while still maintaining control over excessive wheelspin. Average drivers may now elect to leave the traction control system on when navigating autocross or gymkhana courses.

Competitive Mode

As alluded to in the previous paragraph, Corvette's Active Handling system has a unique feature called "Competitive Mode", which allows the driver to disengage the car's traction control feature without giving up Active Handling's other benefits. Holding down the Active Handling button on the center console for five seconds enables Competitive Mode. This feature recognizes that at the hands of a highly skilled driver a bit of rear wheelspin may actually be desirable in autocross or other racing events. In previous years it was necessary to bring the vehicle to a full stop to enable Competitive Mode, but for 2001 this requirement has been eliminated.

Taken as a whole, the Corvette's 2001 Second- Generation Active Handling system is smarter, less intrusive, and more adept at making the total driving experience precisely what Corvette owners have come to expect from their cars. It makes the car more agile, allows average drivers to perform better during spirited driving, and provides a new margin of safety in emergency situations.

Special FE4 Suspension for Z06

The Z06 features a suspension system all its own - the FE4 suspension. It's not available on other Corvette models but is standard equipment on the Z06. It features a larger front stabilizer bar, a stiffer rear leaf spring and revised camber settings - all calibrated with a bias toward maximum control during high-speed operation.

Front stabilizer bar diameter (hollow): 30 mm with 4.5 mm thick walls

Rear transverse composite spring leaf: 125 N/mm versus 113 N/mm of the Z51

Camber, front and rear: Z06: -0.75º
Coupe/Convertible: -0.25º.
The Z06's negative camber helps to keep
the tire flatter in relation to the road, and raises the tire contact patch for greater grip while cornering.

When coupled with other special Z06 components, the combination above provides unparalleled racetrack performance ... what the Z06 is all about.

Special Z06 Wheels

Wider wheels and tires increase the amount of contact with the road, essential to providing better grip. The standard wheels and tires on the coupes and convertible are quite satisfactory for the majority of Corvette customers, but for Z06 buyers the Corvette Team wanted more.

Z06 wheels are wider front and rear than those on the standard Corvette:

Wheel Size Comparison

	2001 C5	2001 Z06
Front wheels	17 in x 8.5 in	17 in x 9.5 in
Rear wheels	18 in x 9.5 in	18 in x 10.5 in

"Taking mass out of the tires is extremely beneficial for wheel control because it reduces unsprung weight. It also reduces rotational mass, which improves acceleration and braking performance. Wheel control on Z06 is also improved due to the more-compliant sidewalls on these new, non-EMT tires."
- Mike Neal, Corvette ride & handling engineer

The new wheels are also one of the visual identifiers for the Z06, letting onlookers know that this car is something special. They are uniquely styled, and are the most mass-efficient aluminum wheels ever produced for Corvette. They are painted a light gray metallic,

and show off the Z06's red brake calipers, especially when the car is in motion. Each wheel's center cap has a red Corvette crossed-flags emblem for added identification at rest.

Special Z06 Tires

Goodyear has specifically designed new wider, grippier tires for the Z06. Called Goodyear Eagle F1 SC (Supercar) tires, they allow the Z06 to handle, brake and perform better than any production Corvette ever.

Sizewise the new tires differ from the Goodyear Eagle F1 GS EMT tires on coupes and convertible as follows:

Tire Size Comparison

	2001 C5*	2001 Z06
	Eagle F1 GS	Eagle F1 SC
Front	P245/45ZR-17	P265/40ZR-17
Rear	P275/40ZR-18	P295/35ZR-18

* Coupe/Convertible

While larger, these tires are much lighter than the EMT tires, reducing mass by a total of 10.6 kilograms (23.4 pounds).

The new Eagle F1 SC tires have an asymmetric tread pattern to enable the high cornering capabilities of the Z06. With the asymmetric pattern the outside shoulder of the tire performs well in the dry, while the inside tread performs well in the wet. Testing by Mike Neal, Corvette ride and handling engineer, proved that the tires make it very easy to drive the car quickly, have excellent wear attributes, and make the car more recoverable at its handling limits.

Because these new tires do not have the "run-flat" capabilities of the EMT tires, it was necessary to develop a process for dealing with tire punctures, since Corvettes do not come equipped with a spare tire. In the case of the Z06, a GM Tire Inflator Kit is included that is capable of sealing punctures up to 5 mm in diameter.

The kit consists of a squeeze bottle filled with a non-inflammable latex compound in an aqueous base, a nozzle that attaches to the tire valve, and a mini-air compressor with a 12-volt adapter that plugs into the car's accessory power outlet. The kit functions safely in temperatures ranging from -20^{o} to 140^{o} F, under wet or dry conditions, and is easy, fast and clean to use. Similar inflator kits are successfully used by Mercedes and BMW, and Corvettes sold in Japan have been using this inflator kit since the introduction of the C5 in 1997.

The latex compound in the tire inflator kits is not compatible with the tire valves used in Corvette's standard tire pressure monitoring system, so regular tire valves are used and that feature is not offered on the Z06. There is a mass reduction of just over a half-pound as a result.

The Z06's new FE4 suspension, wider wheels, and tires, Second-Generation Active Handling System and reduced weight allow it to take full advantage of all its added power. The Z06's agility and "tossability" are truly remarkable.

More Refinement...

Interior sound isolation has been improved on all Corvettes with the addition of expandable foam and/or new seals in strategic areas.

A new convertible top provides better sealing, better sound isolation and a smoother appearance.

- •Chrome-flashed tips to improve exhaust outlet appearance
- •Slimmer remote-function key fobs
- •New availability of electrochromic driver's-side and inside rear view mirrors

Two new paint colors are available for 2001 - Speedway White replaces the former Arctic White, and Quicksilver replaces Sebring Silver.

A new Absorbent Glass Mat (AGM) battery, sometimes referred to as a "starve" battery, - which is lighter and more durable than the current Corvette battery - becomes the standard battery on all Corvette models.

In the AGM battery fiberglass mats are impregnated with electrolyte, then compressed along with the lead plates into a sealed and well-reinforced case. The resulting more-compact battery is capable of being run down and recharged more often than a common lead acid battery, has better heat resistance and is 5.7 pounds lighter than the battery it replaces.

On the Z06, both the windshield and backlight have been thinned to save weight, but resistance to stone chipping has been maintained. A total of 5.7 pounds was eliminated. There is some loss of interior noise isolation as a result, but in a car like the Z06 this may not prove to be a "turn-off" because the additional sound level inside tends to put driver and passenger more in tune with the machine. There are "good" noises and "bad" noises, and real enthusiasts know the difference.

Reducing the Z06's weight by more than 36 pounds overall, boosting its power output by 40 hp, and

broadening its operating range, made a significant improvement in the car's power-to-weight ratio. The result puts it in some every good company, as indicated below:

Power-to-Weight Ratio Comparison

	Mass	HP	LBS/HP
2000 BMW M	2899	240	12.1
2000 Audi TT	2655	225	11.8
2000 Porsche Boxster	2855	250	11.4
1999 C5 Coupe	3250	345	9.42
1995 Corvette ZR-1	3535	405	8.73
1999 Porsche GT3	2975	360	8.26
2000 Ferrari Modena	3241	395	8.21
2000 Porsche Turbo	3400	415	8.19
2001 Corvette Z06	3133	385	8.13
1999 Dodge Viper	3380	450	7.51

Having the best of both worlds - reduced weight and increased power - the Corvette Z06 will be a force to be reckoned with, on or off the track.

"When you think about how fast we were with the C5 over the C4," Mike Neal says, "and how much faster the Z06 is than the C5, it's obvious that this isn't just a little tweak."

Other Z06 Refinements

The Z06 receives several other refinements in addition to its unique engine, suspension, wheels and tires that either help it to be more functional or serve to differentiate its appearance -sometimes both.

•Functional air inlets in the center of the front fascia that deliver cool air to the intake system.

•New air scoops on the rear rocker panels funnel air to the rear brakes for better cooling. Z06 rear brake temperatures are reduced by as much as 10 percent under competition conditions. Brake fade and wear are greatly reduced.

•Z06 emblems are placed on the front fenders.

•Front disc brake calipers on the Z06 are painted Red.

Inside, the Z06 includes a different instrument cluster with stylized graphics imparting a greater sense of performance and speed, as well as signifying the car's new higher 6,500 rpm redline.

The Z06's solid-black leather-trimmed seating surfaces include additional side bolstering to hold driver and passenger firmly in place during high lateral load maneuvers, and a Z06 logo is embroidered into the headrests. An optional interior with Torch Red accents on the seats, lower instrument panel and lower door panel is also available.

In the spacious glove box all Corvettes owners will find a portfolio and a video that explains how (and how not) to use the car. The Z06 comes with its own portfolio, covering the features that are unique to it.

The Z06 video features quotes from well-known enthusiasts and automotive writers, and it also provides valuable tips on how to drive the car, including an interview with John Heinricy

The video also provides technical information regarding special GM High-Performance service parts that have been released for the car - like special brake pads, additional chassis enhancements and a transmission oil cooler - plus other valuable competition information. There is even information on driving

schools where owners can go to learn to race, or hone their existing skills.

Corvette Testing

Every GM car and truck is subjected to stringent durability test schedules, some of the toughest in the industry, and Corvettes go through all of them. Then the fun begins...

Corvette has a well-earned reputation for being a car that you can drive out of the showroom and onto the racetrack with little or no modification. To protect that reputation, Corvette engineers do things to the car that would probably curl the hair of the average (and frequently fussy) Corvette owner.

All test Corvettes, not just the Z06, undergo 250-miles of full-bore autocross testing, 24-hours of road course testing at competition speeds, and a grueling wide-open throttle test that has the car being run at its 175-mph top speed until the gas tank runs dry - about 30 minutes later.

During these added test procedures vehicle systems are carefully monitored for any signs of weakness. Following the testing the cars are disassembled and carefully inspected for signs of wear. None of these tests or procedures are required - unless you want to go on producing the world's finest high-performance sports car.

> *"The Corvette coupe and convertible will continue to account for the bulk of Corvette sales, and their owners will be well satisfied with their purchase. The new Z06 will have great appeal for those who lust after something more - that indefinable thrill that comes from being able to drive competitively at 10/10ths in a car purpose-built to do exactly that."* - Jim Campbell, Corvette Brand Manager

Historical Background

The 47-year history of the Corvette is packed with stories and legends, and the Z06 and LS6 designations that today's Corvette Team has chosen to identify the hottest Corvette to-date and its 385-hp engine are not new. They are terms from Corvette's glorious past, and it was precisely for that reason that these designations were chosen - to recognize and pay homage to the significant accomplishments of past Corvette Teams.

Zora Duntov's Z06

Today's Z06 is the evolution of a concept first put forward by the legendary Zora Arkus-Duntov.

In 1962, GM was observing the Automobile Manufacturers Association's ban on all forms of competitive activity, a ban that had been in effect since 1957, and Zora was chafing under its restrictions. As every student of Corvette history knows, Zora delighted in finding ways to circumvent authority and go fast at the same time. In 1963 this rebellious streak manifested itself in the form of the Z06 RPO (Regular Production Option) ... a package specifically designed for competition-minded Corvette buyers who could order a race-ready model with just one check of an option box.

The Z06 RPO debuted on what was then a startling new Corvette, the 1963 "split-window" Sting Ray coupe, a car that would go down in Corvette annals as a defining moment in more ways than one.

The Z06 package was not a cheap date in those days. It added $1,818.45 to the Sting Ray's $4,257.00 base price. In addition, Z06 required $661.75 in forced content, including the optional fuel injection ($430.40), four-speed manual transmission ($188.03) and Positraction rear axle ($43.05). All together it resulted in additional option costs of $2,480.20, or 58-percent of the Sting Ray's base price.

Included in the Z06 package were Al-Fin power drum brakes with sintered-metallic linings (four-wheel disc brakes would not be offered until the 1965 model year), heavy-duty front and rear stabilizer bars, stronger shocks, much stiffer-than-stock springs, a dual master brake cylinder, and a long-distance 36.5 gallon gas tank for endurance racing.

As a reflection of Zora's determination that the Sting Ray coupes be GT-class or SCCA contenders, the Z06's debut was particularly auspicious. In the fall of 1962, a group of Z06-equipped Sting Rays headed west from the St. Louis factory to California. They were driven by Bob Bondurant, Dave McDonald, Jerry Grant and Doug Hooper. The destination was the Riverside Raceway and the Los Angeles Times Three-Hour Invitational Race scheduled for October 13, 1962. The drive served as the break-in period for the powertrains, and upon arrival the cars were race-prepped for the event. Bondurant, McDonald, Grant and Hooper would also do the on-track driving honors.

As luck would have it, that race also marked the debut of Carroll Shelby's soon-to-be-legendary Ford-powered British sports car known as the Cobra. The gauntlet was well and truly thrown.

In what must have been a moment of pure ecstasy for Duntov, one of the Z06 Sting Rays, owned by Mickey Thompson and piloted by Doug Hooper, took the checkered flag for an out-of-the-box win. Even Mickey Thompson seemed stunned, reportedly exclaiming, "I don't think it's ever been done before ... a new production car winning the first time out."

Ultimately, only 199 Z06-equipped Sting Ray coupes were produced, making it one of the rarest and most collectible Corvettes of all time. And even though the package was eventually offered for the Sting Ray convertible (with an option price of $1,293.95), records indicate that no such cars were built.

Later on Zora Duntov stated, "Suitably equipped and set up, the new Corvette promises a potential that is hard to equal or surpass by even the world's costliest cars. To make the Corvette this kind of vehicle is the goal of Chevrolet's engineering personnel."

Almost 40 years later, those words could be used without alteration to describe the target that today's Corvette Team aimed for in the development of the 2001 Z06.

Another Corvette Legend: The 1971 LS6

The LS6 engine RPO has been offered once before in Corvette history, but only for one model year (1971). With 454 cubic inches (7.4 liters), a cast-iron "big-block" and aluminum heads, the first LS6 was second only to the full-blown L88 racing engine offered from 1967 through 1969 - in terms of both power and legend.

The original LS6 produced 425 bhp (gross) and was the most powerful engine offered in 1971. Only 188 cars were produced with this powerplant, less than one-percent of Corvette's 21,801-production run for the

year. The option price was $1,221.00, or 22-percent of the coupe's $5,496.00 base price.

When tested by a leading automotive magazine, an LS6 with a four-speed manual and a 3.36:1 limited-slip differential produced the following numbers:

- 0 to 60 mph: 5.3 seconds
- Quarter-mile: 13.8 seconds@105 mph
- Fuel economy: 9-14 mpg

Also in 1971 a ZR2 package was offered. It was priced at $1,747.00 and included the LS6, a heavy-duty, close-ratio four-speed manual transmission, heavy-duty power brakes, transistorized ignition, lightweight aluminum radiator, special springs, shocks, and front and rear stabilizer bars. A total of only 12 ZR2-equipped Corvettes were produced, making them even rarer than the Z06 models referenced earlier.

Because of what they've accomplished with the new Z06 and LS6, today's Corvette Team members are sure that somewhere Zora Arkus-Duntov is smiling.

National Corvette Museum

Corvette is one of the few cars in the world to have a museum created in its honor by its customers and fans, and a spectacular creation it i.

The National Corvette Museum(NCM) is located in Bowling Green, Kentucky, right across the street from the Corvette assembly plant. Corvette fans can tour both facilities in a day, getting a full appreciation for Corvette old and new, and for the men and women that have lovingly worked over the years to make it America's favorite sports car. For more information, call 1-800-538-3883 (1-800-53-VETTE) or visit www.corvettemuseum.com.

For Release: July 1, 2000

Contact: Chevrolet Communications

Chevrolet Media Online: http://media.gm.com/chevy

Phone: 1-800-CHEVY-MI

OR: 313-667-9317

FAX: 313-667-4007

CORVETTE RACES; CORVETTE OWNERS WIN

DETROIT-- Zora Arkus-Duntov was a racer first, Corvette chief engineer second. Had it not been for his vision, his boundless lust for competition, and his engineering genius, the Chevrolet Corvette of the mid-50's might have died on the vine.

Ford had a magnificent opportunity to seize the day when they introduced their V8-powered Thunderbird in 1955. That car had an aura of excitement about it, and it borrowed some of that zing from a Ford heritage that was rich with racing tradition.

Curiously enough, Zora Duntov had a good bit to do with Ford's racing success. In the 1940's, the Russian-born emigrant began putting his stamp on American motorsports when he developed and sold the famed Ardun cylinder heads for the Ford "Flathead" V8. The Ardun heads provided a higher compression ratio and made Ford's V8 a winner, on and off the track.

Zora saw the Corvette concept car at the 1952 GM Motorama exhibit in New York, and wrote a lengthy critique to Chevrolet's then-chief engineer, Ed Cole. Far from being insulted by this brash young upstart's numerous criticisms, Cole was impressed with what he read, and he managed to hire Duntov soon

thereafter.

Zora didn't become Corvette chief engineer until much later in his career - the GM system of the 50's didn't include chief engineer titles for individual car lines - but he was the car's chief engineer in practice, almost from the beginning.

The Chevy Small-Block V8

Possibly unknown to Duntov before he came to work at GM was the fact that Ed Cole was busy developing a V8 engine that would turn Chevy's fortunes around. The years of Ford V8 dominance were about to come to an end.

Zora saw the new Chevy Small-Block's considerable potential almost instantly. The under-powered Corvette with its relatively anemic 6-cylinder engine and 2-speed automatic transmission desperately needed an injection of excitement, and Cole's V8 was just what the doctor ordered.

With Cole's support, Zora saw to it that the small-block got shoehorned into the engine bay of the 1955 Corvette. Then he started a process of relentless massaging and tweaking that goes on to this day. He may not have imagined that years later NASCAR engine builders would learn how to easily squeeze 800 hp or more out of the small-block, but he was on fire with the possibilities.

Corvette Goes Racing

During NASCAR Speedweeks at Daytona Beach in 1956, a trio of Chevrolet Corvettes set, prepped by the incomparable Smoky Yunick, numerous acceleration and speed records, and Zora shared driving chores with several other well-know racers of the day, including John Fitch and Betty Skelton. Zora personally set a new record for the flying mile, exceeding 150 mph.

Emboldened by this early success, Chevrolet mounted an assault on the Sebring 12-hour race the following month. In its first foray into the international racing scene Corvette put the world on notice that it was a genuine contender. The John Fitch/Walt Hansgen entry finished first-in-class.

By the end of that year the Corvette's reputation as a world-class sports car was cemented when "The Flying Dentist", Dr. Dick Thompson, drove his Corvette to an SCCA Class C Production national championship.

The race-bred components that resulted from the Sebring effort and Dr. Dick's championship SCCA season became Regular Production Options (RPOs) the very next year. It was part of Zora's genius that throughout his career he used racing as a device for improving the Corvette - for putting into practice on the showroom floor what was learned at the track. In 1957, an enthusiast could walk into any Chevrolet dealership and order a Corvette with options like fuel injection, heavy-duty brakes and steering components, and drive off in a car that was virtually race-ready.

In the ensuing years, with constant prodding from Zora, Corvette dominated American production-class road racing with victories at all of the major racing venues, as well as numerous regional and national championships.

Dr. Thompson says of Corvette's meteoric rise, "When I began racing my production Corvette in 1956, nobody else was racing Corvettes. By 1962, when I won my fifth national title driving a Corvette, they were completely dominant. Corvette drivers were competing against each other. If another production car was faster, we'd protest them because it was impossible to beat us legally. Corvettes were simply that good".

The Corvette Legend Grows

In 1960, team owner Briggs Cunningham took a trio of Corvettes to LeMans. In a remarkable demonstration, the #3 car, with John Fitch and Bob Grossman at the wheel, finished eighth overall - leaving in the dust many of the finest sports and all-out racing cars of the era. The Corvette's international reputation had begun.

In 1963, Chevy rolled out the Corvette Sting Ray, and it included the Z06 option package - with all sorts of race-bred goodies. As always, Duntov was intent on using what he learned at the track to improve the breed. Zora's vision was paying off, and Corvette sales increased eightfold between 1956 and 1966.

In 1967, Zora unleashed his awe-inspiring L88 engine. It transformed America's by-then premier sports and grand touring machine into a fire-breather. Competition-ready L88-powered Corvettes were winners in such diverse venues as NHRA and IHRA drag strips, road courses like Sebring, superspeedways like Daytona, and even the Bonneville Salt Flats, where a '67 L88 set the A Grand Touring record at 192.879 mph.

GM's decision to honor the Automobile Manufacturers Association's ban on competition might have taken open factory support out of the picture, but with encouragement from Zora, and a race-ready car right off

the showroom floor, private competitors were having a field day.

The third-generation Corvette, introduced in 1968, continued the winning ways of its predecessors. In fact, Corvettes totally dominated in the late 60's and early 70's. Corvettes won sixteen SCCA national A- and B-Production titles, and finished as high as third overall at both Daytona and Sebring. In the late 70's and early 80's, Corvettes went Trans-Am racing, and though the competition was formidable, Corvettes continued to finish out front. By the end of the 1978 season they had earned the SCCA Trans-Am Category II title, and by the end of the 1979 season they did the same in Category I.

The Legend Continues

By the mid-70's, Zora Duntov was nearing the end of his Chevrolet career, and was no longer exercising the kind of control over the Corvette's destiny that he had in previous years. But Corvette's racing pedigree had assumed a life of its own, and the legend continued to grow.

A more exotic Corvette took to the track in 1980. The IMSA GTP Corvette, fielded by Chevrolet dealer Rick Hendrick, reached speeds well in excess of 200 mph by virtue of its 1,200-horsepower, turbocharged Chevrolet engine, and had Corvette fans cheering from coast to coast.

Racing at the same time were Corvettes of a different nature. Labeled "Showroom Stock", they were as close to a street-driven production car as imaginable. In the mid-80's, when new Corvette chief engineer, Dave McLellan rolled out the great fourth-generation Corvette, it was all over for the competition. Things quickly reached the point where the question wasn't which car would win, but which Corvette would win - a situation similar to the one described earlier by Dick Thompson. By 1987, after winning every SCCA Showroom Stock Series race (nineteen in a row), despite the best efforts of manufacturers like Porsche, Corvette was simply legislated out of the series.

Undaunted, Chevrolet launched its own race series, The Corvette Challenge. In 1988 and 1989, identically-prepared C4 Corvettes with some of the world's best drivers aboard competed for million-dollar purses, and produced some of the most thrilling showroom stock racing ever.

In 1990, McLellan, an avid student of Zora Duntov, realized his own high-performance Corvette dream when the incredible ZR-1 was introduced. With its high-revving, DOHC LT5 V8, and the growing sophistication of the C4 (thanks to lessons learned in showroom stock racing), the ZR-1 electrified

enthusiasts.

On March 2, 1990, ZR-1 fired a shot heard round the world. Long-time endurance racer Tommy Morrison took a bone-stock ZR-1, and a small group of Corvette-experienced drivers (including three Corvette engineers), to Firestone's test track in Fort Stockton, Texas. There, the ZR-1 proceeded to shatter three world records, one of which had been on the books for almost 50 years. Morrison's ZR-1 set new speed and endurance records for 24-hours, 5,000 miles and 5,000 kilometers. A stunning achievement for what was then a brand-new car, and another notch in Corvette's motorsports belt.

C4 Corvettes, including the ZR-1, posted many wins during the '90s and were a staple at SCCA and other race series events throughout their existence. As was true from the beginning, the Corvette continued to be a car that weekend and professional racers alike could win with.

A New Legend Is Born

In 1992 Dave McLellan retired, and Dave Hill took over the reins as Corvette chief engineer.

Inspired by Corvette's reputation and heritage, Hill was determined to take the car to a new level, and with the introduction of the C5 in 1997 he and his team proved they were up to the task.

Under Hill a big part of the Corvette mission continues to be expanding the performance envelope - making the car a sure-fire winner on the racetrack. But Hill is also dedicated to the notion that the Corvette can be civilized and refined at the same time - a goal seemingly at odds with the slam-bang durability required on the track.

The C5 proved right out of the box that Hill's performance and refinement goals were not mutually exclusive. C5 Corvettes have already begun to dominate SCCA events, as well as other regional and local competitions, and the refined nature of the car has attracted thousands of new Corvette buyers.

In 1999, the Corvette hardtop was introduced. It is the lightest, stiffest and quickest member of the C5 family, and it is the platform upon which Hill and his team are building a new and exciting racing capability for Corvette.

So good was the car's potential, a GM Performance Parts package was immediately introduced to provide all of the race-proven bits and pieces necessary for a C5 owner to go Corvette racing at a relatively low

cost. All part of the Corvette high-performance plan.

The Newly Introduced Z06 For 2001 Is Another Step In That Plan

Jim Campbell, Corvette brand manager and the man responsible for marketing the Corvette, actively participates in the plan with his support of the C5-R Corvette - a purpose-built GTS racer using an unusual number of production car components. It's spreading the Corvette name far and wide by taking on the world's best in the international endurance-racing arena.

It's not unusual for a new race team to take 2-3 years to get up to speed, but in its first season, (1999) the C5-R team competed in six races, finished third-in-class in its debut at the Rolex 24 at Daytona, and went on to capture two second-in-class finishes at Sears Point and Laguna Seca. At this year's Rolex 24, the C5-R captured a remarkable second-place overall finish.

Against this background, Chevrolet is launching its 2001-model Corvettes, complete with more performance, more agility and more refinement. The new Z06 Corvette, offering a competitive ready-to-race package for hardcore enthusiasts, fits very well into the Corvette strategy, and continues a proud tradition of motorsports excellence first enunciated by Zora Arkus-Duntov so many years ago.

"It would be easy to be intimidated by the responsibility of carrying on the tradition and heritage Corvette enjoys. I take the job very seriously, but I sleep well because with all the tools at my disposal - particularly Dave Hill, his engineering team and members of my own brand team - I know that we'll succeed. The 2001 Corvette, including the awesome Z06, with its new levels of performance, agility and refinement, will write the next chapter in the Corvette legend - and its going to be a great one." - Jim Campbell, Corvette Brand Manager

For Immediate Release

Contact: Kirt Weeks 317-843-5444

Visit Corvette Racing At www.corvette racing.net

For Product Information: 1-800-CHEVY-MI

CORVETTE SETS SIGHT ON ROAD TO LE MANS IN 2000

DETROIT - The Chevrolet Corvette Added another chapter to its storied history in 1999 as it returned to road racing with the C5-R Corvette. Chevrolet announced that the legend will continue this year as General Motors' most prestigious nameplate will participate with a two-car effort in the 68th running of the **24 Hours of Le Mans** on June 17-18, 2000. Team Corvette kicked off the 2000 race season with two-Corvette entries in the **Rolex 24 at Daytona** and the **12 Hours at Sebring,** and will also participate in **Petit Le Mans** at Road Atlanta in September. Additions to the race schedule may be made at a later date.

The Rolex 24 at Daytona on Feb. 5-6 provided quite a test for the C5-R Corvette in its preparation for Le Mans, and the latest-generation Corvette racer passed it in historic fashion. After capturing the pole in the GTO class, the #3 GM Goodwrench Service Plus C5-R Corvette never lifted the hood or rear deck lid through 24 demanding hours of competition and finished second overall in the closet finish in Rolex 24 history. Corvette drivers Ron Fellows, Chris Kneifel and Justin Bell piloted the #3 C5-R and finished less than 31 seconds behind the #91 Dodge Viper, posting the highest finish ever for a Corvette in the Rolex 24. Not to be lost in the history-making were the efforts of the #4 GM Goodwrench Service Plus C5-R Corvette and drivers Andy Pilgrim, Kelly Collins and Franck Freon. The #4 C5-R also led the GTO class and ran in the top for more than half of the race before a problem with the clutch system forced it to retire with a little more than two hours left in the race.

Team Corvette's fortunes at the challenging 12 Hours at Sebring on March 18 were a little different than Daytona. The #3 C5-R Corvette captured the pole with a new track record and and ran in the top three in class until the eight-hour mark when it when it was forced to retire with a broken exhaust valve. The #4 C5-R Corvette overcame an early-race pit stop to change the nose and finished 4th in the GTS class.

The legendary 24 Hours of Le Mans at the historic Circuit of the Sarthe in Le Mans, France, is sports-car racing's biggest stage and provides the ultimate test of both man and machine. Chevrolet is exciting Corvette will again become part of the rich history and tradition of the 24 Hours of Le Mans and take the challenge to prove its "global" expertise in automotive engineering and design against car makers from all over the world.

"The Corvette Racing program reinforces and underscores our commitment to the Corvette and its magnificent heritage," explains Jim Campbell, Corvette brand manager. "Racing in such a prestigious event like 24 Hours of Le Mans just furthers that commitment.

"If you look at the product we put on track and the one we put in the showroom, they're so similar, and both get better because of the other. We're looking forward to showing the rest of the world what so many Corvette owners already know - that Corvette is one of the premier sports cars in the world."

Dave Hill, vehicle line executive and chief engineer, Corvette, said Chevrolet wanted to use race program to "show Corvette's great integrity, quality and pure sport-car character. We wanted to increase consumer share of mind for the C5 Corvette not only in the U.S., but globally as well.

Chevrolet officially returned to road racing in 1999 with the introduction of the GM Goodwrench Service Plus-sponsored C5-R Corvette, a GM-engineered GT sports car based on the production C5. The C5-R garnered a podium finish in it's debut in the 199 Rolex 24 at Daytona with a third-place finish. In six races in its inaugural season, the C5-R had four podium finishes including a pair of second-place finishes at the Sears Point and Laguna Seca races in the American Le Mans Series.

Features

	Coupe	Convertible	Z06
Powertrain/Chassis/Mechanical			
5.7L V8 w/SFI, 350 hp & 6000 rpm redline (LS1)	S	S	N/A
5.7L V8 w/SFI, 385 hp & 6500 rpm redline (LS6)	N/A	N/A	S
National Low Emission Vehicle (NLEV) compliance	S	S	S
Transmission			
- 4-speed automatic, rear mounted (MX0)	S	S	N/a
- 6-speed manual, rear mounted (MM6)	O	O	N/A
- 6-speed manual, rear mounted (M12)	N/A	N/A	S
- Transmission oil cooler (automatic only)	S	S	N/A
- Transmission oil temperature sensor	N/A	N/A	S
Rear axle ratio			
- 2.75 (automatic only)	S	S	N/A

- 3.15 performance ratio (automatic only)	O	O	N/A
- 3.42 (manual only)	S	S	S
Suspension, fully independent F&R w/transverse leaf springs			
- (FE1) Suspension	S	S	N/A
- Selective Real Time Damping (F45)	S	S	N/A
- Performance Handling Package (Z51)	S	S	N/A
- Z06 High-Performance (FE4)	S	S	S
Second-Generation Active Handling, stability control system	S	S	S
(ABS) Four-wheel anti-lock power disc brake system	S	S	S
Limited-slip differential	S	S	S
Steering, power rack & pinion, variable assist, speed-sensitive	S	S	S
Power steering oil cooler	S	S	S

Traction Control system	S	S	S
Exhaust system			
- Stainless steel w/chrome-flashed quad outlets	S	S	N/A
- Titanium w/chrome-flashed 3.5" quad outlets	N/A	N/A	S
Tire pressure monitoring system	S	S	N/A
Wheels			
17" X 8.5" front, 18" X 9.5" rear			
- Cast aluminum	S	S	N/A
- Forged aluminum, high-polish	O	O	N/A
- Magnesium	O	O	N/A
17" X 9.5" front, 18" X 10.5" rear			
- Forged aluminum, Light-gray metallic	N/A	N/A	S
Tires			
Goodyear Eagle F1 GS, Extended-Mobility			

- Front: P245/45ZR-17	S	S	N/A
- Rear: P275/40ZR-18	S	S	N/A
Goodyear Eagle F1 SC(Super Car), Asymmetric			
- Front: P265/40ZR-17	N/A	N/A	S
- Rear: P295/35ZR-18	N/A	N/A	S
- Tire inflator kit	N/A	N/A	S
Exterior			
Base-coat/clear-coat paint	S	S	S
Color-keyed body-side moldings	O	O	O
Daytime running lamps	S	S	S
Dual halogen foglamps	O	O	N/A
Front license plate frame	O	O	O
Lamp, underhood	S	S	S
Mirrors, sport, dual folding electric remote	S	S	S

control, heated			
Manual convertible top w/heated rear glass	N/A	S	N/A
One-piece body-color removable roof panel	S	N/A	N/A
One-piece translucent removable roof panel	O	N/A	N/A
Roof package w/both body-color & translucent panels	O	N/A	N/A
Retractable halogen headlamps	S	S	S
Reduced mass windshield & backlight	N/A	N/A	S
Side guard door beams	S	S	S
Exterior Color Availability			
Black	X	X	X
Speedway White (new for 2001)	X	X	X
Dark Bowling Green Metallic	X	X	-
Light Pewter Metallic	X	X	-
Magnetic Red II*	X	X	-

Millennium Yellow*	X	X	X
Navy Blue Metallic	X	X	-
Quicksilver (new for 2001)	X	X	X
Torch red	X	X	X
*premium tint, additional charge			
Convertible Top Color Availability			
Black	-	X	-
Light Oak	-	X	-
White	-	X	-
Interior			
Airbags (driver, passenger w/PSI R shutoff)*	S	S	S
Air conditioning	S	S	N/A
- Dual zone w/electronic temperature control	O	O	S
Auxiliary power outlet	S	S	S
Battery saver feature	S	S	S
Console, lockable w/integral cupholder	S	S	S
Cruise control, electronic	S	S	S

Dash-mounted ignition switch	S	S	S
Day/night rear mirror w/integral map lights	S	S	S
Defogger, electric rear window	S	S	S
Flash-to-pass feature	S	S	S
Glove box, lockable	S	S	S
Headlamps-on reminder	S	S	S
Illuminated dual visor vanity mirrors	S	S	S
Instrumentation			
- Electric, analog	S	S	S
- Head-up display	O	O	N/A
Intermittent windshield wipers	S	S	S
Lamps- console, door handle, glove box	S	S	S
Luggage shade & parcel net	O	N/A	N/A
Memory package (outside mirrors, radio, heater, defroster, air conditioning,driver	O	O	O

power seat, and telescoping steering column if equipped)			
Mirrors, electrochromic, inside and driver's side	O	O	O
Oil level/oil life monitoring system	S	S	S
PASS-key II™ theft-deterrent system w/horn alarm	S	S	S
Power door locks			
Power telescoping steering column	S	S	S
Power windows w/Express-Down feature	O	O	N/A
Remote Keyless Entry system (2 key fob)	S	S	S
Remote fuel filler door release, electric	S	S	S
Remote rear hatch/convertible decklid release,electric	S	S	S
* Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the Owner's Manual for more safety information.			

Safety belts, driver & passenger, lap/shoulder	S	S	S
Side window defoggers	S	S	S
Starter saver feature	S	S	S
Seats	S	S	S
- Leather-trimmed seating surfaces	S	S	N/A
- Z06 Leather-trimmed w/ dual density side bolsters	N/A	N/A	S
- Z06 Leather-trimmed w/Torch Red accents	N/A	N/A	O
- Sport, w/adjustable lumbar	O	O	N/A
- Power driver, 6-way adjustable	S	S	S
- Power passenger, 6-way adjustable	O	O	N/A
Steering wheel, leather-wrapped tilt	S	S	S
Turn signal-on reminder	S	S	S

Twilight Sentinel™ headlamp control	O	O	N/A
Interior Color Availability			
Black	X	X	X
Light gray	X	X	-
Light Oak	X	X	-
Torch Red	X	X	-
Black w/Torch Red seat inserts, lower dash, lower doors (opt.)	-	-	X
Delco Electronics Premium ETR Sound System Electronically tuned extended-range AM/FM stereo radio			
- w/cassette player and digital clock	S	S	O
- w/CD player and digital clock	O	O	S
Bose™ speaker & amplifier system	S	S	S
Integral antenna, front & rear glass	S	N/A	N/A
Power antenna	N/A	S	N/A
Fixed-mast antenna	N/A	N/A	S
12-disc CD changer	O	O	N/A

Specifications

	Coupe	Convertible	Z06
General			
Model	1YY07	1YY67	1YY37
Body Style	2-door	2-door	2-door
	Hatchback Coupe	Convertible	Fixed-Roof Coupe
Passenger Capacity	2		
EPA Vehicle Class	Two-Seater		
Primary Structure	Unitized Steel		
Body Material	Fiberglass		
Curb Weight, est. auto trans (kg/lbs.)(1)	1460/3212	1458/3207	1409/3130
Weight Distribution (percent front/rear)(1)	51/49	51/49	53/47
Assembly Plant	Bowling Green, Kentucky		

Export Availability	Europe, Middle East, Africa, Japan, Canada, Mexico	Canada, Mexico
(1) With automatic transmission on coup/convertible, manual on Z06		
Restraints		
Air Bags	Std. Driver & Passenger	
Safety Belts	Std. Driver & Passenger	
Suspension Package Availability		
FE1 Suspension	Standard	N/A
F45 (w/Selective Real Time Dampening)	Optional	N/A
Z51 Performance Suspension	Optional	N/A
FE4 Suspension (Z06 only)	N/A	Standard
Suspension - Front		
Type	Short/Long arm (SLA) double wishbone	
Features	Forged aluminum upper control arm	
	Cast aluminum upper control arm	
	Transverse-mounted composite leaf spring	
	Monotube shock absorbers(2)	
	Lubed-for-life ball joints	
	Individual wheel height adjusters	
Stabilizer Bar	Std - 23.1 / .91F45 - 23.1 / .91 Z51 - 28.6 / 1.13	FE4 - 30.0 / 1.18

diameter (mm/in)			
Stabilizer Bar wall thickness (mm/in)	Std - 3.81 / .15 F45 - 3.81 / .15 Z51 - 4.15 / .16		FE4 - 4.50 / .18
Shock Absorber dia. (mm/in)	Std - 36.0 / 1.42 F45 - 54.0 / 2.13 Z51 - 36.0 / 1.42		FE4 - 45.0 / 1.77
(2) Includes Selective Real Time Damping control on F45 Suspension			
	Coupe	Convertible	Z06
Suspension - Rear			
Type	Short/long arm (SLA) double wishbone		
Features	Cast aluminum upper & lower control arms		
	Transverse-mounted composite leaf spring		
	Monotube shock absorbers (1)		
	Lubed-for-life ball joints		
	Individual wheel height adjusters		
Stabilizer Bar diameter (mm/in)	Std - 19.1 / .75 F45 - 19.1 / .75 Z51 - 21.7 / .85		FE4 - 21.7 / .85
Stabilizer Bar wall thickness (mm/in)	Std - 2.0 / .08F45 - 2.0 / .08Z51 - 3.0 / .12		FE4 - 3.0 / .12
Shock Absorber dia. (mm/in)	Std - 36.0 / 1.42F45 - 54.0 / 2.13Z51 - 36.0 / 1.42		FE4 - 45.0 / 1.42
(1) Includes Selective Real Time Damping control on F45 Suspension			
Stability Control System			
Name	Second-Generation Active Handing		

Function	Works with Corvette's ABS and Traction Control systems to assist the driver in keeping the car stable and balanced in emergency or spirited driving conditions - on wet or dry surfaces.(2) Carefully calibrated to avoid unwanted intrusion into thedriving experience.	
Special Componentry	Brake pressure modulator, steering wheel angle sensor, lateral accelerometer, and unique core software algorithms.	
2001 Improvements		
	-Active Handling is now standard on all Corvette models	
	-New lighter-weight Bosch 5.3 pressure modulator provides better overall response and improved pressure apply times in cold weather.	
	-Electronic rear proportioning algorithm eliminates rear brake proportioning valve.	
	-New algorithms for more precise, less intrusive control of sideslip angle rate, rear brake stability and wheelspin.	
	-The unique-to-Corvette Competitive Mode may now be activated without bringing the car to a stop	
(2) A Note of Caution: The overall effectiveness of the Corvette Active handling System is directly related to available tire traction and the aggressiveness of a given maneuver. Active Handling is designed to use existing traction to assist the driver - but it cannot overcome the laws of physics. Please drive responsibly.		
Steering		
Type	Speed-Sensitive, Power-Assisted, Magnetic Variable Effort (MagnaSteer)	
Ratio	10.1:1	
Turns, lock-to-lock	2.66	2.46
Turning diameter, curb-to-curb (m/ft)	12.0 / 39.4	12.9 / 42.3

Turning diameter, wall-to-wall (m/ft)	12.3 / 40.3		13.2 / 43.3
	Coupe	Convertible	Z06
Brakes			
Type	Four-Wheel Disc		
Anti-lock system	Four-Wheel (Bosch S.3)		
Rotor dia. X thickness, front (mm/in)	325 x 32 / 12.8 x 1.26		
Rotor dia. X thickness, rear (mm/in)	305 x 26 / 12 x 1.02		
Swept area, front,rear (sq cm/in)	1696 (F) 1018.0 (R) / 263 (F) 158 (R)		
Wheels & Tires			
Tires, size	Front - P245/45ZR-17		Front - P265/40ZR-17
	Rear - P275/40ZR-18		Rear - P295/35ZR-18
Tires, mfg./type	Goodyear Eagle F1 GS		Goodyear Eagle
	Extended-Mobility		F1 SC
Wheels, size (in)	Front - 17 X 8.5		Front - 17 X 9.5
	Rear - 18 X 9.5		Rear - 18 X 10.5
Wheels (standard)	Cast Aluminum		Forged Aluminum
	(Silver Sparkle)		(Lt. Gray)
Wheels (optional)	Forged Aluminum (polished) or Cast Magnesium		N/A

Number of studs	5 (front & rear)		5 (front & rear)
Spare	None		None
	Extended-Mobility Tires		(GM Tire Inflator Kit included)
	Coupe	Convertible	Z06
Engine			
Order Code	LS1		LS6
Type	Overhead-Valve (OHV) Pushrod V-8		Overhead-Valve (OHV) Pushrod V-8
Displacement	5.7L / 5665 cc		5.7 / 5665 cc
Fuel Induction System	Sequential Fuel Injector		Sequential Fuel Injector
Horsepower (SAE net @ RPM)	350 @ 5,600		385 @ 6,000
Torque (lbs-ft @ RPM)	375 @ 4,400 (manual) 360 @ 4,000 (automatic)		385 @ 4,800 (manual)
Redline (RPM)	6,000		6,500
Fuel Shutoff RPM	6,200		6,600
Compression ratio	10.1:1		10.5:1
Firing Order	1-8-7-2-6-5-4-3		
Block	Cast Aluminum		
Cylinder Heads	Cast Aluminum		
Intake Manifolds	Composite		

Exhaust Manifolds	Cast Nodular Iron		
Valves per Cylinder Heads	2		
Hydraulic Roller Lifters	Standard		
Roller Rocker Arms	Standard		
Crankshaft	Cast Iron w/Rolled Fillets		
Camshaft	Hollow Steel		
Main Bearing Caps	Powder Metal		
Bore X Stroke (in/mm)	3.90 x 3.62 / 99.0 x 92.0		
Cam Drive	Chain		
Recommended Fuel	Premium Unleaded		
Recommended Lubricant	5W/30 Mobil 1 Synthetic or equivalent		
Recommended Oil Change Interval	15,000 miles or 1-year (under normal use)		
Emissions Control (NLEV Compliant)	Catalytic Converter, 3-way Catalyst, Air Injector Reaction(AIR), Positive Crankcase Ventilation(PCV)		
Additional Features	Extended Life Spark Plugs, Extended Life Coolant, Oil Level Sensor,Oil Life Monitoring System		
Engine Manufacturing	St. Catherines, Ontario		
	Coupe	Convertible	Z06
Fuel Consumption[1]			
Manual trans., EPA	19/28	19/28	19/28

mileage (mpg city/hwy)			
Automatic trans., EPA mileage (mpg city/hwy)	18/26	18/26	N/A
Max. cruising range, man/auto (mi)	518/481	518/481	518/na
Max. cruising range, man/auto (km)	834/774	834/774	834/na
(1) EPA labeling estimates apply to all Corvette models. Actual results may vary depending upon equipment level and driving habits.			
Drivetrain			
Type	Front Engine, Rear Wheel Drive		
Transmissions	Standard w/coupe & convertible	Optional w/coupe & convertible	Standard (w/Z06)
	Hydra-Matic	Borg-Warner (Tremec)	Borg-Warner (Tremec)
	Rear-Mounted	Rear-Mounted	Rear-Mounted
	4-Speed Automatic	6-Speed Manual	6-Speed Manual
	(4th Gear Overdrive)	(5th - 6th Gear Overdrive)	(5th- 6th Gear Overdrive)
	(4L60-E)	(T56)	(T56)
Transmission Order Code	M30	MM6	M12
Traction Control	Electronic; uses ABS brake system, electronic throttle control and spark		

System	retardation to control excessive wheelspin		
Gear Ratios			
Gear Ratios	M30 4-Speed Automatic	MM6 6-Speed Manual	M12 6-Speed Manual
	(Standard w/coupe & convertible)	(Optional w/coupe & convertible)	(Standard w/Z06)
1st	3.06:1	2.66:1	2.97:1
2nd	1.62:1	1.78:1	2.07:1
3rd	1.00:1	1.30:1	1.43:1
4th	0.07:1	1.00:1	1.00:1
5th	-	0.74:1	0.84:1
6th	-	0.50:1	0.56:1
Reverse	2.29:1	2.90:1	3.28:1
Axle Ratio	2.73:1 (std) / 3.15:1(perf)(2)	3.42:1	3.42:1
Final Drive Ratio	1.90 (std) / 2.19 (perf)(2)	1.71	1.92
(2) with optional Performance axle (available only with automatic)			
Exterior Dimensions			
	Coupe	Convertible	Z06
Wheelbase (mm/in)	2655.5 / 104.5	2655.5 / 104.5	2655.5 / 104.5
Length, overall (mm/in)	4565.6 / 179.7	4565.5 / 179.7	4565.6 / 179.7

Height, overall (mm/in)	1211.5 / 47.7	1214.7 / 47.8	1211.5 / 47.7
Tread Width, front (mm/in)	1572.3 / 61.9	1572.3 / 61.9	1584.5 / 62.4
Tread Width rear (mm/in)	1574.5 / 62.0	1574.5 / 62.0	1589.5 / 62.6
Interior Dimensions			
Head Room (mm/in)	963 / 37.9	955/37.6	960 / 37.8
Leg Room (mm/in)	1085 / 42.7		1085 / 42.7
Shoulder Room (mm/in)	1405 / 55.3		1405 / 55.3
Hip Room (mm/in)	1377 / 54.2		1377 / 54.2
Capacities			
Passenger capacity	2	2	2
Interior Passenger Index (liters/cu ft)	1455 / 51.4	Data Not Available	1464 / 51.7
Cargo capacity (liters/cu.ft.)	702 / 24.8	394 / 13.9(1)	377 / 13.3
Fuel tank (liters/gallons)	70.0 / 18.5		
Engine oil w/filter (liters/quarts)	6.15 / 6.5		
Engine coolant (liters/quarts)	10.9 / 11.5 (11.2 / 11.8 w manual trans.)		
Battery Type	Absorbent Glass Mat (AGM)		

Performance Data		
Power-to-weight ratio, auto. trans. (lbs:hp)(2)	9.27	8.13
Specific output (hp:liter)	61.8	68
Acceleration(3)		
0-60 mph, man. trans. (sec.)	4.5 (manual), 5.0 (auto)	4.0 (manual)
top speed (kph/mph)(4)	281.6 / 175	275.2 / 171
1/4 mile manual (sec./mph)	13.22 / 109 mph	12.6 / 114
Lateral acceleration (g)	0.93	1.03
(1) with top up -- 318.0 / 11.2 with top down		
(2) w/automatic trans. on coupe/convertible, w/manual trans. on Z06		
(3) Data generated during closed-course development testing & provided for reference purposes only. Actual results may vary depending upon equipment, road surfaces, altitudes, temperatures and other variables.		
(4) top speed is reached in 5th gear on manual - equipped cars		